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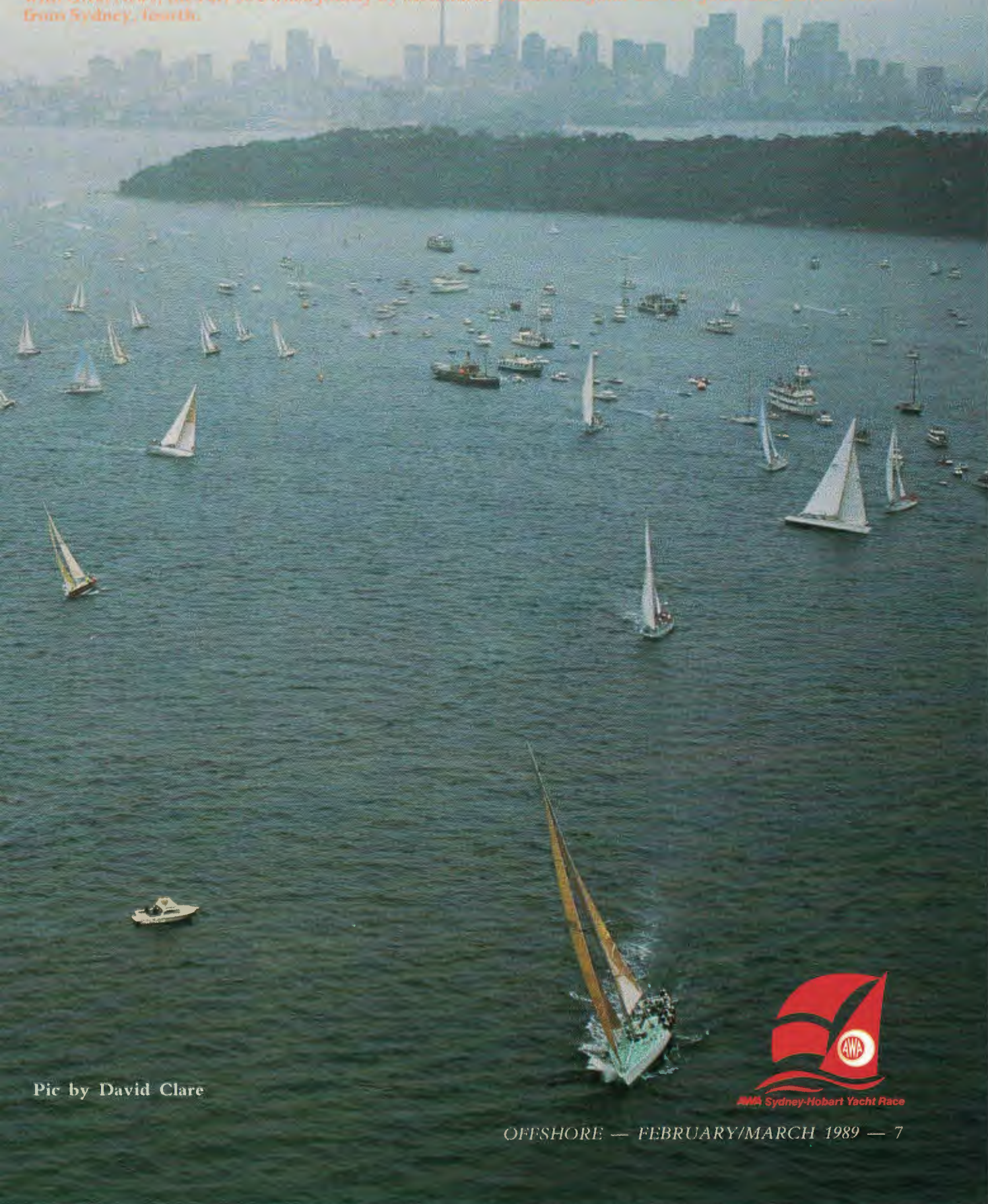
In 44 years, Australia's Great Race Smith, the AWA Sydney to Hobart, has seldom failed to produce a race that yachtsmen will talk about for years, a race that produces something new in wind, waves, personal achievements or disasters at sea. The 1988 "Hobart" was no exception. Within 48 hours, a quarter of the fleet was out of the 119-boat fleet, as they battled their way into steep seas created by a 20-40 km/s southerly front against a 5-4 knot south-running Eastern Australian Current. Then the race turned into a light weather marathon, one of the slowest overall races in its history, with line honors winner *Rayonagle* taking 3 days 15 hours 29 minutes 7 seconds to complete the 630 nautical miles; the tallorder, *Derwent Lark* was 61st for 7 days 6 hours 42 minutes 16 seconds before she finally reached Hobart.

Illusion No Mirage

Story by
Peter Campbell

The 1988 race provided for one of Australia's great ocean racing yachtsmen, Syd Fischer, his first victory, either line honors or corrected time, in 21 years of contesting the ocean classic.

The 1988 race also produced only the second winner ever from Victoria, with Yugoslav-born, Melbourne yachtsman Gino Knezic sailing his newly-launched Davidson 14, *Ilusion*, to a magnificent overall victory from the two Sydney yachts, *Southern Cross*, Bill Gilbert's new *Tara M*, and *Eganaffin*, with *Great News*, the *Parr 50* owned jointly by Melbourne yachtsman John Calvert Jones and David Forbes from Sydney, fourth.



Pic by David Clare



OFFSHORE — FEBRUARY/MARCH 1989 — 7

RIGHT: Race favourite Windward Passage II leads the fleet to sea in the AWA Sydney to Hobart Race. Twelve hours later she was out of the race.

BELOW: Editor Peter Campbell interviews Gino Knezic, skipper of Illusion, after his first on I.O.R..

BOTTOM: Spinnaker problems for line honors winner Ragamuffin soon after turning south for Hobart. (Pics — Catherine Secula, David Clare.)





TOP LEFT: First casualty in AWA Sydney to Hobart, *Insatiable*, dropped her mast inside the heads.

TOP: *Wild Oats*, Bob Oatley's Farr 43, powers to sea but also was an early withdrawal.

ABOVE: Russian entry *Veter* made it to Hobart, as did ANZ *Helsal III* (LEFT) through storm and calms. (Pics — Catherine Secula, David Clare, Richard Bennett).



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IT could be called "the battlers" AWA Sydney-Hobart, figuratively speaking, with the tall poppies of ocean racing falling by the wayside so early in the 44th annual ocean classic. Certainly, the 1988 race has again underlined the toughness of this 630 nautical mile bash southwards, a race that can bring every yachtsman and every yacht back to the common denominator of sound seamanship and stout craft in big seas and strong winds. Of the 119 yachts which started, 38 retired, nearly half of them with broken masts or damaged rigging.

It was the battlers who reached Hobart, surviving two days and nights of boat and body-breaking seas created by the 30-40 knot southerly front against a 3-4 knot south-running East

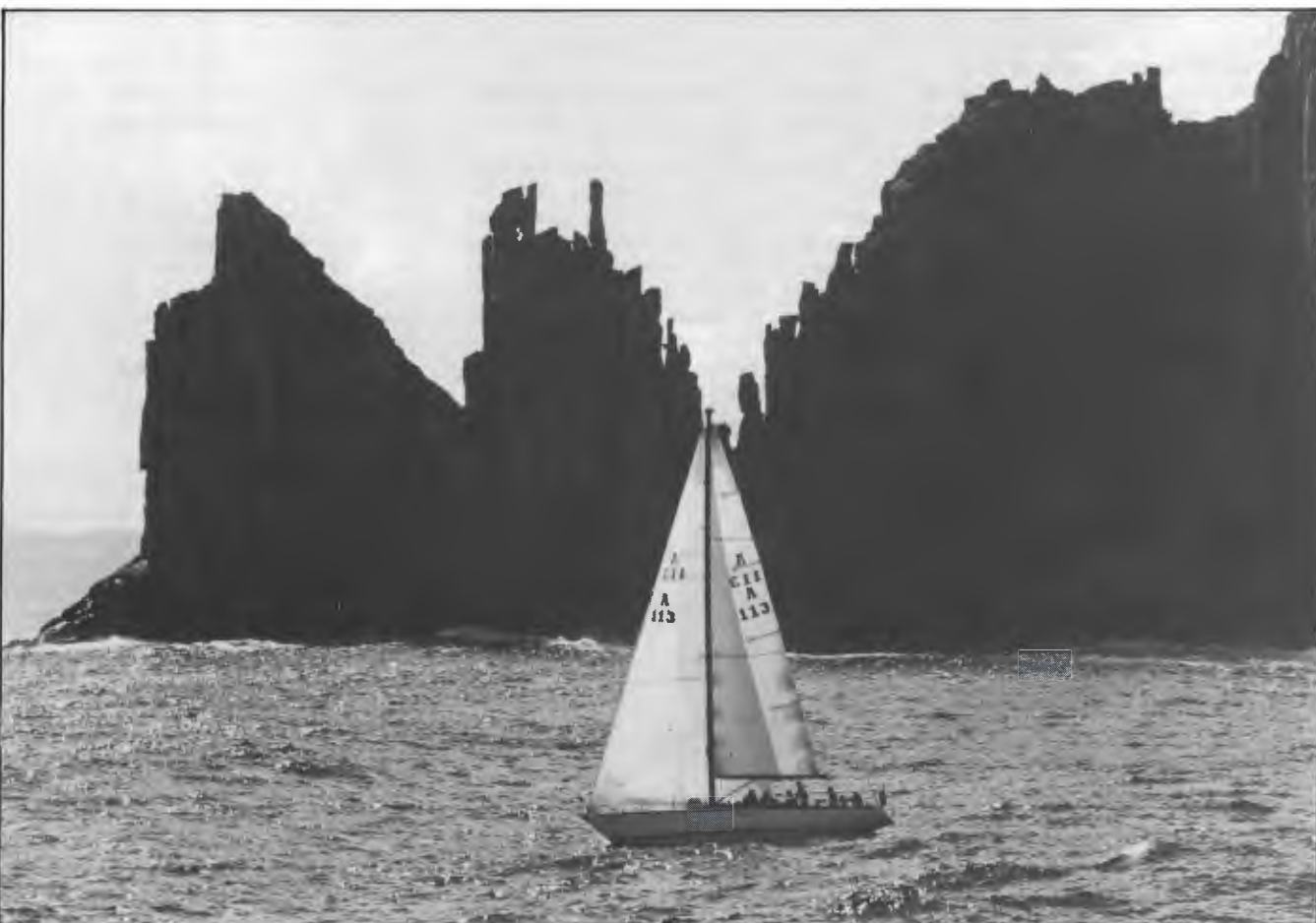
Australian Current. Out went great yachts like *Windward Passage II*, which had started odds-on favourite to take line honours and generally tipped to have a strong chance to win the double. Out went the Admiral's Cup aspirants, *Madeline's Daughter* and *Ronstan Ultimate Challenge*, the swift *Hammer of Queensland*, the little *Chutzpah* from Melbourne, whose sistership *Illusion* eventually won the 1988 classic.

The three top battlers at the end of a race which, for two days, battered the fleet, then got slower and slower as they sailed southwards, were line honours winner *Ragamuffin*, and the two newly launched IOR racers which finished first and second overall, the Davidson 34 *Illusion* from Melbourne and the Farr 40



Southern Cross from Sydney. Close with them was the internationally successful 50-footer *Great News*, which was second to finish the race and fourth overall on corrected time.

STORM BAY's Cape Raoul provides a magnificent backdrop to Richard Bennett's late evening picture of the veteran Sydney sloop *Mark Twain* as she sailed the final 30 miles of the 630 nautical mile AWA Sydney-Hobart.



"The Battlers" Sydney-Hobart

By Peter Campbell

While Syd Fischer admitted graciously that the best maxi in the fleet didn't win, the retirement of the innovative *Windward Passage II* should not detract from the seamanship of Syd and his crew in battling their way through gale and calm to take line honours. And Syd Fischer must rank as a "battler" when it comes to the Hobart race.

This was his 21st race to Hobart and the first time he has collected a major trophy in Australia's ocean classic. With his string of ocean racing yachts named *Ragamuffin* he has captained winning teams in the Admiral's Cup in England, the Clipper Cup in Hawaii and is the only Australian yachtsman to have won a Fastnet Race. Two seconds and three thirds on corrected time, a third across the line with his *Ragamuffins*, but not until 1988 a winner.

Admittedly, the competition fell by the wayside, but the name of the game is to complete those 630 nautical miles down the NSW South Coast, across Bass Strait and down the East Coast of Tasmania to the Derwent River and Hobart. *Hammer of Queensland* was the first big boat to go, snapping off the tip of her mast when the top of the mainsail pulled away from the headboard. Arthur Bloore must be the most luckless yacht owner in Australia, only once finishing a Hobart race in six attempts.

Next to go, causing an early-morning sensation, was the front runner *Wind-*

ward Passage II, reporting "a problem that could not be fixed aboard". Amid conjecture that there had been a structural problem, Rod Muir admitted that his \$3.7 million supermaxi had just that. He showed how the huge monocoque composite laminate hull had developed stress cracks on the aft deck and around the cockpit, spreading from where holes had been cut for steering compasses.

A deeply disappointed Muir said the yachts had crashed heavily off several "backless" waves, likening this to driving a semi-trailer off the top of a two-storey building. The stern of the hull had apparently twisted in the wave motion, causing the cracks which, had they continued, might have seen the stern literally break off the boat. "Our problem was we couldn't slow the boat down," he said.

It was, Muir said, something that could be repaired quite easily and he planned to go ahead with his European campaign later in the year, which includes the 1989 Fastnet Race.

While some yachtsmen have expressed concern at the structural problems arising in such an expensive yacht, one who didn't was Syd Fischer. *Windward Passage II* was a prototype of a great technical advance in maxi yacht construction, he pointed out, and as such was bound to have some problems. His next ocean racing yacht (the aluminium-hulled *Ragamuffin* is for sale) would be a

laminated composite hulled boat as all the new America's Cup class yachts would be "plastic".

In fact, outside of *The Passage*, few yachts were forced out of the Sydney-Hobart because of hull damage, despite the steep seas off the NSW South Coast. Peter Kurts' *Madeline's Daughter* suffered a steering problem, Lou Abrahams' *Ronstan Ultimate Challenge* broke a boom when sailing comfortably under full main and number four headsail. *Chutzpah*, one of the two new Davidson 34s from Melbourne, had a mast problem.

All were well placed when forced to retire, *Windward Passage II* leading the fleet off Ulladulla, 140 miles south of Sydney after only 12 hours of sailing. *Madeline's Daughter* was in second place on corrected time and sailing like a potential winner when she was forced out on the third day at sea.

Crew injury caused several retirements with several yachts making dashes into South Coast ports. Fortunately, the only serious incident was the head injuries suffered by a crew member of the Melbourne yacht *Kingura* who was hit on the head by the boom leaving Sydney Harbour. He insisted the boat sail on, but his condition deteriorated next day and had to be rushed to hospital. Seasickness was, not unexpectedly in the rough conditions, the cause of several retirements and certainly the below optimum performance of several yachts over the first couple of days.

As the battlers neared the Far South Coast of NSW, the southerly blew itself out, leaving a confused sea. But lurking around the corner in Bass Strait was a nasty sou'wester, with more vicious seas roaring across "The Paddock" after battering the yachts racing out of Melbourne in the races to Devonport and Hobart via the West Coast of Tasmania. These fleets, too, were severely reduced by the stormy conditions.

All the time, most of the yachts in the AWA race from Sydney were maintaining their courses well to the east of the rhumbline, their navigators plotting a landfall not much before Tasman Island. As *Ragamuffin* led the fleet towards Eddystone Point on the North-East tip of Tasmania, the wind began to ease, although she was still 60 miles off the coast.

By 6.30 on the morning of December 30, the 80-footer was 45 miles to seaward of St Patrick's Head, with 180 miles to sail to the finish, slowing down from 9 knots to less than 6 knots and covering only 60 miles in 17 hours overnight. Astern of her, the rest of the fleet was slowing down as the sou'wester blew itself out into the Tasman Sea. And the top positions on the computer print-outs spilling out at race headquarters at the Royal Yacht Club of Tasma-



NEWLY launched
Farr 40, Southern
Cross, sails slowly up
the Derwent River
below a cloud-shrouded
Mount Wellington.
Owned by Sydney
yachtsman Bill Gilbert,
Southern Cross
finished second overall
and first in her division.
(Pic — Richard
Bennett)

nia were showing significant placings on corrected time.

Illusion, the little Davidson 34 from Melbourne's Sandringham Yacht Club, had been displaced as overall leader overnight by *Great News*, the powerful 50-footer from Sydney, which was also running second in the fleet some 60 miles astern of *Ragamuffin*. Figuring high on the print-outs was *Southern Cross*, the state-of-the-art Farr 40 which had been launched in Sydney just over a week before the start of the Sydney-Hobart. So too was the veteran but re-keeled *Middle Harbour Express*, along with the former West Australian Farr 40, *Prime Factor*. Other One Tonners were coming into the picture, including the Canberra-owned *Nadia IV* and two past Sydney-Hobart winners, both Farr 40s — *Indian Pacific*, now owned in Geelong, and *Sheraton Hobart*, the former *Sagacious*.

As she passed Tasman Peninsula during the afternoon, *Ragamuffin* was becalmed for hours, the rest of the fleet closing the gap slowly. During the night, the still fighting *Ragamuffin* crew worked their way around Tasman Island and swept across Storm Bay and up the Derwent to finish at 4.17 on a chilly, drizzly morning — but still with a traditional Hobart welcome of floating jazz band and other nocturnal enthusiasts, including Commodores David Kellett and Bob Cooper from the CYCA and the RYCT.

It was an obviously delighted, but still taciturn Syd Fischer who admitted to reporters that it was "good" to finally win a Sydney-Hobart, even line honours rather than the more sought-after corrected-time first place overall. There had been some problems, he said, near the finish, apart from the long period of no wind north of Tasman Island. The steering system had packed up, but Syd showed his seamanship by steering with the sails while crew members spent half an hour in the bowels of the maxi fixing the problem.

Anything else, Syd? "Oh, my glasses got broken." No further explanations were forthcoming about the race, but later that day Syd and I discussed the modern ocean racing yacht. He admits there have been changes for better in design, hull construction, rigs and sails since he began ocean racing more than 20 years ago.

However, he pointed out that the 44th Sydney-Hobart indicated that yachtsmen were still catching up with the technique of handling lightweight yachting in a seamanlike manner. He was critical, in particular, of the modern concept of using crew as a stability factor. "I don't think the designers and builders have come to grips with what the boat really has to go through in a race like this. They don't understand the



CHARGING off to Hobart, from bottom of pic — *Centurian* (Ian Twentyman, Vic), *Dictator* (Dick Fidock, SA), *Solandra* (Craig Escott, Tas), *Planet X* (Joe Goddard, NSW) and *Tradition* (David Gough, Tas). (Pic — David Clare)

stresses, and these modern lightweight yachts rely too much on crew weight for stability.

"I reckon if they ever get a race like the 1979 Fastnet (where 15 crewmen died at sea) there's going to be a hell of a lot of deaths. The blokes will be too buggered, if trouble strikes, to know what to do to save themselves."

Syd plans to sell the nine-year-old *Ragamuffin*, the Frers-designed aluminium 80-footer which, as *Bumblebee 4*, took line honours in the 1979 Sydney-Hobart and concentrate on another challenge for the America's Cup. He'll be back with another ocean racer — and it will be "plastic" — in yet another bid to become the real winner of a Sydney-Hobart, taking first place overall on corrected time.

Ragamuffin's time for the 630 nautical mile course was 3 days 15 hours 29 minutes 7 seconds — more than 24 hours outside the race record set by the US maxi *Kialoa* in 1975. It was the slowest time since *Vengeance* got the gun in 1981, but overall the race turned out to be one of the slowest in its modern history.

With *Ragamuffin* alongside Hobart's Elizabeth Street Pier, it became a long day of waiting ashore — and at sea. *Great News* had until 10.06pm that night, to beat *Ragamuffin* on corrected time, the One Tonner *Southern Cross* had until 8.37am the following day and the tiny *Illusion*, 152 miles out, had until just before seven o'clock the following evening to beat the maxi. *Great News*, the great Farr 50 owned by David Forbes of Sydney and John Calvert-

Jones of Melbourne, failed by eight minutes after being becalmed for four hours north of Tasman. *Southern Cross*, Bill Gilbert's brand new Farr 40, swept across the line, fourth in the fleet, at 7.30 on the morning of December 31 to become the new provisional first placed yacht on corrected time.

But the tiny *Illusion*, 34-feet long but looking smaller, picked up an afternoon seabreeze and carried a spinnaker up the Derwent to become the winner, with Royal Yacht Club of Tasmania race director Rohan Johnston declaring her unbeatable that evening — although there were still more than 50 yachts spending New Year's Eve at sea.

Illusion, skippered by Gino Knezic, thus became only the second Victorian yacht to win a Sydney-Hobart, the other being Lou Abrahams' *Challenge II* in 1983. *Southern Cross* finished second, *Ragamuffin* took third, with *Great News* fourth — a great result for the International Offshore Rule's Mark IIIA ratings with a threequarter tonner first, a one tonner second, a maxi yacht third and a 50-footer fourth.

Illusion and fellow Victorian yacht *Chutzpah* are the latest Davidson 34s from the design board of New Zealand's Laurie Davidson, giving him his second victory in the Sydney-Hobart in three years. Both yachts were built in Melbourne by that master craftsman Ken Jago, using the same SP Systems package used in the construction of the maxi, *Windward Passage II*. Ross Lloyd, of North Sails loft in Melbourne, designed the sails and sailed aboard *Illusion* as principal helmsman. LaMer of Mel-

1988 AWA Sydney to Hobart Yacht Race

bourne made the specially tapered spar, a double spreader rig with diamonds.

With *Illusion*, launched in November, there was time to find and overcome an initial mast fault, at the spreader attachment, whereas *Chutzpah* had the same problem during the race and had to retire.

It was a well-deserved victory for Gino Knezic, born on a Yugoslavian-Italian island near Trieste and migrating to Australia 27 years ago. A successful Melbourne property developer, he took up yachting 10 years ago, firstly with a Cole 23 trailable yacht. His most successful yacht, until *Illusion*, was *Savage*, a Van de Stadt DB1 which he imported direct from Europe, winning the Melbourne-Devonport race twice, the Ocean Racing Club of Victoria IOR winter series twice, as well as the Petersville Regatta.

Knezic said he believed *Illusion* had won the race because of the crew's ability to keep the 34-footer sailing at an average speed of about 6.5 knots throughout the wild first night at sea when many bigger boats were forced to drastically reduce sail and slow down. She was always in the first 15 or so yachts in the fleet, maintaining and improving her place as the winds eased, finally crossing the line 13th.

If *Illusion* proves she can beat the One Tonners in round-the-buoys racing in the Petersville Regatta and the Geelong Australia Day Regatta, Knezic will consider taking the Davidson 34 to Greece for the 1989 world Threequarter Ton Cup.

One cannot detract from the magnificent effort of Bill Gilbert and his crew of *Southern Cross*, his New Zealand-built (by Franklins at Christchurch) Farr 40.



NAVY entrant, Lady Penhyn of Nirimba, sported this white ensign spinnaker as she headed down the NSW South Coast after the start from Sydney. Spinnaker runs ended late that afternoon when the southerly buster hit the fleet.

The high-tech hull was launched in Sydney less than a week before the race start, with the crew having one race in the AWA ocean racing championship to tune-up the rig. Like *Illusion*, they also maintained a good boatspeed in the stormy two days and finished the race in fourth place, beating many larger boats home.

Gilbert plans to campaign the royal-blue hulled Farr 40 for a berth in the 1989 Admiral's Cup in England.

The performances of *Illusion* and *Southern Cross*, launched so close to their first major race, underlines the professionalism of those now involved in the

building and setting up of the modern fractional-rig ocean racing yacht and the skill of those who can step aboard a brand new yacht and win or go so close to winning.

The AWA ocean racing championship, introduced as a series leading up to the Sydney-Hobart in the non-Southern Cross Cup years, turned out to be rather a fiasco this time. Only a handful of yachts completed the entire four-race series and there was only one interstate entry in the three lead-up races. The winner, 'incidentally', was *Great News*.

Only two overseas yachts contested the 1988 AWA Sydney-Hobart, somewhat of a disappointment in the Bicentennial Year — the American fast cruising yacht *Longhorn* and the Russian sloop *Veter*. *Veter*, entered by the Far Eastern Shipping Company Yacht Club of Vladivostock, was the first Soviet yacht to contest a major international ocean race in the western world.

Veter, a masthead 42-footer, was 27th boat to complete the race, placed 35th overall on corrected time, a good result considering that she was an outdated design, quite unsuited for the light winds which prevailed after the first two days. Skipper Pavel Vassilchenko said the Russians were quite satisfied with their performance and said they would be back in 1990, hopefully with a new One Tonner.

Results in both the IOR and Illingworth (AYF t.c.f. handicaps) were spread right across the fleet with yachts owned in Victoria, NSW, Tasmania, the ACT and Tasmania winning trophies. Indeed, a race of all seasons, but essentially a race for the "battlers" of ocean racing, figuratively speaking.

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Day by Day...



DAY ONE — The Start: (1300 hours):

FOLLOWING several late withdrawals, a fleet of 119 yachts lined up at 1300 hours for the start of the Bicentennial Year AWA Sydney to Hobart, the 44th race down the South Coast of New South Wales, across Bass Strait and down the East Coast of Tasmania to Tasman Island and the final leg across Storm Bay and up the Derwent River to Hobart.

Although fewer than the Southern Cross Cup of 1987, the fleet was considered a satisfactory one, although a little short on maxi yachts. *Sovereign*, the 1987 winner and first Australian yacht to win the line/corrected time double, was still in the United States and the two Whitbread Race maxis from New Zealand did not make it.

Nevertheless, it was an interesting line-up of yachts from all Australian States, including several newly launched

boats and several contenders for the 1989 Australian Admiral's Cup team. Highlights were the appearance of Rod Muir's sensational new maxi, *Windward Passage II*, and the first Russian yacht to contest a major ocean race in the West, *Veter*, from Vladivostok.

With a light northerly of 8-10 knots, the fleet had to work to the Heads after once again starting from two lines, 300 metres apart, and turning different marks at the Heads. As Governor General Sir Ninian Stephen fired the gun aboard *HMAS Parramatta*, the first line of big boats got away perfectly with *Windward Passage II* going for a dashing start at the leeward end of the line, Tasmania's *Mirrabooka* winning the start at the Committee Boat end. *Windward Passage II* cleared the Heads in 14 minutes followed by *Hammer of Queensland* and *Ragamuffin*.

OVERCAST weather for the start of the 1988 AWA Sydney-Hobart classic, still brought Sydneysiders in their thousands on the harbour for the spectacular event. Two lines again proved successful. (Pic — Max Press)

The only mishaps were an entanglement between *Helsal II* and *Sir Thomas Sopwith* which saw *Helsal II* lose its masthead instruments and a collision in which *Ocean Blue Resorts* suffered a minor holing.

Back on the second line, however, there was a lot of jostling, particularly at the leeward end with a number of boats forced over and then having to return around the ends. Three yachts were later recalled by radio — 20 minutes after the start. There were also several protestable incidents as the fleet tacked down the Harbour, with eight yachts electing to do 720 degree penalty turns once they cleared the Heads. No protests were lodged.

The first retirement from the fleet came at the Heads, with the Victorian sloop *Insatiable*, skippered by George Wilson, losing her rig as she rounded the mark after a chain plate pulled out.

DAY ONE — Sked One (1700 hours):

CANBERRA yachtsman Teki Dalton collected silver goblets with a second place in Division B with Nadia IV. (Pic — Peter Campbell)

ONCE they cleared the sea mark two miles east of Sydney Heads, all yachts set spinnakers for a fast reach before the freshening nor'easter. Most navigators elected for a course to take them all out to sea to pick up the 3-4 knot current running southwards beyond the continental shelf.

By sked time, four hours after the start, with the nor'easter freshening to 20 knots, the main bulk of the fleet was



already abeam of Wollongong, but well out to sea. *Windward Passage II* was setting a cracking pace, sailing just under 50 miles in four hours, but only a mile ahead of *Ragamuffin*, closely followed by *Hammer of Queensland*.

In the moderate to fresh running conditions, the fleet was closely bunched, with those yachts which got an early break through the Heads and clear of the confused seaway figuring prominently in the AWA computer's assessment of corrected time placings.

With less than 20 miles between first and last after four hours of sailing, the little Half Tonner *Planet X* was overall leader on corrected time, from Admiral's Cup team contenders *Madeline's Daughter*, *Great News* and the newly launched One Tonner *Southern Cross*. Ultimate winner, *Illusion*, was 14th on corrected time.

Windward Passage II was seventh overall.

As the yachts were reporting their positions, the forecast southerly front was moving swiftly up the NSW South Coast, but with more wind than had been predicted. In fact, many of the fleet was still sending their positions when the "buster" hit at 40 knots.

Three yachts were dismasted in the first minutes, the blast from the south coming almost without warning. *Venture I* and *Indian Pacific* from Sydney, and *Mistress Again* from Gosford had their rigs whipped out by the wind and a sudden change in sea conditions.

PROGRESS POSITION REPORT

Schedule: 1. Date: 26 Dec 1988. Time: 17:00

Yacht	Overall Posn.	State/Country	Divisional Position					Dist. To Go
			MAX	A	B	C	D	
PLANET X	1	NSW					1	594.8
MADLINE'S DAUGHTER	2	NSW		1				589.5
GREAT NEWS	3	NSW		2				587.8
SOUTHERN CROSS	4	NSW			1			591.5
FIRETEL	5	NSW					2	595.4
INDIAN PACIFIC	6	NSW				1		593.4
WINDWARD PASSAGE II	7	NSW	1					580.9
CENTURION	8	VIC				2		594.1
MISTRESS AGAIN	9	NSW				3		593.8
HAMMER OF QUEENSLAND	10	QLD	2					582.0

DAY TWO — Sked Two (0630 hours):

OVERNIGHT the scene at sea changed dramatically as the 40 knot southerly front against the 3-4 knot south-running current whipped up confused, short seas off the NSW South Coast. From a pleasant spinnaker run southwards, the race had once again turned into a battle against wind and sea, yachts bucketing into strong headwinds and battering seas during the night.

Just before midnight, the CYCA received word that another three yachts had broken their masts — the little Victorian yachts *Fly by Night* and *Nantucket*, and the "pocket maxi" *Hammer of Queensland* which had been only a mile astern of race favorite *Windward Passage II* when the southern first hit the fleet. The top of the mast broke when the sail pulled out of the headboard and began flogging wildly.

Hammer's retirement added to a long list of luckless Hobarts for owner Arthur Bloore. Among his crew was CYCA Commodore David Kellett who the previous year had skippered *Sovereign* to her double victory.

Also out of the race by midnight was the little Half Tonner *Half Hour* with torn sails and *Mr Bojangles* because of crew exhaustion and seasickness. The Navy yacht *Franklin*, the oldest yacht in the fleet was making for Sydney after taking in water and race veteran *Stormy Petrel* was under tow back to Sydney after a steering failure.

Within 10 hours of the start, 11 yachts had retired.

Then, at 1.35am came the shock news that race favorite and fleet leader *Wind-*

ward Passage II, had been forced to retire. Skipper Rod Muir advised race officials that he was returning to Sydney, but gave no details of the reason except to say that the supermaxi had damage that could not be repaired at sea. At the time the 80-footer was off Ulladulla, 90 miles south of Sydney, leading the fleet from *Ragamuffin*.

It was not until *Windward Passage II* returned to the CYC in the afternoon that Muir revealed that the unique monohull had suffered stress cracks in the aft deck and cockpit area.

During the night, the top Victorian One Tonner *Ronstan Ultimate Challenge*

PROGRESS POSITION REPORT

Schedule: 2. Date: 27 Dec 1988. Time: 06:30

Yacht	Overall Posn.	State/Country	Divisional Position					Dist. To Go
			MAX	A	B	C	D	
ILLUSION	1	VIC					1	523.2
MIDDLE HARBOUR EXPRESS	2	NSW					1	520.3
GREAT NEWS	3	NSW		1				506.2
INDIAN PACIFIC (VIC)	4	VIC			1			519.0
FERRIS AUDIO	5	NSW			2			520.2
SOUTHERN CROSS	6	NSW			3			520.2
RAGAMUFFIN	7	NSW	1					486.0
MADLINE'S DAUGHTER	8	NSW		2				517.6
DON PEDRO	9	NSW					2	531.4
HUMMINGBIRD	10	VIC					3	530.7

broke her boom — a bitter blow for Lou Abrahams, the only Victorian to have ever won a Sydney-Hobart, with his previous yacht, *Challenge II*.

By the morning of the second day of the race, 19 yachts had retired from the race, leaving 100 still racing to Hobart with the nine-year-old *Ragamuffin* now leading the fleet southwards. Another yacht, *Otella*, had to put into Jervis Bay with a crewman who had crushed a hand in a block during the stormy night. The Victorian yacht *Billabong* had also returned to Sydney to send to hospital a crewman whose condition had deteriorated after being hit by the boom sailing out through the Heads the previous afternoon.

Position reports at 0630 showed *Ragamuffin* a clear leader, 144 miles south of



ROD MUIR, owner/skipper of maxi yacht *Windward Passage II*, flew to Hobart to receive AWA offshore championship trophies while the \$3.7 million 80-footer was having hull damage repaired back in Sydney. (Pic — Peter Campbell)

Sydney, and 18 miles ahead of *Montano Realty's Animal Farm*, followed closely by *Great News*, ANZ *McCaughans Helsal* and the Canberra-owned *Doctor Who*. The One Tonners *Indian Pacific* and *Southern Cross*, along with the new Davidson 34 from Victoria, *Illusion*, and the older Davidson 36, *Middle Harbour Express*, were exceptionally well placed having apparently maintained good boatspeed throughout the night.

Ultimate winner *Illusion's* name leapt into prominence for the first time, placing first overall and in Division D. *Middle Harbour Express*, which became famous in Hawaii in the 1980 Clipper Cup in Hawaii as *Gold Coast Express*, was second overall, followed by the Farr 50, *Great News*, and former race winner, *Indian Pacific*, now owned in Geelong.

DAY TWO — Sked Three (1500 hours):

BY the afternoon sked of the second day at sea, retirements from the race had reached 23, with two more yachtsman suffering injuries in the rough seas, despite moderating southerly winds. The skipper of *St Jude*, Dr Harry House, who returned to ocean racing after recovering from a broken neck, suffered in a snow skiing accident 10 years ago, was taken ashore by his crew at Jervis Bay to have a gashed shin treated.

The little Tasmanian sloop *Derwent Lass* also dropped off an injured crew member at Botany Bay, but then continued in the race, ultimately becoming the last boat to finish the long race.

Race leader *Ragamuffin*, which as *Bumblebee 4* took line honors in the 1979 Hobart race for then owner John Kahlbetzer, continued to power southwards. By the 1500 sked on the second day she had opened up a commanding lead that

placed the 80-footer not only first on the water but first in computer assessments of corrected time placings. By now she had sailed 216 miles in 26 hours, leading *Great News* by 40 miles. Third in the fleet was *Madeline's Daughter*, followed by ANZ *McCaughans Helsal* (*Helsal III*), *Doctor Who*, the Tasmanian 46-footer *Mirrabooka* and *Montano Realty's Animal Farm*.

On corrected time, *Ragamuffin* headed the list from *Madeline's Daughter*, *Great News*, with *Illusion* hanging in there, followed by *Middle Harbour Express*, *Indian Pacific* and *Ferris Audio*. The strongly fancied new Davidson 34 from Victoria, *Chutzpah*, retired with rigging problems, along with *Northern Territory Spirit* from Darwin, *Ocean Road* from Launceston, *Padam II* from Melbourne, *Raucous* and *Revelation*, while the fast Sydney Davidson 34, *Singapore Girl*, joined the list of mastless yachts.

PROGRESS POSITION REPORT Schedule: 3. Date: 27 Dec 1988. Time: 15:00

Yacht	Overall Posn.	State/Country	Divisional Position					Dist. To Go
			MAX	A	B	C	D	
RAGAMUFFIN	1	NSW	1					414.3
MADLINE'S DAUGHTER	2	NSW		1				462.9
GREAT NEWS	3	NSW		2				453.9
ILLUSION	4	VIC					1	483.0
MIDDLE HARBOUR EXPRESS	5	NSW				1		477.4
INDIAN PACIFIC (VIC)	6	VIC			1			477.9
FERRIS AUDIO	7	NSW			2			478.3
OCEAN BLUE RESORTS	8	NSW			3			477.0
SOUTHERN CROSS	9	NSW			4			480.4
MIRRABOOKA	10	TAS		3				472.4

DAY THREE — Sked Four (0630 hours):

NOT long after the afternoon sked of the previous day there were more retirements, including *Carina* and *Night Raider*, with *Pemberton IV* dismasted in the early evening. So by the time CYC radio operator "Tweetie" Thompson began his morning roll-call at 0630 from aboard *Achilles II*, the fleet had been depleted by 27 yachts.

After a night of lighter winds off the Far South Coast of NSW, the main bunch of the fleet was hit by a hard sou'wester as they sailed past Gabo Island and headed into Bass Strait, although well east of the rhumbline.

Short, steep seas generated by 20-30 knots against the tide again began to take their toll and shortly before the morning sked the 1987 Admiral's Cup yacht, *Madeline's Daughter*, along with *Wild Oats* reported their retirements. *Madeline's Daughter* suffered steering problems and put into Eden while *Wild Oats* ripped her kevlar mainsail in two, motoring to Bateman's Bay. *Uptown Girl* was dismasted, putting into Eden.

Turkey Shoot from Tasmania was another early morning casualty, losing her rudder and being towed into Eden. These retirements were joined later in

the morning by *All That Jazz* (rigging problems) and Tasmania's *Ventura Highway*.

While *Ragamuffin* continued to lead the fleet, close reaching in fresh conditions across Bass Strait, 45 miles ahead of *Great News*, with *Doctor Who* and *Mirrabooka* six miles astern, the handicap position had changed overnight. The 0630 position reports placed *Illusion* back at the top as she sailed a brilliant race, only 90 miles astern of *Ragamuffin*, and ahead on the water of many larger yachts.

Great News was second, *Middle Harbour Express* third and *Ragamuffin* a close fourth, followed by the new One Tonner *Southern Cross*.

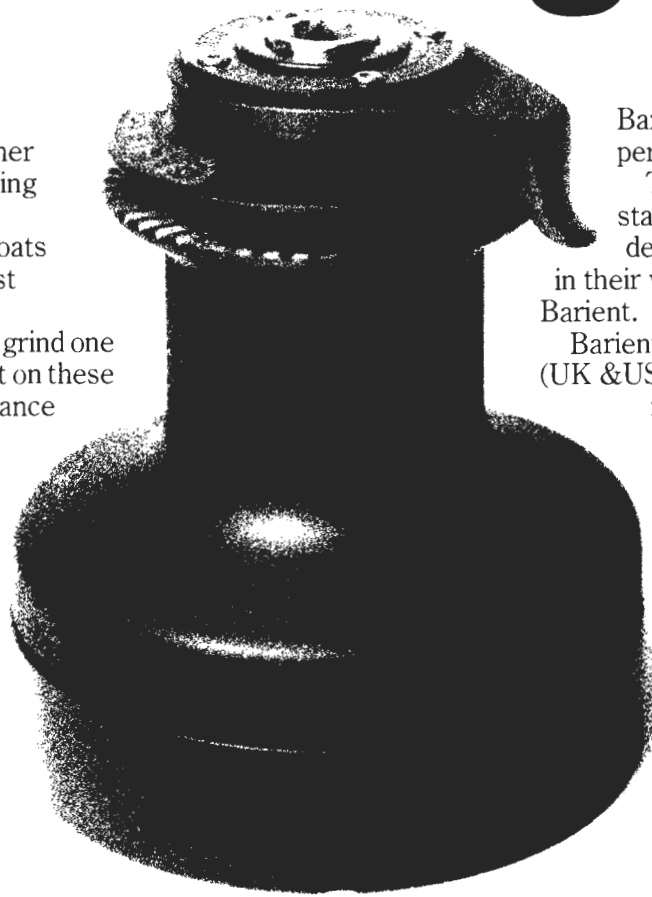
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Kenwood Cup	Great News/Sagacious V*/Esanda Way*	1st Australia
Americas Cup 1988	Stars & Stripes	Winner
One Ton Cup 1988	Propaganda	1st
San Francisco Big Boat Series	Il Moro De Venezia II (Maxi Class)	1st
	Great News (50' Class)	1st
World Maxi Championship	Il Moro De Venezia II	World Champion
Round Australia Bicentennial Race	Steinlager I	1st

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At this stage, *Ragamuffin*, had just over 300 miles to sail, but she was well outside *Kialoa's* record-setting position of 1975, with the fleet now down to 85

yachts following the retirement of 35 boats, 14 of them through mast or rigging failures.

PROGRESS POSITION REPORT Schedule: 4. Date: 28 Dec 1988. Time: 06:30

Yacht	Overall Posn.	State/ Country	Divisional Position					Dist. To Go
			MAX	A	B	C	D	
ILLUSION	1	VIC					1	388.5
GREAT NEWS	2	NSW		1				343.0
MIDDLE HARBOUR EXPRESS	3	NSW				1		385.5
RAGAMUFFIN	4	NSW	1					297.4
SOUTHERN CROSS	5	NSW			1			379.0
PRIME FACTOR	6	NSW			2			381.4
INDIAN PACIFIC (VIC)	7	VIC			3			389.4
OCEAN BLUE RESORTS	8	NSW			4			386.6
CHALLENGE II	9	NSW		2				380.7
MIRRABOOKA	10	TAS		3				374.8



TASMANIAN Craig Escott, skipper of *Solandra*, collects some silverware from RYCT Commodore Bob Cooper.
(Pic — Peter Campbell)

DAY THREE — Sked Five (1500 hours):

As more yachts sailed into the south-westerly front and heavy seas in exposed Bass Strait there were more retirements. *City Limits*, the sole Kiama entry in the race, broke its mast at 11am and headed back to Eden. A couple of hours later the Victorian yacht *Casablanca* suffered its second setback of the race and also headed back to Eden. The 15.24 metre sloop from Geelong had broken its boom the first night at sea but carried on in the race; this time the rudder sheared off and that was the end of the race for *Casablanca*.

Apollo Batteries also arrived back in Sydney that afternoon, having been forced to pull out on the first night with rigging failure.

With the well-placed Farr 43s, *Madelaine's Daughter* and *Wild Oats* out of the fleet, the on-the-water situation saw

Ragamuffin approaching the north-east tip of Tasmania, 66 miles in front of *Great News*, closely followed by *Doctor Who* and *Helsal II*. The Farr 40, *Southern Cross*, was a remarkable fifth in the fleet, 118 miles astern of *Ragamuffin* and ahead

of much bigger boats as *Mirrabooka*, *ANZ McCaughan's Helsal* and *Montano Realty's Animal Farm*. Also exceptionally well placed was the former Sydney-Hobart winner *Indian Pacific*, while the little Davidson 34 *Illusion* was 13th in the fleet, also ahead of many larger boats.

In the hard sail across Bass Strait, the handicap lead changed, with *Great News*

PROGRESS POSITION REPORT Schedule: 5. Date: 28 Dec 1988. Time: 15:00

Yacht	Overall Posn.	State/ Country	Divisional Position					Dist. To Go
			MAX	A	B	C	D	
GREAT NEWS	1	NSW		1				284.0
RAGAMUFFIN	2	NSW	1					217.4
ILLUSION	3	VIC					1	347.8
SOUTHERN CROSS	4	NSW			1			325.6
MIDDLE HARBOUR EXPRESS	5	NSW				1		346.8
INDIAN PACIFIC (VIC)	6	VIC			2			338.2
PRIME FACTOR	7	NSW			3			342.7
MIRRABOOKA	8	TAS		2				325.9
SHERATON HOBART	9	TAS			4			348.5
OCEAN BLUE RESORTS	10	NSW			5			345.4

LINE honors winner Syd Fischer and two of his crew with some of the trophies he won with his maxi yacht *Ragamuffin*, line honors winner of the AWA Sydney-Hobart. (Pic — Peter Campbell)



powering to the top of the computer standings on corrected time from *Ragamuffin* and *Illusion*. Between skeds, the smaller yachts lost a little ground, with *Illusion* dropping from first to third place, *Middle Harbour Express* from third to sixth. *Great News* moved from second to first, *Ragamuffin* from fourth to second, while the One Tonner *Southern Cross* lifted from fifth to fourth.

At this stage of the race *Ragamuffin* had a commanding handicap lead in the Maxi Division. *Great News* led Division A, *Southern Cross* a closely fought Division B, while *Middle Harbour Express* was well ahead in Division C and *Illusion* a clear leader in Division D. In fact, the second-placed Division D boat in the fleet was *Solandra*, back in 20th place overall.

If the breeze held off Tasmania's East Coast, it looked as if *Ragamuffin* would cross the finish line at Hobart late the following afternoon or early evening.

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DAY FOUR — Sked Six (0630 hours):

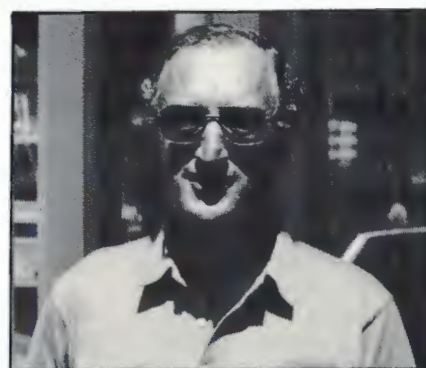
UNFORTUNATELY, the run of fresh breezes since the start faded away overnight, with fleet leader *Ragamuffin* covering only 60 miles in more than 15 hours, her average speed falling away from 9.4 knots to only 4 knots.

By the 0630 sked, the 80-footer had sailed down the East Coast to be abeam of St Patrick's Head, still with 156 miles to sail and only light headwinds forecast. It was certainly a "not tonight, Josephine" message to crew supporters waiting at the Royal Yacht Club of

Tasmania, with race officials giving pessimistic forecasts of "midday tomorrow".

Great News was now only 50 miles astern of the maxi, with *Doctor Who* leading the main bunch of front runners, including *Southern Cross*, *Helsal II*, *Mirrabooka*, *ANZ McCaughans* *Helsal* and others. All were up to 60 miles east of the rhumbline course down the East Coast of Tasmania.

Almost the entire fleet was down to less than five knots boatspeed, with



WINNER of Samuel Pepys Trophy for Smaller Yachts went to Moonshine skippered by Richard St. J. Cross from Sydney's Royal Prince Alfred Yacht Club. (Pic — Peter Campbell)

PROGRESS POSITION REPORT

Schedule: 6. Date: 29 Dec 1988. Time: 06:30

Yacht	Overall Posn.	State/Country	Divisional Position				Dist. To Go
			MAX	A	B	C	
GREAT NEWS	1	NSW		1			206.7
ILLUSION	2	VIC			1		284.5
SOUTHERN CROSS	3	NSW				1	254.3
MIDDLE HARBOUR EXPRESS	4	NSW					285.0
PRIME FACTOR	5	NSW			2		270.9
RAGAMUFFIN	6	NSW	1				156.0
INDIAN PACIFIC (VIC)	7	VIC			3		275.8
OCEAN BLUE RESORTS	8	NSW			4		274.3
SHERATON HOBART	9	TAS			5		279.4
NADIA IV	10	NSW			6		285.0

some averaging as little as three knots as they sailed slowly across Bass Strait and down the East Coast. On corrected times at the 0630 sked *Great News* still held the overall lead with *Illusion* back up to second, *Southern Cross* third and *Middle Harbour Express* fourth. *Ragamuffin* had slipped from second to sixth.

From a heavy weather race down the NSW South Coast and into Bass Strait, the 44th Sydney-Hobart was turning into a slow marathon of endurance and tenacity in light winds.

DAY FOUR — Sked Seven (1500 hours):

LIGHT wind continued throughout the fourth day at sea, with the leaders continuing to make slow progress down the Tasmanian East Coast. By the afternoon sked *Ragamuffin* was still 95 miles from the finish, still well to seaward and abeam of Freycinet Peninsula. In the eight-and-a-half hours between skeds the 80-footer had sailed only 61 miles and with the smaller boats making slightly better time, she slipped down the corrected time chart to eighth place.

Great News, with the smell of victory wafting out from the cloud and mist-shrouded Tasmanian coastline, still over the horizon, held number one on the charts for the third successive sked. *Southern Cross* had moved ahead of *Illusion*, *Middle Harbour Express* and *Indian Pacific* were hanging in. One more retirement brought the total to 37 when the Tasmanian cruiser/racer, *Tradition*, put into Eden because of fuel problems.

On the water, *Ragamuffin* was 58

miles ahead of *Great News* which was 38 miles in front of *Doctor Who*, closely followed by *Southern Cross*, still sailing exceptionally well for a 40-footer.

With only light winds forecast overnight, Royal Yacht Club of Tasmania race officials were being as pessimistic as predicting "by midday tomorrow" for a finish by *Ragamuffin*. However, after being virtually becalmed for 12 hours north of Tasman Island and having

steering problems 60 miles out, the big white sloop with the distinctive blue transom, picked up a freshening night breeze to enter Storm Bay shortly after midnight.

On a chilly wet Friday morning *Ragamuffin*, with her sails illuminated by television camera lights, ghosted up the Derwent to cross the line at 4.29.07 to give Syd Fischer his first first-place, either on line or handicap honors, in 21 Sydney-Hobart races. *Ragamuffin*'s elapsed time for the 630 nautical miles was 3 days 15 hours 29 minutes 7 seconds — almost 24 hours outside *Kialoa*'s race record set in 1975.

PROGRESS POSITION REPORT

Schedule: 7. Date: 29 Dec 1988. Time: 15:00

Yacht	Overall Posn.	State/Country	Divisional Position				Dist. To Go
			MAX	A	B	C	
GREAT NEWS	1	NSW		1			153.2
SOUTHERN CROSS	2	NSW			1		197.0
ILLUSION	3	VIC				1	233.4
MIDDLE HARBOUR EXPRESS	4	NSW					231.2
INDIAN PACIFIC (VIC)	5	VIC			2		222.9
PRIME FACTOR	6	NSW			3		222.2
SHERATON HOBART	7	TAS			4		224.2
RAGAMUFFIN	8	NSW	1				95.0
NADIA IV	9	NSW			5		228.8
OCEAN BLUE RESORTS	10	NSW			6		222.5

DAY FIVE — Sked Eight (0630 hours):

DAWN broke over southern Tasmania overcast and windless, turning the Tasman Sea into a listless grey

sheet of water, with yachts slatting about with little or no steerage and certainly no speed southwards.

Overnight, only *Ragamuffin* had apparently picked up any sort of a breeze. *Great News* had fallen into almost the same "hole" as the maxi, and few of the others had made great progress down the Tasmanian East Coast.

Great News was still 98 miles from the finish, 20 miles ahead of *Doctor Who*, closely followed by *Southern Cross*, *ANZ McCaughan's Helsal*, *Helsal II* and *Mirrabooka*. The little *Illusion* was 156 miles out.

The race had already turned into a marathon, with *Ragamuffin* well outside the race record and RYCT officials predicting that many yachts would not be in by New Year's Eve.

The light winds had turned the race into a fascinating struggle between at least four yachts for overall victory.

Ragamuffin, now berthed alongside Elizabeth Street Pier, appeared to have a surprisingly good chance of taking out the double, *Great News* was still in with a chance although she had to average 6.3 knots to beat the maxi on corrected time.

Illusion was back at the top of the charts on corrected time, with *Southern Cross* second, *Middle Harbour Express* third, with the One Tonner *Prime Factor* moving up to fourth, *Ragamuffin* placed fifth. *Great News* had slipped from first

to eighth as she slopped around north of Tasman.

Great News had until 10.06 that night to finish and beat *Ragamuffin* on corrected time, *Southern Cross*, with 122 miles to sail, had until 8.37am the next day to beat the maxi, while the little *Illusion* had until just before seven o'clock the following evening — under IOR ratings *Ragamuffin* was giving *Illusion* 26 mins for every hour it took the maxi to reach Hobart — more than 38 hours in time for the entire race.

PROGRESS POSITION REPORT Schedule: 8. Date: 30 Dec 1988. Time: 06:30

Yacht	Overall Posn.	State/Country	MAX	Divisional Position				Elapsed Time D-H-M-S or Dist. To Go	TCF	Corrected Time D-H-M-S
				A	B	C	D			
ILLUSION	1	VIC					1	152.0		
SOUTHERN CROSS	2	NSW			1			122.3		
MIDDLE HARBOUR EXPRESS	3	NSW				1		156.0		
PRIME FACTOR	4	NSW			2			139.6		
RAGAMUFFIN	5	NSW	1					3-15-29-07	1.0559	3-20-22-33
INDIAN PACIFIC (VIC)	6	VIC			3			148.0		
SHERATON HOBART	7	TAS			4			146.9		
GREAT NEWS	8	NSW		1				98.1		
NADIA IV	9	NSW			5			152.1		
FERRIS AUDIO	10	NSW			6			151.7		

DAY FIVE — Sked Nine (1500 hours):

ANOTHER day of light winds off the Tasmanian East Coast, with *Great News*' prospects of beating *Ragamuffin* on corrected time diminishing as she slowly beat her way towards Tasman Island, sailing only 50 miles in the eight-and-a-half hours between skeds.

Further up the coast, but well out to sea, most of the fleet had done considerably better. *Southern Cross* had covered 54 miles in the same time, the little *Illusion* sailing 53 miles. On the water *Helsal II* and *Doctor Who* had also closed the gap on the Farr 50.

The AWA computer assessment of positions told the story. *Illusion* at the top of the charts, followed by *Southern Cross*, *Middle Harbour Express* and the One Tonners *Nadia IV*, *Indian Pacific*, *Prime Factor* and *Sheraton Hobart*, *Ragamuffin* was down to eighth, *Great News* had slipped to 11th on corrected time.

Almost certainly, the overall result of the 1988 AWA Sydney-Hobart race would be decided overnight.

PROGRESS POSITION REPORT Schedule: 9. Date: 30 Dec 1988. Time: 15:00

Yacht	Overall Posn.	State/Country	MAX	Divisional Position				Elapsed Time D-H-M-S or Dist. To Go	TCF	Corrected Time D-H-M-S
				A	B	C	D			
ILLUSION	1	VIC					1	99.4		
SOUTHERN CROSS	2	NSW			1			68.4		
MIDDLE HARBOUR EXPRESS	3	NSW				1		105.0		
NADIA IV	4	NSW			2			95.5		
INDIAN PACIFIC (VIC)	5	VIC			3			95.1		
PRIME FACTOR	6	NSW			4			91.9		
SHERATON HOBART	7	TAS			5			94.4		
RAGAMUFFIN	8	NSW	1					3-15-29-07	1.0559	3-20-22-33
FERRIS AUDIO	9	NSW			6			101.3		
OCEAN BLUE RESORTS	10	NSW			7			95.3		

DAY SIX — Sked 10 (0630 hours):

IN the late twilight of Southern Tasmania, *Great News* finally picked up some breeze to make fast time across Storm Bay and dash up the Derwent, to finish at 10.14pm just too late to displace *Ragamuffin* from the then first place.

Owners John Calvert-Jones from Melbourne and David Forbes from Syd-

ney missed out by a mere seven minutes after those hours of frustration off the Tasmanian coast. Nevertheless, it was a great effort by the 50-footer to finish second across the line in the Sydney-Hobart and at least win Division A. *Helsal II*, from Geelong, was the third boat to finish, at 5.12am that morning.

Even more remarkable, however, was the performance of the Farr 40, *Southern Cross*, which finished at 7.30 the next morning, fourth boat to finish the 630 nautical mile course and displacing both *Ragamuffin* and *Great News* on corrected time. The Davidson 34 had been launched only eight days before the start of the Sydney-Hobart, with Bill Gilbert and his crew having just one race to tune-up the boat.

Sked positions, however, still placed *Illusion* the leader overall from *Southern*

Cross, with Ragamuffin and Great News next on corrected times. *Illusion* was only 37 miles from the finish at 0630, and she had until 5.30pm to finish and

beat *Southern Cross*. With only light winds still forecast, it was going to be a cliffhanger result between these two newest yachts in the fleet.

Middle Harbour Express was hanging in there, while a significant improver overnight had been another Davidson 34 Barry Dean's *Harbinger*.

PROGRESS POSITION REPORT Schedule: 10. Date: 31 Dec 1988. Time: 06:30

Yacht	Overall Posn.	State/Country	MAX	Divisional Position				Elapsed Time D-H-M-S or Dist. To Go	TCF	Corrected Time D-H-M-S
				A	B	C	D			
ILLUSION	1	VIC					1	37.7		
SOUTHERN CROSS	2	NSW			1			4-18-30-12	0.7989	3-19-28-36
RAGAMUFFIN	3	NSW	1					3-15-29-07	1.0559	3-20-22-33
GREAT NEWS	4	NSW		1				4-09-14-12	0.8789	3-20-29-33
MIDDLE HARBOUR EXPRESS	5	NSW				1		42.1		
HARBINGER	6	VIC					2	71.6		
NADIA IV	7	NSW			2			35.6		
PRIME FACTOR	8	NSW			3			31.1		
DICTATOR	9	SA				2		47.0		
SHERATON HOBART	10	TAS			4			35.6		

DAY SIX — Sked 11 (1500 hours):

BY the afternoon sked time on New Year's Eve only 21 yachts had finished the 630 miles — making 1988 the slowest race overall in the 44 year history of the Sydney-Hobart. Of the 82 yachts still left in the race, it seemed that more than 50 were destined to spend New Year's Eve at sea.

Party bookings at restaurants and hotels were being cancelled, the waterfront pubs around Constitution Dock and Salamanca Place were half empty. Outside the Race Information Centre at the dock was a sign: "For hire tonight — yachtie look-alikes!" And out on the sea, the sailors were sailing slowly southwards.

The one exception looked to be *Illusion*. After three or four attempts to round Tasman Island in the light breeze and strong current, the crew finally edged her round close under the rock. Once in Storm Bay, she picked up a light sea breeze to carry her across the bay and once around the Iron Pot she carried a spinnaker all the way to the finish.

Illusion, with owner Gino Knezic at the helm, crossed the line at 16.03.40, 13th yacht to finish the race and now

provisional winner overall on corrected time. Knezic and his crew received a rousing welcome as they crossed the line and joined a small group already in Constitution Dock.

Illusion thus became only the second Victorian yacht to win a Sydney-Hobart, the other being Lou Abrahams'

DELIGHTED skipper Dick Fidock and two of crew of Dictator with trophies in Hobart — Second in Class C was the best result by a South Australian yacht in Sydney-Hobart for many years. (Pic — Peter Campbell)



PROGRESS POSITION REPORT Schedule: 11. Date: 31 Dec 1988. Time: 15:00

Yacht	Overall Posn.	State/Country	MAX	Divisional Position				Elapsed Time D-H-M-S or Dist. To Go	TCF	Corrected Time D-H-M-S
				A	B	C	D			
ILLUSION	1	VIC					1	5-03-12-03	0.7333	3-18-20-35
SOUTHERN CROSS	2	NSW			1			4-18-30-12	0.7989	3-19-28-36
RAGAMUFFIN	3	NSW	1					3-15-29-07	1.0559	3-20-22-33
GREAT NEWS	4	NSW		1				4-09-14-12	0.8789	3-20-29-33
MIDDLE HARBOUR EXPRESS	5	NSW				1		5-04-38-55	0.7638	3-23-12-24
SOLANDRA	6	TAS					2	59.6		
HARBINGER	7	VIC					3	42.2		
NADIA IV	8	NSW			2			5-03-03-40	0.7917	4-01-25-39
SHERATON HOBART	9	TAS			3			5-02-31-55	0.7955	4-01-28-27
DICTATOR	10	SA				2		19.2		

IOR Division placings had been determined, only the Illingworth results, based on AYF t.c.f. (with age allowance) to be decided.

Illusion had also been placed first in IOR Division D from fellow Victorian *Harbinger* and Tasmania's *Solandra*. Division C saw *Middle Harbour Express* win from the South Australian yacht *Dictator* and former race winner *Scallywag*.

Southern Cross got some compensation by winning the always strong Division B from the Canberra-owned *Nadia IV* and Tasmania's *Sheraton Hobart*. *Great News* had an effortless win in Division A, from the Hong Kong-owned *Spirit* and 1983 race winner *Challenge II*, while in the Maxi Division, *Ragamuffin* was first from the Canberra-

owned *Doctor Who* and *Helsal II* from Geelong. *Great News* also won the AWA Ocean Racing Championship.

But it was still to be another 24 hours before the majority of the fleet reached Hobart. The Quiet Little Drink was indeed quiet.

The last three yachts were still at sea on the afternoon of January 2 as the combined Sydney-Hobart and West Coaster fleets raced for the traditional West Point King of the Derwent. Youth training ketch *Sir Thomas Sopwith* and *Derwent Lass* made it — but *Westerly* lost her mast 30 miles from the finish after taking more than seven and a half days to sail 600 nautical miles from Sydney. But at least she was near her home port.



DARREN Senogles, at 15 years of age the youngest sailor in the 1988 AWA Sydney-Hobart, sailed aboard father David's *Mistress Again*.

PROGRESS POSITION REPORT Schedule: 12. Date: 01 Jan 1989. Time: 06:30

Yacht	Overall Posn.	State/Country	MAX	Divisional Position				Elapsed Time D-H-M-S or Dist. To Go	TCF	Corrected Time D-H-M-S
				A	B	C	D			
ILLUSION	1	VIC					1	5-03-12-03	0.7333	3-18-20-35
SOUTHERN CROSS	2	NSW			1			4-18-30-12	0.7989	3-19-28-36
RAGAMUFFIN	3	NSW	1					3-15-29-07	1.0559	3-20-22-33
GREAT NEWS	4	NSW		1				4-09-14-12	0.8789	3-20-29-33
MIDDLE HARBOUR EXPRESS	5	NSW				1		5-04-38-55	0.7638	3-23-12-24
DICTATOR	6	SA				2		5-05-13-15	0.7770	4-01-17-48
NADIA IV	7	NSW			2			5-03-03-40	0.7917	4-01-25-39
SHERATON HOBART	8	TAS			3			5-02-31-55	0.7955	4-01-28-27
PRIME FACTOR	9	NSW			4			5-02-33-11	0.7982	4-01-49-19
INDIAN PACIFIC (VIC)	10	VIC			5			5-03-29-00	0.7932	4-01-56-49

PROGRESS POSITION REPORT Schedule: 13. Date: 01 Jan 1989. Time: 15:00

Yacht	Overall Posn.	State/Country	MAX	Divisional Position				Elapsed Time D-H-M-S or Dist. To Go	TCF	Corrected Time D-H-M-S
				A	B	C	D			
ILLUSION	1	VIC					1	5-03-12-03	0.7333	3-18-20-35
SOUTHERN CROSS	2	NSW			1			4-18-30-12	0.7989	3-19-28-36
RAGAMUFFIN	3	NSW	1					3-15-29-07	1.0559	3-20-22-33
GREAT NEWS	4	NSW		1				4-09-14-12	0.8789	3-20-29-33
MIDDLE HARBOUR EXPRESS	5	NSW				1		5-04-38-55	0.7638	3-23-12-24
DICTATOR	6	SA				2		5-05-13-15	0.7770	4-01-17-48
NADIA IV	7	NSW			2			5-03-03-40	0.7917	4-01-25-39
SHERATON HOBART	8	TAS			3			5-02-31-55	0.7955	4-01-28-27
PRIME FACTOR	9	NSW			4			5-02-33-11	0.7982	4-01-49-19
INDIAN PACIFIC (VIC)	10	VIC			5			5-03-29-00	0.7932	4-01-56-49

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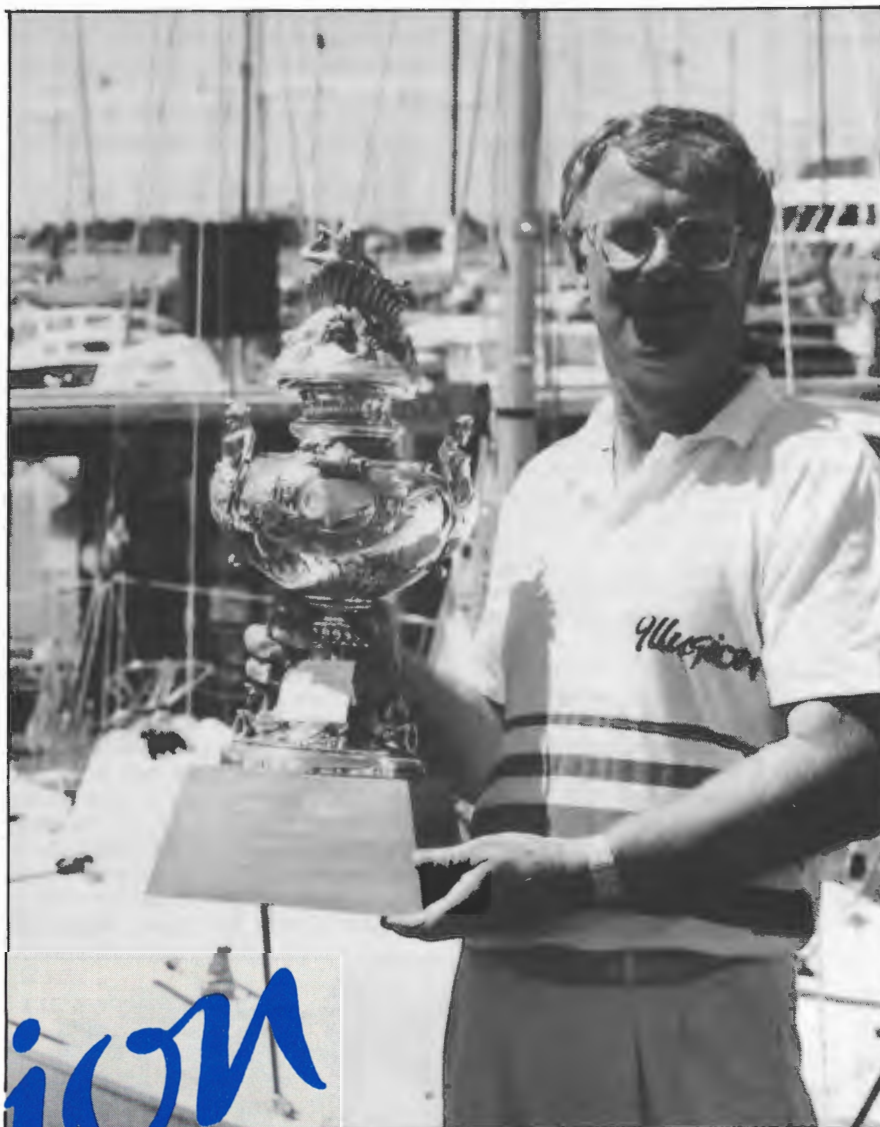
To Hobart on

OUR preparation for this year's race centred around preparing the boat perfectly, so it was truly capable of winning, and choosing a crew with the knowledge and capabilities to sail the boat safely to its maximum potential for 600 miles. Both these areas were to be tested to their limits by the time we sailed up the Derwent.

Race morning saw the usual feverish activities as the boats were loaded with food and supplies, the thousands of spectators and families wishing each other best wishes for the trip south, making a unique atmosphere for the start of an ocean race. On *Illusion* our morning centred around a weather briefing from Roger Badham the weather expert. Roger had prepared a four-day weather prediction package which proved extremely accurate and most useful.

We motored out from the CYC and over to Bradleys Head to hoist our mainsail and have a sandwich before the start. By coincidence we were joined by the new Farr One Tonner *Southern Cross*, and the new Humphries designed *Half Hour*. These two boats, along with *Illusion*, which is a Davidson design Three Quarter Tonner, shows the wonderful variety and scope the IOR rule provides for people to race equally in widely varying sizes of boats.

The start at one o'clock was in strong ebb tide and a nice 14 knot Northerly breeze. We realized the easiest thing that could happen at the start was to be over the line early in the strong current. This ended up proving correct as several boats were recalled.



By Ross Lloyd

showed there to be up to 3.5 knots of South going current extending right down to Bass Strait so our aim was to get out into it as early as possible.

As with all sailing, these downwind conditions did not last long, and right on cue with Roger's predictions late that afternoon the fleet was hit by the regulation Southerly buster. In our case a quick spinnaker drop and a few minutes of sailing with just a mainsail until the wind strength and direction settled down saw us sailing in a 30 knot Southerly breeze.

We hoisted our Kevlar No 4 and put a

VICTORIAN Gino Knezic, owner/skipper of *Illusion*, with the ornate perpetual trophy for first place overall in the annual AWA Sydney- Hobart. *Illusion* was only the second Victorian yacht to win a Hobart race. (Pic — Peter Campbell)

reef in the main making an ideal rig for the conditions.

By an hour later and just on dusk the sea conditions with the strong current against the breeze was already becoming very unpleasant and quite unpredictable. With this in mind we second-reefed the main to make the boat more controllable, and easier to steer in the dark. As the night wore on the sea state became downright dangerous, with several

We started in the harbour's mainshipping channel and hopefully strongest current. This seemed to work as we were with the One Tonners at the Heads and in front of many of the larger yachts. Once around the seamark we hoisted the chute and headed South on a course taking us just a little East of the rhumbline. The hydrographic survey

waves almost involuntarily tacking the boat, repeated journey's into mid-air with the resultant loud crash as the boat hit the water on the back of extremely confused waves.

These conditions are where the boats and their rigs are most vulnerable to damage. We carried a baby stay on our beautifully built La Ner spar, which is connected just above the checkstay take off point, and is clipped on to a pad eye with a small purchase system and cleat on the foredeck. This really helps control the mast from pumping, and ensures that it cannot invert, particularly when deeply reefed.

Our aim in this part of the race was to stay in the hot water where the current is strongest (23°C), so our course during the night took us on starboard tack and offshore except for about an hour when the seas became so confused we had to sail on port tack to give the boat a less violent motion. In the early hours of the morning the breeze went a little to the East, so we tacked on to port taking us back to the rhumbline and the flash of Point Perpendicular light.

The morning radio sked told of many boats retiring which did not surprise us at all when looking at the seas we were currently sailing in. A careful inspection down below showed the boat to be in perfect condition, a real credit to her builder Ken Jago Yachts. So it was back on to starboard tack and more bashing to windward. As the day progressed the breeze began to ease and flick around and by late afternoon we were sailing in a light North Westerly, allowing us to sail course again parallel to the South Coast of NSW.

By the midnight radio check the

breeze started to freshen with rain squalls and thunder, with the forecast of a strong Westerly front whipping through Bass Strait. It's great sitting in the middle of the ocean peering into the pitch dark knowing that at any moment some great pocket of wind is going to try and blow you to New Zealand, and sure enough off Gabo in the early hours of the morning the breeze kicked in hard. So it was back to the No. 4 and two reefs, shy reaching out into Bass Strait.

Daylight saw us sailing in large seas, frontal cloud and lots of wind. These large rolling seas coming out of the Strait made the boat quite tricky to steer so we put the third reef in the main, from then on the boat sailed extremely well in the quite extreme conditions. As our third day wore on we were slowly headed on starboard tack and by mid afternoon the breeze had eased and gone South East, so we tacked over and at times could almost lay Tasman Island.

On the evening ABC news we heard that *Illusion* was the leader on handicap, closely followed by *Great News* and *Southern Cross*. Great news indeed! Roger Badham's prediction was for the wind to lighten right off in Bass Strait and down the Tasmanian East coast. This, in fact, happened, and by dusk we were abeam of Flinders Island sailing with our windseeker on an oily sea. We knew this night was going to be important as it would be really easy to get left behind. Our strategy was to sail towards the nearest large cloud mass in our area, this worked really well providing first a South Westerly adjacent to Banks Strait, then later in the night by tacking over to the East a light but steady breeze till

dawn. The morning sked showed that we had in fact go sailed more miles than many of the bigger boats in the fleet during the night and that no one had escaped the light airs.

During the morning of our fourth day we were able to clean the boat up, dry some belongings, eat and assess our position. At that time we were sailing in a light North Easterly, well offshore from Tasmania. With the whole horizon covered in light cloud it seemed unlikely that we would get any local seabreeze effect from the Tasmanian land mass, so we elected to stay well offshore.

This proved right with a light S.E. breeze forming mid-morning. We sailed in this for most of the day with Tasmania shrouded in cloud on the right horizon. By mid-afternoon we could see the famous rock that everyone wants to get around on our starboard bow. At the same time the breeze started to clock around to the right and by dusk Tasman Island lay 24 miles dead upwind. This was much appreciated by the crew on *Illusion* with the breeze easing as darkness fell, and visions of the boats ahead getting around Tasman and sprinting to Hobart on the Southerly.

It seemed to take forever to actually get to Tasman, and when we finally did get to the rock we could not get around it. The strong current and lack of wind saw us have several goes at tacking around it without success. Eventually we snuck up on its leeward side and shaved around its Southern point. Very, very close.

The morning sked, and the Hobart Radio news told us the story that we had until around 6.00pm to take handicap honours from *Ragamuffin*, *Great News*, and *Southern Cross*. At which point we were sitting halfway between Tasman Island and Cape Raoull, sails slatting in the swell.

By mid-morning a light sea breeze began to form allowing us to set the half ounce spinnaker, settle the nerves, and slowly reach across storm bay, arriving at the Iron Pot at just after 2.00pm. With great relief there looked to be wind in the river, the sea breeze increasing as we headed up the righthand shore amongst the many well wishers motoring and sailing alongside. Amongst a small armada of boats we crossed the line just after 4.00pm. A very happy crew.

Illusion proved to be a most sea kindly boat, fast on all points of sail with no vices. She was crewed by a great bunch of blokes who never let up for one second in the most trying conditions, making for a most exciting and enjoyable ocean race.

ROSS LLOYD, sailing master aboard *Illusion*, and a former world Quarter Ton champion, is manager of North Sails, Melbourne.



ILLUSION's skipper Gino Knezic (centre) with some of his crew and the trophies the Davidson 34 won in the 1988 AWA Sydney-Hobart after the presentation at Royal Yacht Club of Tasmania. (Pic — Peter Campbell)

CHILLY morning off the East Coast of Tasmania as the little sloop Illusion sails out of the misty rain to prove she is no mirage. Owned by Victorian Gino Knezil, she is only the second Victorian boat to win the Sydney to Hobart.





"Changing to Kinnears Super Braid was a winning decision."

— Cathy Hawkins and Ian Johnston

Cathy Hawkins and Ian Johnston were co-skippers of "Verbatim", the yacht that won the Under 40' Multihull Division and was the first Australian yacht across the line, in the gruelling Bicentennial Two Handed Around Australia Race.

Asked about their decision to use Kinnears Super Braid, Cathy explained... "The hi-tech rope has incredible strength and unlimited fatigue life. It's easy to handle, low in stretch, light when wet and has a minimum loss of strength at knots and sheaves. It stood us in good stead in the heavy

going of the Round Australia Race".

But that's not all. Steinlager 1, the New Zealand trimaran that won the Race in record time, was also rigged with Kinnears Super Braid.

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CHRIS Dickson, the 27-year-old New Zealand yachtsman, has proved he is one of the world's greatest and most tenacious helmsman by winning the inaugural world match-racing championship sailed off Fremantle, the port of Perth in Western Australia, in December.

win by just five seconds. The victory not only made Dickson the first world match-racing champion, but also enabled him to displace Australia's Peter Gilmour from the No 1 ranking on the world match-racing circuit.

The series cost more than \$US1.2 million to stage, including building 10

identical Farr 1060 fractional rigged sloops and attracted match-racing skipper from New Zealand, Australia, the United States, France and the United Kingdom.

Unfortunately, John Koliou pulled out, as did Gary Jobson and Sweden's Pelle Petterson, but the series still pro-

'U-Boat' Skipper Dickson Sinks His Rivals in Perth

Dickson won the best-of-three, all New Zealand final of the Swan Premium-sponsored regatta with two remarkable straight victories over expatriate American Rod Davis, who now lives in New Zealand and works for Michael Fay.

The young yachtsman who achieved fame with his record-breaking string of more than 40 wins as skipper of the New Zealand 1987 America's Cup challenger, the so-called 'plastic fantastic', KZ 7, won the first race over Davis by a clear 10 seconds.

In the second, he came from astern of Davis midway through the race to grab the lead in a protest-provoking last leeward mark rounding, and went on to

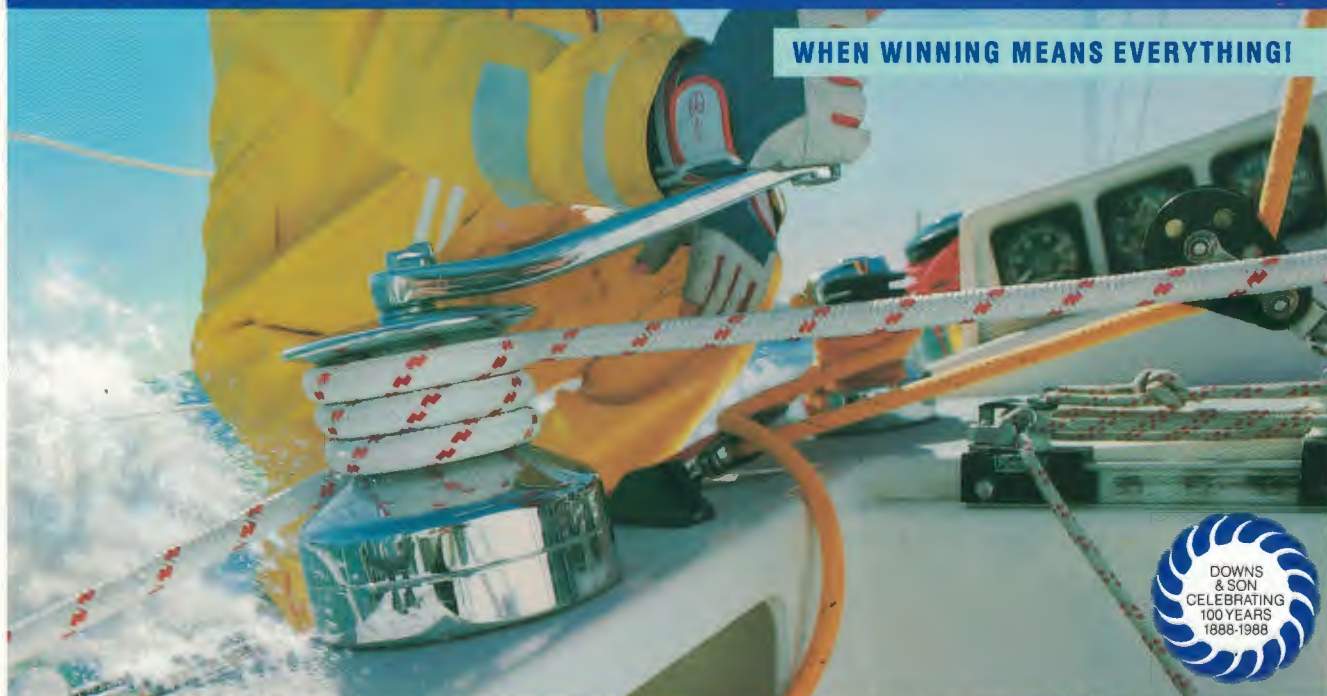
By
Peter Campbell

AUSTRALIA'S Peter Gilmour and his crew aboard one of the Farr 1060 sloops used for the Swan Premium World Match-Racing Championships in Perth. (Pic — Peter Campbell).



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NEW ZEALAND rivals Chris Dickson (sail Di) and Rod Davis (Da) round the leeward mark in their final of the World Match Racing Championship. LEFT: America's John Bertrand (B) and France's Bertrand Pace (P) in a pre-start dual. (Pic — Peter Campbell.

duced the best line-up of international skippers seen at Fremantle since the heady days of the 1986-87 America's Cup Regatta. For the first time in an international match-racing series, the competitors were provided with brand new, identical craft while another first in Australia was the use of on-the-water judging.

In more than 20 years of yacht racing, Chris Dickson has sailed an immense range of sailboats, from Sabots to maxis, 470s to 12-metres.

He has now won four world championships and 12 international titles, achieving ranking in the top three in the world in the 420, 470, One Ton and 12-metre classes. Back in the waters off Fremantle where he won fame as the skipper of KZ 7 in the 1987 America's

Cup, Dickson has shown why his approach to sailing has earned him the title of the "U-boat commander" from his peers. He has ice-blue eyes, he is arrogant on and off the water, and he is a ruthless tactician and helmsman.

He proved all his skills by coming through this entire regatta unbeaten, except for one controversial retirement, effectively torpedoing such champion yachtsmen as Australia's Peter Gilmour, American John Bertrand, England's Eddie Warden-Owen, and finally Rod Davis, the former US Congressional Cup winner, Olympic gold medallist and skipper of America's Cup challenger, *Eagle*. Yet he left his greatest performance for the deciding second race of the final — a clash that had a barely concealed aura of animosity be-

tween the two skippers representing New Zealand.

Dickson, despite being the hero of the NZ America's Cup challenge off Fremantle, was ignored by Michael Fay for his 1988 San Diego challenge. In contrast, Davis now works for Fay and was sailing master aboard the maxi *New Zealand* at San Diego. More recently, Davis was invited to the Nippon Cup in New Zealand as a representative of New Zealand, Dickson was not — infuriating the young Kiwi.

Final standings of world championship: 1, Chris Dickson (NZ); 2, Rod Davis (NZ); 3, Peter Gilmour (Aust); 4, Eddie Warden-Owen (UK); 5, John Bertrand (USA); 6, Skip Lissiman (Aust); 7, Bill Lynn (USA); 8, Bertrand Pace (France); 9, Peter Isler (USA); 10, Tim Law (UK).

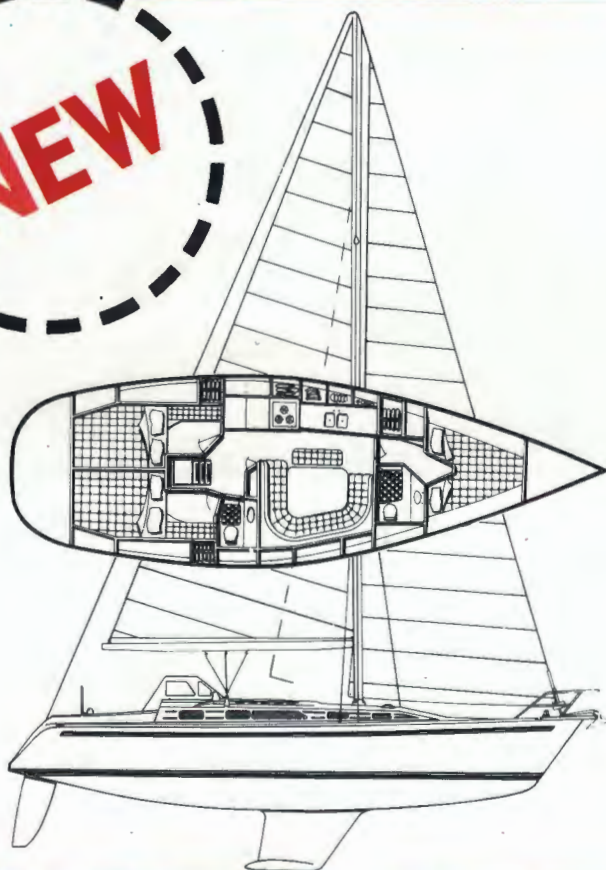
The world championship, last event on the match-racing circuit for 1988, saw Dickson move to the top of the International Match Racing Sailors Association placings. Final placings are: Chris Dickson (NZ) 95.0 points, Peter Gilmour (Aust) 87.9, John Kolius (USA) 70.0, Eddie Warden-Owen (UK) 49.2, John Bertrand (USA) 43.8, Rod Davis (NZ) 38.8, Gary Jobson (USA) 30.0, Paul Cayard (USA) 27.5, Pelle Petterson (Sweden) 27.5, Greg Tawaststjerna (Canada) 24.0.

The next world match-racing championship is scheduled for Lymington, England, in September 1989.

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NADIA IV

THERE are several reasons why the 1988 AWA Sydney Hobart race will be remembered as one of the classic races. For weeks before, clear favourites had begun to emerge and by the start of the race on Boxing Day, many sailing commentators, myself included, had the race won, both on line honours and corrected time by the fast maxi yacht *Windward Passage II*. The weather forecast was to offer no surprises and would be the normal Hobart race pattern of a brisk nor'easter at the start followed by a southerly change on the first evening with another change 24 hours later. There would be lighter winds across Bass Strait and along the Tasmanian coast with the usual tricky light conditions in Storm Bay and the Derwent River. For many Hobart race veterans, these were typical conditions and most of us had seen them on previous races.

There is the axiom in any competition that 'finishers share the spoils' and this race was to provide many of the owners and skippers with good reason to look carefully at their boat preparation, crew selection and seamanship. Of the 38 retirees many found they could not cope

with the strong wind and sea conditions and others broke rigging or equipment which could not be repaired or modified. The retiree list had many unexpected names, *Windward Passage II*, *Madeline's Daughter*, *Wild Oats*, *Ronstan Ultimate Challenge*, *Indian Pacific (NSW)*, *Venture 1*, *Hammer of Queensland*, *Pemberton IV* and *Singapore Girl*. All of these are top-class, well-prepared racing yachts with experienced crew and several of them will be competing for a place in this year's Australian Admiral's Cup team. Retirement does not come easily

By Teki Dalton

to the skippers of those yachts, particularly from the Sydney Hobart race, and it must have hurt to set a return course to Sydney.

Nadia IV's crew of nine includes Garry Holt (sailing master), Dennis Wall (navigator), Will Godfrey (trimmer), David McLean (trimmer), Danny Rainbow (mainsheet), Howard Bizzell (halyards), Mike Fountain (mast) and one of the few female for'rard hands in offshore racing, Kerry Hansford. When

Garry Holt put the team together at my request at the start of the season, there were only three requirements from them, to commit themselves to *Nadia IV* for the season, to try to win and to have fun. I could not be more pleased with them.

Throughout this season on *Nadia IV* we have had a very positive attitude towards finishing races. We retired from a medium distance race very early in the season because of a torn mainsail and since then we have tried to cover ourselves in the event of breakages or damage. All of us like to win and we often say "if anything breaks, we'll carry her to the finish!"

Because our first task was to finish the Hobart race and then, hopefully, gain a reasonable placing, it was important to spend a lot of time on boat preparation before the race. For ten days before Christmas and including Christmas Eve, we all worked on checking and re-checking anything that had the potential to go wrong. As it turned out, this 'belt and braces' approach was to help save the day and enable us to finish the race.



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NADIA IV

continued..

The official weather forecast given by Roger Badham was for medium strength nor'easters followed by a southerly change around 9pm on the first day with winds easing the next day but another sou'westerly to southerly change expected on the third day of the race. It was a forecast very similar to that given to us by Badham before the start of the 1985 race and he was proved right all the way to Tasman Island. Finding the southerly current was to be a major factor in this race as the CSIRO predictions placed it along the Continental Shelf and running at speeds up to 4 knots. There were large eddies and loops associated with the current further down the NSW coast and into Bass Strait but these were less easily determined and would require more luck than judgement to find.

After absorbing all of this information, as well as obtaining a specially prepared weather booklet by Badham and a quick phone call to one of the crew's friends in Eden on race morning, Garry, Dennis and I were then ready to plan a broad race strategy. We decided to go for a conservative start so as not to be recalled and lose valuable time. We wanted to stay clear of any potential protest incidents but at the same time, be aggressive enough to let the others know we were around. During the beat to the Heads we would go for clear air and concentrate on boat speed and once outside under spinnaker, sail a course which would take us to the southerly current. Beyond that point we realised that any plan has to be flexible but should conditions be as we anticipated, we would follow the set down the Shelf, keep in the middle of the fleet, as in longitude, but make towards the southwest once in Bass Strait. The rest of the race would take care of itself as we would have been proved right or wrong. In this race you have to commit yourself at some stage and if wrong, pay the penalty.

Basically, that's the way the first part of the race went. We had a reasonable start at the unfavoured end of the line and improved our position by the sea mark where we set out 1.5oz spinnaker in about 18 knots of wind. This increased to over 20 knots during the next three hours and we were pleased with *Nadia IV's* speed compared to our rivals. The brand new Farr 40, *Southern Cross*, was about 3nm ahead but was not increasing her lead. Another 40-footer, *Venture 1*, was just over a mile ahead but we were in front of *Ronstan Ultimate Challenge* and a number of boats from Division B.



NADIA VI's crew prepare to set the spinnaker in offshore race leading up to the Sydney-Hobart. Teki Dalton and his crew are regular competitors with CYCA offshore fleet and in other major long passage races.

Apart from the Division B boats, particularly the one-tonners, we had special rivals for this race. *Middle Harbour Express* and *Stormy Petrel* were hot on our heels for the Bluewater Championship and both were trailing us by a few points. With the Hobart race contributing double points we had to beat both of them to stay in front. *Too Impetuous*, named *Ocean Blue Resorts* for this race, and *Big Schott* were two others for which emotions had the potential to over-ride good sense and tactics from some of our crew.

By 4.30pm on the first afternoon we had started the first of our 3 hours on and 3 hours off watches and with Garry steering, four of us went below. What-

ever thoughts we had of rest were shattered by Garry's call of "the southerly's here! Get the kite down and the no. 4 on deck — quick". It was dead calm on deck, the spinnaker had backed but we could see boats ahead of us in all sorts of trouble, nearly heading north trying to douse their spinnakers. Within minutes our spinnaker was down below and the no. 4 jib hoisted and we were powering away in 27 knots of breeze. "Two reefs" was the call for the mainsail and with everyone sitting out on the weather rail in pouring rain, we were very quickly doing over 7 knots to windward. We all felt pleased with ourselves to be one of the few boats to recover so quickly, but that smugness only lasted for a few minutes.

NADIA IV

continued..

As we saw it happen, we couldn't believe it. The tack of the Kevlar racing main at the gooseneck on the boom had been allowed to come out of the track slightly and the pressure on the sail tore the mainsail boltrope out of the mast right up to the headboard. With the main only attached to the mast by the headboard and the tack, we had a unusual mainsail spinnaker which made the boat unsteerable and pushed us north. Because of the sail billowing away from the boat, the crew were unable to get a direct pull on the sail to bring it down but after an hour, centimetres at a time, the sail was thrown below and our three-year-old Dacron cruising main was hoisted in its place. Only once out of its bag in the last 12 months, this sail was to be our insurance to finish the race.

We settled down during the night with good boat speed and with the wind blowing from the south, continued to tack just outside and along the Continental Shelf. Dennis estimated that we had had the assistance of up to 3 knots of current since the previous night. Several of us were sick in the early hours of the morning, mainly from nerves and tension, but this did not affect our concentration. During the morning the wind eased and by early afternoon had swung to the southeast allowing us to steer along our favoured tack course.

I wasn't happy with the way we had sailed during that second day. There weren't any other boats around and we had used the quieter conditions to dry out wet weather gear and clothes. We had changed headsails and taken out reefs at the appropriate times but we were still lacking in boatspeed, not by much, but enough for me to know that we could be left behind if we didn't concentrate. During the night the south-east breeze died and was replaced by a westerly which meant we could carry a spinnaker. Later in the evening the wind increased to nearly 20 knots.

At each scheduled position report there was much speculation as to the number of retirements. *Stormy Petrel* had gone home, but *Middle Harbour Express* was in front of us and giving us a sailing lesson. *Ocean Blue Resorts* was also ahead of us, but both of them were able to be caught if we concentrated on sailing fast. The stronger winds from the southwest near Gabo Island were made to order for us and once we reefed down, with no. 4 jib in 30 to 40 knots of breeze, we really flew to windward at over 7 knots. The seas were much bigger than before and one large wave washed both our lifelines overboard. Another large wave hurled Danny Rainbow across the cockpit, spraining his wrist.

We had seen from the previous skeds that we had been gaining on the boats ahead. *Ocean Blue Resorts*, *Middle Harbour Express*, *Sheraton Hobart*, *Illusion* and *Dry White* were in our sights and this was to be the goal for the next two days, to catch them and stay in front. When we were well into Bass Strait the wind had shifted from the southwest towards the east and this still gave us a good course to Tasman Island. We were still gambling on more breeze from the southwest or west and we kept making to that side of the course aided by a little over 1 knot of current which had seemingly come from nowhere.

By the time we were abeam of Flinders Island we had caught and passed *Middle Harbour Express* and *Challenge*. We had sailed particularly well during the light morning conditions and had chased breeze lines and wind shifts. They are not conditions which suit *Nadia IV* but our new Kevlar no. 1 headsail which had been delivered by Fraser Sails days before the race, proved to be a brilliant sail. During the day we continued to make ground on the boats ahead and by nightfall all of our main rivals could be seen on the horizon.

It has been said by all of the Sydney Hobart experts that you should stay well off the Tasmanian coast in southeast or east-south-east breezes. The question is how far? We had set a waypoint of 10nm off Tasman Island and every minute of the work down the coast we were conscious of being sucked in to the Hippolytes. All day we kept up as high to windward as we could and had uncomplimentary things to say about those boats which had started well out to sea and were reaching in to the Island. We knew in our bones what would happen and it did. All of us, *Sheraton Hobart*, *Ocean Blue Resorts*, *Indian Pacific*, *Ferris Audio*, *Prime Factor*, *Middle Harbour Express* and *Illusion* all found ourselves together between Eaglehawk Neck and the Hippolytes at midnight in a dying breeze and we knew that we had to work very hard to break away from them in the light conditions.

We did break away and had two others, *Ocean Blue Resorts* and *Sheraton*

Hobart close behind us. The next obstacle was to get around Tasman Island in very light winds and against a tide which sweeps around the rocks forcing most yachts to tack away or hang in close to the rocks. We came in very close to the rocks from a northeast angle and whilst we appeared to be lifting around, the opinion was that we were drifting sideways on to the rocks. We tacked away and found ourselves in current which made it difficult to get back. We had to accept the knocks and the frustration of seeing *Ocean Blue Resorts* and *Sheraton Hobart* creep around the rocks on the line which we had chosen but hadn't had the aggression to carry on. It was another lesson learnt.

Once around the Island, just after 4am, the race settled down to keeping close to *Ocean Blue Resorts* and *Sheraton Hobart*. Because they had come around the Island close to the rocks they were closer to the shoreline from which any breeze would come as the land warmed up. We were further out and try as we could, we couldn't get to them to at least give us a chance when they got breeze. During the morning they moved further away from us and it was not until we reached the mouth of the Derwent River that we felt we could catch them. We were bringing breeze up the river and in the distance we could see they were struggling, but it was too late, the race was about five miles too short.

Nadia IV was 12th boat to finish and crossed the line at 4.03pm on New Years Eve. We were 7th overall on corrected time and more importantly, we finished 2nd in Division B, beaten only by *Southern Cross*, the very latest Farr 40 design. We also received 3rd place in Illingworth Division B. We were delighted with the result, although *Middle Harbour Express*, who finished 5th overall now leads us by one and a half points going in to the final two races for the Bluewater Championship. What particularly pleases me is that the crew, as a team of friends, have such enthusiasm for a boat which is obviously out of date by today's standards but try their very best in every race. The fine result in the 1988 AWA Sydney Hobart race has been their reward.

Nadia IV is one of three Farr 40's built by Mike Baker and Peter Milner and launched in Perth in September 1984. The others were Prime Suspect and Evelyn. Owned by Ron Clarke, Nadia IV was the top scoring IOR yacht in Perth during the 1984-85 season before being sold to the Canberra Ocean Racing Club in 1985. In the three years under the club's ownership, Nadia IV was placed 2nd overall in the 1985 Montague Island race, was well-placed in the CYCA LOPS pointscore for each season and in 1987 took the double of line honours and a corrected time win in the Sydney to Noumea race. Bought in June 1988 by one of the founders of the Canberra Ocean Racing Club, Teki Dalton, Nadia IV is a regular competitor in all of the CYCA pointscore races. Compared to most other Farr 40's, Nadia IV is considered to be a 'cruising' Farr 40 with freezer, settee berths, crew lockers and quarter berths.

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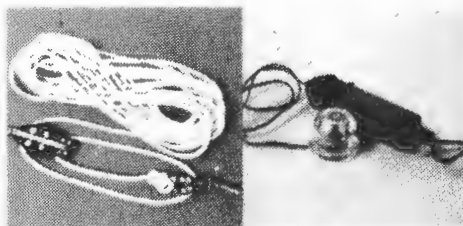
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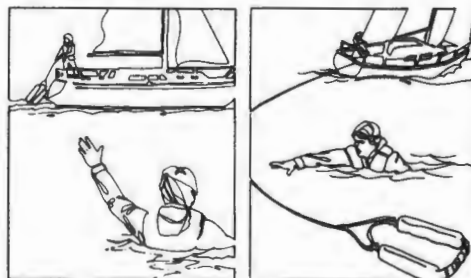


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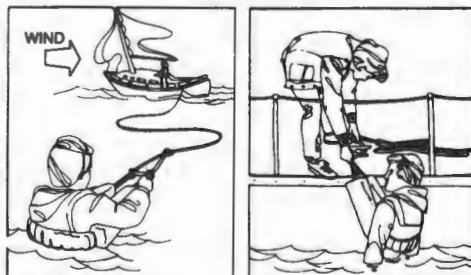
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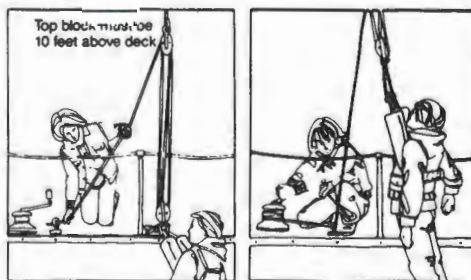
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2. Circle M.O.B. until contact is made.



3. Stop boat immediately. Drop Sails. M.O.B. puts Lifesling on. Do not tow victim.

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1988 AWA 44TH SYDNEY-HOBART

COMPLETE RESULTS

YACHT NAME	O'ALL PLACE	DIVISIONS				IOR RESULTS		ILLINGWORTH RESULTS			
		M	A	B	C	ELAP. TIME D-H-M-S	TCF	CORR. TIME	TCF	CORR. TIME D-H-M-S	DIVISIONS M A B C D
ILLUSION	1					5-03-12-03	0.7333	3-18-20-35			
SOUTHERN CROSS	2	1				4-18-30-12	0.7989	3-19-28-36			
RAGAMUFFIN	3	1				3-15-29-07	1.0559	3-20-22-33	1.0136	3-18-40-30	1
GREAT NEWS	4		1			4-09-14-12	0.8789	3-20-29-33			
MIDDLE HARBOUR EXPRESS	5			1		5-04-38-55	0.7638	3-23-12-24	0.7548	3-22-05-05	1
DICTATOR	6			2		5-05-13-15	0.7770	4-01-17-48			
NADIA IV	7		2			5-03-03-40	0.7917	4-01-25-39	0.7901	4-01-13-50	3
SHERATON HOBART	8		3			5-02-31-55	0.7955	4-01-28-27	0.7947	4-01-22-34	4
PRIME FACTOR	9					5-02-33-11	0.7982	4-01-49-19			
INDIAN PACIFIC (VIC)	10					5-03-29-00	0.7932	4-01-56-49	0.7918	4-01-46-27	5
FERRIS AUDIO	11				6	5-03-42-02	0.7943	4-02-15-19	0.7942	4-02-14-35	6
HARBINGER	12			2		5-14-19-54	0.7346	4-02-40-48			
SCALLYWAG	13		3			5-06-32-56	0.7807	4-02-47-48	0.7677	4-01-09-06	3
OCEAN BLUE RESORTS	14		7			5-02-35-06	0.8089	4-02-54-50	0.7869	4-00-27-44	1
SOLANDRA	15			3		5-20-17-33	0.7114	4-03-48-15	0.6764	3-22-53-38	
MOONSHINE	16			4		5-09-20-26	0.7773	4-04-32-11	0.7641	4-02-49-45	5
INTRIGUE	17				8	5-07-14-04	0.7929	4-04-53-03	0.7920	4-04-46-11	7
MAD MEN'S WOODYARD	18				4	5-23-02-56	0.7081	4-05-00-25	0.7020	4-04-25-13	4
MARK TWAIN	19				5	5-14-16-21	0.7555	4-05-28-05	0.7196	4-00-38-47	2
KINGURRA	20				9	5-06-44-06	0.8016	4-05-35-27	0.7659	4-01-03-59	2
SPIRIT	21		2			5-04-17-02	0.8263	4-06-41-45	0.7889	4-02-02-51	1
CHALLENGE II	22		3			5-04-21-32	0.8271	4-06-51-26	0.8181	4-05-44-17	6
KINGS CROSS	23			6		5-14-08-14	0.7669	4-06-52-11			
HUMMINGBIRD	24			7		5-13-07-58	0.7747	4-07-08-17	0.7738	4-07-01-05	6
CENTURION	25			8		5-16-13-49	0.7575	4-07-11-40	0.7215	4-02-17-25	4
OUTRAGEOUS	26				9	5-14-27-35	0.7684	4-07-19-08	0.7641	4-06-44-26	7
PLANET X	27				5	6-04-09-42	0.6976	4-07-21-27			
FRICTION	28		4			5-06-10-45	0.8220	4-07-43-09	0.7869	4-03-17-25	2
IMPECCABLE	29			6		5-22-09-45	0.7301	4-07-47-34	0.7198	4-06-19-43	6
FARROUT	30				10	5-15-46-56	0.7678	4-08-15-13	0.7547	4-06-28-29	6
PARMELIA	31			5		5-05-00-44	0.8343	4-08-17-52	0.7968	4-03-36-35	3
MORNING TIDE	32			7		6-02-44-59	0.7138	4-08-45-00	0.6788	4-03-36-49	2
MIRABOOKA	33			6		5-02-29-33	0.8553	4-08-46-04			
FIRETEL	34				8	6-01-16-00	0.7213	4-08-46-51	0.6861	4-03-40-03	3
COMPUTERLAND SOLUTIONS	35			7		5-06-09-43	0.8310	4-08-50-26	0.8223	4-07-44-35	8
VETER	36			8		5-06-40-17	0.8293	4-09-02-55	0.7963	4-04-52-06	5
BACARDI	37				9	5-08-16-51	0.8207	4-09-16-48	0.7838	4-04-32-47	4
HORNET	38				9	5-22-12-09	0.7424	4-09-34-16	0.7067	4-04-29-40	5
SUREFOOT	39				10	5-13-55-03	0.7909	4-09-54-55	0.7810	4-08-35-22	9
DRY WHITE	40				11	5-13-43-20	0.7966	4-10-31-23	0.7940	4-10-10-32	11
SWEET LAURINE	41				10	5-23-14-09	0.7501	4-11-26-28	0.7221	4-07-25-50	7
LONGHORN	42				10	5-03-54-13	0.8677	4-11-30-40	0.8295	4-06-46-41	7
CHANGABANG	43				12	5-13-55-19	0.8046	4-11-45-13	0.7692	4-07-00-46	8
FIDDLERS GREEN	44				13	5-13-51-49	0.8067	4-11-59-16	0.7848	4-09-03-22	10
NYNJA GO	45				11	5-21-28-00	0.7740	4-13-29-43	0.7609	4-11-33-31	9
WITCHDOCTOR	46				14	5-15-54-35	0.8082	4-13-50-32	0.7993	4-12-37-58	14
SEAHAWK	47				11	5-13-17-38	0.8260	4-14-06-03	0.8088	4-11-48-29	10
DOCTOR WHO	48				2	4-23-06-56	0.9255	4-14-14-29	0.8860	4-09-32-11	2
RUTHLESS	49				12	5-15-43-11	0.8190	4-15-09-16	0.8035	4-13-03-03	11
WHITE SWAN	50				13	5-06-14-08	0.8872	4-15-59-48	0.8485	4-11-06-39	9
SANGAREE	51				14	5-13-38-59	0.8382	4-16-01-31	0.8167	4-13-09-06	12
MERCEDES IV	52				15	5-18-58-06	0.8083	4-16-19-41	0.7787	4-12-12-53	13
MULBERRY	53				11	6-19-20-52	0.6889	4-16-31-49	0.6549	4-10-58-35	8
LADY PENRYN OF NIRIMBA	54				16	5-18-50-58	0.8106	4-16-33-05	0.7736	4-11-24-50	12
PACIFIC BREEZE	55				15	5-15-55-22	0.8345	4-17-25-39	0.8247	4-16-05-44	14
SALTY LADY	56				17	5-23-14-00	0.7964	4-18-04-16	0.7596	4-12-48-00	15
NELLIE ZANDER	57				12	6-13-10-47	0.7268	4-18-14-18	0.6915	4-12-41-23	9
OVERDRAFT	58				16	5-20-28-32	0.8153	4-18-31-47	0.8084	4-17-33-38	17
PACIFIC FLYER	59				17	5-19-35-57	0.8205	4-18-32-28	0.7832	4-13-20-03	13
EAST OF THE LIZARD	60				18	5-22-33-26	0.8038	4-18-35-15			
BILLABONG	61				13	8-13-24-12	0.7282	4-18-37-16	0.6929	4-13-03-53	10
BUGGBEAR	62				12	6-04-03-31	0.7781	4-19-12-16			
GROUP THERAPY	63				18	5-13-53-44	0.8702	4-20-30-57	0.8463	4-17-18-57	16
STRAND BY STRAND	64				14	6-16-03-20	0.7322	4-21-11-34	0.6966	4-15-31-36	11
HELSAL II	65				3	4-16-12-13	1.0463	4-21-23-55	1.0222	4-18-41-40	3
LA VIDA	66				15	6-16-54-49	0.7296	4-21-24-09	0.6943	4-15-43-20	12
ICARUS	67				19	5-22-16-09	0.8256	4-21-27-27	0.7959	4-17-13-55	15
ECSTASY V	68				16	6-14-19-25	0.7470	4-22-16-04	0.7113	4-16-36-56	13
GALAXY III	69				13	8-13-26-59	0.7543	4-22-45-52	0.7185	4-17-07-39	10
SIROCCO	70				20	6-01-05-42	0.8211	4-23-08-15	0.7866	4-18-07-54	18
ALEXANDER OF CRESWELL	71				19	6-03-20-10	0.8109	4-23-28-29	0.7738	4-18-00-31	16
DERWENT LASS	72				17	7-06-42-36	0.6908	5-00-41-23	0.6562	4-18-38-41	14
HYPERDRIVE	73				4	5-04-10-24	0.9784	5-01-29-28			
CHRISTINE	74				20	6-06-34-33	0.8074	5-01-34-30			
DON PEDRO	75				14	6-17-01-00	0.7678	5-03-37-43	0.7316	4-21-47-59	11
SOUTHERN VENTURE	76				15	6-19-09-11	0.7593	5-03-52-56	0.7293	4-22-59-15	12
ANZ MCGAUGHANS HELSAL	77				5	4-22-30-33	1.0474	5-04-07-35	1.0053	4-23-08-14	4
MONTANO REALTY'S ANIMAL FARM	78				6	5-02-28-16	1.0202	5-04-56-42			
ANACONDA II	79				7	5-22-16-10	1.0268	6-02-04-56	0.9851	5-20-08-59	5
SIR THOMAS SOPWITH	80				8	7-01-27-35	0.9318	6-13-54-09	0.8922	6-07-11-31	6
FIONA	81				21	6-05-56-01	0.8189	5-02-46-50	0.7992	4-23-49-37	19

10% PENALTY Before penalty 75 O'All

RETIRED YACHTS



Yacht	Retire Reason	Time	Date
All That Jazz	Rig Problems	08:27:06	28 Dec
Apollo Batteries	Rigging Failure	16:13:45	28 Dec
Big Schott	Unknown	16:14:41	27 Dec
Carina	Unknown	16:15:04	27 Dec
Casablanca	Rudder Shorn Off	13:43:55	28 Dec
Chutzpah	Unknown	08:16:41	27 Dec
City Limits	Dismasted	10:57:56	28 Dec
Fly By Night	Broken Mast	09:13:59	27 Dec
Franklin	Hull Damage	10:37:20	27 Dec
Half Hour	Torn Sails	06:30:00	27 Dec
Hammer of Queensland	Broken Mast	09:14:37	27 Dec
Indian Pacific	Dismasted	09:15:17	27 Dec
Insatiable	Broken Mast	09:15:46	27 Dec
Madeline's Daughter	Broken Rudder	08:13:57	28 Dec
Mistress Again	Broken Mast	09:16:34	27 Dec
Mr Bojangles	Seasickness	08:08:12	27 Dec
Nantucket	Broken Mast	10:38:30	27 Dec
Night Raider	Unknown	16:17:22	27 Dec
Northern Territory Spirit	Damaged Rigging	11:04:08	27 Dec
Ocean Road	Rigging Probs	11:32:49	27 Dec

Otella	Injured Crew	09:41:10	27 Dec
Padam II	Unknown	17:09:04	27 Dec
Pemberton IV	Dismasted	18:21:13	27 Dec
Rager	Hull Damage	08:12:43	27 Dec
Raucous	Unknown	08:22:46	27 Dec
Revelation	Unknown	13:39:38	27 Dec
Ronstan Ult. Challenge	Broken Boom	08:13:54	27 Dec
Singapore Girl	Lost Rig	08:37:19	27 Dec
St Jude	Injured crew	09:41:46	27 Dec
Stormy Petrel	Steering Problems	18:51:52	26 Dec
Tradition	Fuel Problems	07:30:50	29 Dec
Turkey Shoot	Lost Rudder	07:46:14	28 Dec
Uptown Girl	Dismasted	08:14:37	28 Dec
Ventura Highway	Unknown	08:10:45	29 Dec
Venture One	Broken Mast	19:40:10	26 Dec
Wild Oats	Torn Mainsail	07:50:06	28 Dec
Westerly	Broken Mast	19:30:00	2 Jan
Windward Passage	Hull Damage	09:19:35	27 Dec
II			

HUGE fleet heads south in AWA Sydney-Hobart on pleasant but short-lived spinnaker run before nor'easter. By late afternoon fleet had been hit by southerly buster. (Pic — David Clare)



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S A I L C L O T H

Lee Sails — Sydney

OVER the past 17 years, Michael Lee of Lee Sails has kept abreast of modern technology in sailmaking, although a relatively small business compared to the American supported sail lofts, Michael Lee offers personal service second to none.

The loft has used for 9 years a C.A.D. programme written and continually updated by Marine Computer Systems, California, which is now used by several other Australian, American and European lofts. It is probably the most versatile of programmes and possibly the best used in the world to date.

In May 1988, Lee Sails installed a 60ft table to accommodate a plotter with new software to suit, being the latest equipment in sailloft automation. After the sailmaker has designed the sail and nested the panels on screen, it goes directly to the plotting programme to plot. The nesting programme enables the sail panels to be moved to any cloth location, change materials for different sections of the sail and compute cloth efficiency. The plotter plots each panel entirely — including seam allowance and is so accurate that it can redraw exactly over the previously drawn sail panels.

Lee Sails have at their disposal all brands and ranges of sail cloths such as Spectre Green which under extreme testing on "Apple Endeavour" in the Around Australia Race, proved that Lee Sails Spectre Green is superior to Kevlar as it is lighter and stronger, resists abrasion and flex fatigue and is less prone to U.V. breakdown. The loft also has available the latest in Spinnaker cloths. Kevlar, Mylar and Dacrons are also used individually and in combination and so are able to custom make sails from sabots to maxis.

North Sails — Melbourne

MANY interesting and successful projects have been in progress in the North Sails loft in Melbourne.

Top of the list is *Illusion* the new Davidson 34 recently winning the AWA Sydney to Hobart race. This three quarter ton design was supplied with a full race inventory of Kevlar sails including

our S-Cut Tack Spike Genoas' and V-Spi. Truradial spinnakers. These sails are developments of our most successful One Ton sail designs. One interesting sail in this inventory is a 109% overlap drifter, built from 1.0oz. NorLam Mylar. This sail proved invaluable in the big slop and no wind conditions at the end of the Hobart race. Being larger than the staysail which usually doubles as the Windseeker, it can be carried successfully when the apparent breeze has built, where previously the windseeker had to be dropped and the Light number one Genoa hoisted. Then five minutes later when the true wind died once again this whole process had to be reversed, much to the annoyance of all concerned. Being 109% overlap it is not counted as a Genoa so is carried free within the inventory.

Another Davidson 34 launched earlier this year, *Harbinger*, has also enjoyed a most successful recent few months, winning the Ocean Racing Club of Victoria's IOR Winter series, including a fine win in the 60 boat fleet Apollo Bay Ocean Race. *Harbinger* finished third in division in the Hobart race behind *Solandra*, the well sailed SS 34 from Hobart.

Horizon Sails — Sydney

TAPE Drive Sails TD is a major sailmaking development and is winning races from the Sydney to Hobart (*Condor*), One ton cup championships, SORC (*Ragtime*) through to State, Australian and club champions.

In 1986, Ulmer Kolius Sailmakers and Horizon Sails merged making the new group the second largest sailmakers in the world. The combined finances, technology and sailmaking expertise produced some major sailmaking developments (1) State of the art computer sail design and plotting programmes, (2) Stress analysis computer programmes (3) Tape Drive.

Current technology provides only three basic structural materials from which to construct a sail: fibres and film. The most common fibres in use today are Dacron, Kevlar and Spectra. The most common is Mylar. These are the Dupont trade names for polyester and aramid fibres, and polyester film, respectively.

Fibres are by far the best structural material available because they have high strength-to-weight and stiffness-to-weight ratios. However, fibres yield their maximum performance only when properly aligned with the loads in the sail. A fibre going in the wrong direction is just so much dead weight.


Film's strongest selling point is that it forms the ideal sail membrane — smooth and non-porous. Film has substantially less strength and stiffness than fibre, but carries the same properties in all directions. Film is therefore a relatively low performance structural element, but is forgiving in its mediocrity since it doesn't require fussy alignment with the load direction. Another limitation of film is its low resistance to tearing.

Given the properties of fibres and film, it becomes obvious that the ideal sail structure will use fibres to carry loads and film to form the sail membrane. The problem is reduced to determining a construction technique that will provide the best alignment of the fibres with the loads in the sail.

Given this information, we can imagine a hypothetical "ideal" sail constructed of the combination of fibres and film. The tension loads in the sail would be carried by a spiderweb of fibres aligned with the isostatics. Heavier fibres would be used along the curves from corner to corner, and lighter fibres would be used from edge to edge. Finally, the whole sail would be covered with a very thin, or "gossamer" layer of film to keep air from "leaking" through the spiderweb. Such a sail would have the highest possible strength (blow-out resistance and wind range) and stiffness (shape holding) for a given weight. But it would be very difficult to assemble and prohibitively expensive to build.

Tape Drive® is as close to the "ideal" as one can come. Rather than individual fibres, we align high strength tapes, with the curves running from corner to corner. Typically, these tapes are made from cloth woven with heavy Kevlar threads along their length, using flimsy dacron cross-threads, and then applying pressure-sensitive adhesive to help in attaching to the sail.

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CREW IS VITAL!



...your life is at stake!

“SKIPPER! Listen to me!” says your other self. “Eventually you have to sleep. Someone else has to take the helm because you are doing such a lousy job from tiredness, weariness or coldness, or wetness or seasickness or just plain cussed-ness. Or maybe it is not the helm but the command, the watch; but there’s no way you can go on without sleep.

“How do you feel about that? It is your boat, your voyage, your passage, your problem, surely. But you must have sleep.

“You are about to learn that old saying is a load of rubbish, ‘If you want it well done, do it yourself!’ You thought it was true, but it isn’t. At sea it won’t work like that!

“Your crew, in the shape of one or another of its members will do what you are doing and do it well too. Maybe

even better than you! You as the rugged individual who has by sheer force of personal effort and willpower brought the whole project to fruit have to relax and hand over to crew. How do you feel about it?”

By Laurie Stubbs

Well, that’s the sort of thing the skipper’s alter ego might be saying to him as the hours creep past. The crew will be standing by ready to take over but not keen to tell the skipper its time, anxious to have a go but not wanting to be rude.

Such a scene is often played out sometime on the first day or night at sea at the start of a cruise where the owner/skipper hasn’t done it before. Often,

even experienced skippers will let the same tableau develop, and both reflect the sort of thinking (or the lack of it!) that’s been done before departure.

Sooner or later, crew is essential. If the boat is not totally equipped with robots, all the electronic gizmos or wind vane steering, or is above twenty feet in length, you will need crew. Let’s assume we are not talking about that rare bird, the person who is so much of a loner they want all the aloneness of being the one human being in a hemisphere of sky and sea. Perhaps the most telling argument for crew, and good dependable steady people at that, is where there’s a man overboard. With good crew you have a problem, without you have a disaster, a life lost.

Of the three elements, Boat, Crew, Skipper, none can stand alone or as a pair; like the three legs of a stool, all

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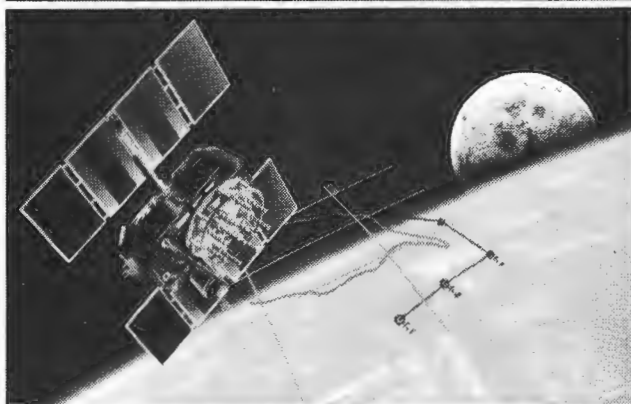
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must be present. The skipper in any situation at sea or in harbour must always think first of the boat, then of the crew and last himself. Sounds selfless? Not in the least. The boat is life to everybody, the boat can't work without crew, so it makes excellent self-interested sense for the skipper to consider those two first. In fact by doing that he's considering his own safety in the best possible way.

Selecting crew is vital. You spend many an hour choosing electronics, choosing sails, and all the other hardware on the boat. None of these choices will work for you if your choice of crew is bad or wrong. In fact some errors in choosing crew could void the effect of all you've done. If that sounds too drastic, think about the case where an error by crew could put you on a reef! It is entirely possible, make no mistake.

Crew, also must think first of the boat, then of the skipper and last of themselves, but it is harder for them to see how vital that attitude is. The Skipper knows where the buck stops, but the crew doesn't have the same pressures.

I'd been managing a small business for years, I'd been sailing most of my life, and I felt I'd had experience working with and through people for more years than I cared to remember. I thought I knew all about selecting people, whether for crew or any other purpose. Couldn't see any problems with crew on my boat.

Having that sort of background, I felt I had done a fair job of recruiting and securing crew. I'd handed out responsibility and authority to them, and there was the beginning of a team which would fit together comfortably, and stay that way over the next twelve months.

Crew must be sure of the skipper's belief in them. If they think you don't trust them, the job won't be done as well as if they know that you rely on them. The team you have built up has to develop internal respect, too. Nothing good comes of having one fighting with another, or having a poor opinion of another.

Responsibility creates concern, and unless responsibility is sheeted home to each individual crew member, unless each is quite certain that their input is vital to the well being of the whole ship and crew, it is easy to let someone else do it.

There are heaps of ways to shirk, and many more to justify the lack of effort in ones mind! Because there are a number of people is most of the reason why this happens, quite apart from the huge range of motivating and de-motivating factors in the rest of the scene... "After all" goes the thought pattern, "there are five of us (or however many) so it won't



*CREW must be sure of the skipper's belief in them. If they think you don't trust them, the job won't be done as well as if they know that you can rely on them ... whether it's on maintenance aboard or taking the helm in a fresh breeze at sea.
(Pics by the author)*



matter if I don't...". Or maybe it goes "The others should do more; I'll push some of my load onto them..."

Collecting crew takes time, so I'd started months before. People being what they are I knew some would fall by the wayside, so for the five who would come I had eight possibles. Each one was trialled on board and under sail, the group were put together ashore and on board to see what reactions they had to one-another.

Crew has an official and an unofficial organisation; the unofficial one is the one you see when they are all deciding where and what to eat after having a few drinks ashore! Crew also has formal goals and informal goals, to some extent it has public and private faces too. It is not just a bunch of people all wanting the same goal. The thing to remember is each one will join you for one of their private goals. Your job is to see that their goals are compatible with yours and the rest of the crew members, and will last the same time as yours!

Of course some of my recruits dropped out, and by the time the crunch came, three men and two women, plus myself, sailed out through the Heads of Sydney Harbour. As far as I could achieve it, all the rules had been followed. I felt comfortable about the idea of these people in charge while I slept.

Being perfectly honest I admit none-the-less to having real qualms as I forced myself to hand over on that first night out in the Sydney-Vanuatu Race. It was blowing 30 knots or more, we were due for a sail change, and another reef in the main. Our best course was forty degrees south of the rhumb line, the sea had blown up short and lumpy, and I was seasick. One of the girls took the helm with Bob as the second member of the watch. Spray was streaming over the dodger at 10pm, as they took over.

"Maybe I'd better stay on deck and see that sail change done" I thought.

And then, "No! Damn it! There are four of them and Bob is more experienced than I am; the others have all done it before, let them do it!" I clambered wearily down into the aft cabin and secured the lee cloth as I stretched out.

"Marvellous; it's not like home, but pretty good", I thought as the relative quietness inside the ferrocement hull wiped out the tension of the noise on deck. I had that feeling of 'getting it right', as well as the prospect of sleep! It was my first long voyage as Skipper. Though I'd done other long passages as crew and many short passages as Skipper the overnight experience in command had been nil to then. I thought over the qualities of the crew as I began to doze.



Preparation is the keynote of a happy cruise. Where possible the crew should be closely involved so that they know the boat as well as the owner before they set sail.



"Jean-Yves decided he couldn't face it," I said, "There's five of us now, and it will mean some changes to the way we set watches. Would you like to work out among yourselves how we're going to do it?" Minutes later we were on the radio asking Race Control for permission to restart, and an allowance for repair time.

One of the girls proved to be the biggest of all of the headaches. She refused to stand watch alone at night, despite the general view of that being the best way to go, which I backed. I stayed out of the discussion letting the informal organisation ring all its pressure to bear on her. Nothing worked, however, and another crewman eventually offered to stand watch with her and then do his own! While that was a face saving way out it clearly would lead to further problems.

Inevitably it did!

The rest of the 15 days to Vanuatu each bought its quota of problems. We skirted the tail end of a cyclone, there were plenty of technical or facilities problems, but none with the hull or the sails or their gear. While the weather was bad, the boat and some of the crew did a good comfortable job for us, keeping us more or less dry and tolerably fed.

We came last in the race, but because of our persistence in getting there without engines for the last five days, we were given a heroes welcome. The crew revelled in that, all problems were forgotten.

Taking part in the activities round the harbours and courses, the crew did a good job of sailing, but a lousy job on personal relations. There's were many pinpricks, but the crunch was that the girl who refused solo watchkeeping eventually blatantly refused an order, and was asked to leave the boat.

The second girl was by this time brassed off with the tensions arising from the first girl's actions. She decided to part company, so out of the five selected three had failed to this point. One other had commitments in Australia and had planned to leave us anyway at Vanuatu.

That left one out of five!

Two months later the remaining man told me he'd agreed to transfer to another yacht. He'd been pirated by another skipper who offered him a paid berth, where he was on an expenses shared basis with me!

None left out of five, after three months, of a crew selected to do a 12 month cruise.

I can't blame anybody else. Remember the old adage? "The Skipper is responsible!" So next time I'll start a lot earlier and spend more time on the job. Its patently clear selecting seagoing crew is a very tough task indeed!

"Skipper, we've got a problem!" came a call from the helmsman. It seemed to be only minutes later but I scrambled on deck. The steering gear had failed. Weather was still lousy, sea very lumpy, and the hydraulics of the steering had lost fluid in some way.

In a short sharp flurry of activity, we had the sails down, some fluid added to the system and the bow turned back to Sydney, and engine running. There was now enough response in the steering to give bare control and five hours later we anchored at Store Beach inside the northern Head. A most uncomfortable and very frustrating five hours.

A common problem skippers have is that they are the only competent technician on board. Most often that is because of familiarity with their boats systems; ability and skill are not in question, but familiarity will often mean the skipper is quickest at a repair task. At dawn all the crew turned out and saw to various tasks while I dealt with the steering.

The problem was a new seal in the hydraulic ram, installed the week before; but facing the wrong way, so the seal would fail the moment there was real pressure, on the rebuilt ram. So much for faith in a reputable technician. Within an hour or so after dawn the ram was back in place with the seal in correctly, the system bled and tested. We were ready to go. I made a point of telling all the crew about the problem and the cure, and that we'd start again as soon as all was ready.

Just then, one crewman fronted with a request to be put ashore!

All the issues flashed through my mind as I looked at him. I told him to get his gear together, and in ten minutes I'd put him on a wharf, turned the bow for the heads again and called up the rest of the crew. I felt the responsibility of the decision; but, one weak person out of the team seemed a better bet than having him aboard without a commitment to the boat.

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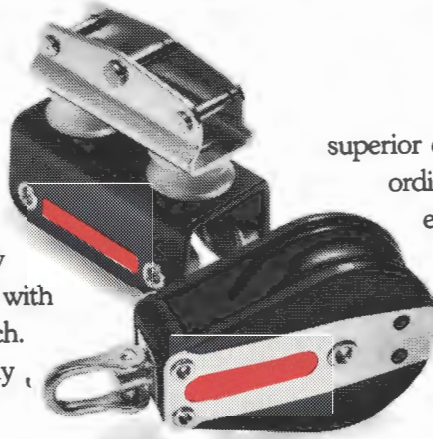
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THE Offshore Rating Council is running backwards in an effort to protect itself from oblivion. The rear-guard action taken at the annual general meeting in November displays all the desperation of a dying man, fighting for existence with irrational acts.

The falling numbers in the IOR fleets worldwide are causing deep concern to the Offshore Rating Council, but the moves which it has made will do very little to halt the trend and it now becomes questionable whether the IOR can survive at all. And this is something which, in its renewed application towards the IMS, the ORC appears to have begun to accept.

Somewhat among the hierarchy of the ORC, someone appears to believe that sitting out along the rail with legs over the side is evil, that it is unsafe and uncomfortable in races that take place during the hours of darkness. This year they have banned the practice between sunset and sunrise in the mistaken belief that this will encourage the return to a system of watches below and crewmen in their bunks.

The practice of sitting out in this manner began in the early fifties; more illegal hiking at night had been prevalent earlier among some of the leading edge boats of the period; notably at the Admiral's Cup of 1953. It achieved rapid acceptance and after the modification of the rule in some areas to allow the head to be outside the top lifeline, became a comfortable place for crews and additionally increased the stability of the boat. Clipped on in rough weather, it was as safe a place as anywhere.

Trouble was, displacements became lighter, beams wider and the effect of crew weight more important. The ORC countered by limiting the numbers of the crew and in a further step this year, the Royal Ocean Racing Club has imposed an all-up weight based on an average per man of 84 kgs. The ORC

Across The Wind

By Bob Fisher



took it further with its overnight ban but is this a practical rule? Is it policeable? Will it be observed? I believe the answer to all these questions is a resounding 'No'. Where those criteria cannot be maintained, any rule is useless.

The implementation of this rule will be through the ORC Special Regulations, which the Council sees as having effect beyond IOR and IMS. But even the Council admits that it is divided in its best course for the IOR and some fairly sweeping changes proposed by the UK delegates were viewed with suspicion as the Council claims it "took a cautious but open view of moving the IOR toward more widely appealing design types at some point in the future, an issue the Council will re-address next year." So much for dynamism and an appreciation of the urgency of the situation.

What the ORC doesn't seem to appreciate is that the IOR is the Grand Prix rule and that as such it needs to be protected for racing at the highest level, rather than adjusted for the masses. The rule for a more general level of racing should be the IMS but without many of the complications with which it was born, those of variable handicapping to match wind and course conditions in

particular. If it were simplified, the IMS might encourage a return to the type of yacht which the ORC sees as acceptable, the type of cruiser/racer which would embrace many of the production designs now on the market.

In that area the ORC did take steps to encourage proper cruising accommodation in IMS yachts and the Technical Committee is to begin a research programme to endeavour to include a pitching moment in the measurement so that centralising the weight and leaving the ends of the boat as light as possible will be penalised.

The ORC appears to have a definite 'down' on development and promises a new mast and rig factor in the IOR for the 1990 season. It wishes to "award rating credit for simpler rigs with sturdier masts." While no one will forget the failures of some of the early experimental multi-spreader masts, it has to be admitted that failures now are few. Of course they will occur, as a result of human error, but the development of spars and rigs has been significant and very few would welcome the return to large diameter masts with single spreaders. The saving of weight aloft has a dramatic effect on the speed of a yacht and any retrograde step must be fought.

Where the ORC took a tough line was in doubling the number of measurement points at the mid-depth section of the hull in an effort to end "bumping" in that section to improve a yacht's rating. The owners of some older boats may find a re-measurement at this section beneficial in obtaining a small rating credit.

Where the ORC stuck its neck out was in reducing the rating credit on machine measured hulls; not so much in its action was this a controversial move, but in its timing. Boats designed to take the advantage of machine measurement for major events, like the Whitbread Round the World Race, have fallen foul of the change and now exceed the rating at which they were aiming through no fault of their designers and builders and have consequently left race organisers with agonising decisions to make.



SITTING out along the rail with legs over the side between sunset and sunrise has been banned by Offshore Rating Council . . . a decision which is unlikely to please crews.

Not the Customs Again!

By Rik Dovey



IN one way it was a good thing so many people did not arrive in Hobart this year, it would have been a little expensive for yours truly.

This is the man who staked jugs of rum and coke on *Great News* for overall victory in the 1988 AWA Sydney Hobart Race. She finished 4th.

Then I had *Southern Cross* as winner of the AWA Championships. She came in 2nd and let me assure you I have spoken to Bill Gilbert very severely for using the lousy excuse of the boat still being unloaded from its delivery ship that caused it to miss the first two races.

To cap all that off I had *Windward Passage II* unbeatable for line honours. She didn't even make it.

I guess in the first two instances I can take solace in the fact that I was very close, and in the case of *Great News*, she was looking pretty good until the next day when *Southern Cross* and *Illusion*

finally made it.

I was worse off when it came to suggesting that "weather permitting" it was time the Half Tonners got amongst the pewter. As it turned out the weather did not permit.

Best placed was *Madmen's Woodyard* in the hands of new owner John Messenger. She finished 18th overall in a great effort. Who would want to be cooped up in a 30-footer for five days, 23 hours and — I'm sure the crew were counting — two minutes and 56 seconds.

That's no fun — after a couple of days hard on the nose with rotten seas, followed by light breezes all over the place, any self respecting yachtsman could be forgiven for taking up gardening.

One of the Half Ton crews not subjected to physical and mental agony, was that of the hot shot Half Tonner *Half Hour*.

Launched a few weeks before the AWA Hobart, this was the small boat to watch — state of the art design from Britain's Rob Humphreys, built and fitted to a budget of \$160,000, the most modern of its breed to sail in Australia in the 1980s.

When she became one of the first retirements people were not surprised. So often you hear the cry — "Those boats are too small to go to Hobart".

Certainly on the surface that may have appeared the case. Retired on the first night and back at its dry berth at the Squadron on the Harbour by 3am the next morning.

But according to skipper John Hancock, the boat was not the problem, the lack of experience in the small crew was.

Half Hour was going well heading most of the Three Quarter Tonners when the southerly hit, changing down to a trisail and number 4 jib and sailing slightly cracked off at seven knots while the crew watched four One Tonners heading for home without rigs.

Hancock says it was blowing 40 knots plus when he heard the 9pm weather forecast for two more fronts and that was when he decided the Hobart Race was not for them.

"The boat was handling it just fine, the only damage we had was losing a batten when we were going for a reef.

"The problem was with the people. We had six on board, all but two with vast experience. For those two it was difficult, they were getting thrown around the cockpit and it was very

Would you believe that this was taken on New Year's Day . . . with still ample parking space for the smaller boats inside Constitution Dock. Long list of retirements by the favourites made most of the yachting writers' forecasts well off beam. (Pic — Peter Campbell)



uncomfortable for them. When I heard more fronts were coming I decided we shouldn't be there.

"Certainly you have to be confident in the boat in such conditions and we hadn't been in those conditions before. But the boat was handling it well, so that was not the problem.

"It was the people. On a boat like that with a small crew you cannot afford to carry even one man."

That is certainly nothing new. But it is surely worth re-emphasising and thinking about for anyone planning to tackle long distance races in a small boat.

Providing they haven't taken up gardening, skippers of the small boats such as Hancock, would at least have been able to take comfort in the spread of yacht sizes in the top placings.

1st - *Illusion* - 10.2m/Davidson 34 footer.

2nd - *Southern Cross* - 12.19m/Farr 40 footer.

3rd - *Ragamuffin* - 24.13m/Frers maxi.

4th - *Great News* - 15.24m/Farr 50 footer.

That is a great spread of size and undoubtedly the victory by *Illusion* will help encourage more skippers to go for that sized yacht instead of the drastically more expensive One Tonners.

The Race was a triumph for Gino Knezic who became only the second

Victorian to win the classic in its 44 years. It was also a big one for skipper Ross Lloyd, head honcho at North Sails in Melbourne, who next tackles the Admiral's Cup trials in Melbourne aboard the new *Joint Venture*, Ron Elliott's new Farr 40.

Speaking of Farr 40s, the second overall by *Southern Cross* was a mighty effort by owner Bill Gilbert and crew headed by Farr Design Office skipper Geoff Stagg.

Late in the building and then held up by wharflies when it finally did arrive in Sydney, the yacht was launched six days before the race started which gave them very little time to prepare.

Plenty of people, myself included, were surprised when she was not among the retirements in the first 40 hours or so. That would have been entirely understandable, such little time on the water usually translates into breakages and problems.

However, she not only held together, she nearly won the Race. Bill Gilbert puts that down to the building of Ian Franklin over in the Land of the Long White Cloud and the services of the Farr Office. They closely oversaw the building and then Geoff Stagg flew out to Australia to ensure it was right when it finally went into the water. On top of that he jumped aboard and ran a crew

that was unknown to him and obviously did a very good job.

That was all part of the Farr service, not a cheap service I'm sure, but one which Gilbert readily acknowledges made a big difference to the start of his One Ton campaign.

As Gilbert says, with the results that Farr is getting, why go anywhere else at the moment? Perhaps Dennis Conner would even agree.

The 1988 AWA Sydney Hobart Race was certainly a most unusual race. It was very long by modern standards, it had a surprisingly high number of retirements in the first couple of days in conditions which were not as bad as 1984, and who would expect a 50-footer to finish second on line honours, or for that matter, a 40-footer to finish fourth.

There were plenty of holes and parking tickets waiting for everyone when they got down to Tasmania including *Great News* and *Southern Cross* which copped bulk tickets to knock them out of the gold.

It was not only frustrating for the yachtsmen. Forecaster Roger Badham sent me the following fax mid-afternoon on December 30th:

"Who'd want to forecast for the Tassie east coast under these conditions!! And to think I'd like to live there. I'd have to give up forecasting."



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Conner on the ROCKS

IAIN Murray gained his revenge for the trouncing Dennis Conner gave him in the 1983 America's Cup by sailing the Californian into an ego-deflating 5-2 loss in the spectacular ANZ 12-Metre Challenge on Sydney Harbour. The Challenge began as an Australia Day spectacle on Sydney Harbour and ended when Conner's hopes foundered on a reef off Shark Island.

While Conner's craft, *Kookaburra III*, did not literally founder, it was stuck hard and with just one race to sail he conceded defeat to the 30-year-old former skiff champion from Sydney. Not since John Bertrand beat him in three successive races of the 1983 America's Cup has Conner suffered such a loss.

He won the first and third races with great skill and aggression, but in the light and shifty winds of the final day of racing was no match for Murray and his helmsman Peter Gilmour in *Kookaburra II*. As a yachting event it had its limitations, but as a yachting spectacle for the general public it was an outstanding success and will almost certainly be repeated on Australia Day 1990.

The Murray-Gilmour victory came as the Bond syndicate was planning to move their America's Cup Challenge operations from Perth to Sydney. Gilmour's skill as a helmsman and the professional ability of the crew of *Kookaburra II* certainly boosted Australia's prospects of regaining the America's Cup in 1991.

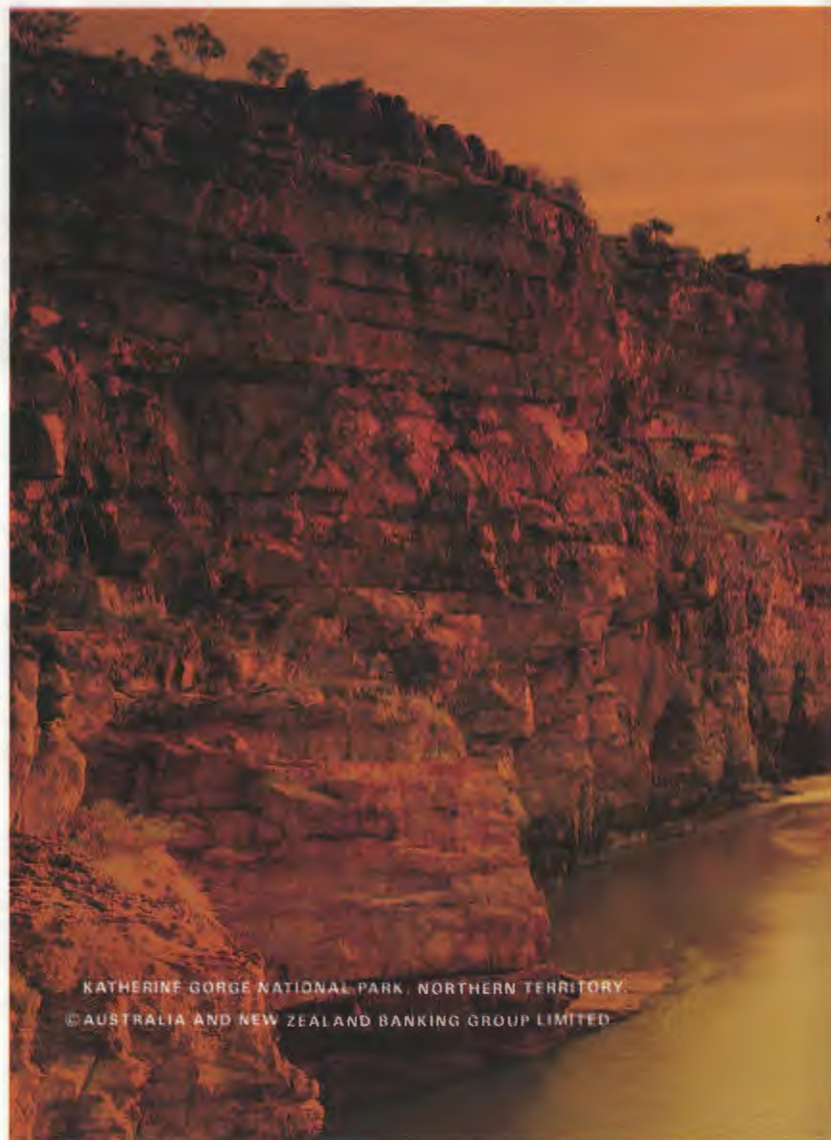


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Part of the huge fleet which escorted Iain Murray and Dennis Conner up the harbour in their opening passage race of the ANZ 12-metre Challenge from off Bondi to the Opera House. While the spectator fleet caused chaos for the racing yachts, everyone agreed it was a magnificent spectacle for yachting on Australia Day. (Pic — David Clare).

Race 1 — Bondi-Opera House, 7nm — 1st Dennis Conner. Margin — 10 sec.

Race 2 — Match-Racing course, 8nm — 1st Iain Murray. Margin — 2min 33sec.

Race 3 — Harbour match-racing course, 10nm — 1st Dennis Conner. Margin — 1min 8sec.

Race 4 — Harbour match-racing course, 8nm — 1st Iain Murray. Margin — 1min 0sec.

Race 5 — Ocean Race, 16nm — 1st Iain Murray. Margin — 2min 22sec.

Race 6 — Harbour America's Cup course, 10nm — 1st Iain Murray. Margin — 1min 23sec.

Race 7 — Harbour match-racing course, 8nm — 1st Iain Murray. (Dennis Conner did not finish)

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Conner May Quit America's Cup

DENNIS Conner and Iain Murray almost certainly have sailed their last race in opposition aboard 12-metre yachts, and Conner may have sailed his last America's Cup.

Murray, the victor of the ANZ 12-Metre Challenge on Sydney Harbour, is handing over the helm permanently to Peter Gilmour, whose aggression and skill was so effective as the helmsman of *Kookaburra II* in the harbour clash with Conner.

Conner, now 46, with four America's Cup victories and one loss to his credit, is considering calling it quits before the 1991 Match — because of up-and-coming young helmsmen like the 28-year-old Gilmour.

Conner revealed his plans in an exclusive interview with OFFSHORE during his visit to Sydney for the 12-Metre Challenge. While he certainly has lost none of his pre-start aggression in match-racing, it was clear in the series that he must return to almost fulltime sailing if he wants to withstand the challenges of younger men like Peter Gilmour, New Zealand's Chris Dickson and others, who sail almost constantly against the best in the world.

Conner won only two of the seven races in the 12-Metre Challenge, the first and third, and then lost four successive races to the Murray/Gilmour team. Not since he lost the last three races of the America's Cup in 1983 to John Bertrand, has Conner been so ignominiously thrashed in a match-racing series.

Talking with Conner before the Challenge began, he spoke of the demands of mounting another fullscale campaign to defend the America's Cup he won back in the Match against Murray off Fremantle in 1987 and which he defended against Michael Fay's big sloop *New Zealand* with his controversial catamaran *Stars & Stripes* off San Diego last September.

"It's a game for young men now," he declared. "We have seen Peter Gilmour dominate the world match-racing circuit for a year and a half since the 1987 America's Cup. He has sailed against a lot of people with more match-racing experience than he, but his results against men like Harold Cudmore and others have proven that this is a young man's game. I think that is the way of the future in the America's Cup."

Conner says he has made little money directly from yachting, but admits it has been an excellent opening to a wide range of business enterprises centred on



Is this the farewell wave to his fans? Dennis Conner acknowledges supporters on Sydney Harbour during the ANZ 12-metre Challenge. (Pic — David Clare)

By Peter Campbell

San Diego. His well-publicised drapery business still exists, but the Conner enterprises now range into marketing and promotion, real estate, writing books, giving motivational seminars, expanding a successful "Dennis Conner" brand of clothing with boutique stores in American cities and, more recently, opening 10 in Tokyo.

He has organised a number of highly-promoted sailing events similar to the ANZ 12-Metre Challenge, the most recent being in Miami just before the Super Bowl. He is currently planning the 1989 world championship for 12-metres off Fremantle in October/November, although he admits he is still looking for a major sponsor.

Before coming to Sydney he had been to Russia, helping the Poti Yacht Club on the Black Sea raise \$US 3 million towards the cost of building its first-ever Soviet yacht for the Whitbread Round-the-World Race which starts from Southampton, England, next September, and includes a stopover in Fremantle.

Of his own personal sailing plans, Conner plans to sail in the world maxi championships in Europe, contest several other events like the 12-Metre Challenge, and then contest the 12-metre world championships in Fremantle, sail-

ing either *Kookaburra II* or *Kookaburra III*. He is also looking at obtaining *Kookaburra I* to charter to one of the Russian America's Cup challenge syndicates for the world championships.

In the meantime, Conner obviously plans to enjoy his sailing and his money-making enterprises — particularly if you can earn \$200,000 for being beaten in a yachting series like the ANZ Challenge in Sydney.

Of the new International America's Cup Class, the light displacement, exotic "plastic" hulled 76-footer created for the 1991 Challenge, Conner believes the boat itself will be good for the Cup racing, but has some reservations as to the cost of building and campaigning these new boats.

"From a boat point of view, it will be good, a good vehicle to use. The America's Cup is traditionally for the 'Queen of the Seas', so the yachts must be the biggest, the most dramatic racing yacht afloat, faster than the IOR maxis."

"My concern is that the America's Cup contenders will be four times as expensive as a 12-metre to be built and campaigned. They have been created by designers with a vested interest — it's not their money they are spending, yet they will get their design fees on a percentage basis."

"To build an America's Cup challenger will cost between \$US 5-6 million. Because of their immense rigs there will be a lot of masts broken — at \$800,000 each they will cost eight times that of a 12-metre mast."

"The new class may be a great yacht to race, but it has added tremendously to the cost and this may well inhibit many of the 25 challengers for 1991 from competing."

Conner said he did not think many people would start building one of the new boats until the litigation over the 1988 America's Cup had finally been settled — and that could be in a year's time. "They will want to know where and when before they make their final decisions on designs — whether it will be sailed in shallow waters like San Diego with winds of 8-10 knots or off Auckland in rough, deep water with winds of 20 knots."

While Conner has indicated he may not defend the America's Cup in 1991, Warren Jones, the Bond syndicate chief executive, is not so sure. "I'll believe it when I see it. He's in his America's Cup mode right now in Sydney," he said during the ANZ 12-Metre Challenge.





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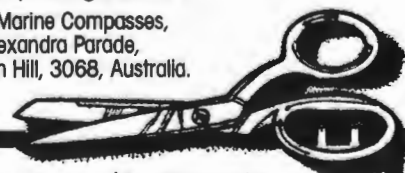
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A small but impressive fleet of Australia's best ocean racing yachts has been nominated for the Australian Admiral's Cup selection trials to be sailed on Melbourne's Port Phillip in late February-early March. Among the line-up will be two newly launched Farr One Tonners — Bill Gilbert's *Southern Cross* from Sydney and Melbourne yachtsman Ron Elliott's latest *Joint Venture*.

As in previous trials, the selections will be split into two series, the first being a minimum pointscored tune-up series of three races, the second the "real thing" of seven races to choose the three boat team to contest the 1989 Champagne Mumm Admiral's Cup at Cowes in July-August.

The programme will place emphasis on round-the-buoys racing, with expert steering, race tactics and crew work in sail handling and fast tacking being the keynote to success. The entries for the trials, which will again be conducted by Sandringham Yacht Club on behalf of the Ocean Racing Club of Australia are:

GREAT NEWS — KA 1770
Owner/skipper: David Forbes and John Calvert-Jones

Club: Cruising Yacht Club of Australia, NSW

Principal helmsman: David Forbes

Designer: Bruce Farr & Associates

Builder: John McConaghy

Year built: 1987

Hull material: Exotic composite

Sails: North

Mast:

LOA: 15.24m

IOR Rating: 40.03'

RACE HISTORY: Under charter to Hong Kong team, won two races of 1987 AWA Southern Cross Cup. Winner 1988 Hamilton Island Race week. Member winning Australian team, 1988 Kenwood Cup. Winner San Francisco Big Boat Series 1988. First, Division A, AWA Sydney-Hobart Race, 1987. Winner 1987 AWA Ocean Racing Championship.

CREW: David Forbes (Skipper), John Calvert-Jones, Bernie Case, Peter Bourke, Tim Bold, others to be nominated.

HITCHHIKER III — R808

Owner/skipper: Peter Briggs

Club: Royal Perth Yacht Club, WA

Principal helmsman: Phil Thompson

Designer: Bruce Farr & Associates

Builder: Killian Bushe, UK

Year built: 1987

Hull: Composite/nomex core

Sails: North

Mast: Zapspar

LOA: 12.6m

IOR rating: 30.5'

RACE HISTORY: Previously as *Jamarella*, a member of the British team which finished second in the 1987 Admiral's Cup, then as *Rush*, under US

Strong Line-up For Admiral's Cup Trials

ownership in the 1988 One Ton Cup before being chartered by Peter Briggs. **CREW:** Peter Briggs (owner/skipper), Michael Bell, Stewart Broom, Graham Jones, Peter Antill, Phil Thompson and others to be advised.

JOINT VENTURE — Sm

Owner/skipper: Ron Elliott

Club: Sandringham Yacht Club, Vic.

Principal helmsman: Colin Beashel

Designer: Bruce Farr & Associates

Builder: Ken Jago

Year built: 1989

Hull: Exotic composites

Sails: North

Mast: Le Mer

LOA: 12.6m

IOR rating:

RACE HISTORY: Launched only in late January 1989.

CREW: Ron Elliott (owner/skipper), Grant Simmer, Ross Lloyd, Stephen Kemp, Colin Beashel, Peter Elliott and others to be advised.

MADELINE'S DAUGHTER —

KA 3000

Owner/skipper: Peter Kurts

Club: Cruising Yacht Club of Australia, NSW

Principal helmsman:

Designer: Bruce Farr & Associates

Builder: John McConaghy

Year built: 1986

Hull: Kevlar/carbon fibre composite

Sails: North

Mast: Whalespar

LOA: 13.168m

IOR rating: 31.11'

RACE HISTORY: Member of 1987 Australian Admiral's Cup team, third overall. Member of winning 1987 Australian Southern Cross Cup team. Extensively refitted with new mast, new keel, rudder and stern sections. Retired with steering problems, 1988 Sydney-Hobart.

CREW: Peter Kurts (owner/skipper), Peter Shipway, Peter Gilmour, others.



FORMER Australia IV skipper and Olympic yachtsman Colin Beashel will helm Ron Elliott's newly launched *Joint Venture* in Admiral's Cup trials. (Pic — David Clare)

ONCE A JOLLY SWAGMAN — KA Sm 6

Owner/skipper: Chas Jacobsen

Club: Sandringham Yacht Club, Vic.

Principal helmsman:

Designer: Laurie Davidson

Builder: Ken Jago

Year built: 1987

Hull: Exotic composites

Sails: Hood

Mast:

LOA: 12.11m

IOR rating:

RACE HISTORY: Member of 1987 Victorian Southern Cross Cup team. Member 1988 Australian White Team, Kenwood Cup, Hawaii.

CREW: Chas Jacobsen (owner/skipper), Kingsley Piesse, Chris Carroll and others to be nominated.

PRIME FACTOR — RF 1988

Owner/skipper: Bob Brady

Club: Cruising Yacht Club of Australia, NSW

Principal helmsman:

Designer: Bruce Farr & Associates

Builder: Peter Milner

Year built: 1987

Hull: Exotic composites

Sails:

Mast:

LOA: 12.14m

RACE HISTORY: Built in Western Australia and sailed by the builder as



PETER Gilmour, 1988 Yachtsman of the Year and victorious helmsman of 12-Metre Challenge against Dennis Conner, will steer *Madeline's Daughter* in the Admiral's Cup trials. (Pic — David Clare)



FARR 50 Great News, owned by John Calvert-Jones and David Forbes, will be one of the favoured big boats in the Admiral's Cup trials on Port Phillip from February 24-March 12. (Pic — Ian Grant)

member of the 1987 WA team in Southern Cross Cup. Finished 22nd overall in 1987 Sydney-Hobart. Recently purchased by Bob Brady, finishing 9th overall and fourth One Tonner in 1988 Sydney-Hobart.

CREW: Bob Brady (owner/skipper) others to be nominated.

RONSTAN ULTIMATE CHALLENGE — KA 5m2

Owner/skipper: Lou Abrahams
Club: Sandringham Yacht Club, Vic.
Principal helmsman:

Designer: Ed Dubois

Builder: Ken Jago

Year built: 1987

Hull: Kevlar/carbon fibre

Mast: Hood

Mast: Sparcraft

LOA: 12.14m

IOR rating: 30.55'

RACE HISTORY: A development of the UK yacht *Full Pelt*, built in 1987 as contender for Australian Admiral's Cup team. Member of team at Cowes, third overall with individual sixth overall in Fastnet Race. Member of 1987 Victorian Southern Cross Cup team and 1988 Australian White team, Kenwood Cup, Hawaii. Retired with broken boom, 1988 Sydney-Hobart.

CREW: Lou Abrahams (owner/skipper), Sam Snodgrass, Glenn Ferguson, Gary Schipper and others to be named.

ROSEMOUNT WILD OATS — KA 4343

Owner/skipper: Bob Oatley
Club: Royal Sydney Yacht Squadron
Principal helmsman: Gary Gietz, Hugh Treharne

Designer: Bruce Farr & Associates

Builder: John McConaghy

Year built: 1985

Hull: Exotic composites

Sails: Olympic

Mast: Zapspar

LOA: 13.10m

IOR rating: 33.75'

RACE HISTORY: Built originally for 1985 Admiral's Cup trials and also campaigned for 1987 trials, both times without success. Has undergone extensive refit for 1989 trials. Best international performance — 7th overall in 1986 Sardinia Cup.

CREW: Bob Oatley (owner/skipper), Gary Gietz, Hugh Treharne, David Blanchfield, Larry Jamieson and others to be nominated.

SAGACIOUS V — KA 4000

Owner-skipper: Gary Appleby
Club: Cruising Yacht Club of Australia, NSW

Principal helmsman: Stephen Kulmar

Designer: Bruce Farr & Associates

Builder: Comprador Yachts

Year built: 1987

Hull: Kevlar, carbon fibre exotic composites

Sails: Fraser

Mast: Yachtmasts

LOA: 12.08m

IOR rating:

RACE HISTORY: Australia's most successful One Tonner since being built as successful trialist for 1987 Admiral's Cup. Topscoring yacht in third-placed Australian team at Cowes. Member of winning Australian teams in 1987 Southern Cross Cup and Kenwood Cup. Has undergone extensive design updating for another Admiral's Cup bid. Owner/skipper Appleby named 1987 Australian Ocean Racing Yachtsman of the Year by OFFSHORE magazine.

CREW: Gary Appleby (owner/skipper), Stephen Kulmar, Phil Morgan, Brad Stephens and others to be nominated.

SOUTHERN CROSS — 208

Owner-skipper: Bill Gilloert

Club: Cruising Yacht Club of Australia, NSW

Principal helmsman: Bob Fraser

Designer: Bruce Farr & Associates

Builder: Franklin Yachts, NZ

Year built: 1988

Hull: Exotic composites

Sails: Fraser

Mast:

LOA: 12.19m

IOR rating:

RACE HISTORY: Made a remarkable ocean racing debut in the 1988 AWA Sydney-Hobart, just on a week after being launched in Sydney. With only one short race before the start, this latest Farr 40 sailed through gales and calms to finish fourth across the line, being just beaten for first overall by the equally new Davidson 34, *Illusion*. Southern Cross won Division B of the Sydney-Hobart.

CREW: Bill Gilbert (owner/skipper), Bob Fraser and others to be nominated.

TRUE BLUE — RF 1989

Owner-skipper: Lawson Klopfer

Club: Royal Freshwater Bay Yacht Club, WA

Principal helmsman: Bob Appleyard

Designer: Bruce Farr & Associates

Builder: Peter Milner

Year built: 1988

Hull: Kevlar/unidirectional 8. glass, PVC foam core

Sails: North

Mast: Alspar

LOA: 12.19m

IOR rating: 30.55'

Hull colour: Dark blue/white stripes

RACE HISTORY: Outstanding IOR yacht in WA this season, won 220nm Fremantle-Geraldton, 240nm Cape Naturaliste races as well as local 27-milers. One of a succession of successful Farr 40s built by Peter Milner.

CREW: Lawson Klopfer (owner/skipper), Bob Appleyard, Andrew Hunn, Keith Marshall, Richard Wain, John Sharpe, John Wallworil, Barry Johnson.

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BILLED as 'the fun race to the sun', the 1989 Caltex Sydney-Mooloolaba race will open up new dimensions for sun-seeking sailors looking to head northwards in autumn. Each year upwards of a hundred competitive yachts enjoy the rock-hopping challenge of this keenly-fought coastal passage from New South Wales to Queensland waters and this year Middle Harbour Yacht Club and sponsors Caltex have added further inducements to take part.

Perhaps the most significant is the inclusion of a Cruising Division which will attract many owners looking for a passage in company under a safety umbrella for their annual pilgrimage north.

The other innovation is a "State of Origin" challenge between New South Wales and Queensland — not in rugby league, but on the high seas in a duel up the coast from Sydney to Mooloolaba.

Mooloolaba Yacht Club has thrown down the challenge to Middle Harbour and any other yacht clubs in NSW to produce their best for not just one, but for up to 10 "State of Origin" teams.

Says MHYC general manager Alan Patterson: "We'll match any teams the Queenslanders can put up for the State of Origin." The State of Origin teams will each consist of two IOR and two PHRS division yachts — all with the goal of being the first winner of the Caltex State of Origin Trophy. To be eligible, each yacht must be owned in either NSW or Queensland and sailed by a crew all from the State of Origin.

For the 1989 Caltex Sydney-Mooloolaba race there will be three divisions, IOR, PHRS and, for the first time, a Cruising Division. For the latter an arbitrary handicap will be allocated to yachts at the discretion of the Race Committee.

The third significant change for the 1989 race is the return to a Tuesday start, instead of Sundays of recent races. The race will start at 12 noon on Tuesday, March 14, with most of the fleet at Mooloolaba by the following Friday.



Fun Race to The Sun

BEYOND Thunderdome, Warren Johns' Davidson One Tonner which is expected to be one of the competitors in this year's Caltex Sydney-Mooloolaba race which starts on Tuesday, March 14.

And another subtle but significant change concerns Rule 26 — Advertising. The Notice of Race says that Rule 26.2 is amended to the extent that a yacht that breaches any of the provisions of IYRU Rule 26 "shall not suffer any time or placing penalty but shall pay a penalty of \$150 to the Race Committee." Which means that for \$150 a yacht may fly a spinnaker with a sponsor's logo and not suffer any penalty.

However, the Race Committee does reserve the right to reject or disqualify any entry displaying names or logos in conflict with race sponsorship.

Caltex and Middle Harbour Yacht Club are planning a big promotional build-up to the Mooloolaba race, with a "Battle of the Media" between Queensland and NSW on Wednesday, March 8, and a much more interesting Ladies' State of Origin Race in Adams 10s on Middle Harbour on Sunday, March 12, following the race briefing.

Invitations have been extended to such well-known Sydney sailors as Kay Cottee, Vanessa Dudley, Cathy Haw-

kins and Nikki (Bethwaite) Green. The Queenslanders have promised a most competitive line-up.

"We see the Caltex Sydney-Mooloolaba as a professionally organised, highly competitive race but with that theme of a fun race to the sun," says Caltex's Michael Brown. "In particular this year we want to involve everyone, particularly the crews. In addition to skite plates for the yachts, each crew member will receive a medallion. And there'll be plenty of pre-race functions for everyone — skippers, navigators and the crews."

Michael obviously believes the 1989 Caltex Sydney-Mooloolaba will be a great race — Michael and his wife Audrey had number one entry with their East Coast 31 *Russell Dean II*.

In addition to Caltex as the major sponsor, Middle Harbour Yacht Club has again received extensive support from Ansett and other organisations.

Entries for the Caltex Mooloolaba close on February 10 but late entries may be accepted up to March 3.

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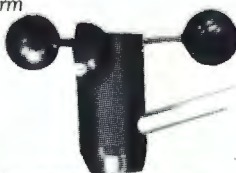
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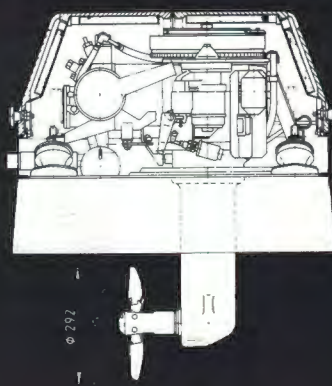
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SERAFFYN and I had been anchored at the port of Manfredonia on Italy's east coast for almost a week waiting for Lin to return from her "Roman Adventure". Soon after noon each day a little Pulpero, or octopus boat, which I learned was one of the last Italian sailing, fishing boats, would come winging through the breakwater entrance.

I finally rowed over and asked the owners about their lateen rig. They put up with my awful Spanish cum Italian for a few minutes until in polite desperation they invited me to go out sailing at 3am the next morning. During our return from the fishing grounds we had a light offshore breeze which gave us a reach back to port.

The surprisingly weatherly lateen mainsail had four rows of normal reef points plus several small grommets along the foot. As the two brothers who owned the boat were keen to get back to port in time for lunch, I wasn't surprised to see them tie a rectangular addition to the foot of the mainsail using the grommets as lashing points. This increased the little hookers speed by about a knot.

The shape of the bonnet* didn't impress me much at the time as the lashings caused wrinkles to radiate out from the lachings along the foot of the sail. But, the bonnet did seem like an easy inexpensive way to add area to the working sail plan.

Several years later, when Lin and I were sailing our new cutter *Taleisin*, we found we were not completely satisfied with the reef points we used to transform our 100 percent lapper down to a working jib. Though this reef point system had worked well on *Seraffyn's* 257 square foot lapper, *Taleisin's* 430 square foot reefing lapper was hard for Lin to handle. She found it difficult just to drag the heavier sail along the deck and hank it onto the headstay.

The stiffer, heavier cloth (7 ounce compared to 5.5 ounce) was harder for both of us to roll so we could tie in a tidy reef. The reef left a bulky roll which sometimes came untied when we short tacked in heavy winds. So we found that sometimes we would drop *Taleisin's* lapper and sail under-canvassed using just the staysail and main instead of going to the trouble of reefing the lapper into the ideal working jib size.

After a year of sailing with our reef pointed jib, I recalled my magic sail on that little Pulpero with its brightly painted eyes and its wrinkled bonnet laced onto the foot of the mainsail. If only I could get a bonneted jib to set smoothly along the connection I felt we could have the best of all worlds.

We'd have a nice clean working jib without the inefficient, bulky reef bundle on its foot. We could store the sail in two individual parts so it would be lighter for Lin to handle. If we could



TALEISIN'S two part — bonneted lapper (can't figure out why some friends call it the tit-sa'l.)

The Bonneted Jib

By Larry Pardy

make it work, this bonneted jib would give the same advantages as the reef pointed sale, i.e. two sails for the price of one, a savings in storage space below decks plus faster sail reductions and increases.

In addition, the foot of the working jib minus the bonnet would not scoop up and hold water like the bundle of the reefpointed jib sometimes did. Nor would there be any reef points to come untied as we short-tacked.

When we discussed this problem with various sailmakers, roller reefing was suggested. But we wanted to keep away from the high cost and complexity of roller furling even though it has a seductive lure of easy, quick sale reefing and neat, simple sail storage. The drawbacks we have seen both during delivery jobs and out in the offshore sailing world were lack of 100 percent reliability. We have seen the gear jam partially rolled once it had been used in offshore conditions for two or three years.

If this happens in strong winds, the resultant, wildly flogging sail can and has frightened many would be sailors and put them off the sport of sailing for life. If the roller reefing sail is torn beyond on-board repairability, you have eliminated your working headsails for the duration of the passage. Parts for a

broken gear can be expensive and difficult to get flown in from the country of manufacture.

The windage of the rolled sail causes the bow of the boat to fall off in strong winds — this is less than desirable at anchor or while hove to in a gale. Finally, all of the sailmakers that we have talked to agree that the various compromises in sail shape, the shortened luff length, plus the higher centre of effort of the roller reefed sail and the lack of halyard induced shape control while reefed, reduce ultimate sail power and therefore performance, especially to windward.

By good fortune the 1986 challenge for the America's Cup was underway when we sailed into New Zealand. Sail design and development projects were on, full speed ahead, and one spin-off was the heavy duty YKK zipper. This interlocking, all synthetic zipper with its parting strain resistance of 90 pounds per linear inch was used successfully on the New Zealand 12 metre mainsail at the Fremantle, heavy weather America's Cup eliminations to flatten the mainsail luff for the windward leg of each race. This zipper looked just like the thing to solve my problem and produce a wrinkle free connection for a bonneted jib.

With this possible connection solution, the second and probably most difficult step in producing this two part sail was to convince the sailmaker to build it at all. The loft manager was reluctant to build "a flyer". He recommended staying with the well proven reef point jib. He was worried the zipper would fill up with salt and jam. He was concerned about how long it would last out cruising and wondered how we could hold the zipper together at the high load areas at the tack and clew.

But with our assurance that we would take full responsibility for any failures, he gave the go ahead. The sail designer produced an excellent shape using a stable, radial panel lay-out and strong but soft laminated fabric for the bonneted lapper/working jib combination.

Once the sail was started the loft personnel got interested in the project. The crew at North, New Zealand (Kent Luxton, Monica McCann/Collins, Haven Collins, Tom Dodson and Carol Tremain) had a lot of positive in-put and suggestions to make at each step of the construction. The one thing we all knew was that the zipper should be supported so that an even strain was exerted all along its length and no undue point loading or extreme wrinkles to force the zipper open.

To accomplish this the sail panels were sewn together and finished without the bolt rope or leech lines. The sail was then laid out on the floor and reef patches were put on along with a 12" wide band of dacron running between

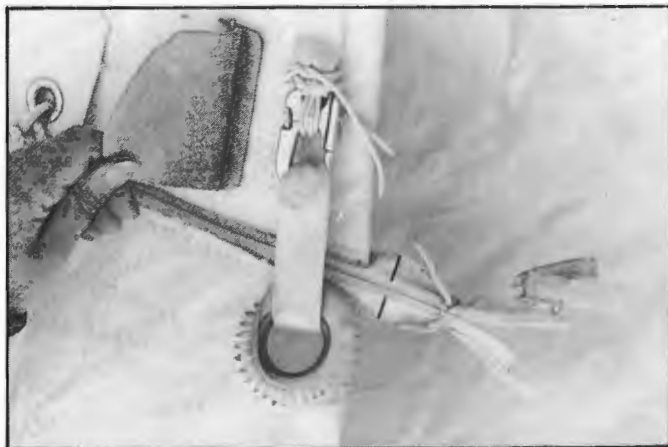
the tack and clew patches to support the zipper. (The reef was laid out at an angle so that not only would the sheet lead remain the same when the sail was bonneted or unbonneted, but so that the luff would stay as long as possible on the working jib for maximum windward drive.) Once the reefing patches, leech and luff tapes and zipper reinforcing strip were sewn on, the zipper was sewn to the middle of the strip as you can see in *photo 3*. With this sewing done, the bolt rope was installed.

Then the moment of truth could be put off no longer. Someone had to cut the \$2,000 sail in half. As I was the inventor of this "flyer", I was given the honor. I used scissors to part the sail making two cuts to remove a $\frac{5}{8}$ " wide strip directly below the zipper teeth. This gap was necessary to give the zipper car room for clear passage without dragging or jamming on the edges of the sail cloth or the thick areas of re-inforcing at the tack and clew patches.

The leech and tack of the sail to bonnet connection were then joined with loops of nylon webbing which were sewn onto one side of the bonnet. These loops went through the tack and clew cringle and were fastened to the other side of the bonnet with a snap shackle. (*Photo 4 and 5*)

To spread the strains further the clew and tack reinforcing areas were fastened together using flaps which were sewn onto both the jib and bonnet. (*photo 6*) The lacing line which connects the eyelets and hooks on these flaps (*photo 7*) is adjusted so the leech and luff strains

THE leather flap covers the snap shackle so it won't hang up on a shroud or dent the mast when we tack. The end of the zipper has nylon webbing finger tabs sewn on for easier zipper alignment. The lower or bonnet part of the zipper has a limiting stop sewn on to it so the car can't fall off. The snap shackle is adjusted with the lanyard so it takes the initial leech strain. The zipper should take little strain at this point. The felt pen marks on the zipper tape indicate correct fore and aft alignment.



THE working jib — i.e., the lapper without the bonnet.

are evenly spread onto the patches and little or no strain is exerted onto the zipper in this area.

To keep the working jib part of the sail as clean and free of hardware as possible, I located the fastening loops, snap shackles and zipper car on the bonnet itself.

Two severed bolt rope inside its luff tape, had to be hand stitched securely to the reef patches on both the bonnet and jib (*photo 5*). A separate tack thimble had to be sewn to the bolt rope as shown, to produce a wrinkle free tack on the working jib.

The upper jib hank on the bonnet was positioned near the tack connection (*photo 6*). This way the first, or lower hank on the working jib can be about two feet up from the tack so it will snap to the headstay wire above the headstay turnbuckle.

The working jib has a foot line lead to the port side of the tack and two leech control lines are lead to the starboard side of the tack where there is a cleat on

both the working jib tack and bonnet tack. I like these control lines lead to the tack area because they are easier to reach than ones positioned on the high cut clew. The leech line runs up through its own luff tape and is lead onto a small single block at the head of the sail where the line enters the leech tape, travels down the leech and is finally sewn to the working jib clew patch. (Other specialized details of the construction of this sail are discussed in the photo captions.)

Once the bonneted jib was completed we tested it by not only going off for short cruises, but by racing the local two-handed winter series in Auckland, New Zealand. We found we needed to add a separate leechline to the bonnet. This done, we have used the bonneted jib with complete confidence and have sailed with it for almost two years including a winter passage across the Tasman sea and a beat against 20 to 25 knot south east trades inside the great Barrier Reef of Australia. We found that the zipper is working perfectly and has never jammed or become sticky due to salt, nor has it shown any wear.

I did become curious to know what strains the zipper could take and if it would work without the reinforcing flaps. So I tried the full sized sail in an 18 knot breeze and had the boat rail down without either flap laced.

The zipper held fine even though we were bucking into three or four foot headseas. I felt this was a good test and quit using the tack flaps. I still use the clew flaps to protect the high load leech area. I am not sure I would recommend eliminating the tack flap for any zippered sail larger than this one.

I feel this jib is a complete success, especially since it is so easy to shorten down. Reefing can be done in less than two minutes, even singlehanded so we have less tendency to sail over-canvased. To reef the sail we:

THE stainless steel zipper car has both a port and starboard pull tab for convenience. You can see the hand sewn car stop on the bonnet side of the zipper in this photograph.



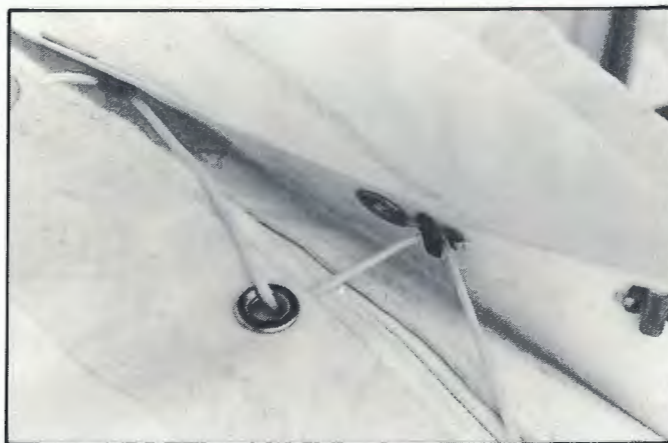
1. Drop the sail undeck, untie the light securing line from the leech zipper end (photo 4).
2. Disconnect the snapshackle loop (photo 8).
3. Undo the flap lacing line and peel the zipper apart right up to the tack.
4. Unhank the bonnet from the headstay and fasten the working jib tack in place.
5. Bag the bonnet leaving the sheets sticking out of the bat (with the sheets attached the bonnet cannot get lost overboard.)
6. Tie the bonnet bag down and remove the sheets and attach them to the working jib clew.
7. Hoist the jib.

Though I still recommend reef points for some headsails, the following considerations might make the zippered jib a good choice for you over either a roller reefing set up or a reef pointed jib.

It is faster and easier to remove the bonnet than to tie in a normal reef or to change one sail for another, especially with large headsails such as *Taleisin* carries.

2. By using the zipper jib we have two sails with smooth fast sail shape.
3. If the zipper should pull apart (which has never happened so far) its probably time to reef anyway. So we would just lower the sail and remove the bonnet. It is unlikely any harm could be done to the sail as the clew and tack straps would hold it together until it was lowered.
4. If the bonnet connectors or zipper do fail at sea the worst case would be that we would have to make do with just the working jib until we reached port.
5. Major repairs can be done anywhere there is a sewing machine and a person with sailmaking skills.
6. The cost of a bonneted jib is much less than that of a roller reefing system plus its sail, but is a bit more than a reef pointed jib.

THESE hooks were hand made from bronze sail track. The lacing line should fit into the hook snugly so it will not fall out, yet be loose enough so that it will slide through the hook to give even, smooth alignment along the flaps.



A close-up of the smooth connection provided by the zipper.



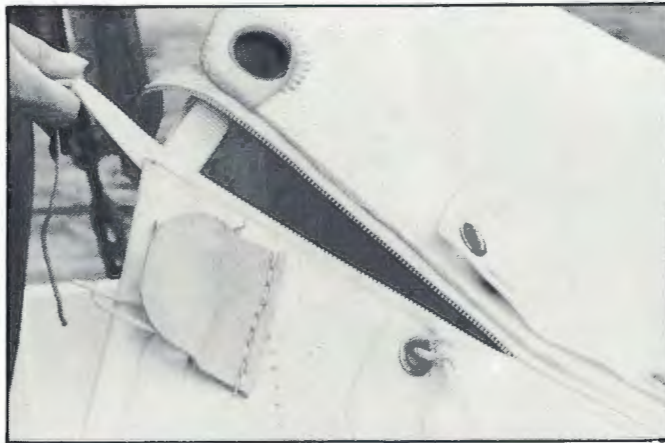
THE position of the leech line cleats and jib hanks are visible in this photograph of the reefing tack area. Dotted lines show what I feel would be improved flap end shapes. The angled ends would have less tendency to hang up on shrouds or stays.

7. In common with the reef pointed jib, the bonneted jib which is damaged along its bonneted section can still be used as a working jib. A roller reefing jib that is badly damaged anywhere in its lower sections is out of business until shoreside repairs can be made.

On the negative side, it will be difficult to persuade your sailmaker to experiment with a bonneted jib. You will find it is a bit slower to attach the bonnet onto the working jib to increase sail area than it is to shake out the reef points in a reefing headsail or to unroll your furling jib. A replacement zipper could be hard to buy in some countries so it might be prudent to carry a spare. On race boats with a foil headstay the crew would have one extra move to make, they would have to feed the luff tape of the bonnet into the foil groove as the sail is hoisted.

With these points in mind, we and some of the staff at the sail loft feel a

THE zipper peels apart easily once the clew attachment shackle and retaining line are released.



bonneted jib could be used to very good advantage for:

1. Cruising sloop — storm jib/working jib combo number 1/number 2 genoa combination
2. Cruising cutter — working jib/lapper combo
3. Racing sloop — storm jib/blade combo, working jib/number 3 combo, number 2/ heavy number 1 combo. As an addition to a storm spinnaker in case all regular sized chutes were blown out.
4. Sailboard — medium/heavy weather sail combo.

These bonneted sails could be espe-

cially interesting to owners of small racers where not only space but weight are a serious consideration. To meet the racing rules they have to carry a selection of sails that add a couple of hundred pounds of extra weight, especially if they are wet.

On the other hand, I don't feel bonnets are practical or worth the expense for small sail area reductions such as we have on our working staysail. Instead we use two rows of reefpoints and find it relatively easy to tie in the three or four points that hold about 40 square feet of sail for each reef.

Like many of the best ideas in sailing, the bonneted jib is not a new system, but an update of an old method using modern materials. I think bonnets could come back into vogue again just like slab reefing (jiffy or pennant reefing) has. And like slab reefing, I think it could give performance and cost conscious sailors durable, efficient sail shape lower costs and quicker sale changes.

★ *Laced on sail additions have been used by sailors for several centuries and are called bonnets. If an addition is attached to the bonnet it is called a drabber.*

The Pardys Join Offshore

CRUISING authors Larry and Lin Pardy have joined Offshore as regular contributors, with practical stories on their ongoing world cruising voyages. For background, Lin wrote this resume of a great sailing couple:

Larry Pardy has been a keen sailor since he rebuilt his first Sabot/El Toro 8 foot dinghy at the age of 18. (He says his sailing interest probably could be dated back to when he rigged a blanket on a stick in an old Indian dugout canoe he was given at the age of 10. As the dugout had a split bottom, his boat repairing days probably could be dated back to it also.)

He became interested in racing under sail almost immediately and was active with the West Vancouver Yacht club racing fleet and as an instructor for the junior sailing program.

As he rebuilt and repaired yachts, he began dreaming of going cruising under sail. At the age of 24 he sold his 27 foot Tumlarén sloop and headed south to look for the perfect cruising boat. He couldn't find her with the funds he had, so he began working as a charter yacht skipper in Southern California while he built his little ship, the 24 foot Lyle Hess cutter *Seraffyn*.

I came along about then, a San Fernando Valley girl from southern California. I had no sailing experience. My forte was music and small business accounting. I met Larry because I was looking for a little sail boat, one I could buy for less than \$200 (even in 1965 this meant it would be extremely little).

I wanted to learn about the sport. He introduced me to his world and within three weeks of our first meeting we had joined forces. I held my first ever piece of sandpaper, my first varnish brush at the age of 20½ as I learned to help him build *Seraffyn*.

Together we earned the money to build the boat by taking in repair work, doing occasional yacht deliveries and



CRUISING authorities Larry and Lin Pardy have joined Offshore as regular contributors on practical world cruising.

starting our own small sail and chandlery and accounting business. Three years after we met we set off bound for Mexico on 24'7", 10,500 pound *Seraffyn*. We had enough funds for six months or a year of cruising, based on our estimate of \$300 a month in 1969. Our plan — to go exploring under sail, just as long as it was fun.

We continued east for the next eleven years, earning funds as we went, delivering boats, doing repairs and renovations for other boat owners and eventually writing about the things we learned as we cruised.

By 1979 we had completed an unintentional circumnavigation, East about, always North of the equator by way of the Panama Canal, Florida, the Chesapeake bay, Bermuda, the Azores, England, the Baltic, the Mediterranean, Red Sea, Indian Ocean, China Seas and North Pacific.

Even as late as 1978 we found our choice of a small simple boat allowed us to voyage on less than \$500 a month if that was what we had to spend.

In 1979 we returned to build *Seraffyn's* bigger sister, a 29'6" cutter designed for us by Lyle Hess. This time the construction took 3½ years, but we worked under vastly different circumstances. This time we knew we would be able to set off cruising for sure, we knew what to expect "out there" so we were able to enjoy the work without the concerns we'd had the first time.

Taleisin was launched on Halloween weekend in late 1983. From the first we were delighted with her performance. We spent the first year afloat joining local racing fleets in Southern California, from Santa Barbara to San Diego as we did our sea trials. Then we set off to try a different sailing route — westward along the so called "Milk Run".

The past four years have taken us through the Pacific Islands to New Zealand where we purchased and restored a home base including a small boat yard, then on to the Great Barrier Reef of Australia where I am writing this resume. Plans are slowly shaping up for a voyage south to Tasmania and into the Great Australian Bight.

Since 1972 we have been contributing articles to magazines in the United States, England, Australia, New Zealand and Germany. The American magazines include — *Boating*; *Cruising World* 1976 to 1983; *Yachting*; *Sail Magazine* 1972 to present.

Books we have written include — *Cruising in Seraffyn* (pub. by International Maritime Pub); *Seraffyn's European Adventure*; *Seraffyn's Mediterranean Adventure*; *The Care and Feeding of the Offshore Crew*; *The Self-Sufficient Sailor*; *The Capable Cruiser*; *Details of Classic Hull Construction* (pub. date August 1989) — the last seven all published by W.W. Norton).

National Mutual 8th Pittwater to Coffs Harbour Race Series

By Vanessa Dudley

WHILE the yachts in the Sydney-Hobart bashed into the southerly headwinds, it was just the reverse for the fleet heading north in the race to Coffs Harbour, giving them a fast spinnaker run most of the way. (Pic — Max Press)



North to Coffs

DAVIDSON 34s were certainly the big winners over Christmas. While *Illusion* was making her way south towards victory in the AWA Sydney to Hobart Race, sistership *Leroy Brown* was heading north towards first place on IOR in the National Mutual 8th Pittwater to Coffs Harbour Race.

There can be no doubt that *Leroy Brown* and her 80 rivals in the record sized fleet heading for Coffs Harbour had the better time of it. The hard southerlies which bashed everyone's brains out in the Hobart race were kinder to the North-bound fleet, giving them running conditions with 10-15 knot wind strengths on the first day (December 27), calms overnight which killed any chance of a new race record, and then a day of hard running before a breeze which freshened to 25-30 knots and brought the fleet home overnight, giving the smaller yachts top billing on corrected time.

Line honours winner was the Steinman designed 60-footer, *Innkeeper*, owned by Leigh Outtram of Mooloolaba YC and skippered by Andrew Short of Sydney. The crew of 13 included Short's brother Ian and Matthew as sailing master and navigator respectively. Also aboard was Michael Spies, who had set off for Hobart the previous day on John Eyles' *Indian Pacific*, returned to Sydney thanks to a broken mast, and made it to the Royal Prince Alfred Yacht Club in time to join the Queensland maxi for the race north.

Innkeeper won the start and was never headed. By the first night she was under the beam of Port Stephens Light; frustrating, light winds ensured that she was still there in the morning. But then the southerly kicked back in and brought the fleet up the coast fast. *Innkeeper* crossed the line in the Coffs boat harbour at 6.19pm, almost four hours ahead of the next finisher, with an

elapsed time of 31 hrs 19 mins 13 secs for the 235 nautical mile race. She had averaged speeds of more than 10 knots for the final afternoon and according to the Short brothers, the speedo was registering surges of up to 24 knots as the yacht surfed down the faces of the building sea before the speedo impeller was washed away.

Next to finish was Barclay Wade and Peter Wood's Lexcen 50 *Apocalypse* from Middle Harbour YC, at 10.03pm, followed by new Elliot 10.5 metre, *High Anxiety* (Peter Hayes, RPAYC), at 10.22pm. The Farr 40 *Queensland Maid*, co-skippered by Peter Nicholson and "Robbo" Robertson, was less than a minute behind, winning the battle of the One Tonners. While this race has traditionally appealed to smaller yachts, the strong competition this time amongst four Farr 40s and the Davidson 40, *Beyond Thunderdome*, indicated strengthening support for the event from IOR

racers, which may become a trend particularly in non-Southern Cross years.

Fifth to arrive was Greg Smith's Adams 13, *XPT*, from Lake Macquarie YC; followed by the Farr 40 *Witchcraft II* (Bruce Stapes, RPAYC); the Lexcen designed Eureka 31, *Pink Boat*, skippered by Andrew Buckland of Middle Harbour YC; *Skoier IV*, the French 50-footer now owned by John Majewski of RPAYC, following its original role as a BOC Around the World singlehanded racer; Bob Fowler's Farr 40, *Zap* from RPAYC; and another Lexcen 31, *Teen-age Love Machine*, co-owned by Alistair



SQUIRTS of wind around Barrenjoey Head caused a few broaches as the fleet headed out of Pittwater in National Mutual race to Coffs Harbour. (Pic — Max Press)



ABOVE, the Gosford yacht First Class, skippered by Peter Baird heads across Broken Bay with the Coffs Harbour sloop *Bushfire* (Wayne Benson) down to leeward. **LEFT**, Out on the rails for crew of High Anxiety, skippered by Peter Hayes from Royal Prince Alfred Yacht Club as the fleet heads northwards. (Pics — Max Press)

Saunders, Jonathon Temple and Dirk Hoogland.

Beyond Thunderdome was only 12th home after having to sail the last 40 miles under twin headsails and dropped mainsail to nurse the mast, which kinked at the gooseneck during a spinnaker blow out.

Most of the fleet had finished by dawn, among them *Leroy Brown*, with a finishing time of 1.08am good enough to give her the overall IOR victory by 18 minutes. The margin between second and third overall was a lot closer, with a

mere 26 seconds separating *Pemberton III* from rival Half Tonner *The Syndicate* on corrected time. They had crossed the line less than five minutes apart, with co-owners of the slightly higher rating Steinman 31 Zulu design, *Pemberton III* (Richard Hudson, Max Tunbridge and Terry Carr) unsure of whether the gap was large enough to beat the Dubois 31 of David Stewart, Bob Evans and Tim Downing. It was — just.

All three yachts are from Royal Prince Alfred Yacht Club. *Leroy Brown* has been well known in her previous guise

as *Chutzpah* in Melbourne. New owner Warren Wieckmann likes to explain that he has now been first and last in the Pittwater to Coffs Harbour Race, claiming that he took the wooden spoon last year in his yacht *Tickle My Fancy*. This time around he pulled together a strong crew which included Graham Jones as skipper and Jamie MacPhail as navigator. The yacht was set up with a new mast following its dismasting at the start of the Sydney to Southport Race last August. The only major damage this time around was to Wieckmann, who spent most of his celebratory morning at the Coffs Harbour hospital having his shin stitched up after falling on the breakwater in the early hours after arrival.

Queensland Maid was fourth overall and first in IOR division 1., while the 14-year-old S&S Defence 30s *Crackajack* (Lee and Bruce Killingworth, RPAYC) and *Justine* (David Parsons, MHYC) caused some surprise by taking fifth and seventh respectively, and first and second on Australian TCF. Sixth on IOR was *Witchcraft II*. *Zap* was eighth, followed by the Duncanson 37, *Bushfire*, now owned by the Benson family of Coffs Harbour and skippered by Wayne Benson. Tenth overall was the S&S34, *Misty*, from RPAYC.

Smaller yachts dominated the Performance Handicap division results, too, with the Cape 31 JOG racer *Sunday Lunch* (David Casswell, Royal Sydney Yacht Squadron) the provisional winner until a measurement protest led to her disqualification from the series.

Sunday Lunch had popped a masthead spinnaker to the surprise of other JOG rating yachts in the race, who had only seen her carrying fractional spinnakers

previously. The crew of *Pink Boat* protested on the grounds that this would invalidate *Sunday Lunch's* stability and self-righting ability to the Category 2 level of the Australian Yachting Federation's ocean racing safety regulations, required for eligibility to compete in this race.

The yacht's JOG certificate had not

been supplied by her owner nor requested by the race organisers when her entry was accepted. When it was gathered as evidence by the protest committee, the question of the masthead spinnaker fell by the by, as the yacht had only passed the AYF stability test to Category 3 level with a fractional spinnaker considered, rating with a screen-

ing value of 0.841 which was below the minimum value of 1.00 required for Category 2 races.

Sunday Lunch's disqualification gave first place to a new 33-footer from Lake Macquarie designer/builder Ian Peden, Don Hinchey's clear varnish finished timber yacht, *Odds On*. Second overall was *Pink Boat*, followed by *Teenage Love Machine*.

Then followed: *Time Winder*, H. Hodgkinson's Young 37 from RPAYC; *Andromeda*, Gerard Mieli's S&S36 from the Cruising Yacht Club of Australia; the Beneteau 10 metre *First Class* of Peter Baird from the Gosford Aquatic Club; the Traditional 36 *Balamara* (Graham Britt); Cole 31 *Grasshopper* (R. Priestley and G&R Spelman) and Mottle 33 *Double Diamond* (Gary Beaton), all from the Botany Bay Yacht Club; and Kevin Ford's 10.6 metre Pawtucket, *Indulgence*, from the RPAYC.

At some stages it appeared that the race was likely to have more finishers than the Sydney-Hobart. There was precious little difference in the end; only one of the 81 starters retired on the way north. During the first night *The Doctor* pulled into Port Stephens with a broken boom.

After a day of general R&R the series continued with the first of two day races around the islands off Coffs Harbour. With the southerly wind on its last legs this race was slow and 14 of the 47 starters suffered the frustration of not making the finish line within the time limit for the 23 mile course. Line honours winner *Innkeeper* only made it with 14 minutes to spare within the six hour allowance, and corrected time honours went to the smaller boats which were able to benefit from the nor'easter which finally wafted in. David Parsons had the pleasure of winning on both IOR and Australian TCF in his *Defiance 30*, *Justine* followed by sistership *Crackajack*. Third on IOR was *Pemberton III*.

On Performance Handicap, *Balamara* flew the flag for Botany Bay YC ahead of *Teenage Love Machine* and *Pink Boat*.

A building nor'easter and shorter course for the final race on New Year's Eve brought some joy to the larger yachts, with *Innkeeper* taking both elapsed and corrected time honours in the Performance Handicap division and *Queensland Maid* doing the same on IOR.

The overall results for the series revealed *Leroy Brown* as the best performing IOR yacht, ahead of *Pemberton III* and *Queensland Maid*. Honors on Aust TCF went to *Crackajack*, *Justine* and *Pemberton III*. Best performing Performance Handicap yacht was *Odds On*, followed by *Teenage Love Machine* and *Pink Boat*.

Royal Prince Alfred YC dominated

Big fleet in the National Mutual Pittwater-Coffs Harbour race gets away to a spinnaker start in Broken Bay, with the southerly giving the fleet a fast run up the coast in the 280 nautical mile race conducted by Royal Prince Alfred Yacht Club. At right, Flying Colours (David Rowe) shows her paces against past Sydney-Hobart winner Extension (Tony Dunn) and Excalibur (Chris Lake).





COFFS HARBOUR yacht Booze Bus sets her spinnaker for the run out of Pittwater in National Mutual Pittwater to Coffs Harbour Race. Booze Bus was second in the special Farr 1104 section. BELOW: International racer Beyond Thunderdome had a mediocre race after gear problems. (Pics — Max Press).



CREW of Lexcen 50, Apocalypse, relax before the start of the Coffs Harbour race. (Pic — Max Press)

the popular teams' event within the IOR series, with its Red team of *Queensland Maid*, *Pemberton III* and *The Syndicate* winning from the Blue team of *Leroy Brown*, *Zap* and *Misty*, followed by the Coffs Harbour YC team of *Bushfire*, *Booze Bus* (Ray Benson, father of *Bushfire* skipper Wayne) and Les Boaden's Farr 1104, *Razzamatazz II*.

Botany Bay YC took the honours in the Performance Handicap teams' event, with its team of *Balamara*, *Grasshopper* and *Double Diamond*, followed by the Lake Macquarie YC team of *XPT*, *Odds On* and Bruce Mead's *Young 11*, *The First Eleven*. Third was the Middle Harbour YC team of *Pink Boat*, *Teenage Love Machine* and *Apocalypse*.

First of the 10 Farr 1104s in the series won a special class prize; this went to Mike Robertson's *Witchcraft I* from RPAYC, ahead of *Booze Bus* and Russ Tulloch's *Foxy Lady* from RPAYC.

The series certainly looks to have a bright future, with National Mutual as its new and enthusiastic sponsor and fleet sizes that just keep growing.



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Beam:

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Draft: Shoal (Wing)

4'9"

Deep

6'8"

Displacement: Shoal

14,900 lbs.

Deep

14,700 lbs.

Ballast: Shoal (Wing)

6,000 lbs.

Deep

5,800 lbs.

Mast Height (Fr DWL):

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Headroom:

6'3"

Sail Area (@ 100% foretriangle):

704 sq. ft.

E (Mainsail foot):

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J (Foretriangle base):

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P (Mainsail luff):

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FED up with the same old round the cans racing?

Fed up with sitting on the weather rail of some one tonner feeling like a mildly trained gorilla?

Well why not try a different sort of a race this Easter?

The Switzerland Insurance Australian Three Peaks Race is certainly a race with a difference. Scheduled to start off Beauty Point on Launceston's Tamar river at 1400 hours on Good Friday, the race is sailed around the northern and eastern coasts of Tasmania. But it is not just a yacht race, as the name suggests there are mountains to be climbed as well.

This is a "down-under" version of a race that has been running annually in England since 1977, and the man responsible for translating this typically Pommie eccentricity into Strine is Martin Pryor, a native of Launceston who now lives in Sydney. He led the first Australian assault on the British race in 1987 with a Castlemaine XXXX sponsored team, and was leading the fleet when a broken rudder forced their retirement.

However, the experience was enough to hook him on the idea, and thinking of his home state, decided it had all the geographic attributes to host an Australian version.

The race is a challenging mix of sailing, navigation, running and pure stamina. From the start at Beauty Point, the course involves sailing to Flinders Island, where the runners are put ashore at Lady Barron. They run up Mount Strzelecki and back before sailing on down the east coast to Wineglass Bay. Here the runners scale Mount Freycinet while the sailors take their boats through the Schouten Passage and collect their runners again in Coles Bay.

The final leg is a sail to Hobart, followed by a run up Mount Wellington and back. The finishing line is in front of Tasmania's State Government building.

The courses for the two races are remarkably similar in dimensions, the main difference being in distance sailed, the Australian version is longer. In Tasmania the course involves 556 nautical miles of sailing, and 125 kilometres of running, with a total ascent of 3250 metres. The original involves sailing 389 nautical miles, running 118.5 kilometres with ascents totalling 3417 metres.

The rules for the race are simple, it is open to any sailing boat over 8 metres on the waterline, with a maximum crew of five. Martin Pryor is eager to point out that "It is not a yacht race in the normal sense, yachts are purely the method of travel in one area of the race. It is an event for both runners and sailors, both being heavily dependant on each other."



Switzerland Insurance Australian Three Peaks Race — 1989

Unlike other yacht races "rowing, kedging and towing from the shore by the crew are all permitted methods of propulsion". The sailing legs of the race are governed by the "International Reg-

By John Roberson

ulations for the Prevention of Collisions at Sea".

Of the total team of five on each boat, two must complete each running sec-

tion, and as a safety measure "the runners must remain clearly visible and audible to each other at all times".

Obviously there are more comprehensive rules, but that in essence sums up the spirit of the race.

In early December a total of 33 entries had been received, and although most were understandably from Tasmania, there were also entries from New South Wales, Victoria and South Australia. From overseas firm entries had come from New Zealand and Britain.

WILD

THE prophets of doom were quick off the mark when the large fleets in Victoria's two major ocean races of the year, from Melbourne (via Portsea) to Devonport across Bass Strait and from Melbourne across the Strait and down Tasmania's rugged West Coast to Hobart, set sail in wild weather. "They'll never make it down the West Coast, they'll end up on a lee shore, there will be mayhem at sea," came the voices of the long-standing critics of the West Coaster.

Admittedly, some of the combined fleet of some 120 yachts never made it beyond The Rip at the entrance of Port Phillip, and many others showed that discretion was the better part of valour by running for shelter as the storm reached its peak, with winds of 70 knots from the south west howling across the Strait. However, there were no major dramas on the West Coast this time as the winds lightened midway through the 480 nautical mile race.

By the time the leaders were halfway down the West Coast, conditions had moderated to the extent that the radio relay vessel, the fishing trawler *Kobus*, was able to come alongside and pass the crew of one yacht crayfish and prawns for lunch — and then televise the crew having lunch in the sun. (With hats on, of course, in wise deference to the race sponsors, the SunSmart campaign of the Anti-Cancer Council).

Not all crews heeded the wise warning against sun-caused skin cancers and one yacht received the "burnt toast" award at the official prize giving at Derwent Sailing Squadron.

The television scenes from aboard *Kobus* were part of an intensified campaign to gain long overdue media recognition (at least in Victoria and Tasmania) for the Melbourne-Hobart and Melbourne-Devonport races. Under the direction of Ocean Racing Club of Victoria member Mike Sabey, Victorian media were given an outstanding service leading up to and during the races from Melbourne to Tasmania. Sabey was aboard *Kobus* and made almost hourly reports to Melbourne radio stations and video film was taken ashore at various points and flown to TV stations.

In fact, a special race award should



LINE honours winner SunSmart, skippered by John Lake, on the way to her fourth "Gun" in the West Coaster.

West Coaster

have gone to the abalone diver in the crew of *Kobus* who swam ashore to a tiny beach on the rugged south-west coast of Tasmania, near Maatsuyker Island, with video film in a waterproof container to give to the pilot of a light

By Peter Campbell

aircraft who had landed specially on the beach.

As with the Sydney-Hobart, the stormy conditions of the first night at sea provided plenty of news copy with a steady list of retirements from both races. Incidentally, instead of still calling it the Melbourne-Hobart, the Ocean Racing Club of Victoria should consider giving it the generic name of "The West Coaster" with all its connotations of rough weather and tough yachties.

Surprisingly, there were only half a dozen retirements from the West Coaster fleet in that rugged first 24 hours, the most significant being the Round Australia trimaran, *Verbatim Diskettes*. Joint skippers Cathy Hawkins and Ian Johnston gave no reason, justifiably turning around and running back to Devonport. Later, Cathy said they had had enough of battling gales over the last six months without bashing their brains out once more off Tasmania's West Coast.

While the West Coaster boats, in general, survived the storm to see the weather improve, despite "gale warnings" from the Hobart weather bureau, the quartering seas took their toll on the Devonport fleet, with only 45 out of 70-odd starters completing the 180 nautical mile course.

In fact, in the West Coaster the boats stood up to the pounding better than the

crews, with a much higher injury list than ever before. A crewman aboard *Vanquish*, Tasmanian Kent Bacon, was thrown across the cabin, breaking ribs and forcing the yacht to retire. Ian Ewing, navigator on line honours winner *SunSmart* (alias the race record holder *Flying Colours*) broke his arm within an hour of the race start when he was sent crashing into a bulkhead.

Fellow crew members used a sail batten for a splint and Ewing continued plotting the course for Hobart, even taking the helm when conditions eased.

Len Kint, skipper of *Nitro*, had his arm badly gashed and broken less than 100 miles from the finish when cranking the motor to power the generator. Crew member Michelle Reeves tended the injury but when close to Hobart a race patrol craft took Kint off and ferried him to Royal Hobart Hospital where doctors put 20 stitches in the cut. Then he was rushed back on the water to reboard *Nitro* and steer the yacht across the finish line.



SPONSORED yacht Readyline 008 runs under spinnaker off the south west of Tasmania. Not far away was Seaquesta. (Pics — Richard Bennett).



The 1988 SunSmart West Coaster set no records in fleet sizes or times, attracting 42 entries despite the strong Victorian contingent of 27 yachts competing in the Sydney-Hobart. The Ocean Racing Club of Victoria attracted an excellent and appropriate sponsor in SunSmart, the summer campaign against sun-provoked skin cancer of the Anti-Cancer Council. The club went further by getting John Lake to change the name of his Steinman 50 from *Flying Colours* to *SunSmart* for the race. Robin Hewitt also changed the name of *Yoko* to *Readyline 008* when Telecom gave its support to the race.

For the second successive year the ORCV included a multihull division, but it attracted only two starters and only one, Lindsay Cuming's much travelled *Bagatelle*, completed the course. For the monohulls, there were three divisions — IOR, CHS and PHD, with the latter the strongest.

At the end of the race there were only three IOR yachts still competing, first

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RACE WEEK 89



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place going to the Farr 40 *Prime Suspect* from Geelong. Skipper Ray Abikhair had intended to contest the Sydney-Hobart race again, but pressure of business kept him at Geelong and he decided to compete in the West Coaster for the first time.

The former champion Dragon class skipper sailed a fine race with the WA-built *Prime Suspect*, close astern of *SunSmart* during the heavy weather of the first couple of days and down the West Coast. Although *SunSmart* pulled away in the final spinnaker run to Hobart, *Prime Suspect* was less than five hours behind her.

Only five yachts finished in the CHS division, with Robert Hopcraft's *Scorpion* leading the division to Hobart and winning easily on corrected time. *Scorpion* is another Bruce Farr design.

Joe Adams designs filled the top placings in the Performance Handicap (PHD) division, with *Aggro*, Stephen Collis' Adams 12 from the Royal Melbourne Yacht Squadron, winning by just on six hours on corrected time from two Tasmanian yachts, both Adams 13s from the Port Dalrymple Yacht Club at Beauty Point on the Tamar River.

Nick Edmunds placed second with *Hazard-a-Tas*, beating local orchardist Dennis Wivell in *Adam's Apple* across the line by just under half an hour, but with a corrected time margin of just three seconds.

In fact, less than 30 minutes separated the second and seventh placed boats on corrected time — a tribute to the PHDS handicapper. *SunSmart*, after taking line honours in the West Coaster for the third successive year finished eighth on



CREW of ultimate IOR winner, *Prime Suspect*, consider which headsail to set as they sail under already reefed mainsail before the heavy weather start to *SunSmart* Melbourne-Hobart. Cruiser type competitor *Penrod* (Ken Lippold) was one of the casualties when a gale swept the fleet in Bass Strait. (Pics — John Butcher)



corrected time. Robin Hewitt's *Ready-line 008* (alias *Yoko*) failed to make amends for her narrow loss in the 1987 race, placing fifth in the PHD division.

The *SunSmart* Melbourne-Hobart was, as usual, the middle and major event of what used to be called the Sovereign Series of Yacht Races, comprising the Cock of the Bay on Melbourne's Port Phillip, the West Coaster and finally the King of the Derwent on Hobart's Derwent River.

Traditionally, the top yachts in the Sydney-Hobart race meet the West Coaster fleet in the King of the Derwent and this year's West Point-sponsored event was no exception, with a combined fleet of nearly 40 yachts sailing in ideal conditions. Unfortunately, because of the slow Sydney-Hobart, many of the Sydney yachts did not compete, absent being line honours winner *Ragamuffin* and the first two IOR placegetters, *Illusion* and *Southern Cross*.

Tasmanian Don Calvert made up for his boat-breaking collision with the maxi *Sovereign* at the start of the 1988 King of the Derwent, by sailing a

CRUISING type yacht
Chinook (Leigh
Goodall) close-reaching
around the south of
Tasmania in SunSmart
Melbourne to Hobart
Race.



beat another Tasmanian yacht, *Sheraton Hobart*, by five seconds on corrected time. Barry Dean's Davidson 34, *Harbinger*, from Melbourne, was only 13 seconds out of third placing.

Prime Suspect thus took home the trophy for the SunSmart Series of Yacht Races with an unprecedented three first places on IOR, winning the Cock of the Bay in Melbourne, the West Coaster and finally the top placed series competitor in the King of the Derwent.

In the CHS division, the King of the Derwent winner was the Melbourne yacht *Changabang* (Bert Van Driel) which had competed in the Sydney-Hobart. She beat West Coaster competitor *Fantasea* (Bill Feore) by just one second on corrected time. Winner of the PHD division was *Cocao* (Jake Gunther) which had finished last in the West Coaster.

Overall the Series result in the CHS division saw *Midnight Magic* (Ian Ritchie) and *Scorpion* (Robert Hopcroft) each finish with 293 points.

In the PHD aggregate, the overall winner was *Readyline 008*, making some amends for skipper Robin Hewitt. *Readyline* won the Cock of the Bay and finished third in the King of the Derwent, her total score being 292 points, just one ahead of *Aggro*, Stephen Collis' first placed PHD in the West Coaster.

perfect race to become the 1989 King of the Derwent with his former Admiral's Cup One Tonner, *Intrigue*. It was his second King of the Derwent win with the timber-hulled *Intrigue*.

With the first three yachts to finish — *Helsal II*, *Longhorn* and *Animal Farm*

disqualified for sailing the incorrect course, One Tonners dominated the top results, with some exceptionally close racing in perfect conditions — a warm sunny day with a seabreeze.

Intrigue won by 15 seconds from Ray Abikhair's *Prime Suspect*, which in turn

SARDINIA 1989... BE THERE!

The Costa Smerelda (or the Emerald Coast) of Sardinia will host the World's Maxi Championships this coming August / September.

Seafarer Sailing and ex C.Y.C. Commodore, Bill Psaltis, have combined to arrange a special sailing holiday to include close-at-hand viewing of this spectacular event.

The probable entry of Alan Bond's new Class-A maxi will add an Australian flavour to this classic.

Seafarer have chartered a small flotilla of yachts for the two week cruise which will be extended to take in the southern coast of Corsica, before returning to Porto Cervo.

The group will be limited to approximately 20 people and will be offered an optional land package ex Rome to take in Sienna, Florence and Perugia before returning to Australia.

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Former Admiral's Cup yacht *Once More Dear Friends* on her way to victory in the TT-Line Abel Tasman Melbourne to Devonport race, giving David Currie his third win in the race. David owns OMDF with his father, Bill, current president of the Victorian Yachting Council. (Pic — Richard Bennett)

A FRESHENING seabreeze squeezed *Once More Dear Friends'* skipper David Currie out of the line honours-handicap double in the TT-Line Abel Tasman 1988 Melbourne-Devonport ocean race.

Currie's Dubois 39 — which Sydney skipper Peter Kurts launched in 1980 and which was in Australia's 1983

Admiral's Cup Team along with *Bondi Tram* and *Hitchhiker* — had carved out a 300 metre lead over Eddie Wall-Smith's Frers 43 *Challenge 3* as they closed on Devonport after a rugged crossing which saw almost half the fleet retire.

It was Currie's third win in the Devonport race. With his father Bill, now President of the Victorian Yachting

David gives Devonport fleet Currie

By Ed Featherston

Council, he won the race in 1978 and 1982 with *Damel*, a Farr one-tonner. David said: "Our plan was not to bust anything in the reaching cross seas, and to stick to the rhumbline as much as possible."

Morning Mist 2 notched its first major win when it beat OMDF in Channel Handicap Division by 1 hour 32 minutes on corrected times, with *Good News* another 53 minutes back third. In Performance Handicap Division, Tasmanian Rod Smart's 9.1 metre long *Kaiulani* won from John Binning's *Redigo* and Harry Stephens' *Blue Poles*.

Smart said it was the wildest trip the Strait had ever given him in 14 years of racing. "You could have put your raincoat up and still got across," he said.

"Our wind gauge stops at 50 knots and it was stuck there right through the heart of the storm. The fact none of the crew was seasick was a big boost for us because we came in ahead of a lot of 'gun' yachts that should have been in hours earlier."

Currie won the Rudder Cup — the three-race series which covered the Cock of The Bay race from Port Melbourne to Mornington, the Bass Strait race and the Mobil Top of the Island 20-miler — after wins in the first two races and a second in the final race to Brett McEwing's Davidson 34 *Fire and Ice*.

Winds upwards of 47 knots — with reported gusts to 65 knots — scythed through the fleet soon after it sailed from Portsea for the 197-mile crossing of Bass Strait. Currie ran under full main and No 4 for four hours before the worst of it struck, then said he was "in white spume, running off square at 15.1 knots". His crew pulled the main off and set the trisail with the No 4 and sailed through the night "very comfortably at 8 knots."

Currie said later: "At dawn *Challenge 3* was on our weather hip and Alf Neate's new Farr 46 *Morning Mist 2* and us were the three leading yachts. We went back up to No 1 and full main and by 2pm we were within 25 miles of Devonport becalmed.

"We sat there for two hours, then saw Alf, whom we had shaken off, coming over the horizon with the new sea-breeze. Under shy kite we held *Challenge 3* off while the breeze was under 10 knots, but when it got up to 12 knots he pulled up to us and held us off to beat us by just under 60 seconds.

Morning Mist 2 was third home, another 14 minutes behind. *OMDF* won by eight minutes on corrected times from Rob Cassidy's Farr 10.5 *Rampant*, with Paul Woodman's Farr 1120 *Good News* third another 40 minutes back.

Currie paid tribute to his experienced crew for their success. His second in command, Kevin Harrison, has sailed with him for 20 years, navigator Andrew Poulton for eight years, and David Buckland for a long time also. His other crewmen, brothers Mike and Tony Lee, Michael Blair, Peter Cox and Kevin Halsted, had been with him for two to three years.

Ron White's modified SS34 *Shenandoah 2* won the Rudder Cup CHS Division, and *Kaiulani* the Performance Handicap Division.

Final yacht home in the Devonport race was Randal MacLurkin's 17.3 metre cruising ketch *Seander*, completing its first ocean race for its skipper, despite being hove-to for nine hours with no steering after the wheel's hydraulics let go.

Seander did the trip in 51 hours 37 minutes — compared with 30 hours 40 minutes for line honors winner *Challenge 3*, with which previous owner Lou Abrahams represented Australia in the 1987 Admiral's Cup.

SunSmart Series 1988-89

MELBOURNE-HOBART

Multihull Division

Yacht	Skipper	Elapsed Time	TCF	Corrected Pl. Time	
BAGATELLE	Lindsay Cusing	3.03.35.32	0.8558	2.16.37.53	1

IOR Division

Yacht	Skipper	Elapsed Time	TCF	Corrected Pl. Time	
PRIME SUSPECT	Ray Abikhair	2.23.56.36	0.7966	2.09.18.36	1
SEAQUESTA	Ken Page	3.06.47.43	0.8026	2.15.14.28	2
WILD FIRST	Mario Minuzzo	3.08.37.45	0.7955	2.16.08.26	3

Channel Handicap Division

Yacht	Skipper	Elapsed Time	TCF	Corrected Pl. Time	
SCORPION	Robert Hopcraft	3.05.03.51	1.0930	3.12.13.52	1
FREELANCE	L. Shennon/B. McDonald	3.15.33.19	1.0480	3.19.45.29	2
FANTASEA	Bill Feore	3.14.03.54	1.0700	3.28.05.22	3
MIDNIGHT MAGIC	Ian Ritchie	4.04.10.10	1.0500	4.09.10.48	4
BOAMBILLEE	Chris Chapman	4.20.49.05	0.9770	4.10.07.52	5

Performance Handicap Division

Yacht	Skipper	Elapsed Time	TCF	Corrected Pl. Time	
AGGRO	Stephen Collis	3.00.48.57	0.8530	2.14.06.43	1
HAZAD-A-TAS	Nick Edmunds	3.05.22.33	0.8800	2.20.05.27	2
ADAM'S APPLE	Dennis Nivell	3.05.49.09	0.8750	2.20.05.30	3
RISKY BUSINESS	Richard Edmunds	3.05.36.22	0.8800	2.20.17.36	4
READYLINE 008	Robin Hewitt	3.05.38.23	0.8800	2.20.19.23	5
CHASSEUR	L. Clough/A. Bernstein	3.00.41.57	0.9450	2.20.42.03	6
DORADO III	Brian Kost	3.06.37.37	0.8780	2.21.02.04	7
SUNSMART	John Lake	2.21.01.50	1.0100	2.21.43.15	8
BUNDABERG TOO	John Kint	3.05.23.47	1.0100	3.06.10.13	9
NITRO	Len Kint	4.04.08.15	0.8700	3.15.07.11	10
COCAO	Jake Gunther	5.04.52.11	0.7000	3.15.24.32	11

MELBOURNE-DEVONPORT

IOR Division

Yacht	Skipper	TCF	Elaps- ed Time	Corrected Pl. Time	
ONCE MORE DEAR FRIENDS	D. Currie	0.7910	30.41.31	24.16.33	1
RAMPANT	R. Cassidy	0.7666	31.50.27	24.24.33	2
GOOD NEWS	P. Woodman	0.7748	32.22.26	25.05.00	3
FIRST LIGHT	C. McMillan	0.7951	31.43.02	25.13.06	4
CHALLENGE III	E. Wall-Smith	0.8222	30.40.35	25.13.20	5
SAVAGE	P. Gourlay	0.7351	34.30.29	25.22.01	6
APOLLO II	J. Duffin	0.8272	31.36.14	26.08.34	7
SAGACIOUS II	P. Jacka	0.8036	34.00.18	27.19.35	8
SHENANDOAH	R. White	0.7163	38.24.17	27.30.33	9
PICCOLO I	I. Bond	0.7795	35.29.37	27.40.02	10
PIET HEIN	R. Douglas	0.7040	39.26.11	27.45.48	11
FIRE & ICE	B. McEwing	0.7318	38.54.28	28.28.22	12
PANACHE	M. Caldwell	0.7328	39.25.53	28.53.43	13
SILHOUETTE	G. Hogarth	0.7515	38.31.28	28.57.04	14
NADIA	K. Murphy	0.7496	38.42.01	29.00.35	15

CHS Division

Yacht	Skipper	TCF	Elaps- ed Time	Corrected Pl. Time	
MORNING MIST	A. Neate	1.0230	30.55.12	31.37.52	1
ONCE MORE DEAR FRIENDS	D. Currie	1.0820	30.41.31	33.12.31	2
GOOD NEWS	P. Woodman	1.0540	32.22.26	34.07.19	3
SAVAGE	P. Gourlay	1.0080	34.30.29	34.47.03	4
SAGACIOUS II	P. Jacka	1.0560	34.00.18	35.54.33	5
PICCOLO I	I. Bond	1.0140	35.29.37	35.59.26	6
SHENANDOAH	R. White	0.9430	38.24.17	36.12.56	7
DORIS VI	J. Sleight	1.0480	35.10.20	36.51.38	8
SILHOUETTE	G. Hogarth	0.9900	38.21.28	38.08.21	9
ASTARTE	D. Kelly	0.909	42.22.57	38.31.32	10
BREAKAWAY	G. Troon	1.0570	36.57.40	38.41.54	11
NADIA	K. Murphy	1.0020	38.42.01	38.46.40	12
PANACHE	M. Caldwell	0.9870	39.25.53	38.55.08	13
AKUNA	R. Flessner	0.949	41.08.11	39.02.18	14
ROUSEABOUT	J. Rouse	1.0300	38.12.19	39.21.05	15
COPYRIGHT	K. French	1.0220	38.39.19	39.30.20	16
FIRE & ICE	B. McEwing	1.0210	38.54.28	39.43.29	17
BANSHEE	G. Watt	0.918	44.03.38	40.26.51	18
SEA FEVER	P. Freeman	0.9830	41.51.02	41.08.21	19
YOUNG AT HEART	K. Bartasker	0.9910	43.41.43	43.18.07	20
CORNICHE	J. Press	0.9210	48.30.03	44.40.09	21
COROMANDEL III	D. Burton	1.0350	49.31.01	51.15.00	22
ANTUKA	P. Hansen	1.118	49.19.69	55.09.16	23

PHD Division

Yacht	Skipper	TCF	Elaps- ed Time	Corrected Pl. Time	
KAIULANI	R. Smart	0.7150	39.16.08	28.04.38	1
REDIGO	J. Binning	0.7100	39.46.20	28.14.18	2
BLUE POLES	H. Stephens	0.741	39.21.31	29.09.53	3
DOUBLE TROUBLE	D. Shepherd	0.8350	35.00.30	29.13.55	4
CUT LOOSE	G. Steadman	0.8800	33.21.33	29.21.22	5
AKUNA	R. Flessner	0.7200	41.08.11	29.37.06	6
LADY BAY	P. McLaren	0.8500	34.52.53	29.38.57	7
COPYRIGHT	K. French	0.7690	38.39.19	29.43.33	8
DORIS VI	J. Sleight	0.8500	35.10.20	29.53.47	9
ASTARTE	D. Kelly	0.710	42.22.57	30.05.30	10
SHOGUN	G. Wright	0.7200	42.08.47	30.20.43	11
CLOSE ENCOUNTERS	A. Nosed	0.8530	36.40.09	31.16.44	12
KIANDRA	K. McAllister	0.8250	38.00.33	31.21.27	13
BREAKAWAY	G. Troon	0.8500	36.57.40	31.25.01	14
ROUSEABOUT	J. Rouse	0.8300	38.12.19	31.42.37	15
SEA FEVER	P. Freeman	0.7600	41.51.02	31.48.23	16
BANSHEE	G. Watt	0.725	44.03.38	31.56.38	17
BORN FREE	K. Ellis	0.7450	43.14.56	32.13.14	18
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GINDALEE	R. Grey	0.8250	41.04.43	33.53.23	20
CHARITY BEGINS	T. & B. Hawkesford	0.7350	46.20.13	34.03.28	21
YOUNG AT HEART	K. Bartasker	0.7900	43.41.43	34.31.09	22
VOCK II	D. Vockler	0.8250	43.13.56	35.40.00	23
TANOA	G. Von Schill	0.7260	50.01.05	36.18.47	24
MORNING BREEZE	P. Lalor	0.7500	48.43.52	36.32.54	25
FINTADO	R. Oliver	0.8300	44.24.48	36.51.47	26
MARINA	B. Woodhouse	0.8000	50.57.44	40.46.11	27
COROMANDEL III	D. Burton	0.8350	49.31.01	41.20.48	28
ANTUKA	P. Hansen	0.875	49.19.59	43.09.59	29
SEANDER	R. MacLurkin	0.8650	51.37.47	44.39.35	30

In pursuit of...

THE Chesapeake Bay skipjack is a good example of commercially-used shallow draft. Like a skimming dish off the wind, they were incapable of going to windward over shoals with the board up and could be sluggish with it down, depending on wave-wind relatively. (Sketch by Alan Lucas)



SHALLOW DRAFT

I doubt if there is a sailor alive who has not pondered on the advantages of shallow draft. Deep keels cost so much in lost opportunity. They deny anchorages and cruising areas available only to minimum draft, the ability to haul-out on cradles unable to reach into deep water, the economy of overlanding the craft without first arranging expensive and often doubtful bilge support and, more and more critical in this day and age of crowded ports, the freedom to move into hitherto unavailable parts of a harbour to enjoy a greater security and relative isolation.

An extension of the last advantage is the way in which shallow draft can take the ground at low tide and remain upright enough to sustain fairly normal life aboard. And, by the same token, it can be careened in areas with very small tide range and therefore be universally affordable come anti-fouling day. All

things considered, why do we insist on having a deep keel. Why not eliminate it?

The fact is, the keel *can* be eliminated and has been many times over the centuries. Periodically, a designer surfaces whose object is to create a shoal draft vessel capable of gunkholing in the

By Alan Lucas

ultimate sense as well as crossing oceans. Dutch naval architect, M.F. Gunning was such a person when he produced the *Alcyone* class soon after World War II. At least fifty were built, one of which circumnavigated the world while others spread as far as the United States.

Alcyone was based on a simple dory shape and developed into a multi-chine hull with tumble-homed raised deck. Her main section is shown in Figure 1A

where will be noted the narrow flat bottom, an essential feature of the dory that Mr Gunning was careful to retain. It is interesting that many modern day fin-keeled fliers feature this flat section and the remainder of their hulls is not unlike *Alcyone's* without the corners. The essential difference, of course, is the fin keel. The modern flier would be unmanageable and dangerous without it. How then did Mr Gunning get around this problem?

The dory's stability is based on internal ballast and flaired topsides which give an increase in stability directly related to the increase in topside immersion. Initially, the dory is rather tender as was the *Alcyone* design despite her massive bottom plating and poured concrete ballast, but once heeled she resisted heroically and gave a surprisingly good ride. The keel was missed mainly for its resistance to leeway.

Alcyone featured a swing keel, set further forward than one would normally expect, to balance the rather interesting rudder. This was set on a strut which allowed the whole rudder assembly to swing up to shoal water level or down for serious work in deeper water. (See Figure 2).

In the 1950's, Sir Percy Wynn Harris sailed his *Alcyone* around the world proving beyond doubt the craft's offshore potential. But, not only was the vessel capable offshore, she could cruise inshore where no other vessel dared and, in moments of carelessness, would survive the worst accident thanks to her coral-crusher of a keel. She was virtually indestructible. All things considered, one wonders why the class — or an updated version — did not become the standard cruising boat.

The fact is, appearance went against



WORK boats intended for shoal areas, like this Bahamian fisherman (at right) have minimum shoal draft and inside ballast. **BELOW**, the basic, unchanged dory hull has a small but enthusiastic following in many parts of the world, owners enjoying the soft ride and shallow draft. **TOP PICTURE** shows a Dutch sailing barge, many of which have crossed oceans, but were intended only for canal and limited coast operation. (Pics — Alan Lucas)



her for, while interesting, there can be no denying the lack of traditional aesthetics in her high aft castle and rather clumsy looking underwater hardware. But the real bottom line is the fact that a shallow draft vessel cannot be as safe offshore as her deep keeled sister. The inescapable truth remains that stability gained with ballast is increased in direct proportion to the depth of that ballast. All we can do with shallow draft is give the hull a naturally stable form and then return its severely reduced lateral resistance with a moveable keel. The only way both resistance and ballasted stability can be returned is by ballasting the moveable keel.

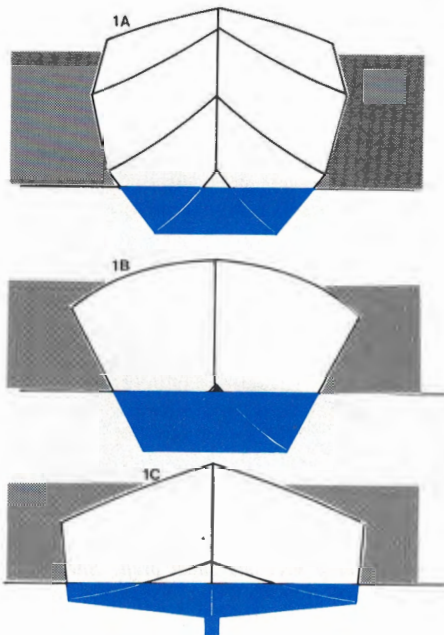
Ballasted centreboards — or swing keels — have been used successfully on trailer-sailers, but very few owners report a total absence of gremlins. There can be many problems including leaking cases and hulls where scantlings do not

match the demands of a heavy, moveable keel, breakdown of hoisting gear, jammed keels and so forth. The simple truth is a centreboard of any description is subject to a number of mechanical failures so it is scarcely surprising that one tipped with a heavy lump of ballast is more trouble than usual.

Under the circumstances, there can be no guarantee that a shoal draft vessel, given the righting moment of a deep-keeled vessel by virtue of a ballasted swing-board, will have that virtue when it is most needed. Imagine, for example, a situation where the keel flatly refuses to lower, but you are not too concerned because for the next thousand-odd miles the run is all downhill. But towards the end of the voyage, an offshore gale smacks you right on the nose and you stubbornly refuse to give way and decide to fight to windward or at least heave-to.

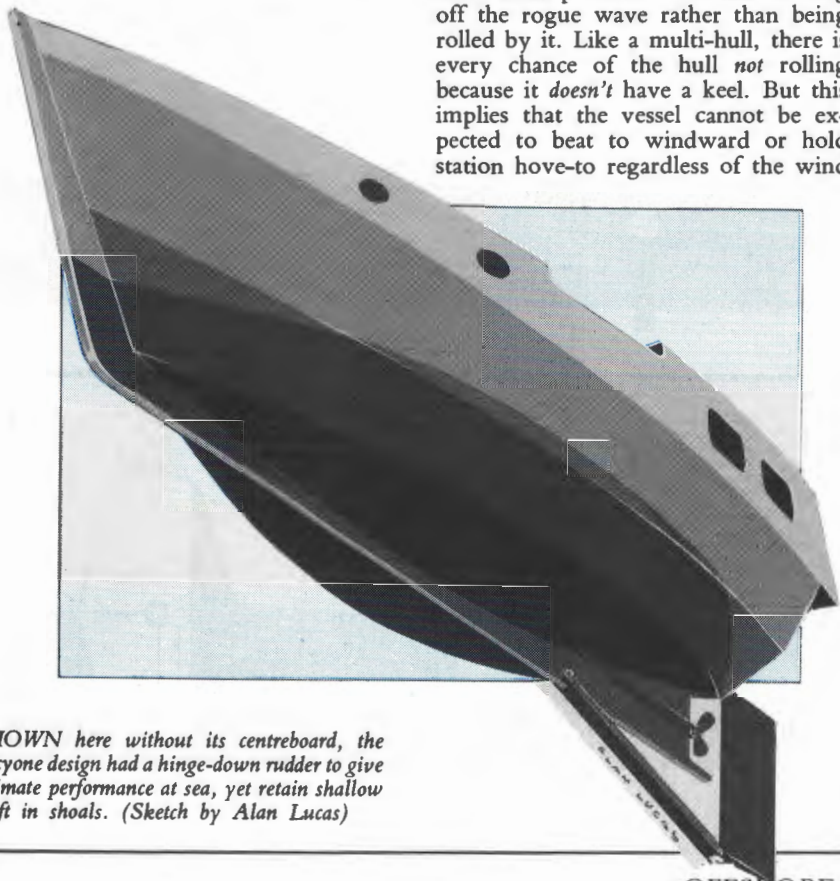
Now we have a situation where that keel should be lowered for its superior righting moment and better grip of the sea when trying to make a little way to windward or, at least, not to lose too much way. This is when our shoal draft vessel might roll right over at which time her recovery would depend more on sealed openings than an immediate instinct to roll back up the right way.

The above scenario has one obvious flaw. This is the fact that the absence of a keel reduces the tripping moment of excess immersed area and therefore



DUTCH naval architect, M.F. Gunning, used this section (1A) for his Alcyone. Built of steel, it was ballasted with concrete and punchings poured over the bottom plate. 1B shows the basic dory section, a time-proven shape from which Alcyone was developed. 1C, shows the broad-beamed, flat or nearly flat-bottomed section which gives maximum initial stability but rapidly diminishing stability when on its beam ends. (Sketches by Alan Lucas)

offers some promise of the hull blowing off the rogue wave rather than being rolled by it. Like a multi-hull, there is every chance of the hull *not* rolling because it *doesn't* have a keel. But this implies that the vessel cannot be expected to beat to windward or hold station hove-to regardless of the wind



SHOWN here without its centreboard, the Alcyone design had a hinge-down rudder to give ultimate performance at sea, yet retain shallow draft in shoals. (Sketch by Alan Lucas)

strength which is tantamount to discussing totalling alien circumstances. The fact remains that under similar circumstances of demand and owner behaviour, the shallow draft vessel is at greater risk of turning turtle and it is this fact that worries most responsible designers. They know that with sensible handling, the average shallow draft sailing boat will be safe enough. It is the unknown factor of what the general boating public might do with their designs that keeps their pencils tracing deep, fixed keels.

By implication, I have suggested that *Alcyone* was not a responsible design. This is not my intention, for Mr Gunning was merely trail-blazing a path we would all like to see opened up. He also played it fairly safe by producing a boat that demanded a low aspect rig on a hull whose natural righting moment had enjoyed a long track record. The result was a very responsible design in that it reduced, if not eliminated, all the stability problems of shallow draft. He did, in my opinion, pursue a logical course in his quest for the ultimate cruising boat. But there was another tack he could have taken which may have produced a more popular boat aesthetically but one not quite as safe as the dory type. This is the broad beam, minimum deadrise or flat bottomed type.

There is a lot of historical data pertaining to this type of craft, classics of which were the Nova Scotian cat boats, Thames Barges, Dutch Botters and Chesapeake Bay Skipjacks; all shallow draft, working sail boats whose stability depends on great beam and internal ballast or cargo. If anything, their draft was less than the equivalent dory hull while their lateral resistance was taken care of with the usual centreboard or leeboard. None had ballast keels and very few failed in their task. But some did and as long as any loss can be attributed to instability then the ultimate safety of the type must come into question.

Remembering that Captain Joshua Slocum circumnavigated in a vessel of this type, it is patently absurd to condemn it out of hand. That is not the purpose here. To the contrary, shallow draft has too many advantages to be discouraged in any way, but it is important for the sailor to understand its limitations. It is not as safe as deep keel and that is all there is to it.

Accepting its performance and safety limitations, the real question about shallow draft design is which type is best? The dory or the broad beam? To answer this it is vital that the fundamental differences are understood. In brief, they are again noted here.

At the cost of a little extra draft, relatively speaking, the ballasted dory hull is initially tender but increasingly stable while the other type is initially



stiff but decreasingly stable. In a diametrically opposed way, they are equally safe or equally unsafe depending on one's viewpoint.

The stability qualities of the dory hull are not unlike those of any deep keeler with the difference that under extreme heeling moments, the dory hull will be sluggish to recover. Indeed, so slow might her recovery be that without all openings sealed during a knockdown, she may fill before there is any chance of recovery taking place. This is partly why *Alcyon* incorporated tumblehome; mainly to reduce topside weight but also to prevent a 'flat-bottomed' effect on the sea should she ever find herself upside down. This flat-bottomed effect shows greater reluctance to allow the upside-down vessel to right herself. It gives her a stability factor when and where she doesn't want it.

Which leads us back to wide-beamed, nearly flat-bottomed craft as an alternative way into shallow draft. As noted earlier, it has far greater initial stability than any other form of mono hull but at the cost of a rapidly diminishing stability curve should it ever find itself close to its beam ends. This factor is illustrated in Figure 3.

The advantages of this type over the dory are many and varied with the list being topped by the greater opportunity for aesthetic satisfaction. Close behind comes such factors as greater load carrying without as drastic an increase in draft, more comfortable in some sea conditions — and certainly at anchor, better sail carrying qualities and potentially faster downwind passages. It does not have the basic 'egg shell' strength of other hulls, including the dory, owing to the broad, nearly flat bottom that is difficult to brace, and it can be quite jerky in some conditions, but generally it proves a more attractive and more useful craft. This is at the expense of that ultimate stability mentioned before but, as we will see, sensible tactics can greatly reduce this worry.

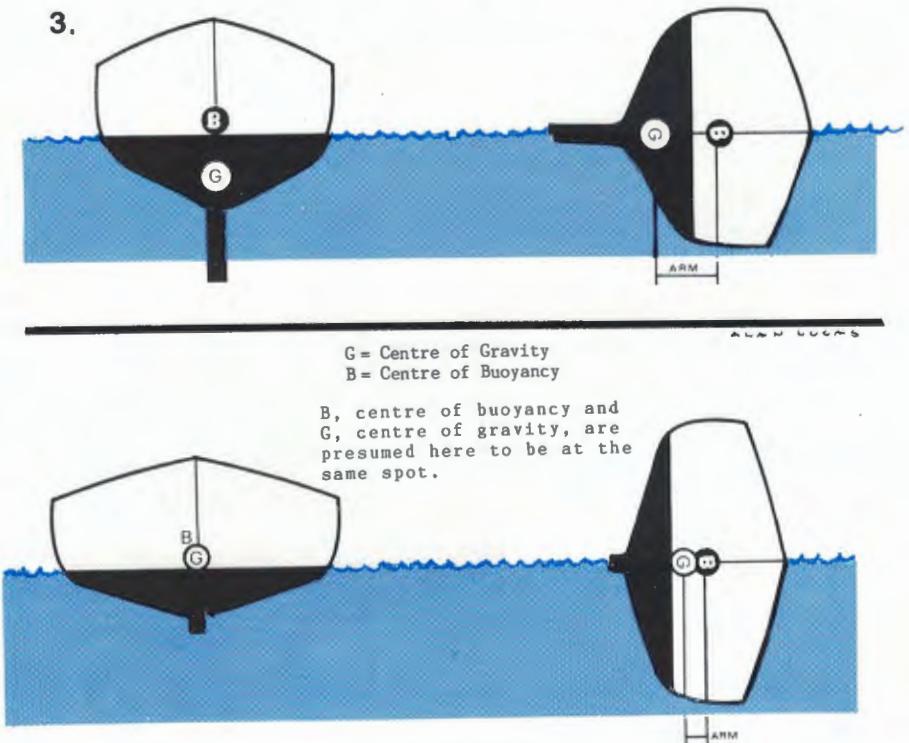
THIS lovely centreboard schooner owned by Doctor Frank Yeiser is a successful marriage between deep keel and shoal draft. She is a development from the Nova Scotian cat boats. (Pic — Alan Lucas)

A flat or nearly flat bottomed hull must be sailed on its bottom. To allow the weather chine to lift clear of the water is to introduce a fearful distortion in the heeled waterlines which will induce, then rapidly exaggerate, a desire on the part of the hull to round up into the wind. With rounding up comes an increase in apparent wind and initially greater pressure in the sails which combine to threaten stability. Coupled with the hull's inherent tendency to lose

stability under these circumstances, the possibility of rolling over is great.

Fortunately, such is the tremendous natural initial stability of this type of hull, the above is only likely to occur when carrying far too much sail when the wind is abeam or forward of the beam. There is very little guesswork as to when sail should be reduced so we are not dealing with an unknown surprise factor. Sailed sensibly, the type should be no less forgiving than a multi-hull. In fact, if it is sailed with a multi-hull mentality rather than a deep-keel mentality, then disaster need never strike. It is too easy to forget that the ballast you put so much faith in is not far enough down to prevent the ultimate roll. It must be complemented with a different attitude — a shoal draft attitude.

Predictably, no final conclusions can be drawn from the subject of shallow draft. The problem of stability will not go away. It has a higher centre of gravity than a deep keeled hull and that is that. But past performance with all types of shallow draft hulls leaves us in no doubt that long ocean voyages can be safely undertaken as along as the subtle differences in how to sail such craft are recognised and obeyed. To change from deep keel to shallow draft is to discover rich new cruising pastures and to avoid the costs and congestion of so many ports around the world. But it is a trade-off. You accept an element of risk which is probably similar to that accepted by any offshore multi-hull sailor. It is entirely up to the individual as to whether the trade-off is justified.



What's New

Arco Release Windlasses

ARCO Marine Accessories have released their new range of Arco vertical electric windlasses with many new and exciting features.

Three models are available, VE1200, VE2000 and VE3000, all models are fitted with two-direction motors, built-in gypsy lock, built-in hawse hole with hinged cover. All above deck components are chrome bronze. (Aluminium on request.)

The motor and gearbox are located below deck. An adaptor locates the gearbox to the base of the winch. This will eliminate all alignment problems. Easy installation with simple cut-out and minimum protrusion below deck. In the event of power loss a regular winch handle can be employed.

Further information:

Arco Marine Accessories Pty Ltd,
4/11 Stoddard Road, Prospect NSW
(02) 636-1875.

Burnett Heads Development

QUENSLAND looks set to have another major marina development in an area especially popular with cruising yachtsmen and tourists, but presently devoid of 1st class mooring facilities.

The proposed development is at Burnett Heads near Bundaberg. Preliminary planning has been underway for over two years. The Queensland Cabinet approved the special investigation lease last week. The approval paves the way for detailed investigative work to commence almost immediately.

Central to the proposed \$10 million development will be a fully serviced floating marina of up to 300 berths. Other parts of the proposed development would include a Fisherman's Wharf style facility, waterfront commercial and retail area for tourists and boating oriented business activities, waterfront motel accommodation with restaurant, a low rise Harbour Village residential development, an industrial development and public access to the facility.

It will become an ideal base, not only for local boat owners and tourism operators but has the potential to generate millions of dollars revenue locally each year from visitors.



VDO Launches New Instruments

INSTRUMENT specialist VDO has launched a new range of space saving marine instruments, suitable for power and sailing craft.

The new VDO Compact range includes a four-function Log, an illuminated Liquid Compass with apparent 85mm diameter card, and a five-function Depth Sounder.

The VDO Compact instruments are just 95mm square and fully water sealed. The Log and Depth Sounder feature easy-to-read 20mm high liquid crystal display (LCD) figures. VDO has developed special LCDs for ease of reading in marine applications.

Individual instruments from the VDO Compact Series are suitable for problem-free fitting into smaller motor boats and sailing craft, where cockpit panel space is at a premium.

For larger craft, the Compact instruments can operate at two stations — such as cockpit and navigator's table, or at two steering positions.

The VDO Compact Log has four functions — speed, trip distance, average speed and speed variations (trim).

The speed variation (trim) function helps skippers optimise boat speed by identifying gains or losses in speed due to sail or trim changes.

The VDO Compact Depth Sounder has depth under keel indication to 100 metres/326 feet, an adjustable navigation alarm, anchor watch alarm, depth tendency indicator and a metres/feet change-over switch.

VDO's Compact Liquid Compass is an ideal companion for the Log and Depth Sounder. The illuminated Liquid

Compass has an aluminium card with graduations every five degrees, for easy reading vertically or horizontally.

VDO's Liquid Compass has four lubber lines and a maximum heeling angle of 45 degrees.

Plastimo Back to Mark Baker

ONLY a few years after diversifying into leisure products, the Australian operation of US multinational, S.C. Johnson & Son, is shedding its leisure division in a management buyout.

The division's manager, Mark Baker, has bought the division with the help of Australia's largest venture and development capital financier, BLE Capital. Baker will have 60 per cent of the new business — to be called Mark Baker Pty Ltd — and BLE Capital will have 40 per cent. The buyout is worth nearly \$750,000.

The company's major product lines are for marine applications. They are all imported from France, SE Asia, New Zealand and the UK and include auto pilots, barometers, boat shoes, compasses, deck hatches, log/speedos, depth sounders, sailing computers, navigation computers and wind vane steering.

One of the company's major suppliers, Plastimo of France, formerly an S.C. Johnson Inc subsidiary, will continue to support the company with new products and promotions under a 10-year agreement.

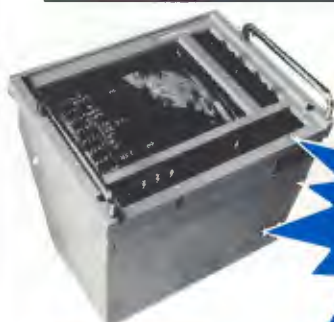
Baker (38) is a well-know yachtsman — he was eight times the Australian Contender dinghy champion.

Mark Baker Pty Ltd will have its office and warehouse in Epping Road, Lane Cove, in Sydney's north.

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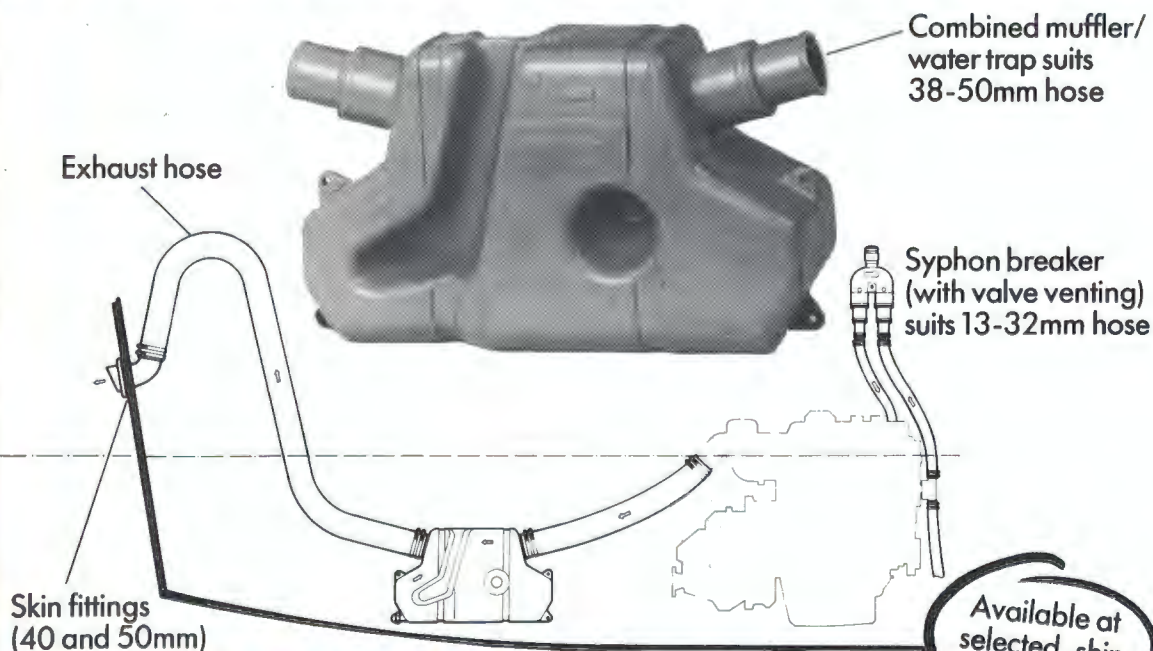
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CLM/041

What's New

USA Contract To Tasker

ROLLY Tasker is manufacturing a unique big boat batten pocket end and slide for specialist American sail hardware house, Sailpower Ltd.

The well-known WA yachtsman and sailmaker's plastics injection-moulding and rope-making factory, Pacific Nylon Plastics, won the contract to design and build a die and to produce the parts.

Previously manufactured from extruded aluminium, the original pocket end required extensive machining to fine tolerances and was consequently very expensive to produce.

Used in fully-battened sails, which are popular with cruising yachtsmen because sail fabric is supported efficiently and wear is reduced, the parts had to be light but strong.

Unlike the heavy and expensive aluminium batten pocket end and slide, which were used on big boats, the new parts are now sufficiently light and economical for use on a wide range of smaller sailboats.

Design Award To Seabrake

THE new Australian marine safety device Seabrake has won an Australian Design Award within months of its first model going into full production at Seabrake International's Western Australian headquarters.

An evolution of the basic sea anchor, Seabrake is a towed device which not only adds to the comfort of the crew of any type or size of craft when running before dangerously rough seas, but dramatically adds to the safety. Seabrake considerably reduces the possibility of a vessel broaching to and gives constant speed control and a previously unattainable degree of manoeuvrability.

In addition, in the event of the loss of normal steering it can be used as effective emergency steering, enabling the otherwise stricken vessel to safely reach port where repairs can be carried out. Unlike the sea anchor which simply provides constant drag, Seabrake has a dual braking system which is automatically controlled by the vessel's speed.

Before operation, Seabrake's spring system is set at the desired maximum speed. Then when the vessel speeds up going down the face of the wave, as it



meets the set maximum speed the Seabrake baffle doors begin to open inward, applying drag that automatically keeps the speed constant and safe. As the vessel then slows on the back of the wave, the Seabrake system allows the doors to close, stopping drag and allowing the vessel to maintain its safe speed.

Many anchorages and ports in Australia are protected by bars and bombores which can produce dangerous quartering seas in rough weather. Streaming Seabrake from the appropriate quarter stops the vessel yawing out of control and gives the skipper stability and control to maintain his heading through the swell or surf.

Robertson "Sail" Autopilots

THE new "Sail" series of autopilots AP200 and AP200DL are easily identified by their blue frontplates. Otherwise they look almost identical to their current "Power" companion pilots which, since their introduction, have given such sterling service all round the world.

The mode selection on these pilots have 6 positions giving Off, Compass, PWR Steer, Auto, Nav, Sail. The Sail mode means just that. Sailing with, across or tacking against the wind, these pilots will maintain course under just about all conditions. A separate interface unit has been designed to suit most makes of wind vane and is essential if one is to obtain absolutely maximum benefits from these new pilots. All other optional equipment available for the AP200 series of Robertson autopilots can be used on the "Sail" versions.

Two different sailing strategies have been implemented for motor drive and sail drive respectively. By sail drive, maximum rudder angle is applied during course change to bring the boat rapidly onto the new heading and so avoid loss of speed.

In "Sail" mode, the boat will automatically be kept on a heading that keeps the apparent wind direction constant. Wind gusts are automatically filtered out by the electronics whilst changes in heading area simultaneously sensed by the compass and corrected by the autopilot.

When entering "Sail" mode, the current apparent wind is set as reference and shown on the course display as a Positive angle to starboard and a Negative angle to port relative to the boat's heading.

A push-button "Tacking Aid" function can be used on installations that have an AP200DL Control Unit, an AP200 Control Unit + AP200 Navigation Unit or all installations with F200 Remote Control.

When in the "Sail" mode, the wind angle can be read on the course display as can the rudder angle. These are important features for yachtsmen.

Colour brochures featuring the Robertson "Sail" AP200/DL pilots with addresses of local agencies can be obtained from Milan Stepanek at Quin's of Port Adelaide, GPO Box 384, Pt Adelaide, SA 5015. Telephone: (08) 47-1277. Telex: 88009. Telefax: (08) 47-7331.

NSW Enquiries: Mobile: (018) 82-0651. AH: (02) 398-6946.



What's New

Buying a Boat By Computer

ASYDNEY company has linked into the OTC Dialcom electronic mail service to let boat buyers and sellers throughout Australia check out the market at the touch of a button.

BOATLINK is a new computer listing system that provides boat brokers around the country with an efficient information and communications network.

Shopping for a boat by computer is not only the fastest way to find the perfect boat, it is the simplest way to get a range of information about the market, or about a particular boat. It can even be used to negotiate terms of sale.

OTC Dialcom uses the most advanced telecommunications technology in the world to link personal computers within a company or a group of companies, across the country, even overseas.

BOATLINK aims to form a network of between 50 and 80 brokers in its first

year. They will have access to stock lists, boat reports and specific requests for boats by communicating quickly and accurately through their computers.

OTC Dialcom allows BOATLINK brokers to broadcast information to all other brokers or to communicate with an individual subscriber. Sales negotiations can be fed directly into the computer with complete security, avoiding delays or misunderstandings, and replies to requests can be sent instantaneously, screen to screen.

Further information on BOATLINK: BOATLINK NSW (02) 960-3418 or (02) 997-7761
BOATLINK Queensland (071) 944-227.

Abel Point Marina up and running

ANYONE who's sailed the waters of The Whitsundays knows about the shortage of marina berths in that area. Apart from Hamilton Island there simply weren't any. Given its world wide popularity as a cruising ground, a mainland marina would seem to be a pretty obvious development.

A year ago a company called Abel Pacific Ltd got straight on with the job,

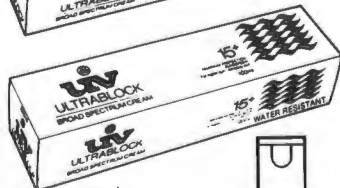
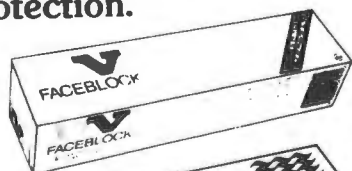
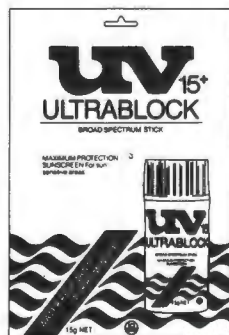
commencing with a massive breakwater of some 520 metres in length in Pioneer Bay. The location is called Abel Point, a five minute stroll from the centre of Airlie Beach and arguably the choicest piece of waterfront real estate on the Whitsunday coast. Since then 147 berths of Stage One have been installed.

In just 12 months, Abel Point Marina has transformed the area by providing the one vital ingredient missing in The Whitsundays. Investors, yachters and charter boat operators quick to realise its long term potential have created something of a record with the number of berths already sold by the time it was completed.

In March 1989 construction is scheduled to commence in the Abel Point Resort, a 37 room hotel plus restaurants, swimming pool and specialty shops which will cater directly to the boating fraternity. Abel Point is already the base for Queensland Yacht Charters and when complete, the resort and marina will be a tourist destination in its own right but unlike any other on the Whitsunday coast. It will provide those who like to play around with boats one of the finest locations in Australia to do it.

For details on the remaining berths for sale call Abel Point Marina toll free (008) 075 013 or in Sydney, David Gemmell on (02) 331-1211.

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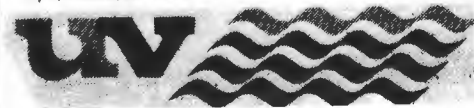


Special points

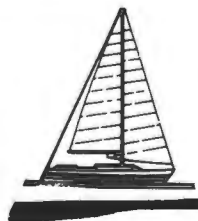
Moisturising UV Faceblock 15+ is non greasy. It should be used daily as a facial moisturiser and under make-up.

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All UV 15+ sunscreens are broad spectrum, filtering out harmful UVA, B and C rays. UV Lipblock 15+ and UV Ultrablock Stick 15+ for specially vulnerable spots — lips, noses, cheeks.



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TREVOR LEWIS

1989 Club Med Australia-New Caledonia Yacht Race

1989 Club Med Noumea Race

THE Cruising Yacht Club of Australia has received more than 30 firm entries for the 1989 Club Mediterranean-sponsored Sydney-Noumea and Brisbane-Noumea races, with strong support from French yachtsmen who have designated the event the Bicentennial Yacht Race to celebrate the founding of the Republic of France 200 years ago.

The race has also been put back to a June 3 start from Sydney, June 4 from Brisbane, to enable a fleet of up to a dozen French yachts to reach Sydney and then race back to New Caledonia. The French are also again providing an escort vessel for the yachts coming from Noumea and for the fleet racing back across the South Pacific.

In addition, Jack Joel has made his motor yacht *Bahama* available as the radio relay ship for the race, with Penta Comstat once again the shore station to handle the skeds for the CYCA. As in past races, yachtsmen with ham radio licences will have a special link during the race.

While the minimum crew for the 1240 nautical mile race is four, including all experienced navigators, several yacht owners are looking for crew for the race and for the return voyage to Australia. Several French yachts are also looking for French-speaking crew. The CYCA has set up a crew register to assist owners.

The Club Med Noumea race will be sailed under AYF Category 1 safety regulations, including cruising division entrants.

Safety inspections for the Sydney fleet will take place at the CYCA on May 27-28, with the race briefing on Thursday, June 1 and the race starting at 1300 hours on Saturday, June 3 from Sydney Harbour. The Brisbane start will be the following day.

The first yachts are expected to reach Noumea by June 10, and on June 13 the sponsors will stage a Club Med Cocktail Party/Dinner at the Chateau Royale auditorium, with the presentation of trophies at the Cercle Nautique Caledonien on Wednesday, June 14. The popular Route de Paradis will leave Noumea on Friday, June 16, taking yachts on a cruise to Ile Ouen and the Ile des Pines.

Entries to January 1, 1989

Sail No.	Yacht Name	Owner/Charterer	Type of Yacht
1042F	ARTYPO	A. DESURMONT, Noumea	11.04m FARR
	BALIA	L. KULA, Hobart Tas	15.7m ROBB KETCH
3260	CRACKERJACK	R. LANDIS, Cammeray NSW	11.6m FARR
F8275	DIANICK II	M. CHICHEMANIAN, Anse Vata, Noumea	11.04m FARR
4516	DON PEDRO	R. MARKS, C/- Pacific Sailing School, Darling Point	12.8m BURTON
	ESCAPADE	M. LAVIGNE, Noumea	11.0m S.&S.36
F2979	FLYING HIGH	J. RODATIN, Noumea	14.0m BENETEAU
G279	FRITION	C. LAKER, Queenscliff Vic	12.2m ADAMS
G18	GRAYHOUND	K. GRAY, Highton Vic	13.5m ADAMS
60	GOODMAN ZULU CHIEF	C. BORLAND, Sydney	15.2m STEINMAN
G19	ILE OLA	G. WOOD, Newton Vic	16.8m F. HERRESHOFF SCHOONER
393	INCH BY WINCH	J. GODDARD, Darling Pt Sydney	13.4m PETERSON
146	JAGER	B. HAYDEN, Wairoonga NSW	11.0m SWANSON 36
	KANUMERA	P. MAZARD, Noumea	12.2m KETCH
43	LE MUTIN	ESPLARS	12.8m
2778	MANDALAY III	D. BEER, Clareville NSW	15.1m COLE KETCH
G8	METANI	D. RAMAGE, Geelong Vic	16.0m ALDEN SCHOONER
89	MONTIGO	A. BLOOMFIELD, Kedron, Bris. Qld	17.1m ROBERTS KETCH
4040	NADIA IV	T. DALTON, Forrest, ACT	12.2m FARR 40
	NEW MORNING	D. MITCHELL & R. ADAMS, Toowoomba Qld	12.8m HOLEMAN & PYE
63	ONYA OF GOSFORD	P. RYSDYK, Point Frederick Gosford NSW	12.2m MILLER 40
4568	OUTSIDER	R. PALASKI, Kirrawee NSW	11.6m S.&S.
	POMME D'API	POISSON, Noumea	10.1m VAN DE STADT
5600	RAGER	M. CLEMENTS, Waterloo NSW	17.0m ELLIOTT
	SEA FEVER	R. FOREMAN, Mackay Qld	9.7m NICHOLSON 32
	SHANTI II	B. O'SHEA, Downer ACT	14.1m J. SCHRIER
23	SOLEMER	E. W. & V. WHITE, Lenah Valley Tas	16.5m ROBERTS KETCH
F2629	TARAO	J. BOZON, Noumea	11.4m KETCH
425	TIQVAH	P. ASKEY-DORAN & P.J. SULLIVAN, Huonville Tas	13.4m ROBERTS
148	WINDSONG IV	P.D. & J.A. WILLIAMS, Port Melbourne Vic	13.7m HERRESHOFF KETCH
3781	WINE DARK	J. BARTON, Bellevue Hill NSW	13.1m HERRESHOFF KETCH
2557	WITCHDOCTOR XAMAVIDA	M. CAMERON, Kareela NSW	12.8m DAVIDSON
		D. BERGADE, Noumea	11.6m BENETEAU

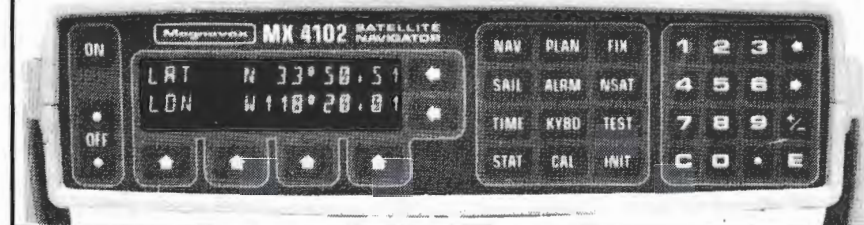
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ALLOY INDUSTRIES

Offshore Racing Calendar 89

NEW SOUTH WALES SUMMER SEASON 1989

FEBRUARY
4th RSYS — Milsons Cup (NPS)
11th Short Ocean Race — Race for Cancer (SOPS)
Seventh and final race for the Bluewater Championship
17th 3 Race Regatta — Seamount — Start 1800 (SOPS)
18th 1 x Short Race (SOPS)
19th 1 x Short Race (SOPS)
25th Short Ocean Race (SOPS)

MARCH
4th MHYC — Sunset Cup (NPS)
5th Sail for Cancer
Organised by Leo and Jenny Leukemia and Cancer Foundation
14th MHYC Caltex Sydney-Mooloolaba
15th Twilight Race (Last Race) Start 1800
18th Harbour Race (NPS)
23rd Club Cruise

APRIL
1st Short Ocean Race (SOPS)
8th Race I: Royal Clubs Trophy (SOPS)
15th Race II: Royal Clubs Trophy (SOPS)
15th Race III: Royal Clubs Trophy (SOPS)

WINTER SEASON 1989

MAY
7th Ladies' Day Race (NPS)
Jill McLay Trophy
See Divisions & starting times in list of entries
14th Commodore's Day (HPS(1))
See Divisions & starting times in list of entries
21st Veterans Race (HPS(2))
Divisions & starting times in list of entries
28th Harbour Race (HPS(3))
Divisions & starting times in list of entries

JUNE
3rd Club Med Sydney-Noumea Race
4th Harbour Race (HPS(4))
Divisions & starting times in list of entries
11th Harbour Race (HPS(5))
Divisions & starting times in list of entries
18th Harbour Race (HPS(6))
Divisions & starting times in list of entries
25th Harbour Race — Warren Evans Trophy (HPS(7))
Divisions & starting times in list of entries

JULY
2nd Harbour Race (HPS(8))
Divisions & starting times in list of entries
9th Harbour Race (HPS(9))
Divisions & starting times in list of entries
16th Harbour Race (HPS(10))
Divisions & starting times in list of entries
23rd Harbour Race (HPS(11))
Divisions & starting times in list of entries
30th Harbour Race (HPS(12))
Divisions & starting times in list of entries

AUGUST
5th Sydney-Gold Coast Regatta
14th Ladies' Day Race (NPS)
Chris Lee Trophy
Divisions & starting times in list of entries

QUEENSLAND 1989

MARCH
1st Wilkins and Davies — Hamilton Is. Enterprises
Auckland-Hamilton Is Ocean Race
14th Caltex Sydney-Mooloolaba Ocean Race
19th-22nd XXXX Gold Cup Regatta RQYA Manly
24th Australian Airlines Brisbane Gladstone Yacht Race
29th Gladstone-Hamilton Island Yacht Race
APRIL
1st-8th XXXX-Anset Hamilton Island Race Week
JUNE
4th Marine Hull Brisbane-Noumea Ocean Race

WESTERN AUSTRALIA 1989

FEBRUARY
4th-11th RPYC West Coast, Series (RPYC)
25th Bunbury Return, 180 nm (RFBYC)

MARCH
18th Albany Race, 325 nm (RPYC/PRSC)
APRIL
4th Indian Ocean Race, 130 nm (FSC)

INTERNATIONAL 1989

FEBRUARY
3rd Miami to Montego Bay, USA
MARCH
20th-26th Ultimate Yacht Race, San Francisco, USA

APRIL
22nd Auckland to Fukuoka Yamaha Yacht Race
MAY
9th-21st One Ton Cup, Naples, Italy

JUNE
3rd Club Med Sydney-Noumea Race
3rd-7th TransAtlantic Race from Newport, Rhode Island, to Cork, Ireland
18th Hiroshima Cup '89 Ocean Yacht Race, from Honolulu, Hawaii
26-8th July Half Ton Cup, Le Havre, France

JULY
2nd-6th Seahorse Maxi Series, The Solent, UK
5th-16th Quarter Ton Cup, Falmouth, UK
9th Round Britain and Ireland Yacht Race, starts Plymouth
13th-23rd Mini Ton Cup, Cascais, Portugal
15th-18th Lymington IOR Regatta, The Solent, UK
23rd-29th Round Europe Race
29-6th Aug Cowes Week, Isle of Wight, UK

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.
Sept-April/May

1989 TON CUPS
9th-21st May One Ton Cup, Naples, Italy
16th-28th Aug Three-quarter Ton Cup, Piraeus, Greece
26th June-8th July Half Ton Cup, Le Havre, France
5th-16th July Quarter Ton Cup, Falmouth, UK
13th-23rd July Mini Ton Cup, Cascais, Portugal

HAMILTON ISLAND RACE WEEK 1989

APRIL
1st South Molle and Daydream Island Trophy, 25nm
2nd XXXX Classics 1 & 2, 15nm
4th Coral Sea Race, 150nm
Short Coral Sea Race (CHS yachts/multihulls) 85nm
7th Mini Coral Sea Race (cruising yachts) 17nm
8th Ansett Challenge, 25nm
Lindeman Island Trophy, 22nm

TASMANIA 1989

FEBRUARY
4th DSS 4th Pennant Race — Section 2 — Pot Bay Race
Section 3 — Harbour
IOR Classes — Offshore Triangle
5th RYCT Barry Calvert Memorial Trophy — Dragon Class
10th BYC Cruiser Race to Channel
11th Royal Hobart Regatta
RYCT 4th Pennant Race — Section 4 Bruny Island Race
12th RYCT Barry Calvert Memorial Trophy — Dragon Class
14th Royal Hobart Regatta
18th Bellerive Regatta
19th RYCT Barry Calvert Memorial Trophy — Dragon Class
24th RYCT Cruisers to Lower Channel
BYC 4th Pennant — Offshore Classes — Smooth Island/Variety Bay
BYC 4th Pennant — Other Classes

MARCH
3rd RYCT National Mutual Sayonara Cup
4th RYCT National Mutual Sayonara Cup
DSS Passage Race
5th RYCT National Mutual Sayonara Cup
6th RYCT National Mutual Sayonara Cup
8th RYCT National Mutual Sayonara Cup
9th RYCT National Mutual Sayonara Cup
10th RYCT National Mutual Sayonara Cup
11th RYCT 5th Pennant — All Classes
18th DSS 5th Pennant — All Classes
RYCT Cruisers to New Norfolk
Three Peaks Race (Launceston-Flinders Is-Hobart)

APRIL
1st BYC 5th Pennant
8th BYC Hood Two Handed Race
14th RYCT Navigation Trial
16th DSS Autumn/Two Handed Series
23rd DSS Autumn/Two Handed Series
BYC Navigation Trial
30th DSS Autumn/Two Handed Series

WINTER RACES

RYCT	DSS	BYC
21/5/89	7/5/89	28/5/89
18/6/89	4/6/89	25/6/89
9/7/89	2/7/89	16/7/89
30/7/89	23/7/89	6/8/89
20/8/89	13/8/89	27/8/89

CHAMPAGNE MUMM ADMIRAL'S CUP TRIALS 1989 Sandringham Yacht Club, Melbourne

Series A:	Mon Mar 6	Race 6 — 90 nm
Fri Feb 24	Race 1 — 27 nm	Tues Mar 7
Sat Feb 25	Race 2 — 27 nm	Wed Mar 8
Sun Feb 26	Race 3 — 27 nm	Thurs Mar 9
Series B:	Fri Mar 10	Race 8 — 27 nm
Sat Mar 4	Race 4 — 27 nm	Sat Mar 11
Sun Mar 5	Race 5 — 27 nm	Sun Mar 12

CHAMPAGNE MUMM ADMIRAL'S CUP 1989

Thurs July 27	Solent Race, 30 nm
Fri July 28	Channel Race, 210 nm
Mon July 31	Olympic Course, Christchurch Bay
Tues Aug 1	Olympic Course, Christchurch Bay
Thurs Aug 3	Long Inshore Race, east of Isle of Wight, 40 nm
Sun Aug 6	Fastnet Race, 605 nm

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