

Offshore

JUNE/JULY
1989

Yacht Racing & Cruising

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The Magazine of the Cruising Yacht Club of Australia



"The best thing about the Birdsville races was inspecting the track."

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The track begins at Marree, the last resting place of the Ghan, some 700 kilometres north of Adelaide.



Rain two weeks earlier had carved half-metre drops into the banks of the normally dry creeks, which criss-cross the road.

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Next day both the track and the Range Rover showed their true colours.

At Coopers Creek, we encountered an unstable pile of rubble which had been deposited to replace the washed-out road.

Others in a less capable 4WD had declined the challenge. We selected low ratio and engaged diff-lock.

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Once across, we faced 100 kilometres or so of gibber rock, which was like driving on cobblestones scattered with marbles.

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Approaching Goyders Lagoon the rock gave way to sand. Now the ruts had set concrete hard.

The fact that we had a 4-speed auto was a godsend, as we could keep both hands on the wheel as we weaved our way around the deeper drifts and sun-hardened ruts.



Then it was across the Diamantina River and into Birdsville for the races. (Population 100. Raceday 3000.)

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Contents

Special Features



DRUMBEAT

— BOND'S NEW MAXI

Alan Bond launches his super-maxi on a tack towards the America's Cup 6

THE ADMIRAL'S CUP '89

Complete preview of 1989 Champagne Mumm Admiral's Cup at Cowes 8

BEAUTY FROM BENETEAU

Offshore's first in-depth Boat Test — the Beneteau 35s5 24

CRUISING FRENCH POLYNESIA

A possible dream says experienced yachtswoman Julia Hazel 30

SAILING TO HEIGHTS OF ENDURANCE

Inaugural Australian Three Peaks Race in Tasmanian 32

ROD DAVIS MAKES HISTORY

Congressional Cup double victory ... 39



Regular Departments

NEWS — *The coming offshore season 20*

NOT THE CUSTOMS HOUSE AGAIN

What's happening around the waterfront with Rik Dovey 22

AMERICA'S CUP NEWS — *Bruce Stannard surveys the situation 38*

DESIGNS — *Interesting designs from Australia & overseas 42*

ACROSS THE WIND — *Bob Fisher's lively column 50*

Plus



SYDNEY-HOBART SPONSOR <i>AWA ends its sponsorship</i>	19
BLUEWATER TO NADIA IV <i>Canberra skipper's offshore success</i>	16
SOVEREIGN'S NEW CROWN <i>Australian maxi's victory in the Caribbean</i>	46
BONUS COLOUR SECTION...	
HAMILTON ISLAND RACE WEEK DRAMAS <i>Cyclones and protests at a dramatic XXXX-Ansett Hamilton Island Race Week</i>	Colour gatefold feature
THE QUEENSLAND CIRCUIT <i>Full reports of Queensland's autumn offshore races</i>	51

BOOK REVIEWS — <i>Two interesting new books</i>	59
NEWS FROM ALL PORTS — <i>Reports from Offshores team around the nation</i>	76
WHAT'S NEW — <i>Latest good gear for racing & cruising</i>	69
OFFSHORE CALENDAR — <i>Major races & regattas for '89</i> ...	74
COVER PIC — <i>Foredeck crew prepare headsail for hoisting on Queensland big boat Walk On The Wild Side during Hamilton Island Race Week. Pic by David Clare.</i>	

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Bondy marches to a different

DRUMBEAT

By Hugh Schmitt

AUSTRALIA's hopes of bringing the America's Cup back to its shores took a giant leap forward in April with the low-key launching of Alan Bond's state-of-the-art maxi-yacht *Drumbeat*.

The media was not on hand when the "Marvellous Maxi," the only one of its kind in the world, hit the waters off Cockburn Sound south of Fremantle to herald a new era in cup technology. *Drumbeat* is the harbinger of things to come in the construction of Cup yachts.

To be skippered by WA's home-grown world matchracing champion Peter Gilmour, with former *Kookaburra III* skipper Iain Murray as tactician, *Drumbeat* is not only Bond's vehicle to get back into active yachting, it is also the test-bed and crew-training yacht for his 1991 Cup campaign, in which Sydney millionaire Paul Ramsay has a sizable stake.

Along the way Bond hopes to win the world maxi-yacht championship in the Mediterranean in August/September this year with the space-age supermaxi, which is 26 metres (83ft) long, has a beam of 6.2 metres (20ft) and will be sailed by a crew of 30.

Alan Bond, who has not actively campaigned an IOR yacht since he raced *Apollo V* in 1981, intends taking his place in the crew.

A spartan, modular owner's cabin that can be easily removed is part of the below-deck furnishings. During overnight (or longer) races the off-watch

crew will sleep in pipe-cots, 10 of which have been fitted down each side of the massive yacht.

Designed by Newport, Rhode Island naval architect David Pedrick with considerable input by project manager and design co-ordinator Skip Lissiman, *Drumbeat* has left little change out of \$3 million.

"Building *Drumbeat* has been a learning experience for us," said the former

Australia II crewman, "and that experience will be invaluable when we start building our cup yachts.

"It is a real testbed yacht in terms of construction time, techniques, electronics, sails and crewing. She will also represent Australia and Alan Bond well in the world maxi championship."

Builder Peter Milner, who turned out Topscoring 1989 Admiral's Cup Team yacht *True Blue* and other ocean speeds-



ters like *Prime Minister* and *Prime Factor*, enlisted the best talent available in Australia and New Zealand to construct *Drumbeat*.

They include Bond's 12-metre builder Steve Ward and top New Zealand composite engineers High Modulus, who built the Kiwi America's Cup yachts, the "plastic fantastic", and the Big Boat, *KZ-1*, which lost the San Diego cup battle on the water.

"What sets this maxi apart from others around the world is that its deck layout has been designed for round-the-buoys racing rather than an ocean racing yacht," said Cup Challenge executive director John Longley.

"It's the closest yacht afloat to the new America's Cup class boat and it forms a basis on which to build for the cup." (The new Cup yacht will be nearly two metres shorter and much lighter, but will carry a bigger sail area.)

Skipper-designate, Peter Gilmour, describes *Drumbeat* as "the best maxi-yacht I've seen." And he has seen plenty. The 29-year-old former starting helmsman on *Kookaburra III* skippered Sydney-Hobart winner *Sovereign* in the big boat series off Hawaii last year.

"It's the closest yacht afloat to the new America's Cup Class boat..."

"It's a state-of-the-art racing yacht in which we'll be able to go after the world maxi championship with a vengeance," he elaborated. "We'll have a crew of 30 that will be strong from bow to stern and will include the best of the *Kookaburra* and *Australia IV* crewmen."

From an America's Cup viewpoint, Gilmour sees Bondy's new yacht as a perfect vehicle for crew training for the 1991 cup challenge off Auckland and a test bed for the new cup technology. "It will be a great boon for us to be able to test out the research and development we've put in and the electronic wizardry incorporated in the boat," he said.

He said that Iain Murray, his skipper in the America's Cup, and *Australia IV* navigator Grant Simmer would share the tactician's role on *Drumbeat* with *Kookaburra* navigator Ian Burns filling that role on the maxi.

Drumbeat's below-deck fit-out has a space-age ambience about it. Cleverly designed, it is light, functional and spartan. All of the heaviest fittings, including the galley, have been installed above the keel to double as ballast. The



Stepping the towering mast for Alan Bond's 83 footer, *Drumbeat*, at the Royal Perth Yacht Club annexe at Fremantle was in itself a major project. (Pic — Hugh Schmitt).

Peter Gilmour, the young America's Cup helmsman who will sail *Drumbeat* with a crew of 30 in the maxi yacht's international campaign. (Pic — David Clare).



cavernous living area is painted mostly blue and white with the starboard head red and the port one yellow.

But it is not the interior layout that makes *Drumbeat* an expensive yacht. It is the space-age materials — laminates of carbon fibre with a core of nomex (six times as light as balsa) — of which the hull is constructed. The only timber in the hull construction is in the frames where oregon was used in the "sandwich" in stress-laden sections, for instance, near the keel.

Alan Bond recently announced that *Drumbeat* will start a seven-month campaign, which would start with the first regatta of the world maxi-yacht championship off Palma, Majorca, in early August. After the second and third regattas of the championship in Sardinia and St. Tropez, the maxi will be shipped to Sydney to take part in the Southern Cross series and the Sydney-Hobart classic.

"*Drumbeat* was designed with the specifications of the new Cup class of yacht in mind," he said at the time, "and this will mean we don't waste a whole year in our Cup campaign."

Cranking Up For Cowes



THE Champagne Mumm Admiral's Cup is unquestionably the greatest offshore yacht racing regatta in the world. To win is to lift a nation's yachting status to the ultimate of supremacy in yacht design and building, in sailmaking, and in sailing skills on the open seas.

In July, the world's outstanding yachtsmen and yachts will converge on the traditional birthplace of international yachting — the little town of Cowes on the Isle of Wight off the south coast of England — for almost a month of grand prix offshore racing culminating with the famous Fastnet Race, last of the six Admiral's Cup races for 1989.

Yachting at Cowes and the great annual Cowes Week regatta dates back to the early 1800s, and it was a race around the Isle of Wight in 1851 between the schooner *America* and a squadron of the English cutters and schooners for the 100 Guinea Trophy that spawned the America's Cup.

While that trophy moved into the keeping of the New York Yacht Club,

evoking extraordinary efforts to unbolt it over the following 132 years, the history of the Admiral's Cup is relatively short. First sailed for in 1953 as another challenge between English and American yachts, it has played a significant role in the development of the offshore racing throughout the world.

At the peak of popularity of the International Offshore Rule, the Admiral's Cup has attracted up to 19 nations,

By Peter Campbell

each with a three-boat team, from Europe, North and South America, from South-East Asia and from the Antipodes, in rugged ocean racing contests against man and the sea.

In 16 Admiral's Cup regattas over 32 years (it is held every second year) only five nations have won the gold cup — Britain (eight times), the United States (twice), Germany (twice), Australia (twice) and New Zealand for the first time in 1987.

This year the Admiral's Cup, facing a worldwide decline in the popularity of IOR racing, had attracted challenges from only 14 nations when team nominations closed officially on April 21. One or two late challenges were expected by the Royal Ocean Racing Club.

With New Zealand holding the Admiral's Cup, challenges received were from Argentina, Australia, Britain, Denmark, France, Germany, Holland, Ireland, Italy, Japan, Norway, Sweden and the United States. Missing from the 1987 line-up were Austria, Belgium and Spain. Expected entries from Hong Kong, Spain and for the first time, the Soviet Union, had not eventuated.

Despite the continuing drop in team numbers, from a peak of 19 in 1979 to 14 in 1987, the quality of yachts already chosen or seeking team selection for their country underlines the ongoing status of the Admiral's Cup as the epitome of offshore racing, the grand prix event that has spawned similar

international offshore team events such as Australia's Southern Cross Cup, Italy's Sardinia Cup and the Kenwood Cup in Hawaii.

These four regattas, along with the Admiral's Cup, comprise the unique Champagne Mumm World Cup of Ocean Racing, a pointscore of national efforts over a two-year period beginning with the Southern Cross Cup and ending with the Admiral's Cup. Australia, as well as being one of the front-running favourites for the Admiral's Cup, holds

a commanding points lead in the World Cup. Victory in the latter would be a first for Australia.

Of the 14 nations, all but two are campaigning new yachts — state-of-the-art fractional-rigged sloops built of exotic composite plastics to the latest designs of such well-known and successful designers as New Zealand's Bruce Farr, Germany's Judel/Vrolijk, Denmark's Jeppesen, Peter Norlin from Sweden, Americans Reichel/Pugh, British-based Tony Castro, and the French designers,

Daniel Andrieu, Group Pinot and Philippe Briand. For the second successive Cup regatta, Bruce Farr and the Judel/Vrolijk design offices dominate the lineup of both updated 1987 and new boats.

Farr designs range across the board from the 30.00' minimum rating One Tonners to the new 50-footers rating a maximum of 40.05', with some new 34.5' raters in between. New Zealand,

Continued on page 12...

Europe's Hopes at Spi Quest Regatta

By Tim Jeffery

IT'S a sign of the times that European Admiral's Cup triallists have to travel aboard to find competition. In fact, Graham Walker's new British team candidate, *Indulgence VII*, won't set foot in England until June, having been launched in March.

The need for practice has had the effect of turning the Spi Quest Regatta, held in La Trinite in south Brittany, from a low key local event into something boasting minor international status. Besides *Indulgence*, four of the new French triallists, two Dutch and one West German headed for the event to check their performance, crew work, sail programmes and the trade between upwind and downwind speed.

For *Indulgence*, Spi Quest was more akin to a drive round the block in a new



SOME of Australia's likely opposition in the Admiral's Cup in action in the Spi Quest Regatta at La Trinite on the French coast. ABOVE: The new Mean Machine which will represent Holland, and at LEFT: CGI, one of the contenders for a place in the French team. (Pics by Tim Jeffery)

car. She was launched by her builders, B et B of La Rochelle, just eight days before the first race which she entered with just an hour's sailing on the clock. Hurried measurement meant that three inclinations were grabbed in the early hours of the night before the regatta and the crew were pleased that, given the less perfect conditions for measurement, their One Tonner came out at 30.62ft.

Indulgence is Walker's latest shot at the One Ton Cup, staged this year in

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Sovereign's extensive sail wardrobe consists of the latest designs by North and Hood.

Her electronics include the Brookes and Gatehouse 390 System, interfaced to an on-board computer, and Loran, Satnav and Weatherfax.

Bunk capacity is 20, including a separate owner's cabin and ensuite, plus a large centre island galley. While Sovereign is primarily a high-tech racing machine, its layout lends itself to on-board entertaining and day sailing for 50 or more people. Seriously priced for sale, this is a rare opportunity for a discerning person to join an elite yachting fraternity at a fraction of replacement cost.

Sovereign is available for inspection in Newport, Rhode Island. The owner's direct representative and Sovereign's Sailing Master, David Kellett, should be contacted in the first instance, to supply complete details and arrange for an inspection.

Ph: 61-2-278551 (business hours) 61-2-4502394 (after hours)

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INQUIRIES FROM AGENTS WELCOME

Europe's Hopes

...Continued from page 9

Naples in May. For three years from 1979-81, Walker's Ron Holland designed *Indulgence II* was either runner-up or third at the One Ton worlds, so 1989 is the year to complete his unfinished business with the premier IOR level rating event.

Walker has returned to Parisien Daniel Andrieu for his design, and *Indulgence VII* showed the usual Andrieu abundance of downwind and reaching speed. Another hull taken of the same plug is the French triallist, *CGI*, built by Jeanneau's custom division. To all intent and purpose, the boats are sisterships with Andrieu claiming there is less than 1.5kg difference between them.

What differences there are slight: *CGI* has a Marechal mast, though is switching to a Sparcraft stick like *Indulgence*; *CGI* has her runner winches abaft the helmsman while *Indulgence's* are forward; and *CGI* has carbon fibre running backstays unlike *Indulgence's* more conventional wire. *CGI's* joint skippers are Pierre Mas and Bertrand Pace, former winners of the Tour de France a la Voile.

The other One Tonners on show included a brace from 1987 (the Joubert/Nivelt designed *Torquoise* and the Humphreys designed *Citroen*, ex *Juno*) plus the Farr 40, *Vendee Qualite*, and the Dutch *Mean Machine III*.

Vendee was built by CDK Composites, best known for their series of *Biscuits Cantreau* Formula 40 trimarans. With so many of these Farr 40s around the world, their crews are the most significant variable and *Vendee* has first rate personnel. Skippering the boat is Bertrand Caignaert, another former winner of the Tour de France, with French Kiss tactician Marc Bouet calling the shots.

But the stand out One Tonner was Peter de Ridder's *Mean Machine*. Built by Neville Hutton in Lymington, she is an update of *Container 88* which shone in last year's Sardinia Cup series. After a poor 1987, Rolf Vrolijk and Freidrich Judel completely rethought their design philosophy which had carefully evolved since the 1979 *Dusselboot* and brought about the German Admiral's Cup victories in 1983 and 1985.

Few acknowledged that *Container* has put Judel Vrolijk right back in the frame last year, but *Mean Machine's* dominance at Spi Quest was absolute. She, too, was a virtually brand new boat. Her only change was the insertion of a ring frame forward of the mast as the previously unsupported panels had moved alarmingly.

Apart from the times she was on the wrong end of a shift, or baulked by

bigger boats, *Mean Machine* took seconds out of the other One Tonners on all legs and in conditions ranging from 5-25 knots.

German Willi Illbruck has been a long-time Judel/Vrolijk client, yet his various *Pintas* have had to sail for Austria in the last four Admiral's Cups because they failed to make the German team. Starting with a clean sheet, he recruited Star class sailor Alex Hagan as his new helmsman, placed his design with former Doug Peterson employees Jim Pugh and John Reichel and had the yacht built under their supervision by Elite Yachts in San Diego.

The new 45ft *Pinta* was launched late last year, a lighter development of the 1987 US Admiral's Cupper with tiller steering instead of a wheel. The "lamb chop" keel has been continued over from *Sidewinder*. A second keel and more trim changes are planned for the boat as is a switch from the mixed Ulmer-Kolius and Bielken wardrobe to sails from North.

Also of note was the Farr designed 32 rater, *Xeryus de Givenchy*. Built by Beneteau, this yacht was dismasted in last year's Sardinia Cup. Her rating attempts to find a gap between the One Ton brat pack and the bigger 34-raters, so as to sail in largely clear air upwind and pick up tows from the big boats down wind. So far, *Xeryus* has looked strong in light air but has yet to find convincing medium to heavy air speed.

But the undoubted star of Spi Quest was Philippe Briand's new *Corum 89*, built by Beneteau. Breakthrough boats in IOR are rare birds indeed, but Briand

has come up with a number of really interesting innovations. They work too, for *Corum* won the IOR class at Spi Quest by a comfortable margin, beating both the lower rating *Mean Machine* and the comparable *Pinta*.

Because the 1987 *Corum* failed to shine, Briand spent the last 12 months looking for a "new branch approach". Using his own VPP, plus that of the CRAIN yacht research establishment, Briand came up with two new ideas in areas he felt there was still some untapped potential: rigs and construction.

The first is a low aspect ratio fractional rig which gives both good IOR measured sail area and enhanced aerodynamics. The second was to take weight concentration to new levels of refinement. By doing away with a central companionway, *Corum* makes do with a five winch layout. All halyards and control lines run from the mast along the centreline at deck level to a single Lewmar 520 winch so doing away with weight on top of a conventional coachhouse and double ended lines. Two companionways are located either side, and the entire under deck are above the keel is used to house engine, batteries, tanks, galley and chart table. Briand claims that 75 per cent of the yacht's non structural weight is less than 2 metres from the pitch centre.

Though the ratios are similar to the previous *Corum*, Briand has gone for a higher rating at 35.78 to get more power than the 34 raters. *Corum 89* sails to this rating, which is designed for 15-20 knot chop conditions typical of Admiral's Cup courses.

CHAMPAGNE MUMM ADMIRAL'S CUP 1989

THE Royal Ocean Racing Club has extended to six races the 1989 Admiral's Cup, adding a long inshore race to the programme off the Isle of Wight. The races are:

Thursday, July 27	Royal Yacht Squadron Trophy Race. Traditional Solent around-the-buoys race of about 30 nautical miles.
Friday, July 28	Channel Race, about 210 nautical miles with actual course decided on the day. Also open to non-Cup yachts.
Monday, July 31	Corum Trophy Race. Olympic-type course in Christchurch Bay, about 28 nautical miles.
Tuesday, August 1	Champagne Mumm Trophy Race. Olympic-type course in Christchurch Bay, about 28 nautical miles.
Thursday, August 3	Special Trophy Race. Long distance race east of Isle of Wight, about 40 nautical miles.
Sunday, August 6	Fastnet Race, 605 nautical miles, starting from Cowes, Isle of Wight, and finishing at Plymouth. Open to non-Cup yachts.

The Admiral's Cup team yachts, along with Classes A, I and II and larger CHS yachts will start the Fastnet Race on Sunday, August 6, with the smaller classes starting on Saturday, August 5. Splitting the Fastnet starts over two days is aimed to make the finish at Plymouth less spread out.

POINTS:

The first yacht on corrected time in each race will score points equal to the number of yachts entered for the series x 1; the second yacht two less, and so on. Channel Race basic points are multiplied by 1.5, Fastnet Race basic points by 2.5. The team with the most points wins.

Cranking Up For Cowes

...Continued from page 9

Australia and the United States each have three Farr boats in their teams.

The strongly-supported, well-organised New Zealand team, although including two 1987-vintage One Tonners, must rank as favourites to retain the Admiral's Cup which they won for the first time — at the fifth attempt — in 1987. Basic designs of One Tonners have altered little over the past two years, the changes have been subtle but significant alternations in the keels and rudders and, to some extent, in a centre of effort. Sails and sail trimming will be significant, as will tactics in both the short and long races.

Australia, despite the lack of an overall sponsor for the team, is making a determined bid to lift our status from third to first in ocean racing. Efforts since the 1987 AC have been encouraging, with victories in the 1987 Southern Cross Cup and the 1988 Kenwood Cup placing a win in the Champagne Mumm World cup within our grasp.

More significant is the fact that two new One Tonners, in Ron Elliott's *Joint Venture* and Lawson Kloppe's *True*



SAILMAKER Gary Gietz will join *Madeline's Daughter* for Admiral's Cup after heading campaign with *Wild Oats*. Gietz will be trimmer and back-up helmsman for another well-known sailmaker, Michael Coxon. (Pic — David Clare)

Blue, sailed their way into the team with marked superiority over yachts that represented Australia internationally in 1987 and 1988. And while many yachtman believed *Great News* should have been the higher rater in the team, she is

too much of a fresh weather boat to give balance to this team. *Madeline's Daughter* has had significant crew changes since the trials, but will still have a first-rate crew at Cowes, headed by Iain Murray.

The addition of Murray as tactician aboard *Madeline's Daughter*, and the ongoing availability of world match-racing champion Chris Dickson for the same role aboard *True Blue*, are two significant pluses for the Australian team. At the time of writing, however, the tactician had not been finalised for *Joint Venture* although Geoff Stagg from the Farr design office was filling that role in the One Ton Cup at Naples.

Of the other teams, the West Germans and British must rank among the top four favourites. Both have a wide choice of proven and new boats to make up their teams. The United States, with the aid of two of Australia's strong, but unsuccessful team contenders, *Great News* and *Sagacious V*, along with the crack US One Tonner, *Bravura*, must also now rank as outside favourites. The French, too, have the potential to be strong contenders, as have the Danes who sailed so well in 1985, but slipped in 1987.

In fact, if the 1989 AC turns out to be a heavy weather series — and this could be the year — then *Great News* could lead a particularly strong effort by the Americans. *Bravura* and *Sagacious V* were the top One Tonners in Hawaii until *Sagacious* suffered mast problems in the final race. In the 1988 One Ton Cup *Bravura* finished second to *Propaganda*, while *Sagacious V* had another luckless series. *Great News* revelled in the heavy airs at Hawaii and San Francisco.

Britain has eight contenders for its team, four of them launched this year and already tuning up on the European circuit (see Tim Jeffery's report of the Spi-Quest regatta in France). The Germans have their biggest line-up with 11 contenders, five of them new boats launched this year, with the new *Pinta*, a US-designed Reichel/Pugh 45, finishing second at Spi-Quest behind France's new *Corum*, a 44-footer designed by Philippe Briand.

While New Zealand, Australia, the United States and Denmark had named their teams by early May, the British and most of the other European teams will not be chosen until late June-early July. The cut-off date for the nomination of actual team yachts is July 10.

In fact, of the 14 nations which have challenged, half could be in with a strong chance in the 1989 Admiral's Cup, with much hinging on any breakthrough designs in the mid-rating boats and tactical sailing among the many One Tonners.

In keeping with its policy of making improvements to the format of the Admiral's Cup, the Royal Ocean Racing

ADMIRAL'S Cup 1987 — Australia's *Swan Premium II* (nee *Sagacious V*) powers to weather of a Spanish team yacht. This year *Sagacious V* and owner Gary Appleby are sailing with the United States team. (Pic — Peter Campbell)



Club has introduced some significant changes for this year's regatta — some welcome, others already evoking criticism from owners and crews.

On the credit side, the RORC has expanded the regatta to six races, adding a 40-mile inshore race to be sailed to the east of the Isle of Wight, in addition to the two Olympic-course races in Christchurch Bay. The fourth inshore race is still the traditional but often frustrating Solent Race.

Another change to the sailing format is that the start of the Fastnet Race has been split over two days, with the smaller and non-Cup yachts starting on Saturday, August 5, and the Admiral's Cup and larger non-Cup yachts starting on the Sunday, August 6. The object here is to condense the finishing time at Plymouth of the large fleet in the 605 nautical mile race.

In a bid to encourage nations with older IOR-rated yachts to participate in the Cup, the Admiral's Cup management committee has agreed that the RORC's new age allowance for 1989, given to yachts of three years and older, will also apply to the Champagne Mumm Admiral's Cup. This is the first time the AC has included an age allowance. The FA (Age Factor) is multiplied by the yacht's TMF to produce a TMF with age allowance. The new basic TMF formula is also slightly more biased in favour of larger yachts — again a move by the RORC to encourage teams from being heavily loaded with One Tonners.

In order to make crews more representative of the country for which they are racing, the RORC is requiring that no yacht be eligible to represent a country unless the national authority confirms in writing to the AC Management Committee that at least half the crew either are (1) citizens of the country; or (2) for the 12 months immediately preceding July 24 1989 have had their principal residence in that country. Helmsman for the four inshore races must be citizens or residents of the country represented.

On the debit side, is the RORC adoption and further restriction of the Ocean Racing Council's new rule on crew weight limits and the adoption of the restriction on crews having their torsos and/or legs outside the rails at night. The crew limitations apply an average weight maximum of 84kg and a number limit — for One Tonners (rating 30.0-31.39) the crew number must not exceed nine; for yachts rating 34.20-35.69 the limit is 12, while the 50-footers rating 40.00-40.5 can carry 16 crew. This will mean that all crews will have to undergo at least three weight checks during the regatta plus possible spot weigh-ins after races.

While the Cruising Yacht Club of Australia has decided against imposing



JOINT VENTURE, Farr-designed One Tonner skippered by Ron Elliott of Melbourne. (Pic — David Clare)

the "legs over the side at night" restrictions for this year's Southern Cross Cup and other offshore races, the RORC is also adhering strictly to this controversial new IYRU which has already been almost universally criticised by offshore yachtsmen in Australia. Again, the RORC plans spot checks at night.

This year will also see the strictest possible policing of any cheating through the transfer of moveable ballast on competing yachts, to avoid any repeat of the *I-Punkt* case in the 1987 Admiral's Cup. Large signs, calling on crews to report any efforts to cheat aboard their boats, will be posted around Ancasta Marina at Cowes.

TEAMS AND CONTENDERS

AUSTRALIA

THIS will be Australia's 13th challenge for the Admiral's Cup since 1965, with two wins — in 1967 and again in 1979. Since the 1979 victory, overshadowed by tragedy of the Fastnet Race, Australian teams have had mixed fortunes.

However, the 1987 team sailed well to finish third behind New Zealand and Britain and the performances by teams in subsequent international regattas augers well for a further improvement in 1989. Australia won the 1987 Southern Cross Cup and the 1988 Kenwood Cup and going into the 1989 Admiral's Cup is the pointscore leader in the Champagne Mumm World Cup.

Australia looks set to win for the first time the World Cup, which is based on results in the 1987 Southern Cross Cup, 1988 Kenwood Cup and Sardinia Cup, and 1989 Admiral's Cup. For the Admiral's Cup itself, Australia must rank in the top four along with New Zealand, Britain and West Germany. It is a measure of Australia's IOR strength that the United States has chartered for its team two of the unsuccessful contenders, *Great News* and *Sagacious V*.

JOINT VENTURE

Farr One Tonner. Rating — 30.42'. Owner/skipper: Ron Elliott. Principal helmsman: Colin Beashel. Tactician: Russell Coutts. Crew: Ron Elliott, Peter Elliott, David Leroy, Colin Beashel, Bob Wilmot, David Giles, Steve Kemp, Ross Lloyd, Allan Smith and Russell Coutts.

Launched last February, after being built in Melbourne by Ken Jago, *Joint Venture* represents a significant departure from Bruce Farr's line of Farr 40s, with a smaller keel and both keel and mast set further aft than other recent designs. She has North sails. The newest boat in the fleet, she finished second on the pointscore and was the only boat to win two races in the main selection series. *Joint Venture* is an excellent all-round boat.

Principal helmsman Colin Beashel was mainsail trimmer aboard *Australia II* in the 1983 America's Cup victory and skipper of *Australia IV* in the 1987 Cup defender trials. He has twice represented Australia at the Olympics as a Starboat helmsman and was 1986-87 Australian Yachtsman of the Year.

MADELINE'S DAUGHTER

Farr 43. Rating — 34.28'. Owner/Skipper: Peter Kurts. Principal helmsman: Michael Coxon. Tactician: Iain Murray.

Crew: Peter Kurts, Iain Murray, Peter Shipway, Rob Scrivenor, Alistair Pratt, Michael Coxon, Phil Wulff, Rod Johnson, Gary Gietz, Tim Ede, plus two to be named.

Built in Sydney by John McConaghy, *Madeline's Daughter* won a place in the 1987 Australian Admiral's Cup team which went on to finish third in the regatta. Later that year she led the Australian team to victory in the 1987 Southern Cross Cup in Sydney, finishing the topscoring individual yacht of the series. For the 1989 Admiral's Cup trials, *Madeline's Daughter* was given a new keel, rudder and rig.

Peter Gilmour helmed *Madeline's Daughter* in the selection trials, but was not available for the Cup regatta. His place has been taken by America's Cup skipper Iain Murray as tactician with North Sails' Michael Coxon taking over as principal helmsman.

TRUE BLUE

Farr One Tonner: Rating — 30.50'. Owner/skipper: Lawson Kloppe. Principal helmsman: Gordon Lucas. Tactician: Chris Dickson.

Crew: Lawson Kloppe, Gordon Lucas, Chris Dickson, Keith Marshall, Andrew Hunn, Barry Johnson, Geoff Bishop, John Sharpe, Peter Milner, Don Buckley, David Gourlay.

Built in Perth by Peter Milner, *True Blue* was launched in October, 1988, and had immediate success on the WA offshore calendar before being transported across the Nullarbor for the AC trials. Unlike many of her One Ton opponents, *True Blue* is virtually a production Farr 40, although one of the latest Farr designs. Well sailed, with fine helming by Gordon Lucas and brilliant tactics by New Zealander Chris Dickson, *True Blue* finished topscoring yacht in the trials.

Helmsman Gordon Lucas is a two-times world and many times WA and National champion in various classes. He joined the Bond Syndicate as skipper of *Australia III* in the 1986-87 America's Cup defender trials. Chris Dickson, skipper of *KZ-7*, New Zealand's America's Cup challenger in 1986-87, is the current world match-racing champion.

AND THE OTHERS...

ARGENTINA

ARMENTINA is making a return to the Admiral's Cup after an absence of 10 years with an impressive team headed by *Daphne*, a One Tonner designed and owned by the famous Argentinian naval architect, German Frers.

JOCKEY CLUB — Formerly called *Muchisimo Sol* and now sponsored by a local tobacco company, *Jockey Club* was designed by Martin Billoch and is owned by Alberto Urani. She recently won the Las Rios de la Plata circuit of two passage and two round-the-buoys races.

TANGO TOO — A new Ron Holland-designed 43-footer built for Christian Schigelow and Benjamin Biedma, *Tango Too* finished second in the Las Rios de la Plata regatta.

DAPHNE — One Tonner designed and owned by German Frers, whose main design efforts of recent years has been towards maxi yachts, including *Windward Passage II*.

BRITAIN

EIGHT triallists have been nominated for the British team, with owners starting their campaigns early by competing in European regattas in France, Germany and Italy from March onwards. The official UK selection trials will be from June 3-19 with the three teams yachts committed to an intensive build-up in July, including the new



MADLINE'S DAUGHTER, Farr 43 skippered by Admiral's Cup veteran Peter Kurts from Sydney. (Pic — Peter Campbell)

Lymington International IOR Regatta from July 15-18. Since the Admiral's Cup began in 1957, Britain has won the regatta eight times, finishing second to New Zealand in 1987. The British squad comprises:

JAMARELLA — New Farr 50 built for Alan Gray.

YEOMAN XXVII — Robin Aisher's Farr 50 — the former Australian yacht *Great Expectations* launched in 1985.

AIDA — The former Dutch AC yacht *Promotion*, a Farr 50 totally revamped after sinking in the 1988 Channel Race. Owner is David Head.

TRUE BLUE, Farr One Tonner skippered by Lawson Kloppe from Perth. (Pic — Peter Campbell)



INDULGENCE 6 — Formerly Graham Walker's Andrieu 44 which was a member of the 1987 British AC team and now chartered by Mark Healey and syndicate.

GIANT PANDA — Veteran Melbourne-designed 44-footer, now owned by Nick Morreel and Peter Porter.

OLD MOTHER GUN — A 40ft development of Rob Humphrey's 36-footer *Apriori*, designed to be fast on IOR or IMS handicap — and comfortable. Being built in timber by Neville Hutton at Lymington for owner John Mitchell.

INDULGENCE 7 — Brand new Andrieu 40 One Tonner built in France's B&B shipyard for Admiral's Cup veteran and 1987 team captain Graham Walker. Made her sailing debut in the Spi-Quest Regatta at La Trinite sur Mer, but it was really just a shakedown with a fifth, a seventh and a retirement.

JUNO — Mike Peacock's new 44-footer designed by Tony Castro. Peacock campaigned his previous *Juno* in the 1987 Admiral's Cup, with the UK team second to New Zealand.

DENMARK

DESPITE their prowess in Olympic and one-design yachting, the Danes have contested the Admiral's Cup only three times, 1973, 1985 and 1987, with their best result being fifth overall in 1985 with three Jeppesen designs. The Danes slipped to seventh in 1987 but are confident of an improved result this year after extensive selection trials in June. The four triallists are:

STOCKBROKER — New Neils Jeppesen-designed One Tonner from X-Yachts for Jens Erik Host.

4K — The former *Cirkeline* which placed fourth in last year's One Ton Cup, this Farr 40 was built last year in Spain for owner Finn Thomsen.

ANDELSBANKEN II — Jeppesen-designed 50-footer built by X-Yachts and launched in April. Owned by Victor Greulich who bought his One Tonner of the same name to the AC in 1987.

FRANCE

DESPITE designing and building some fine yachts, the French have yet to win the Admiral's Cup in successive challenges since 1959, primarily because of individual rather than team efforts. This year six yachts are seeking selection, most of them with individual sponsorship. With trials from April to June, the six contenders are:

ELLORA V — Baron Vincent D'Orgeval's 1987 modified Beneteau First Class 12, designed by Group Finot.

ACCANITO — Joubert-Nivelt 41-footer which represented France in the 1979 Admiral's Cup. Now owned by Martial Bouanchaud.

VENDEE QUALITE — Farr One Tonner, finished seventh in Spi-Quest Regatta at La Trinite sur Mer.

CGI — Daniel Andrieu designed One Tonner, second best placed One Tonner at Spi-Quest Regatta.

CORUM 89 — Newly launched 44-footer, designed by Philippe Briand, made a striking debut by winning all three races sailed in the recent Spi-Quest.

XERYUS DE GIVENCHY — Beneteau-built, Group Finot-designed One Tonner, finished equal third in Spi-Quest, with Luc Pillot heading an all-professional crew.

GERMANY

AFTER winning two successive Admiral's Cup regattas in 1983 and 1985, the West German team slipped to fifth in 1987. This year has seen a change of philosophy with 10 triallists rather than a compact "club" of owners. However, the Germans are again making a totally professional approach to winning the Cup, with owners forming a company to raise sponsorship money. Extensive trials will be held throughout June to select a potentially strong team for Cowes. The yachts nominated so far are:

CONTAINER 89 — New Judel/Vroljik 50 built for Udo Schuetz and said to be the lightest 50-footer yet built, using the composite method with epoxy, Nomex honeycomb and carbon fibre. Principal helmsman is Achim Griese, who steered *Outsider* when Germany won the Cup in 1983 and 1985.

SAUDADE — Judel/Vroljik One Tonner built for Albert Buell and like *Container 89* is a development of the successful *Container 88*.

RUBIN XI — Another Judel/Vroljik designed 44-footer which has been rebuilt after delaminating in the Mediterranean last year. Helmsman is Edde Bock.

ABAP — The former *Saudade*, a Farr One Tonner sailed by owner Hasso Plattner with American helmsman Dee Smith.

DIVA — Carrying on a famous name, this Reichel/Pugh (US) 46 has been built for Peter Westphal-Langlosh and will rate around 36.0' IOR. Principal helmsman is Bernie Beilken with technical backup from Rudi Magg.

PINTA — Prominent German yachtsman Willi Illbruck has gone to the US designers, Reichel/Pugh, for his latest *Pinta*, a 45-footer which finished second in the recent Spi-Quest Regatta in France. Helmsman Alex Hagen represented West Germany in the Starboats at the Pusan Olympic regatta.

NEW YORKER — Tilmar Hansen's new Judel/Vroljik One Tonner, a sistership to the new *Saudade* and Holland's *Mean Machine*. Helmsman is two-times

Quarter Ton Cup winner Richard Hojensen, assisted by former Flying Dutchman gold medallist Joerg Diesch.

BIJOU — Revamped Judel/Vroljik *Rubin X*, a 44-footer being campaigned by a small Kiel yacht club.

TAI-WAHN — Ex *Saudade '87* (ex *Rubin IX*), a Judel/Vroljik One Tonner being campaigned by an owner's club on a limited budget.

OMEN — Another Judel/Vroljik 40 helmed by Jan-Peter Gnass. Owner Thomas Friese wants to race in the trials although he cannot race in the Admiral's Cup because of his disqualification for cheating in *I-Punkt* in the 1987 AC.

RODEO — Judel/Vroljik One Tonner built in 1985.

HOLLAND

THE Netherlands has been a consistent competitor in the Admiral's Cup since 1959 without success. Four owners are seeking a place in the Dutch team this year:

MEAN MACHINE '89 — New One Tonner from Judel/Vroljik for Peter de Ridder, *Mean Machine* finished top One Tonner and equal third in recent Spi-Quest Regatta in France, with a second, third and sixth in the 38-boat fleet.

PRO-MOTION — Ex *Pinta* (Judel/Vroljik 43) being campaigned by J.L. (Bert) Dolk. Finished fifth in Spi-Quest.

MEAN MACHINE '87 — Farr One Tonner to be campaigned by a syndicate.

TO BE NAMED — Charter of a failed German team triallist by Frans Von Leeuwen.

IRELAND

IRELAND turned in its best Admiral's Cup result when it finished fourth in 1987, led by the high-scoring *Irish Independent Full Pelt*, the Dubois-designed winner of the Fastnet Race. This year a crew panel has been selected for training and work-up through April-May, with trials scheduled for late May at Kiinsale and final trials in England in June. Team sponsor is again Heineken Brewers, but boats and owners/charterers available for selection had not been finalised when this issue went to press.

ITALY

DESPITE their good results in the Sardinia Cup in the Mediterranean, the Italians have yet to throw out a strong challenge in the Admiral's Cup. This year, however, there are eight triallists for a team to be chosen in a series off Sardinia in June. The plan is to choose two One Tonners and a 34.5-rater from the following line-up:

MANDRAKE — Revamped Briand design of 1987 rating 34.5' IOR. Second topscoring yacht in the Sardinia Cup, *Mandrake* is owned by Girogio Carrier and will be skippered by Mauro Pelas-

chier, former helmsman of the 12-metre, *Azzura*.

BRAVA — Farr One Tonner built in 1988, owned by Pasquale Landolfi and skippered by American Paul Cayard.

ARIA — Former *Container '88*, a Judel/Vroljik One Tonner owned by Carlo Bixio.

MEROPE 2 — New Farr One Tonner for Commander Sicurezza of the Italian Navy.

VESUVIO — New prototype Luca Brenta One Tonner for Marino Corona.

SHARDANA 2 — New Paperina One Tonner for Angelo Melis.

NATISSIMA — Reichel/Pugh 34.5' rater built in 1988 for Nella Mazzaferro.

MARISA — Brenta designed, 34.5' rating 44-footer built in 1987 for Ulrico Lucarelli.

JAPAN

THE Japanese have contested three Admiral's Cup regattas, the last in 1983, and despite strong efforts in the Kenwood Cup in Hawaii, the team this year is not likely to be a great one. *Togo X* and *Kaitarom*, which raced in the 1988 Kenwood Cup, are not available, and one or two One Tonners may have to be chartered with one being sailed by *Togo X*'s crew. So far the only firm member of the team is:

WILL — New Farr 50 built in New Zealand by Cookson and being shipped direct to the UK for owner Ryouji Oda. No crew details are available.

NEW ZEALAND

THE Royal New Zealand Yacht Squadron has adopted a total team approach as the optimum way to retaining the Admiral's Cup which the Kiwis won for the first time in 1987 (after five attempts) with a brilliant team effort by *Propaganda*, *Goldcorp* and *Kiwi*. Its AC management committee, under Commodore Don Brooke, is responsible for the defence strategy and entire crew and support-team selection. Instead of conducting trials, the RNYS has based its defence on the two-world class One Tonners, *Propaganda* and *Fair Share*, with the third team yacht being the newly launched *Librah*, owned by Michael Fay and David Richwhite.

Fay, as chairman of the NZ America's Cup syndicate, has also made available vital support elements from the America's Cup syndicate. The New Zealand team, which certainly must rank as favourites to retain the Admiral's Cup, comprises:

FAIR SHARE — *Fair Share* missed a place in the 1987 Kiwi team, but helped NZ finish second in the 1987 Southern Cross Cup. The Farr One Tonner has undergone a complete update for the 1989 AC campaign. Skipper is Olympian Tom Dodson with David Barnes, skipper of the giant *KZ-1* in the 1988



A QUIET MOMENT AT COWES

America's Cup, as his tactician. Rating: 30.62.

LIBRAH — Newly launched Farr 44, rating 34.41', and representing the latest thinking from the Farr office, *Librah* is a direct descendent of *Kiwi*, NZ's "big boat" in the 1987 team. Owned by Michael Fay and David Richwhite, *Librah* was built primarily of carbon fibre by Martens Marine who built Fay's 1987 and 1988 challengers for the America's Cup. *Librah's* skipper is Peter Lester, who campaigned *Propaganda* in 1987, while tactician is former US America's Cup challenge skipper Rod Davis, now living in NZ and recent winner of the Congressional Cup.

PROPAGANDA — Topscoring yacht in the winning 1987 Admiral's Cup team, this Farr One Tonner has since won the 1988 One Ton Cup in San Francisco. Like *Fair Share*, she has undergone an extensive updating, with alterations to the stern, elimination of surplus weight and keel and rudder evaluation programmes. She will be sailed by the winning One Ton Cup combination of Auckland sailmaker Rick Dodson as skipper and Californian John Bertrand as tactician. Rating: 30.61'.

NORWAY

NORWAY has not contested the Admiral's Cup since 1973, but has been spurred into action by successful performances in offshore events such as the One Ton Cup. The team will comprise two Norwegian One Tonners and a third, higher-rating yacht to be chartered.

FRAM XI — New Farr One Tonner built at Cookson's in Auckland for Crown Prince Harald, one of Norway's top international yachtsmen.

FRAM X — Winner of 1987 world One Ton Cup at Kiel and third in 1988 at San Francisco. Due to contest the 1989 One Ton Cup at Naples in May and then be taken over by a new crew for the AC.

SWEDEN

TWO prominent yachts from the 1987 Admiral's Cup, the Irish winner of the Fastnet Race, *Full Pelt*, and the New Zealand team "big boat", *Kiwi*, comprise the basis of the team from Sweden, a regular competitor since 1961. The team chosen, subject to possible name changes, comprises:

FULL PELT — Ed Dubois One Tonner which sailed for Ireland in the 1987 AC and had best corrected time in the Fastnet. Now owned by Bo Bernholm.

KIWI — Farr 43 from New Zealand's victorious team of 1987. Now owned by Anders Lonnqvist and skippered by Jorgen Sundelin, *Kiwi* had a good 1988 racing season in Scandinavia.

POWDER — The 1987 One Tonner *Civic*, designed by Sweden's Peter Norlin. Owner is Jan Norrman and skipper Tom Lofstedt.

UNITED STATES

In a surprise move, the United States has chartered two of Australia's top IOR racers, *Great News* and *Sagacious V*, to make up a team led by Randy Short. The US, which has been racing at Cowes since the inception of the Admiral's Cup, could not muster enough IOR owners to make up a team this year and even Short elected to stop building a new *Sidewinder*. Australian crews of the two chartered yachts, which missed a place in the Australian team for Cowes,

will make up almost half of the crews for the AC and given fresh conditions the US team could do well.

BRAVURA — Irving Loube's outstanding Farr One Tonner which was the topscoring yacht in the 1988 Kenwood Cup in Hawaii and second to *Propaganda* in the 1988 One Ton Cup in San Francisco. Contesting the 1989 One Ton Cup in Naples before the Admiral's Cup, with the helmsman being Olympic gold medallist Robbie Haines.

GREAT NEWS — Farr 50 owned by David Forbes and John Calvert-Jones which has been chartered by Randy Short, with America's Cup skipper Tom Blackaller as helmsman. Since being launched in 1987, *Great News* has won Hamilton Island Week and the San Francisco Big Boat Series, as well as leading the Australian team to victory in the Kenwood Cup and winning her division in the 1988 Sydney-Hobart. Light winds cost her a place in the Australian Admiral's Cup team, but seven of her regular crew, including the owners, will now sail for the USA.

SAGACIOUS V — Farr 40 which was topscoring yacht for third-placed Australian team in the 1987 Admiral's Cup, following this with being member of winning teams in Southern Cross Cup and Kenwood Cup. Despite being updated for the trials, *Sagacious V* was slow off the mark and failed to make an Australian team for the first time in two years. Owner Gary Appleby and three of the regular crew, including Brad Stephens, will be aboard when the yacht is chartered by American's Dave Allen and Collin Chase. The principal helmsman has yet to be named.

ADMIRAL'S CUP WINNING TEAMS

- 1957 — Britain (2 nations)
- 1959 — Britain (3 nations)
- 1961 — USA (4 nations)
- 1963 — Britain (6 nations)
- 1965 — Britain (8 nations) — Australia 2nd
- 1967 — Australia (9 nations)
- 1969 — USA (11 nations) — Australia 2nd
- 1971 — Britain (17 nations) — Australia 3rd
- 1973 — Germany (16 nations) — Australia 2nd
- 1975 — Britain (19 nations) — Australia 7th
- 1977 — Britain (19 nations) — Australia 7th
- 1979 — Australia (19 nations)
- 1981 — Britain (16 nations) — Australia 7th
- 1983 — Germany (15 nations) — Australia 4th
- 1985 — Germany (18 nations) — Australia 4th
- 1987 — New Zealand (14 nations) — Australia 3rd

RON ELLIOTT —

Joint Venture

MELBOURNE yachtsman Ron Elliott, like a successful breeder of thoroughbred racehorses, knows a fast yacht when he looks at its pedigree, its design lines.

He knew he had a potential winner when he looked at the lines of the 40-footer Bruce Farr had designed for him as contender for the 1989 Australian Admiral's Cup team and for the 1989 world One Ton Cup.

Here was a boat that had the pedigree of the New Zealand designer's remarkably successful line of One Tonners, boats that had led New Zealand to victory in the Admiral's Cup and the One Ton Cup.

The Sandringham yachtsman wanted a yacht that would be winner in the world's two most prestigious IOR grand prix racing events. But it takes more than a great design to achieve a great yacht.

Elliott called on designer Farr for something different to the Farr 40 concept and he went seeking the best possible crew to sail the boat. He got both — a state-of-the-art, no cost spared 40-footer built of exotics, largely carbon fibre over nomex high density foam, with a small, thin keel, and a deep, effective rudder.

Weight is critical in this league of racing, so stainless steel fittings were replaced by custom-made titanium screws, bolts and rails, with carbon fibre used extensively, the hull superbly built by Ken Jago, the Moorabin, Victoria, boat-builder.

To sail the boat, Elliott recruited four of the *Australia IV* America's Cup crew from Sydney — Colin Beashel as helmsman, Grant Simmer as tactician, Bob Wilmot as a sail trimmer and back-up helmsman and Mark Walsh as bowman. For navigator he went to the experienced Adelaide yachtsman Steve Kemp.

LAWSON KLOPPER

— True Blue

WHEN Perth yachtsman Lawson Kloppe found he had no-one to drive the lowloader truck carrying his One Tonner, *True Blue*, back across the Nullabor from Melbourne after winning a place in the 1989 Australian Admiral's Cup team, he undertook the 4000km haul himself.

It was typical of the man — a quiet, down-to-earth West Australian who gets things done with a minimum of fuss.

Not that driving a truck 4000km across the Australian continent pre-



ADMIRAL'S CUP skippers from left, Lawson Kloppe (True Blue), Ron Elliott (Joint Venture) and Peter Kurts (Madeline's Daughter).

THE OWNER-SKIPPERS

sented any problems. Kloppe, 49, has spent most of his working life running a successful long-distance livestock carrying business in the outback of WA.

And while this was his first tilt at the Admiral's Cup selection trials — in fact, only the second time he had been sailing in the eastern States — he has had an equally long time interest in yachting.

His first One Tonner was the 1987, Peter Milner-built Farr 40, *Prime Minister*, which he campaigned in the 1987 Southern Cross Cup as a member of the WA team in Sydney. "I didn't intend to get in as deep as the Admiral's Cup, but the crew and builder Peter Milner were keen — so here we are," he said during the Melbourne Cup trials.

It's history now that this well-prepared, well-sailed One Tonner from the West, with conditions that suited it well — flat water and light winds — outsailed the crack One Tonners and their internationally-experienced crews from Sydney and Melbourne to top the selection trials pointscore.

True Blue is the first Perth yacht to win selection in the Admiral's Cup team since Peter Briggs skippered *Hitchhiker* in 1981. Significantly, it has a higher number of West Australians in the crew — only tactician Chris Dickson from New Zealand and navigator David Gourlay from Tasmania are not local yachtsmen.

True Blue, built by Peter Milner in Perth (about his eighth Farr 40), has a state-of-the-art hull of carbon fibre and Kevlar over a foam core, is rigged with a US-built Sparcraft mast and has Sydney-made North sails.

PETER KURTS — Madeline's Daughter

EVERY second year for the past quarter of a century, Sydney yachtsman Peter Kurts has made a pilgrimage to the historic English seaport of Cowes

and to a famous rock off the south coast of England called Fastnet.

Four of those pilgrimages have been made as part of the Australian team contesting the Admiral's Cup, the last in 1987 when Australia finished a close third in the regatta. The other visits to Cowes have been to sail with English friends "just to be part of the world's greatest yachting event" and to sail in the Fastnet Race.

This year Peter Kurts will be representing his country in ocean racing for an unprecedented fifth time, again skippering his Farr 43, *Madeline's Daughter*. "I love the Admiral's Cup because it is by far the most competitive ocean racing event in the world," says the 64-year-old doyen of Australian ocean racing.

"The collection of yachts and yachtsmen, yacht designers, sailmakers and yachting officials from around the world intrigues me. We think we are good here in Australia, but when you get there it's an entirely different world of competition."

Known for his whimsical choice of yacht names, Kurts has sailed in Cup teams with boats called *Love and War* (1975), *Once More Dear Friends* (1983), *Drake's Prayer* (1985) and *Madeline's Daughter* (1987). With *Love and War* he also won two Sydney-Hobart races and lost first place with *Once More Dear Friends* in a controversial protest.

Kurts has won just about every major yacht race on the Australian East Coast. As well as being a member of the third-placed Australian team in the 1987 Admiral's Cup with *Madeline's Daughter*, Kurts led the Australian team to victory in the 1987 Southern Cross Cup.

Kurts was in the Fastnet Race of 1979 when a vicious gale swept the fleet of more than 300 yachts, causing 23 yachts to founder in the Irish Sea with 15 yachtsmen drowning. Kurts was aboard the British boat, *Marionette*. "We broke a rudder and ended up being towed into an Irish fishing village," he recalls.

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CYCA Seeks New Sydney-Hobart Sponsor

THE Cruising Yacht Club of Australia has launched a formal campaign to enlist a new major sponsor for its 'bluewater classic' — the Sydney-Hobart Yacht Race and the Southern Cross Series.

The race series ranks as one of the three major ocean classics in the world, and since its inception in 1945 has attracted entries from every yachting nation. The 1988 race saw a number of international entries, including a Russian yacht, *Veter*, for the first time.

The current sponsor of the series, Sydney-Hobart and the Southern Cross Cup, AWA Limited, will not be renewing sponsorship, but the company is working with the CYCA to effect a smooth handover of the sponsorship this year.

CYCA Commodore, David Kellett, says he expects this year to be the best ever for the international regatta. "We see 1989 as a big fleet year — the Sydney-Hobart will be the final race in the international Southern Cross Cup Series so we consider it an outstanding promotional start for a new major sponsor."

Commodore Mr Kellett noted that although the Club was disappointed that AWA would no longer be participating as the series' major sponsor, it was clear



the Race and its associated sponsorship had gained a reputation in its own right over the last five years.

"AWA has been a first-rate sponsor and has played an important role helping make our events world class," he said.

Mr John Iliffe, Chief Executive of AWA Limited, commented that AWA's reorientation from a general consumer-based electronics manufacturer to a specialist in defence and electronic systems and services did not support continuation of major promotional activities aimed at the general public.

"However, we have had an excellent relationship with the CYCA in Sydney and the Royal Yacht Club of Tasmania in Hobart and believe that over the last five years the race series has grown to one of worldwide prominence. It provides an excellent opportunity as a broad-based promotion with prime media exposure," he said.

AWA radio relay ship, Achilles, flew the AWA flag on her bow for the last time in the 1988 AWA Sydney-Hobart Race — ending an era of the company's support for the Bluewater Classic. (Pic — David Clare)

Commodore Kellett said that the CYCA was now negotiating with other major companies and hoped that a sponsor would come forward to enable the plans for this year's events to proceed quickly and enable the club to stage even bigger and better activities in the 1990's.

Digital Sponsor Winter Series

DIGITAL Equipment Corporation (Australia) Pty Limited will sponsor the CYCA's 1989 Winter Series conducted on Sydney Harbour by the Cruising Yacht Club of Australia.

Message From The Commodore

Sydney-Hobart Race Sponsorship

IN March this year, AWA Limited advised the CYCA they no longer wished to sponsor the Sydney-Hobart Race. With a major change in direction, AWA Limited has moved from being a general electronics manufacturer to that of a specialist in defence service communication and found they no longer required large scale product promotion.

AWA Limited has been closely associated with the communications of the Sydney-Hobart Race since the early 1950's and eventually became a minor sponsor in about 1968. The race fleet communications have continued to grow at a staggering rate especially over

the past few years. We are now in the position where a fleet of over 150 yachts can be called on a sked and have the progressive results available from the computer in under 60 minutes from the start of the sked.

This speed and efficiency, whilst adding greatly to our safety coverage, has also helped to make the Sydney-Hobart Race one of the top sporting events in Australia and certainly one of the greatest ocean races conducted in the world today.

The competitors and the Club owe a great deal to two people, the late Bill Owen of AWA and our own Keith Storey. Keith, as Race Director at the time, knew what he wanted for the safety of the yachtsmen and also what

the media wanted.

Bill, the then head of AWA's Marine Division, had the drive and determination to make it happen. Indeed, it was Bill Owen who convinced the AWA Board to become the major sponsor of the Sydney Hobart Race when it became available in 1984.

Whilst the Board is disappointed at losing a major sponsor for our great race, we have reached an amicable settlement with AWA Limited. At the time of going to press, the club is actively seeking a new sponsor. We hope to make the Sydney-Hobart Classic even more appealing to the competitors and members of our fine club.

— David Kellett, Commodore

Digital Equipment Corporation is the leading worldwide supplier of networked computer systems and services and offers a full range of computing solutions and systems integration for the entire enterprise — from desktop to the data centre.

This is the third year that Digital has sponsored the Winter Series, which has already attracted over 103 entrants. Sailing Secretary of the CYCA, Bob Bronac, forecasts that at the midway of the series there should be in excess of 150 boats sailing on Sydney Harbour.

The Digital Series began with Commodore's Day and the annual Veteran Yacht Race.

The fleet of 23 veterans had between them completed a total of 185 Sydney-Hobarts, with the oldest yacht being *Roiaata*, built in 1935 and a competitor in the 1968 Sydney-Hobart.

One of the other more famous yachts which competed was *Margaret Rintoul*. She was built in 1949 and took line honours in the Sydney-Hobart Yacht Race in 1950 and 1951.

Sir Garfield Barwick returned to the helm of *Anitra V*, built by the famous Halvorsen Brothers in 1956 and overall winner in 1957. She was also second overall in 1956, 1958, 1959 and competed in 12 Hobarts.

Kenwood Cup Dates 1990

THE Royal Hawaiian Ocean Racing Club has advised that the proposed program of racing for the 1990 Kenwood Cup in Hawaii will comprise six races, but no longer including the 775 n mile Around the State Race.

The proposed Kenwood Cup regatta, which is expected to include special events for maxi yachts and the new 50-footer class, will be:

August 3 — triangle race off Waikiki,
August 4 — triangle race off Waikiki,
August 5 — triangle race off Waikiki,
August 6 — Molokai race — 150 n miles,
August 9 — triangle race off Waikiki,
August 12 — 390 n mile long race from Honolulu to Kaula Rock and return.

New 50-footer for Max Ryan

SYDNEY yachtsman Max Ryan has commissioned a new 50-footer from German Frers, designed to the new rule created to encourage development of the 50-foot class. It will be built using the same pre-preg monocoque concept as *Windward Passage II*, with lightness and strength as the planned objective.

The project team, which will use basically the same technology used to build *Windward Passage II*, with technical advancements achieved since then, comprises Graeme Freeman as project coordinator, Simon Grosser as S.P. Systems engineer, John McConaghy as systems supervisor and Ken Jago as the builder in Melbourne. Bob Fraser is designing the sails while former world 18-footer champion Rob Brown as helmsman and campaign organiser.

While better known for his skiff successes, Brown has a longtime experience in offshore racing, going back to the 1979 Admiral's Cup in which he sailed aboard *Impetuous* in the winning team — and survived the galeswept Fastnet Race.

Building of "Project 50", as Ryan refers to the new 50-footer, began at Ken Jago's new boat-building complex in Melbourne in late April with a launching set for the end of September in readiness for the 1989 Southern Cross Cup.

However, for Ryan, who has had considerable success with his first grand prix racer, the One Tonner, *Venture One*, the major objective is international competition in the new 50-footer class, starting with the 1990 Kenwood Cup in Hawaii. The Kenwood Cup is expected to be the first of three regattas making up an international 50-footer series.

Six races in 1989 Southern Cross Cup

THE Cruising Yacht Club of Australia has extended its international Southern Cross Cup regatta to six races this year to bring the series into line with the 1989 Admiral's Cup and the 1990 Kenwood Cup. These regattas, along with the Sardinia Cup in Italy, make up the Champagne Mumm World Cup pointscore.

The 1989 Southern Cross regatta will start with an invitation race on Saturday, December 9, with the racing program comprising:

Thursday, December 14 — 27 n mile triangle, Friday, December 15 — 75 n mile offshore race, Sunday, December 17 — 27 n mile triangle, Monday, December 18 — spare day, Tuesday, December 19 — 75 n mile offshore race, Thursday, December 21 — 27 n mile triangle, Friday, December 22 — spare day, Tuesday, December 26 — 630 n mile Sydney-Hobart Race.

The extra race is a second short overnight race off the NSW coast, while two spare days have been included for re-sails — overcoming a problem that arose in the 1987 Southern Cross Cup when racing was cancelled on one day followed the threatened withdrawal of the United States team from the regatta.

As in 1987, the IOR rating band has been confirmed as 30.00 to 70.04 feet inclusive, allowing yachts rating from One Tonners to Maxis to compete in Southern Cross teams. CYCA officials are confident that teams from New Zealand, Britain, the United States, Hong Kong, West Germany and Papua New Guinea will challenge, along with an Australian national team and teams from each State. The Southern Cross Cup is currently held by Australia.

Trials to select the 1989 Australian Southern Cross team will be sailed out of Sydney in late November — early December, with the Ocean Racing Club of Australia planning one three-day weekend of three short offshore races and one three-day weekend with a 90-miler and a 30-miler offshore.

ORCA also hopes to encourage States to use the series as their team selection trials, giving yacht owners the chance to gain selection to represent Australia or their State.

In a significant move, the CYCA will not require weight limitations for the Southern Cross Cup, nor will it implement the new Ocean Racing Council ban on crews sitting with legs and torsos outside the lifelines between sunset and sunrise. There will be limitations on the number of crew as required by international rules, according to the yacht's rating, but no weigh-ins, as will be the case in the 1989 Admiral's Cup.

The CYCA has accepted the views of many crew who have claimed that sitting on the weather rail facing the wrong way and without an adequate grasp on the gunwhale or rail, could be a dangerous practice, particularly on larger yachts.

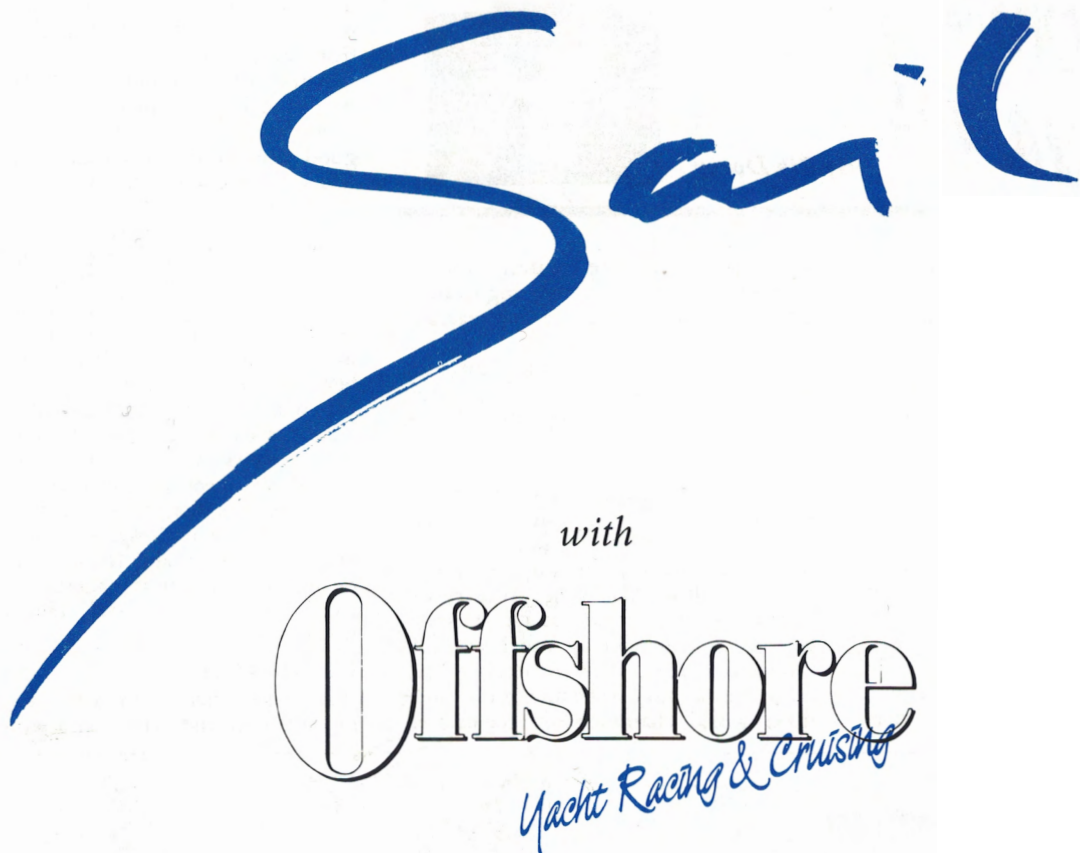
The ORC brought in the rule in an effort to encourage yacht skippers to return to a system of watches below and adequately rested crew, but the CYCA does not believe that crews would adhere to the rule at sea in long passage races.

"The legs over the side rule would be impossible to police and the weight limitations a nightmare to administer," said CYCA sailing secretary Bob Brenac.

"It means the crews of the Southern Cross Cup yachts can have a traditional Christmas dinner before the Hobart race without any weight problem," he added.

At this stage the CYCA will conduct the Southern Cross Cup and the Sydney-Hobart Race under Category D of the revised International Racing Rule 26, which allows yachts to be named after a commercial sponsor and for that name or logo to be painted on the topsides. However, moves may be made to extend this to Category E, allowing the sponsor's name or logo to be carried on the yacht's spinnaker.

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OFFSHORE — JUNE/JULY 1989 — 21

Not the House Customs Again!

By Rik Dovey



GOOD news and bad on the maxi scene. The good is that Alan Bond's *Drumbeat* with the Kookaburra guys aboard will be sailing all major regattas in Europe this year before returning for the 1989 Sydney-Hobart.

The bad news is that *Windward Passage II*, Rod Muir's winner of last year's Kenwood Cup, is not going overseas this year.

As Bond's new *Drumbeat* was being launched in Perth at the start of May, *Passage* was arriving in Hobart where, according to sailing boss Duncan van Woerden, she'll be given about an extra 90 square metres of sail area and a new, lighter keel.

"She'll be a faster boat, we're just applying the latest developments to her.

We've got a lot more righting moment than anyone else so we're going to trade a little of that to improve our reaching and running speeds.

"Our next goal is getting into the Australian Southern Cross Cup team. Europe is out because spending \$1.2m to go to three regattas in Europe is just not on."

Ouch! That, as they say, is a lot of freight, but what a shame the *Passage* won't be over there. Such a great boat tied up at home is a big disappointment.

So it's left to Alan Bond to carry the flag in his new Pedrick-designed *Drumbeat*. With Iain Murray and Peter Gilmour in charge, their America's Cup crew has a busy schedule with three maxi world championship regattas in

Palma, Sardinia and St Tropez in August and September. Then it's back to Australia for the Sydney-Hobart and Southern Cross Cup.

It's very unlikely that we'll see *Sovereign* back for the Hobart race. She's on the market and owner Bernard Lewis is going to have a rest (probably long) from ocean racing.

After major modifications late last year, the big red boat became a new yacht which showed when she beat a good fleet of European and American boats, including *Kialoa*, in St Thomas in the Caribbean.

Depending on her sale, she is scheduled to race a major regatta in Newport, Rhode Island, with Peter Gilmour driving and Grant Simmer calling the shots, and then possibly the Fastnet Race in England. But we will not be seeing her back in Australia.

It will be a pity to see Bernard Lewis leave the scene. He's one of the few big boat owners with a small profile and he's always been happy to keep it that way. He has done a lot. First it was *Gretel* and then *Vengeance*. A lot of people have been able to enjoy big boat racing through Lewis' eagerness and he has been very successful. He will be missed.

Fischer's Plans

Australia's other major maxi, *Ragamuffin*, is still on the market and while Syd

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Fischer says he will build another maxi eventually, it will not be until he's got the next America's Cup out of the way.

Syd is apparently throwing himself into this Cup with great enthusiasm and greater resolve than either of his previous attempts with *Advance* (1983) and *Steak 'n Kidney* (1987).

Syd has hired Peter van Oossannen to head the design team. Van Oossannen was head of *Marin*, the marine tank testing and computer modelling design facility in Holland that the late Ben Lexcen put on the map when he used it to develop *Australia II* back in 1983.

Van Oossannen, who spent his childhood in Australia, was again involved by providing the facilities for all three Australian syndicates in 1987 and brings a wealth of knowledge to Syd's effort. But it's the first time he has designed the whole yacht and he's really looking forward to it. As the design team behind *Stars and Stripes* showed so clearly, design is too much for one person these days and van Oossannen will have a team of specialists working with him, recruited both locally and overseas.

New 50-footers

The IOR scene is about to get a big boost this season with the arrival of two new 50-footers on the scene. Both are being built for present 40ft owners, Warren Johns (*Beyond Thunderdome*), and Max Ryan (*Venture One*) who are throwing themselves into their new "toys" with vast enthusiasm.

Along with *Great News*, they will ensure some great class racing out in front of the One Tonners and there will also be some great inter-designer rivalry.

Ryan's new boat marks the return of German Frers to the IOR scene in Australia while Johns has gone with Farr, who has been dominating the scene with his One Tonners and the highly successful *Great News*.

Ryan's boat was to be built by John McConaghy, but he was forced to pull out when he was signed up by Alan Bond's America Cup group to build the Iain Murray boat. So Melbourne's Ken Jago got the job and in conjunction with McConaghy, took the technology of building exotic monocoque boats even further and built an oven to take the entire hull.

Ryan says he went with Frers because he was convinced that his design would be a real advance on existing 50-footers, and that means on the Farr designs.

"Farr has basically been fiddling around with the same basic plan, there are six new boats being built which will virtually be the same. I didn't just want a re-hash, I want an advance and it looks as though that's what we're getting. She should be slightly faster than the Farr boats downwind and as fast upwind."

Ryan is leaving nothing unplanned. He has a management committee over-



seeing the whole project headed by Frers' local rep Graeme "Frizzle" Freeman, Ken Jago, John McConaghy, Simon Grosser of SP Systems, helmsman Rob Brown, Ryan himself and Fraser Sails' Bob Fraser and Tony Shaw.

Launch is scheduled for the end of September and there's a very busy schedule ahead, including the Southern Cross Cup and then the Kenwood Cup and the new World Cup for 50-footers consisting of races on both American coasts.

Johns has a similar schedule for his new boat, except that next year he will be very big on the Queensland Scene, including the Mooloolaba Race and the XXXX series and Hamiltson Island Week, a circuit he describes as "fantastic".

John's boat is being built by Cookson in New Zealand and will be launched late August or September. Johns will call on a few Kiwis, including Rick Dodson, to spend a month tuning the yacht before it comes to Australia for the Southern Cross Cup.

Johns and his merry men are already tossing around names for the new boat. *Staying Alive* was looking pretty good for a while until someone pointed out to Warren that if it did not go faster than the Volvo the television commercial promotes, they would be in deep trouble.

Lifelines "Sanity"

Sanity prevails at the Cruising Yacht Club of Australia. The sailing committee has decided not to insist that crewmen have to sit within the lifelines when sailing offshore at night.

This crazy rule is dangerous — even sailing on flat water in the night race on Port Phillip during the Admiral's Cup trials everyone was alarmed at how unsafe it would be off the coast in a real slop.

Sitting facing inboard they had to hold on for grim death in any chop. Offshore in a race like the Hobart of

CYCA will allow crews to sit with legs over the weather rail at night in the 1989 Southern Cross Cup and Sydney-Hobart races, ignoring a "crazy . . . dangerous" new ORC rule.

1984 there is no doubt crewmen would be getting tossed all over the boat.

The Club has also decided to stay with the rule of no advertising on spinnakers in the new season, a decision that will protect the interests of the event sponsors, those who put up the major bucks.

On the subject of spinnakers, it seems that hell hath no fury than some women forced to fly a spinnaker. The decision by the sailing committee to introduce spinnakers on Ladies' Day caused uproar. While the Offshore editor's word processor overheated at some of the letters it had to handle, even your humble correspondent came in for abuse for daring to suggest it was a good move. Talk about shoot the messenger.

At one time it was even rumoured that the sailing committee would have to meet in secret locations to avoid the picketing protestors. All in all it was worthy of an America's Cup, complete with threats of boycotts.

Eventually a political solution was arrived at and the day was divided into two divisions, one with the offending extras and one without, and it was a great success. So much so that the Ladies' Day at the end of the winter will be the same.

Out on the Boom

Finally, an event I sadly missed. *Witchdoctor* at Southport after the Mooloolaba Race was having a social day when she ran aground on an outgoing tide.

No problem, all climb out on the boom in standard procedure, heel the boat and she'll come off.

Maurie Cameron, aptly nicknamed "Bear" because of his imposing bulk, led the way out onto the boom, which alone should have been sufficient. But four other intrepid yachties joined him and splash — the topping lift broke. I wish I'd seen that.

Style & SPEED

THE First 35s5 combines the performance characteristics of a pedigree racing yacht with the luxury comfort of an expensive cruiser.

The yacht was designed by internationally successful IOR designer Jean Berret with the interior designed by Philippe Starck. The successful integration of the sailing and accommodation considerations have been achieved with minimal compromise and by segregating these facets in the development of the total yacht.

The boat is intended, and provides, the owner with rewarding sailing on the race course while affording comfort, and stylish accommodation in port. This yacht does not pretend to be, nor is not meant to be a long-distance cruiser.

ON THE WATER

The test was conducted on Sydney Harbour in a gusty southerly, averaging 15 knots when we began and gusting to around 30 knots by the time we finished.

UNDER POWER

Under power the yacht was very responsive to helm adjustments and power settings.

She accelerated quickly when required and showed excellent deceleration when put into reverse.

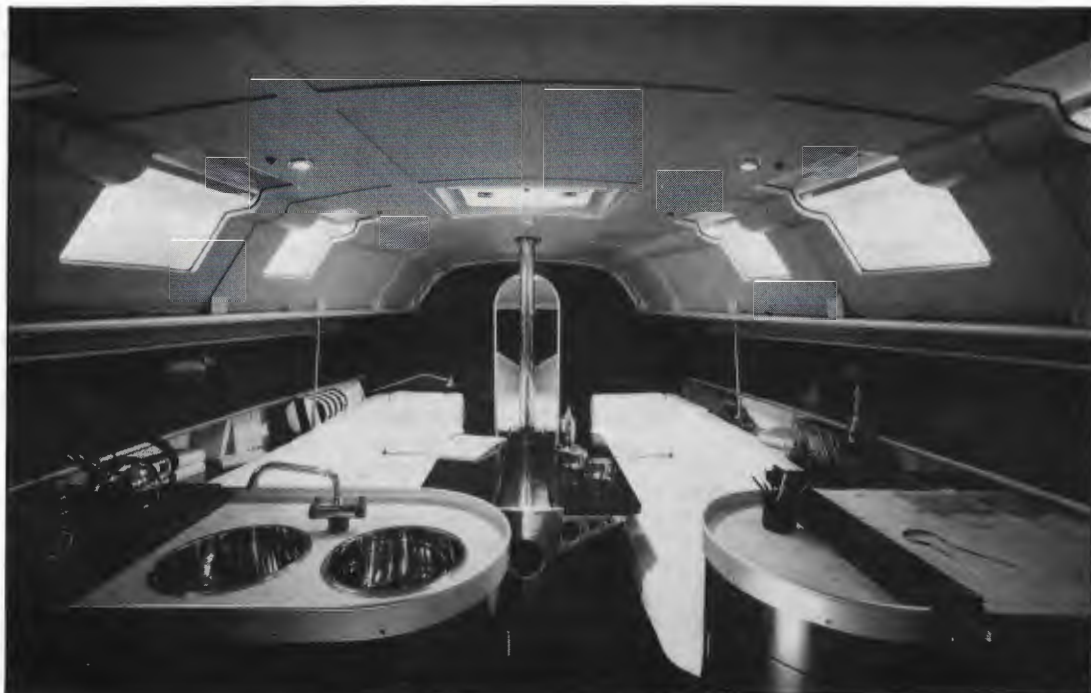
In the gusty breeze that prevailed, she showed no tendency to blow around and was easily held on heading when berthing alongside with the breeze on the fore and quarter.

UNDER SAIL

In these gusty conditions, the First 35s5 displayed excellent sailing characteristics, carrying a full main with a No. 3 genoa. In the beginning the boat was underpowered, but the wind increased gradually to the degree that she was often overpowered upwind in the gusts.

When sailing upwind she held way through the tacks well and accelerated out of them quickly. At the upper levels of wind range for the rig she maintained good speed, feathering in the gusts and had excellent feel reference initiating and terminating this feathering.

Sailing on varying degrees of two-sail reaches and downwind she again showed good speed, acceleration and gust response qualities. However, she is not the style of boat that you can just set



STYLISH interior of the Beneteau First 35s5 features well-lit main saloon, with excellent working areas in the galley and navigation area.

up and leave alone. When overpowered on a reach she needs constant attention to the main traveller and sheet as, without it, the boat's rudder stalls out, resulting in round ups.

Unfortunately the test boat wasn't equipped with a spinnaker. Nevertheless, she performed nicely downwind, predictable on the helm, even while running at times 10 degrees by the lee in gusty conditions.

Early on in the test the boat sailed well when underpowered which indicates she would be a very good performer in the light wind ranges.

Her designer's IOR background is borne out in the First 35s5's sailing characteristics. She displays all the sailing qualities of a performance-oriented good all-round yacht.

Beneteau First 35s5

ON DECK

The deck design and equipment layout of the yacht show the usual Beneteau "trademark" of attention to detail and innovative thinking.

The cockpit has camouflaged coamings in the form of a cambered deck which gives the helmsman, and any crew members facing inboard, a very comfortable seat to weather.

The cockpit seats and floor are stripped with teak to give good footing as well as adding a warm feeling to the fibreglass finish. There are handy stowage areas aft under the raised cockpit edge with the engine controls recessed in the port side with a see-through cover.

A feature of Beneteau's marketing is the yacht's carbon-fibre tiller, which gives excellent control. However, it is of such a length that crew movement is difficult during tacks and gybes. Maybe it could be shortened slightly, but preferably the primary winches could be moved forward or wheel steering installed.

The backstay control runs to the inside face of the cockpit just behind the helmsman with a 3:1 wire system running onto a 4:1 rope system under the aft skirt moulding. This aft skirt is an ideal boarding platform when the lifelines are easily clipped back.

The traveller runs across the aft edge of the front cockpit seat/walk-in companionway, giving good sail control. However, in some conditions it may hinder going below under sail.

Compass and instrument location on the aft face of the cabin are adequate, but those to leeward are occasionally obscured by the main street.



BENETEAU First 35s5 shows her paces off the wind. Note comfortable angled gunwhale seating for the crew — and even better on the wind.

Halyards and rig controls run through banks of rope clutches on either side to winches aft on the cabin top. The lines are covered with a moulding, into which the companionway also slides, to give uncluttered appearance and also more sitting area above deck.



COCKPIT detailing of First 35s5. Note the flush/stand padeye and angled gunwhale.

HALYARDS, reefing lines, cunningham lines, all run from mast back to cockpit under deck moulding, leaving deck clear of tangle of lines.



The cabin top has six large, contoured window panel with a stainless steel grab rail running the length of it on either side. The designers have worked to make this rail a feature rather than let it fall into the "necessary evil" category. Headsail tracks are run close to the cabin allowing good sheating angles while enabling side decks to remain uncluttered, affording easy movement around the boat. The travel of the headsail cars is adjusted from the cockpit with the control line run through blocks with an integral jammer.

The quality of deck gear used is high and items of detailing that catch the eye are the flush sitting pad eyes that only raise under use and the mooring fair leads integrated into the toe rail extrusion.

THE RIG

The yacht has a 7/8 fractional rig with dual sweptback spreaders that, in concert with the powerful masthead backstay, eliminate the need for runners.

The rigging system is discontinuous rod and, while not utilising the most performance oriented end-fittings, should ensure minimal need for readjustment after the mast is initially tuned.

The mainsail on the test boat had three full-length battens and when running the main had to be set a little closer to the centreline than normal to limit their contortion around the shrouds and spreaders. I am yet to be convinced of the performance trade-offs of this rig/sail combination against a soft sail on the same rig.

The boom had an outhaul/flattener with end-boom reefing lines and jammers at the inner end. I feel a solid boom vang would be a better idea than the rope purchase one on this type of boat.

The spinnaker system, although not complete, is designed for "end-for-end" gybes and will require a lazy brace set-up. Excessive sheet loads would make it at best difficult, at worst impossible, to locate the pole on the mast with the spinnaker setting.

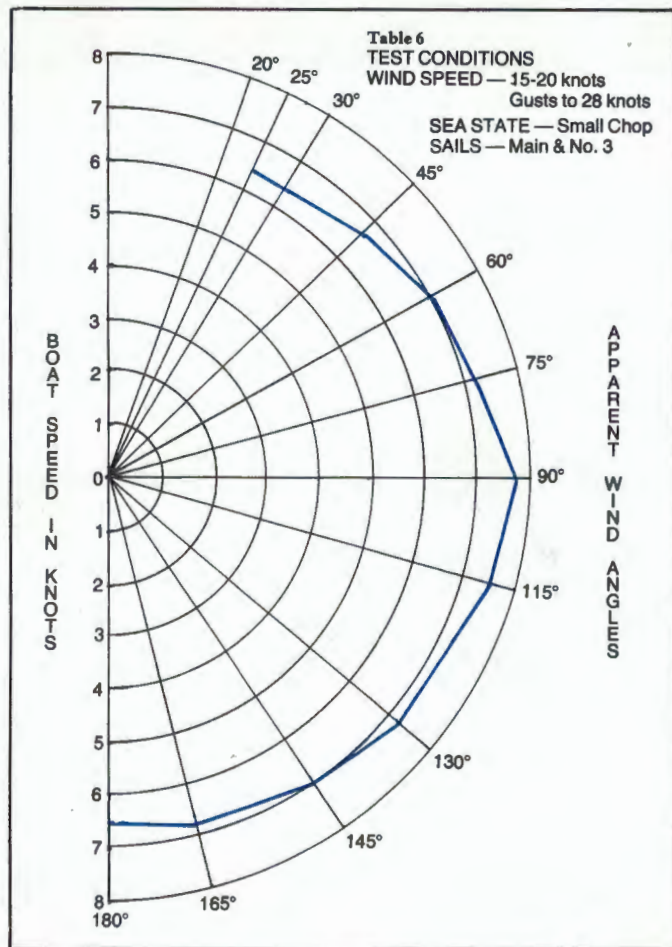
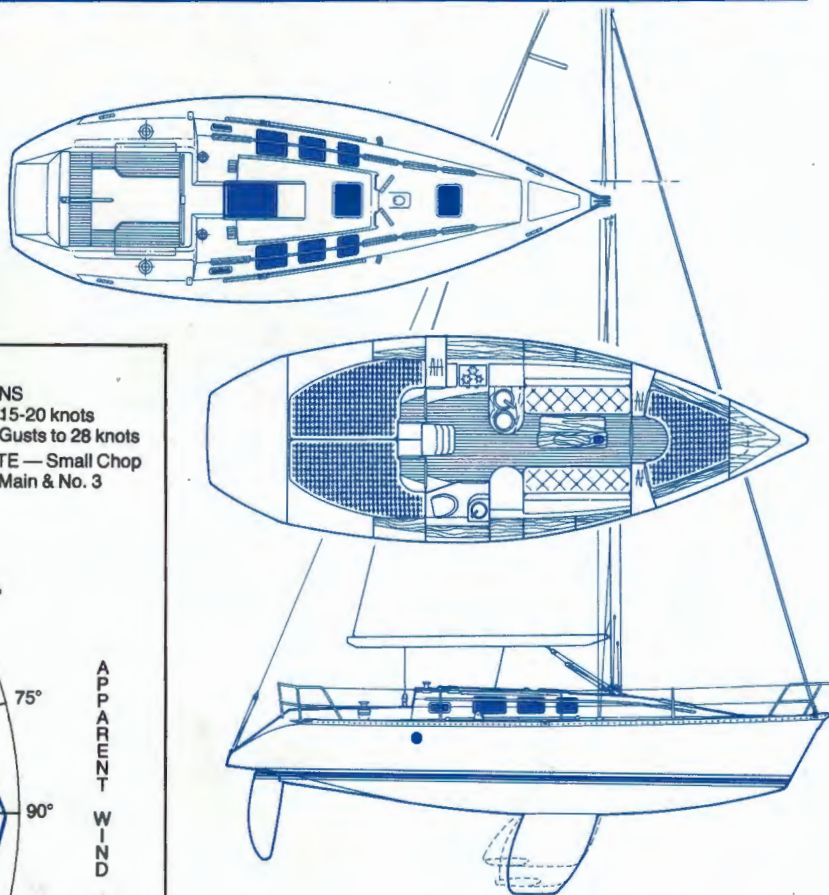
BENETEAU FIRST 35S

Designer — Jean Berret

Manufacturer — Beneteau Yachts.

Distributor — Beneteau Yachts Australia,
D'Albora Lovett Marina,
New Beach Rd.,
Rushcutters Bay,
NSW 2027
Phone: (02) 327 2008, 327 1185.
Fax: (02) 327 8149

Price: \$165.00



DESIGN MEASUREMENTS

LOA	10.80m
LWL	8.95m
Beam	3.60m
Draft	1.90m
Displacement	5200kg
Ballast	1900kg
Sail Area	67.43sq.m.
Main Area	33.51sq.m.
H'sail Area	33.92sq.m.
Spin Area	67.05sq.m.
Wetted Area	22.60sq.m.
Prismatic coefficient	0.551
Ballast: Displacement Ratio	36.53
Sail Area: LWL Ratio	.9175
Sail Area: Displacement	22.92
Displacement: LWL	202.15

ENGINE PERFORMANCE

Head Wind 15 kts. Sea Smooth	
Revs	Speed (kts)
1200 (idle)	2.25
1500	3.35
2000	5.00
2500	6.21
3000	6.85
3200 (max)	7.00
Consumption — 2.1 litres/hour.	

SPECIFICATIONS

Hull — Solid Hand Laid GRP
Deck — Honeycomb Cored GRP
Keel — High Tensile Steel
Rudder — Shaft — Stainless Steel
— Blade — GRP (foam filled)
Engine — Volvo 2003, 3 cyl., 28hp
Prop — 16" x 12 fixed
Spars — Mast — Sparcraft
— Boom — Sparcraft
— Spin Pole — Isomat
Winches — Lewmar 30c x2, 43ST x2.
Electrics — 12V — 2x 60 AMP.HR.
— 12 circuits with Circuit Breakers
Instruments — Integrated NKE System

IOR MEASUREMENTS

L	9.4183m
B	3.4502m
BWL	2.7874m
D	1.1667m
RSAT	56.4226sq.m.
I	12.700m
J	3.400m
P	13.000m
E	4.600m
RMC	94.9341
DSPL	4509.59kg
CGF	.9730
DLF	1.0051
RATING	26.36ft



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HEELED to weather as she sails hard on the wind, Beneteau shows the spacious cockpit and stepped transom. Note the angled coamings to give crew sitting to weather a firm seat.

The other items of rigging were standard to this type of boat with headfoil, two headsail halyards, adjustable spinnaker pole height etc.

BELOW DECKS

The overall effect of the internal layout and finish of the First 35s5 is stunning.

The use of colours and materials creates a real feeling of luxury while maintaining a high degree of "usability". The timber areas are finished in highly polished mahogany with bench tops in white veined marble. The edgings and internal rails are made of polished grey aluminium which effectively highlight the interior furniture. All cushions have white loose cotton covers.

Aft through a door on the port side of the companionway and forward through the main bulkhead are private double

berths with bookshelf, reading lights, drink holders, hanging locker and ash tray.

On the opposite side of the companionway is another door opening to what can only be described as a small bathroom. Finished in white, with stainless steel and polished aluminium fittings, a feeling of space well beyond its actual area is created. Other than a fixed head, included in this area are a wash basin, mirror, towel rail, racks, glass holder and a surprising amount of stowage.

The navigation area features a slide-out chart table that when retracted covers the chart stowage area and exposes a marble finish bench top. Inboard above the table is a mahogany panel for instruments and radios with a bookshelf below it. The nav seat is a circular stool which looks great but may be hard to use in a sea way.

Opposite the nav station is a compact but comprehensive galley. A two burner top, with oven, is installed outboard with twin stainless steel sinks let into a lateral marble finish bench forward.

Over this bench and on sink slides a mahogany serving top.

Stowage areas surround the galley fittings in such an unobtrusive manner that one is not aware of their volume unless you open each door. A wet hanging locker is installed at the aft end of the galley.

The main cabin is very light, because of the six large contoured windows which also have individual roller screens that stow in the aluminium hand rails that run the length of the cabin. There is a transparent mid-hatch that has its own roller blind.

The main lighting is from halogen spots recessed into the headliner moulding with individual reading lights for each bunk.

Above the settee berths on either side of the cabin runs an open shelf and above that stowage lockers faced with sliding mahogany doors. These run in slots made in the timber trim and past experience indicates they can occasionally be hard to use. However, in this situation, they are probably the preferred of the options available.



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On the cabin sole is a drop side mahogany table that in use is of generous size and with leaves down is little hindrance to movement forward.

Anchor stowage is provided forward of that bunk but alternative stowage would be required by the more serious racing owner.

RACING RECORD

The First 35s5 rates 26.36ft IOR and has indicated, in local racing, the ability to be competitive at that rating.

Her major race successes overseas have been on CHS and performance handicap systems, including a CHS win and a third overall at Cowes Week, 1988.

CONCLUSION

The Beneteau First 35s5 is an excellently planned and finished yacht and will afford its owners pleasure in both its sailing characteristics and accommodation capabilities.

It benefits obviously from Beneteau's ability, as one of the biggest yacht manufacturers in the world, to have the design and manufacturing capacity to produce a beautifully detailed and finished product.

While some owners may need to add small items of equipment to make the yacht serve their individual purposes, anyone purchasing a First 35s5 would, on delivery, own a very usable yacht that would afford immediate pleasure.



BELOW decks, the Beneteau features superb timber finish in the main saloon and galley, with excellent natural lighting a feature. ABOVE — obviously a boat of this status attracts an attractive crew.

Cruising French Polynesia...

A Possible Dream



YOUR boat is still at last, after a long ocean passage, anchored in a calm tropical lagoon. You slip over the side into warm, clear water and gently fin over to a nearby reef amid rainbow-coloured fish. Or you simply sit back and enjoy the scenery: wild mountain slopes, steep and green, with a fringe of coconut palms along the shoreline hiding a small Polynesian village. Breathe in the scent of lush greenery and fresh flowers. Later your will dinghy ashore to explore, meet the people, but for now just relax and watch the sun sink into the Pacific Ocean.

Just a dream? Well, for most sailors, yes. But not an impossible one, for someone owning a boat capable of ocean passages. Given the usual constraints on time and money, the biggest factor is careful planning, so let us look at some practical details.

The shortest (great circle) route between Sydney and Papeete — see fig. 1 — is 3300 nautical miles and most of it into the teeth of the tradewinds, only feasible for a strong and determined crew on a very weatherly yacht or motor vessel. The island-hopping alternative to the north increases the total distance to be covered by about a

thousand miles, but breaks it up into much shorter legs and brings in the possibility of crew changes, and R & R, along the way. It is still almost all windward work, but this may not be too arduous if extra time is allowed in each port to await a favourable slant, since the trades vary considerably in strength and direction.

A better route for a boat with indifferent windward performance uses the classic sailing ship strategy of making easting in the variable winds south of the tradewind belt, usually around 35°S, only turning north on reaching the longitude of the destination. A stopover in New Zealand fits in well, and good yacht facilities and airline connections make it possible to interrupt the voyage and leave a boat there for a while if necessary.

This may also help with timing, as summer is the best sailing season in New Zealand, but the period to avoid in the tropics. Although there are significantly fewer cyclones in the eastern South Pacific than the western areas, lesser tropical depressions can be expected to disturb the peace between November and April. And even if the winds are not full-on cyclone strength,

the associated prolonged and heavy rains to do not enhance any cruise. From May to October settled tradewind conditions usually prevail, and occasional showers pass quickly after providing a welcome fresh water rinse for the deck, and maybe the crew as well.

The next question is how to make the best use of limited time by choosing only a few of the widely scattered islands that make up the Territory of French Polynesia. Their are altogether some 115 islands, divided into five regions for administrative purposes, also helpful for planning.

To the northeast lie the Marquesas, seldom visited except by circumnavigating cruisers on the long downwind leg from Panama. They are high islands with dramatic cliffs and jagged mountains cut by narrow valleys. There are no protecting reefs, so anchorages are often uncomfortable due to swell and surge, and getting ashore can be complicated by breaking surf on a steep-to shore. There are no marinas or other

Story and Pics
By Julia Hazel

yachting services, but a reasonable range of provisions is available (although expensive) in the two administrative centres, Taiohae on the island of Nuka Hiva and Atuona on Hiva Oa. What makes these islands unique in the world today is the wild beauty untouched by mass tourism or any other commercial development.

The Tuamotu and Gambier groups together comprise nearly 80 coral atolls, so low-lying and so plagued by erratic currents that their alternative name, the Dangerous Archipelago is thoroughly justified. Even with modern navigation equipment, sailing here demands extreme caution, and access to often uneasy anchorage is through narrow passes in the encircling reefs, varying from tricky to impossible. A total absence of bright lights and organised entertain-

Continued on page 73...



JULIA Hazel's cruising cutter Jeshan at anchor off Bora Bora, one of the great cruising grounds of the South Pacific. ABOVE: The village of Oamoa at Fatu Hiva in the Marquesas Islands — wild beauty untouched by mass tourism. LEFT: More tourist orientated are traditional Tahitian dancers. (Pics by Julia Hazel)

Sailing to the heights of **ENDURANCE!**



STAND-IN runners Ian Johnston (left) and Rod Hannington, escorted by team mates, sprint towards the finish line after their run up Mount Wellington to win the Three Peaks Race
BELOW: Injured English runner rests at Coles Bay on the Tasmanian East Coast for his yacht, Deguello, to complete the sail from Wineglass Bay. (Pics by Jonathan Chester)



MAGNIFICENT view of Wineglass Bay from Cape Touville on the Tasmanian East Coast as the first of the monohull yachts sail in to drop their runners for the gruelling run up Mount Freycinet. (Pic by Peter Campbell)



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The Heights of Endurance

AS Ian Johnston and Rod Hannington trotted down the steep, winding road from Mount Wellington, the 1270-metre high outcrop that towers over the City of Hobart, I asked the two yachties how they felt as mountain runners. "I'm fine," said Ian, with a grin, "but you should smell my sox!"

In fact, it's probably one of the few times that Ian, who with Cathy Hawkins makes up Australia's most successful short-handed multihull offshore racing team, has worn sox (or shoes) during a yacht race. But then Ian had never before sailed — or walk and run (briefly) in an offshore yacht race quite like this one. But his unexpected adaption from being a great sailor to being a less than great, but still successful mountain endurance runner (walker), saved the day for their trimaran, *Verbatim*.

This was certainly something different to your regular offshore yacht race, this was the inaugural Australian Three Peaks Yacht Race, an extraordinarily successful Tasmanian adaption of the famous event in Britain where yachts sail around the rugged coast of England, Wales and Scotland, with runners dashing up and down three of the highest mountain peaks in the UK.

Planned by Launceston yachtsman and adventurer Martin Pryor after he led an Australian assault of the UK Three Peaks two years ago, the event attracted a fleet of 30 yachts, all but four of them offshore racing/cruising monohulls, sailing a three-leg course totalling 585km around the north-east and east coast of Tasmania over the Easter long weekend, starting from Beauty Point on the River Tamar and ending on the Derwent at Hobart.

On the way there were three stopovers while the runners did their bit, starting with a 60km overland and mountain run on Flinders Island out in Bass Strait, from the tiny fishing port of Lady Barron up 760 metre high Mount Strzelecki and back.



TASMANIAN sloop Risky Business drops her spinnaker as the fleet sails down the Tamar towards Low Head, accompanied by a huge fleet of spectator craft for the start of the Three Peaks Race. And below, the end of the road — almost — as a runner makes his way towards the final peak — Hobart's Mount Wellington. (Pics — Peter Campbell)



By Peter Campbell

This was followed by a call at beautiful Wineglass Bay to drop off the running pair for a demanding 25km bush run through the spectacular Freycinet National Park, including a tough climb up 1220 metre high Mount Freycinet, and then to a rendezvous with their yachts at Coles Bay. The final leg was to Hobart and the 40km run from Watermans Dock through the suburban hillsides of Tasmania's capital to the pinnacle of 1270 metre high Mount Wellington and back to the finish at dockside.

Five teams, or part-teams, of offshore yachtsmen/endurance runners came out specially from Britain, including the

crack Liverpool police team which had won the 1987 British Three Peaks and finished second in 1988.

The rest were all Australians, with competitors from Sydney, Melbourne and Perth, along with three Australian Defence Services yachts, joining a strong, and most competitive Tasmanian line-up. Despite their experience and professional approach to mount, or "fell" running as they call it in the UK, the teams from Wales and England were beaten by an amateur crew competing in their first Three Peaks Race, with the sailors having to take over from the runners for the final and deciding Peak — Mount Wellington.

Verbatim, the Lock Crowther-designed 40-footer which was the first Australian yacht to finish the Bicentennial Around Australia two-handed race, won this inaugural Switzerland Insurance Three Peaks Race, from the 37-foot catamaran *Miranda Hi-Fi*, another Crowther design, and the designer's own boat, the newly-launched 45-foot catamaran, *Deguella*.

First monohull yacht to finish, and winner of the prestigious Tilman Trophy, was the Tasmanian One Tonner, *Intrigue*, sailing under the sponsorship name of *Budget Rent-a-Car* and skippered by Don Calvert, vice-commadore of the Royal Yacht Club of Tasmania, and 1983 Admiral's Cup team skipper. If nothing else, the enthusiastic participation of a yachtsman of Calvert's status gave the imprimatur of the yachting establishment to the event.

With likely ongoing sponsorship from marine underwriters Switzerland



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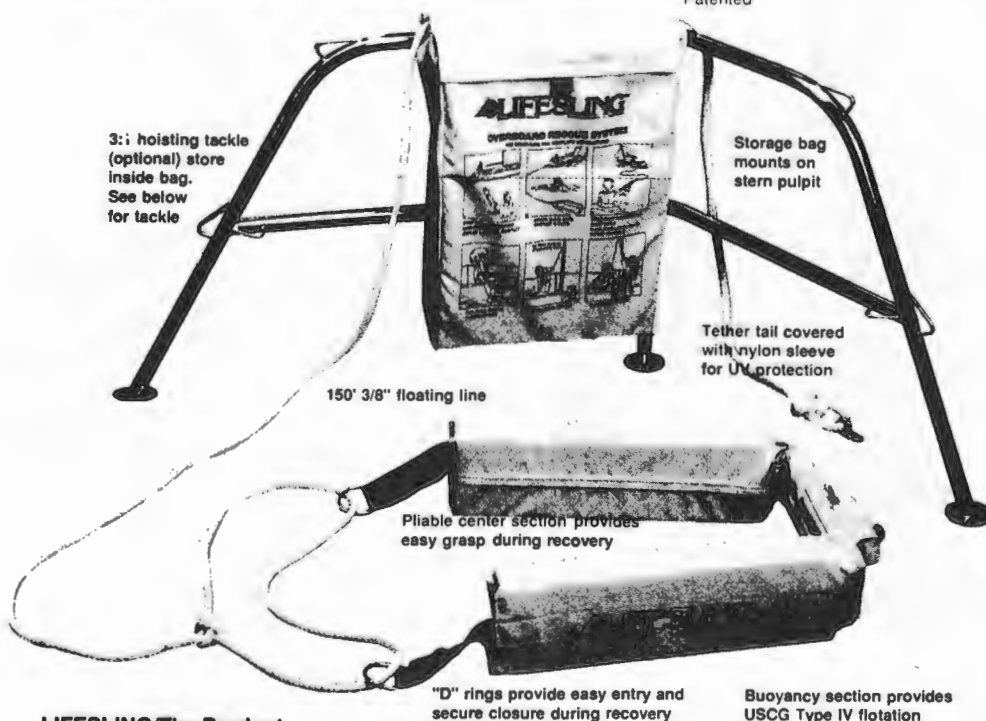
Helps get a person overboard back aboard.

Man-overboard retrieval is a not-so-simple problem. An entire system needs to be employed which answers all of the following needs: 1) Keeps the person afloat and in sight until the boat can get to him, 2) gets the person alongside the boat, and 3) hoists the person back onto the boat. Many products we sell deal with #1—but no product system has adequately dealt with #2 and #3.

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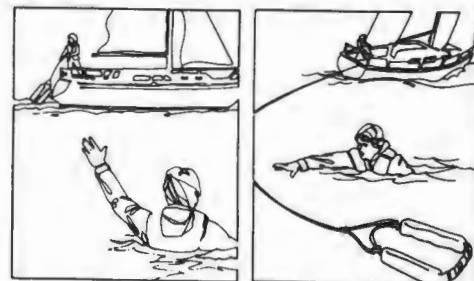
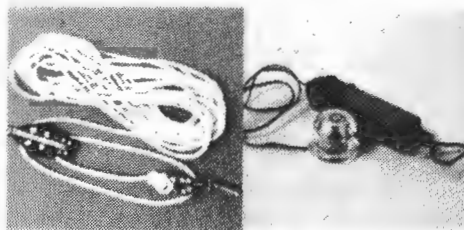
It sounds simple: the LIFESLING is basically a buoyant horse collar which is properly attached to a recovery towline. Let's examine it more closely: The sling itself is a foam filled flotation device which the victim slips into. A snap hook at the bottom of the yoke enables the wearer to clip the two sides together so he won't fall out while being hoisted on to the boat. The tether is 150 ft. of polypropylene (floating) line. One end is attached to the LIFESLING, the other to the boat. The sling bag, which straps to the stern pulpit, holds the sling and tether and has a pouch designed to hold a block and tackle (not supplied).

3 to 1 Hoisting Tackle

Attach to halyard or other high point and lift the victim out of the water onto the boat. Includes: 1 ea. Schaefer 303-45 fiddle, 1 ea. 03-13 single with becket, 1 carabine hook, 65' of 5/16 Sta-Set Line.

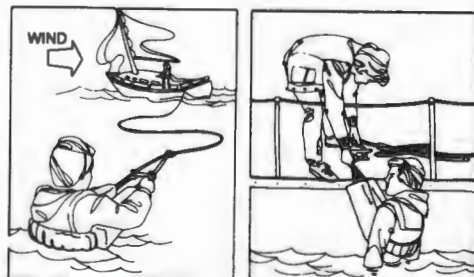
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2. Circle M.O.B. until contact is made.



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

4. Pull M.O.B. slowly alongside boat.



5. Rig hoisting tackle Top block must be 10' above deck.

6. Hoist M.O.B. aboard.

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TWO SAIL AUSTRALIA '88

Double Handed Around Australia Yacht Race

Insurance, strong technical support from the Australian Maritime College, an enthusiastic response from those who competed in the inaugural event — both sailors and runners — the stage is set for the second Three Peaks Race at Easter, 1990, and thereafter every second year.

Note the name change, dropping the word "yacht" from the title to emphasise that this is not just a yacht race with a couple of runners on board, but a team event in which all members of the crew play a significant role in the outcome. Superior boatspeed certainly won the 1989 event for *Verbatim*, but they were lucky enough to get a major break on their next rivals in a windless Coles Bay. Balancing that break, to a lesser extent, was *Verbatim's* loss of major lead approaching Lady Barron.

In fact, it is of interest to compare the overall time of 2 days 23 hours 30 minutes and first placing of *Verbatim* with their running/walking time and placing. The fastest running aggregate time came from the British pair, Martin Stone and Ken Taylor, who sailed with Australians Lock Crowther, John Haynes and Gavin Le Seuer aboard the big catamaran, *Deguello*. They covered the three mountains in 11 hours 59 minutes, the Mount Wellington run in 3 hours 5 minutes, to win the coveted King of the Mountains trophy.

Verbatim's four runners/sailors took a total of 21 hours 35 minutes — third slowest — and their Mount Wellington time was 7 hours 6 minutes. But they had time up their sleeves and won the race overall by 59 minutes. Unfortunately, the running team, Andrew Walker and Adrian Inch, from Melbourne, both injured their feet in the hard run through the Freycinet Peninsula and, with the trimaran's big sailing lead, the sailing crew of Ian Johnston, Rod Hannington, Cathy Hawkins decided that Johnston and Hannington should do the final run/walk up Mount Wellington.

All of which underlines the fact that to win the Three Peaks Race you need a fast yacht with a skilled crew and a pair of top class endurance runners. In fact, the keynote of success in the Three Peaks is endurance.

According to Martin Pryor, who must be chuffed with the success of this first attempt at such an event outside of the UK, at least 70 per cent of those who competed this year are already planning for Easter, 1990. He also expects more overseas competitors, from Britain again and from the United States, the Scandinavian countries, New Zealand and Japan — with a full-on challenge by two yachts and top class Japanese runners, with television teams as well.

Certainly the Australian Defence Forces is already looking towards a better prepared effort in 1990, to match an expected entry from the Royal Marines. There's even talk of an all-girl



TRIMARAN Verbatim lifts a hull as she sails down the Tamar River after the start of the Switzerland Insurance Three Peaks Race in Tasmania, going on to win the inaugural event. Winners of the Monohull Division and coveted Tilman Trophy were Don Calvert and his crew of former Admiral's Cup yacht, Intrigue, sailing under sponsorship as Budget Rent-a-Car. (Pics — Peter Campbell)

crew — there were two women sailors and two women runners in this year's event.

Pryor is also planning to lead a Tasmanian team to Britain to contest the 1989 Three Peaks Race, sailing a Lock Crowther-designed, French-built, fast cruising 40-foot catamaran. In addition, Tasmanian yachtsman Dennis Wivell, is looking to shipping his *Adams 13, Adams Apple*, to Britain. *Adams Apple* was third placed monohull overall in the Tasmanian event, with its runners the third fastest behind two of the British runners.

Aside from the friendly rivalry between all the competitors, the unique (in Australia) teaming of sailors and runners for what is certainly a demanding challenge, the 1989 Australian Three Peaks was very much a public event away from the somewhat exclusive aura that surrounds major bluewater yacht races

such as the Sydney-Hobart. At Beauty Point, the local pub became the focal point for competitors and the public. Down on the marina, the visitors and locals in this beautiful West Tamar district were amazed at being invited aboard to look over the competing yachts.

More than 5000 people, probably the largest crowd ever seen at this one-time apple exporting port, crowded the foreshore and the Australian Maritime College's training ship *Wyuna* to watch the colourful spinnaker start. Down river they were packing the foreshores of the Tamar to watch their version of a Sydney-Hobart race start.

On Flinders Island, an estimated 800-plus of the island's 1100 population, including the oldest resident, rising 101 years old, came down to Lady Barron's fishing wharf to watch the yachts and cheer the runners off on their long

overland run to Mount Strzelecki. Then they regaled the yachties with stories of tiger snakes and shipwrecks and fed them with fresh-caught fish, home made cakes and mutton birds. Visiting British runners had been advised by their Tasmanian opposition that if confronted by a snake on a mountain track, to stop and wait until it disappeared into the bush!

In fact, the only snake sighted was on the run up Mount Wellington, only 10km from the Hobart GPO.

But if the snakes of Flinders Island caused no problems, the mudbanks surrounding Lady Barron harbour certainly did, along with variable winds and fast running tides. *Verbatim* approached the island with a lead of about 15 miles, then got caught with no wind behind Little Green Island, less than a mile from Lady Barron. Sydney yachtsman David Moore, skippering *Miranda Hi-Fi*, which he had chartered to a British team, made a daring dash across the mudbanks to finish first to the island by just six minutes.

Then a great dawn run through the farmlands of Flinders Island followed by a spirited dash up 960-metre high Mount Strzelecki by British runners Adrian Belton and Andrew Addis enabled *Miranda Hi-Fi* to set sail on the second leg to Wineglass Bay with a lead of 39 minutes. They covered the 60km shore run in 5 hours 41 minutes, taking only 1 hour 34 minutes to climb the spectacular mountain.

The frustrations of *Verbatim* were increased when their runners took 7 hours 39 minutes to complete the first peak and they were only the fifth boat to sea once more, behind two multis and two monohulls.

However, the real upset of the first leg came as Britain's champion team from the Liverpool police force spent seven hours stuck hard and fast on a mudbank only two miles from the finish at Lady Barron. Sailing the chartered catamaran, *Shirespeed Merseybeat*, the team which had won the 1987 Three Peaks Race in Britain and finished second in 1988, made a navigational error and paid for it dearly.

"We were arrested for loitering — without intent," was the wry comment from one British crewman, Dave (Bobby) Brown, a sergeant from the Merseyside Force. The "Old Bill" team never recovered and not even their runners were showed their pace until the final Mount Wellington run which they covered in 3 hours 6 minutes — one minute slower than the *Deguello* team.

The fleet had only light breezes sailing past Eddystone Point and down the East Coast of Tasmania, with *Verbatim* sailing through the fleet to drop off its runners at Wineglass Bay and then carry a light early morning breeze around the Freycinet Peninsula to arrive almost at

the same time as Walker and Inch. *Miranda Hi-Fi* and *Deguello* drifted for hours as they tried to reach Coles Bay, nestling below the spectacular granite outcrop known as The Hazards.

Although *Verbatim's* runners were suffering badly from their injured feet, the trimaran gained another vital break when the crew reached the Denison Canal at Dunally with a following breeze and only a moderate adverse tide. Paddling and sailing, they got the big trimaran through with just a scrape or two on the portside hull and were away. They reached Hobart at 6.24 the next morning with Johnston and Hannington starting their unaccustomed mountain climb and finish back at Waterman's Dock in 7 hours 6 minutes, just 59 minutes in front of the British runners aboard *Miranda Hi-Fi*, Adrian Belton and Andrew Belton, whose time was 3 hours 13 minutes.

**"a fantastic concept" . . .
Cathy Hawkins, co-skipper
of *Verbatim*, winner of the
inaugural Australian Three
Peaks Race in Tasmania.**

Cathy Hawkins, who skippered *Verbatim* over the final leg to Hobart, described the Three Peaks Race as "a fantastic concept" but said she was worried about having to approach Lady Barron in strong winds and heavy seas. She said the multihulls had had a clear advantage in boatspeed over the monohulls and suggested a longer course for the multis to close up the fleet.

While multihulls were the first three to complete the course, both sailing and running, the competition between the monohulls was intense throughout the race, with the lead changing several times. In fact, three different boats took line honours on the three legs — Nick Edmunds' *Adams 13*, *Hazard-a-Tas* from George Town reaching Lady Barron only a few boat lengths separate them from *Adam's Apple* (Dennis Wivell), another *Adams 13*, from Port Dalrymple Yacht Club, and *Ericsson* (Bob Cassidy) from the Tamar Yacht Club.

Adam's Apple won the second leg to Wineglass Bay, but lost the lead as the monohulls headed towards Hobart, with most electing to sail through the Denison Canal. Sailing (and rowing) through the canal *Adam's Apple* passed *Hazard-a-Tas* right at the opening bridge, but the wily Don Calvert, back in his home waters off Hobart beat the northern boats up the Derwent to be first

monohull with his 1983 Admiral's Cupper *Intrigue*, sailing in this race as *Budget Rent-a-Car*.

The on the water victory, plus the points gained by having four of the crew contest the Three Peaks, gave the coveted Tilman Trophy to Calvert and his crew of son Bruce, Adrian Grainger, Jamie Brook and Jim Reid. All except Grainger were members of *Intrigue's* crew at Cowes.

The Tilman Trophy commemorates the famous British seaman and mountaineer Major H.W. (Bill) Tilman whose exploits inspired two Welsh doctors, Rob Hawarth and Merfyn Jones to plan the Three Peaks Race, from Barmouth in Wales to Fort William in Scotland, climbing the three highest points in England, Scotland and Wales en-route.

The King of the Mountains Trophy went to the English runners aboard *Deguello*, Martin Stone and Ken Taylor, with a remarkable 11 hours 59 minutes, as Stone badly twisted his ankle on the Freycinet run. Tasmanians Stephen Oliver and Lloyd Febey, aboard *Adam's Apple*, did exceptionally well to be third with a total time of 14 hours 41 minutes to take the Tasmanian King of the Mountains Trophy.

In all, 27 trophies were awarded for the inaugural Australian Three Peaks Race, many of them magnificent trophies using some of Tasmania's finest and rarest timbers. For example there was the first Service/Police team trophy which went to the Tasmanian police team sailing *Westpac Whispering Jack*, the Oldest Runner Trophy which went to 55-year-old Perth runner Dr Malcolm Hay who sailed aboard *Domino*, and the Directors' Trophy to *Macbess*, whose crew raised \$25,000 for the Camp Quality children's charity fund.

Results:

Overall:

1. *Verbatim*, Crowther 40 trimaran (Ian Johnston, Aust) — overall time, 2 days 23 minutes 30 seconds. Running time — 21 hours 47 minutes.
2. *Miranda Hi-Fi*, Crowther 37 catamaran (John Bateson/David Moore, UK) — overall time, 3 days 00 hours 19 minutes. Running time — 12 hours 54 minutes.
3. *Deguello*, Crowther 47 catamaran (Lock Crowther, Aust/UK) — overall time, 3 days 6 minutes 05 seconds. Running time — 11 hours 59 minutes.

Monohulls

1. *Budget Rent-a-Car*, Castro 40 (Don Calvert, Aust) — 3 days 10 hours 40 minutes. Running time — 19 hours 2 minutes.
2. *Ericsson*, Adams 10.5 (Bob Cassidy, Aust) — 3 days 11 hours 1 minute. Running time — 14 hours 52 minutes.
3. *Adam's Apple*, Adams 13 (Dennis Wivell, Aust) — 3 days 11 hours 50 minutes. Running time — 14 hours 41 minutes.

NEW Zealand's Rod Davis cemented a place in the history of the Congressional Cup with a 9-0 clean sweep of the event in the year of its silver anniversary. Davis' win, on the back of his defeat of Chris Dickson in the Chinatel Series (Hong Kong) in January, makes him the first three times champion of the Long Beach Yacht Club-run event, and also the first to win the event for two countries (in 1981 and 1985 he represented USA).

Australia's Yachtsman of the Year and defending champion Peter Gilmour managed to hang onto his world ranking second place after finishing a creditable second. Chris Dickson continues to lead the world rankings from Gilmour and Davis, although he didn't compete at Long Beach.

The 1989 Congressional Cup had a dozy start, with only 8 knots from the south west greeting the competitors on Day 1. Certainly not ideal match racing conditions for the underpowered Catalina 38s. The boats accelerate very slowly, and suffer badly in the short chop atop the long ocean swells characteristic of San Pedro Bay.

These traits led to a decided advantage to the leading boat, as a trailing boat rarely had the ability, or opportunity, to build speed as quickly. Downspeed tacks and slam dunks were more often than not unusable strategies, with emphasis being placed on tacking at maximum speed, and finding, if possible, smooth patches to turn in.

Gilmour easily defeated Bill Lynn (USA) and Makoto Namba (Japan) in the first two of the 2-lap flights, before coming up against USA's 470 bronze medallist John Shadden. Shadden led at the start and although the Australians overtook downwind, they just failed to break the overlap before the lee mark, having to settle for a downspeed tack and use of the lighter left side of the course on the second weather leg.

This ended the game for the Australians, leaving them 2 and 1 at the end of the day, behind Rod Davis and Peter Isler, and level with John Bertrand, John Shadden and Dave Perry, all Americans.

The Australians came up against both undefeated teams on Day 2 in a dying south westerly, which started at 15 knots. Davis took the favoured right side at the start against Gilmour, and walked away to a 30 second lead at the first turn, which was extended to 40 seconds at the finish. Unfortunately it was becoming very apparent that the boat which won the start had a huge advantage, turning the races from the spectacles they were intended to be into processions.

This was borne out again in the Gilmour versus Isler clash, in which Isler misjudged the start and trailed



ROD Davis holds upper hand even before the start of his match with Peter Isler in Congressional Cup off Long Beach, California.

Rod Davis Earns Place in History

throughout by an ever-increasing margin.

There was, however, a strategy which gave the trailing boat an advantage. During tacking duels, it was clear that the trailing boat could gain if it waited for the "dirty, headed air" to come

pending on which way they wanted to force their opponent.

Going into Day 3, Davis stood alone on 5-0, with only Isler (4-1), and Gilmour, Perry or Bertrand (all 3-2) posing any real threat.

However, any hopes they had were dashed by Davis', all the way wins against Bertrand and Isler, making him unbeatable, even with a day and two races remaining.

The only real interest remaining was in the four way battle for second place, and in the performance of the Japanese team: perennial wooden spooners, but already with victories against Bill Lynn and Peter Isler.

Bertrand and Gilmour both won their first encounters on the last day, setting up a final confrontation between the two

By Chris Harmsen

down from the lead boat, before tacking. This would only apply if the lead boat tacked roughly upwind. The resulting tack away could then be effected in lighter air (less resistance), and through a lesser angle. The defence, of course, for the lead boat was to tack on their opponents bow, or abeam, de-



for second overall. Twelve months ago the same two battled on the last day, with Gilmour coming from behind to take out the 1988 title.

Three collisions during the heated Bertrand/Gilmour pre-start resulted in two penalties against Gilmour. If this wasn't giving away enough to the Americans, the Australians subsequent recall certainly was, putting Bertrand nearly a minute ahead before the race had started. Fortunately for both the spectators and the Australians, a strong gust on the first run closed the gap to only 15 seconds, as Bertrand had to sail over-deep in lighter breeze to defend his lead.

Gilmour's luck continued as Bertrand tacked directly upwind in the ensuing tacking duel. Tacking through lighter air and a lower angle, Gilmour consistently gained until, approaching the gate, Bertrand was forced to duck. For once the Australians found enough speed and flat water to successfully pull off a slam dunk.

JAPAN's Makoto Namba sails in safe leeward position after start of race against American Peter Isler. (Pic — Chris Harmsen)

From there on in, the procession continued, handing the Australians second overall. Meanwhile, Makoto Namba (Japan) was sailing the race of his life to defeat John Shadden by two seconds, and Davis was completing a clean sweep of the 1989 event. Peter Isler also fared well, defeating Warden-Owen (UK) and Lynn to finish third overall.

If Davis, Gilmour and Isler could draw heart from their performances, then so could Namba, arguably the happiest man at the trophy presentation, and deservedly so. He has consistently turned up at events a week before his opposition to practice with typical Japanese determination, and finally is reaping some reward.

Rod Davis, the US gold medallist turned Kiwi, may now step into the tacticians role to assist David Barnes

throughout the remaining 1989 match racing events. Both are employed by the Michael Fay-backed America's Cup syndicate, and now proud owners of the (much maligned) mug, they should continue to present formidable opposition.

Also heavily involved in an America's Cup campaign, the Alan Bond-backed Australian team included Gilmour, Glenn Bourke, Mark Walsh, Greg Cavill, Tony Bellingham, Iain Smith and Chris Harmsen. All are now heading to the west to train for the 1989 Maxi Worlds aboard the Pedrick-designed *Drumbeat*.

For the Long Beach Yacht Club, the 1989 event went off extremely well. In what could easily be an organisers nightmare, over 150 volunteer club members were involved in daily operations. Visiting teams were certainly made to feel welcome ashore, although the typically Corinthian tradition of thanking anyone and everyone at both the opening and closing ceremonies may have been taking the hospitality a bit far.

With the introduction of on-the-water juries, and next year, the introduction of specialist 37 foot match racing boats, it seems that at last the Congressional Cup is going to keep pace with the rest of the world.

Results: 1989 Congressional Cup, Long Beach, California:

W	L	Pt	Skipper	Yacht Club
9	0	1st	Rod Davis	Royal New Zealand Yacht Squadron
7	2	2nd	Peter Gilmour	Royal Perth Yacht Club
6	3	3rd	Peter Isler	San Diego Yacht Club
5	4	4	John Bertrand	St. Francis Yacht Club
5	4	5	John Shadden	Long Beach Yacht Club
4	5	6	Edward Warden-Owen	Holyhead Sailing Club
4	5	7	Dave Perry	Pequot Yacht Club
3	6	8	Makoto Namba	Nippon Ocean Racing Club
1	8	9	Bill Lynn	American Yacht Club
1	8	10	Steven Steiner	Long Beach Yacht Club

Chris Dickson's Win in Auckland

CHRIS Dickson, tactician for Australian yacht *True Blue* in the Admiral's Cup and 1988 world-matching champion, was in top form on the circuit in May — winning the Citizen Watch Series in Auckland and finishing second in the new series at Rovinj, Yugoslavia.

The New Zealander, overlooked by the Royal New Zealand Yacht Squadron for its Admiral's Cup defence, was elated by the victory back on his home waters and even more so in that he beat arch rival Rod Davis, the Californian who now lives in Auckland, working for the Kiwi America's Cup syndicate.

It was Dickson's second major match-racing victory over Davis who recently won the US series, the Congressional

Cup, in which Dickson did not compete. Last December, off Fremantle, the former skipper of the 1987 Kiwi America's Cup challenger, beat Davis in the final of the world match-racing championship, a clash that had all the makings of a grudge match.

When Dickson didn't get an invite to the Congressional Cup back in Davis' home waters off Long Beach, he was far from happy. So it was a sweet victory for the sailor they call the "U-boat commander" (because of his piercing blue eyes and ruthless tactics) when he outsailed the unbeaten Davis in the best of three race final on Auckland Harbour.

Earlier, Davis and Dickson had beaten each of their rivals, including fellow Americans Tom Blackaller and Peter Isler, New Zealand's Russell Coutts and Australian Bobby Wilmot. Wilmot finally ended up equal fifth.

From New Zealand, Dickson headed

for Yugoslavia, intent on heading the world match-racing pointscore for 1989 as a lead-up to the world championship at Lymington in September. Sailed off Rovinj, this first world match-racing series in an Eastern bloc country drew entries from the US, Britain, Italy, France, Austria, Denmark, West Germany and for the first time, Yugoslavia and the Soviet Union.

In the round-robin series, American Paul Cayard, who recently steered Australian maxi yacht *Sovereign* to victory in the St Thomas series in the Caribbean, finished with eight wins and one loss. Dickson had seven wins and two losses while in third place was Italy's Tommaso Chieffi with a 6-3 score, followed by Britain's Harold Cudmore with a 5-4 result.

Russian Sergei Borodinov managed one win in his eight encounters with the largely Western opposition.

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combination of digital and analogue graphics allows you to easily see your exact heading, degrees off-course or rate of turn at a glance.

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The Corinthian Depthsounder measures down to 60

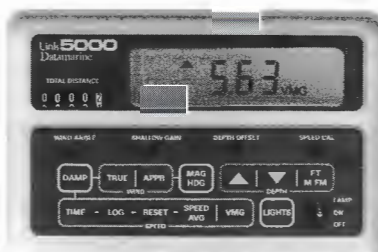
metres (200 ft) with an audible alarm at 2m (4) to 4m (8) feet. The Knotmetre/Log displays speed to 35 knots and distance to 1000 nautical miles while the Wind Machine displays apparent wind speed and direction without blind



spots and highlights critical on-the-wind sections. Tying them all together is the Control Panel, providing a common on/off switch, night-light control and one resetable and one non-resetable totalizing log.

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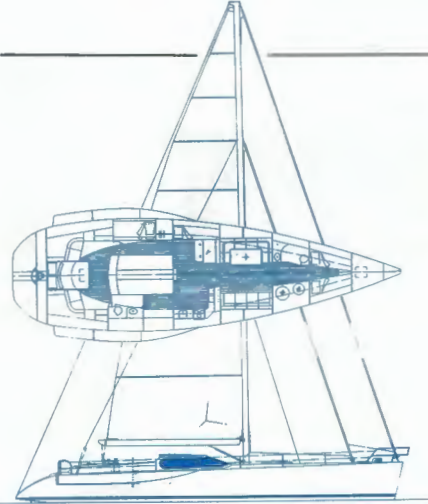
(400 feet) with a shallow water alarm; wind speed to 99 knots, wind angle to 180° port and

starboard; boat speed to 40 knots; speed trend; distance log; velocity made good to windward and timer.

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SCOTT JUTSON 60FT SHORT-HANDED RACER-CRUISER

THIS design by Scott Jutson was commissioned with the brief specifying that the yacht be a competitive two-handed racer and capable of cruising with only family as crew.

The yacht is intended to have a consistent performance profile rather than be a purely downwind flier. A range of shapes were computer modelled, based on 12.75 tonne displacement and a 17 metre waterline, for both static and dynamic qualities; with the dominant shape being refined to produce this design.

The external "wing" ballast tanks are designed to provide stability while keeping weight down and have large draining vents for quick evacuation without plumbing. The leeward wing also acts as a positive buoyancy device and is active at heel angles greater than 30°. The boat has positive stability up to 134° compared to the average IOR designs 110°.

The deck layout is designed with controls running to a deep sheltered cockpit. The yacht has a twin furling cutter rig and a fully battened main.

Construction is to ABS Category 0, using predominantly uni-directional E-Glass in a Vinylester matrix over a 30mm PVC foam core. Kevlar reinforcement is used in the bow sections.

FACT BOX

LOA	18.28m
LWL	16.25m
Beam with tanks	6.48m
w/out tanks	5.48m
Disp.	12.75t
Draft	2.60m
Sail Area:	
Main	85.0sq.m.

100% f/t 76.0sq.m.
Contact: Scott Jutson Yacht Design,
7/80 West Esplanade, Manly NSW
2095. Phone: (02) 977 8806.

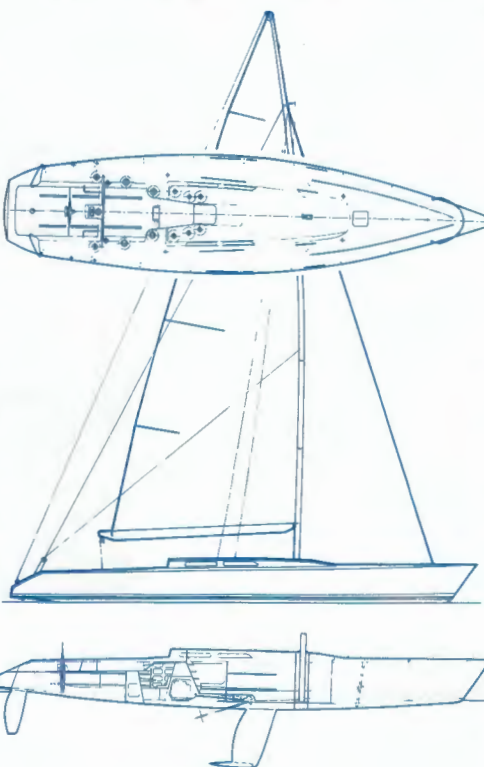
REICHEL/PUGH 70FT MAXI SLED

THIS 70ft 'Sled' is designed to race on the US West Coast Sled Circuit and the Trans-Pac Race.

Reichel/Pugh's extensive computer modelling programme developed a shape well suited to a fractional rig, with all-round improved performance. They feel this improvement will be especially noticeable upwind, a notorious area of weakness in previous yachts of this type.

The design a long waterline length, narrow waterline beam while, maintaining a relatively high IOR rated beam, and displaces under 11,000kg.

The hull structure is of a monocoque style and was the result of a thorough engineering study undertaken in conjunction with SP Systems of England.



To achieve stiff panels in stress zones and to assist in overall longitudinal stiffness, a relatively thick, high density Nomex honeycomb was selected as the hull core material, with load bearing skins of uni-directional carbon fibre. The deck, also a carbon fibre structure, uses a lighter Nomex core. Special high strength, slow cure epoxy resins are used and the entire yacht is post-cured at 150°F for 12 hours.



Edited by Rob Williams

Reichel/Pugh are sure that by optimising the use of exotic materials, the yacht will have superior structural integrity with significant weight savings.

FACT BOX

LOA	21.336m
L	19.810m
B Max	4.780m
B	4.465m
BWL	3.285m
Draft	2.834m
D	1.511m
DLF	1.100
Disp.	11,067kg
RMC	370.66m/kg
CGF	.9697
RSAT	165.19sq.m
IOR Rating	70ft

Contact: Reichel/Pugh Yacht Design,
PO Box 6050, San Diego, CA 92106,
USA. Phone: (619) 223 2299, Fax: (619)
224 1698.

BRITTON CHANCE 58FT FAST CRUISER

THIS yacht is designed for extended cruising; being comfortable, fast and easy to handle.

As considerable amounts of time will be spent on board, emphasis was put on usability of space, convenience and adaptability for varying weather conditions.

The stateroom, the saloon and the galley are unusually gracious and well equipped. A guest cabin is provided forward as well as an additional cabin for a paid hand or additional guests.

The cockpit is designed for efficient sailing and entertainment and is both protected and comfortable.

State of the art materials are to be used in construction to ensure the boat is light enough to be easily handled and fast. Her winged keel is designed for low centre of gravity and high efficiency to ensure the design is stiff and good to weather while affording shoal draft.

Her long waterline, moderate displacement and beam promises good

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combination of digital and analogue graphics allows you to easily see your exact heading, degrees off-course or rate of turn at a glance.

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metres (200 ft) with an audible alarm at 2m (4) to 4m (8) feet. The Knotmetre/Log displays speed to 35 knots and distance to 1000 nautical miles while the Wind Machine displays apparent wind speed and direction without blind



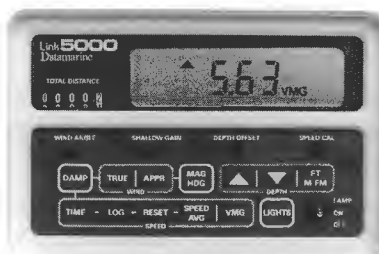
spots and highlights critical on-the-wind sections.

Tying them all together is the Control Panel, providing a common on/off switch, night-light control and one resetable and one non-resetable totalizing log.

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(400 feet) with a shallow water alarm; wind speed to 99 knots, wind angle to 180° port and



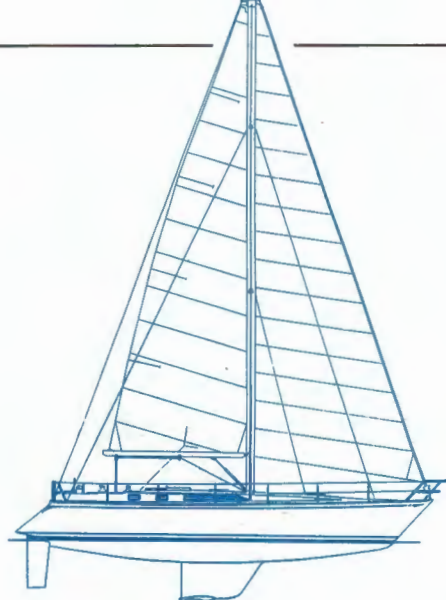
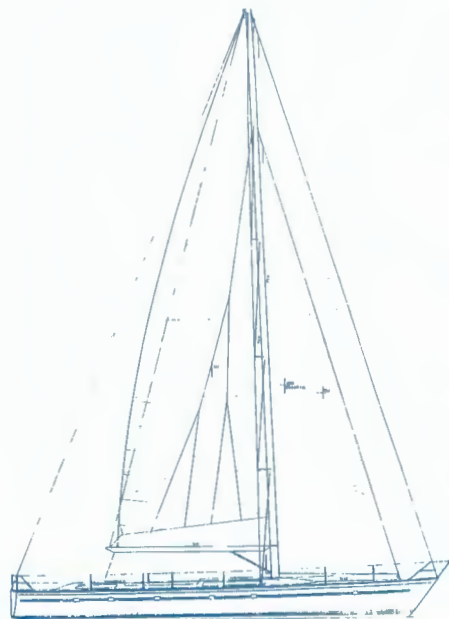
starboard; boat speed to 40 knots; speed trend; distance log; velocity made good to windward and timer.

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performance under sail and motor. The rig is light and strong with four sets of swept back spreaders. Headsails are roller furling and non overlapping. Reefing is one line slab, facilitated by lazy jacks and electric winches which in concert with the auto-pilot enable single handed sailing.

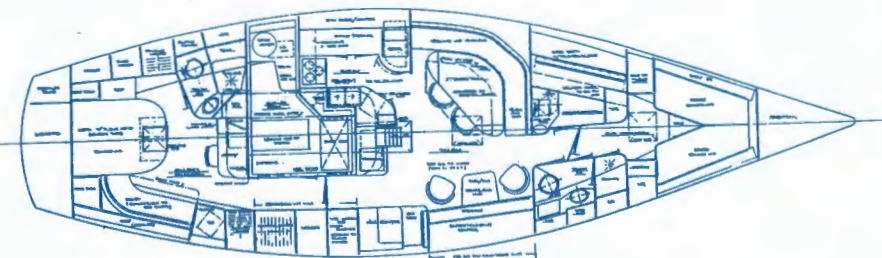
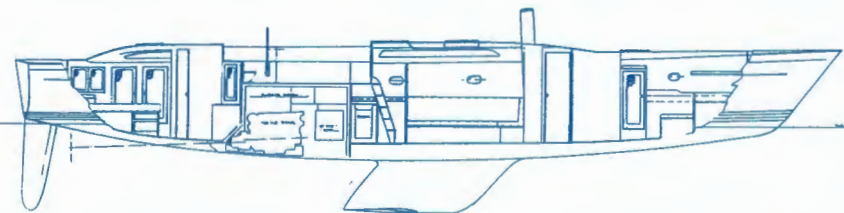


NAUTIQUE DESIGNS — WAYWORLD 45

NAUTIQUE Design have developed this yacht for Wayworld Yachts as a luxury cruiser/racer. The design is in production and will be marketed as the Wayworld 45.

The performance aspects of this design have been given a high degree of importance to ensure fast passage making capabilities and vice free sailing characteristics.

The design has three versions: the standard deck with either a two



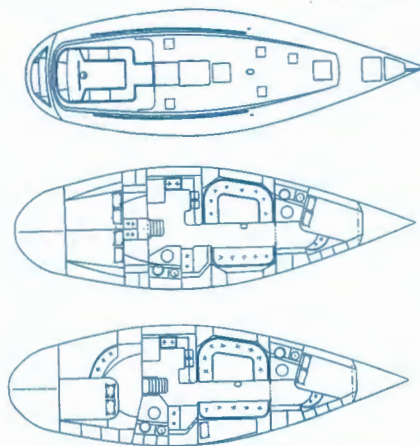
FACT BOX

LOA	15.19m
LWL	15.24m
Beam	5.18m
Draft	2.13m
Disp.	18,144kg
Sail area	225sq.m

Contact: Chance & Co Inc, Pratt Street, Essex, Connecticut 06426, USA. Ph: (203) 767 2161.

stateroom or a three cabin interior or a raised coach-house design to be marketed as the 'Wayworld 45 Le'.

The deck layout is simple and functional, utilising high quality fittings not normally associated with production yachts. The cockpit is fitted with wide coamings which, as well as keeping the water out, afford ample stowage. A boarding/swimming platform is located in the stern.



The construction and interior fitout are designed with strength and durability in mind while maintaining a high finish.

FACT BOX

LOA	14.00m
LWL	11.50m
Beam	4.25m
Draft	
Deep keel	2.4m
Wing keel	1.9m
Disp.	10,500kg
Ballast	4,400kg

Contact: Wayworld Yachts Pty Ltd, 64 Newton Road, Wetherill Park, NSW 2164. Ph: (02) 604 4054, Fax: (02) 604 2426.



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WHEN Judge Carmen Beauchamp Ciparick brought down her historic judgement in the New York State Supreme Court ordering the America's Cup to be forfeited by San Diego Yacht Club and given in trust to New Zealand's Mercury Bay Boating Club, the international yachting community breathed a collective sigh of relief. After so many months of backbiting the fight was over. The Californians had got their come-uppance and for once the Kiwis seemed entitled to boast. The umpire had spoken. It was time to heed her decision, get the Cup out of court and back on the water. That, surely, was what everyone wanted. Well, not quite everyone. Unfortunately, in San Diego, the promise of all that cash which has become inextricably associated with the modern Cup competition, proved too much for the greedy burghers of that southern Californian city. San Diego decided to appeal and in the process lock the Cup up at least until 1992.

San Diego's appeal was met with universal derision, not least because it again threw the whole cup scene back into a legal limbo. Will the next Cup match be in held in the boisterous winds and seas off Auckland or will it be in the relatively placid waters off San Diego? Designers and their syndicate backers anxious to optimise their boats for conditions peculiar to the actual race venue simply don't know which way to go.

San Diego's decision to fight the Judge's decision is based in its cup management company, Sail America's unreasonable desire to recoup at least part of the US\$3.8 million it is owed as a result of the last Cup go-round. Much of that debt was underwritten by syndicate chief and San Diego banker, Malin Burnham. The City of San Diego also has a stake in this. Mayor Maureen O'Connor claims the City has already spent close to US\$1 million investigating sites and organising for a Cup regatta that may now never be held in San Diego.

The appeal process will be exceptionally brief, no doubt because the court, like everyone else, is thoroughly fed up with all the legal backbiting. On June 8, Five judges of the New York State Appellate Court meeting in Albany, will give both sides just 15 minutes each to state their cases. Their decision is expected to be handed down before the end of the month.

On June 1, some 30 international challengers are set to meet in Auckland at the invitation of the official Challenger of Record, Royal Perth Yacht Club. The meeting is expected to produce a unanimous call for San Diego to drop its appeal plans and get on with the racing in Auckland. Whether or not that will

AMERICA'S CUP NEWS



cut any ice in San Diego remains to be seen. Given the current mood of intransigence among the Californians, it would seem highly unlikely.

Meanwhile, in Auckland, the initial euphoria over the Supreme Court's decision has given way to the somewhat more sober contemplation of the enormous job of hosting the event, should the appeals decision confirm the Ciparick's judgement. Kiwi syndicate chief, Michael Fay, has proposed that a small but all-powerful committee be set up to run the event in Auckland along the lines of the Los Angeles Olympics. "No one in Auckland doubts that we can host a great regatta," Fay said. "We have some of the world's finest yachting facilities so there is no great rush to go out and start building new marinas and support facilities. After all the unhappiness this legal wrangling has thrown up, New Zealanders are determined to do it right, to return the cup to the friendly competition called for in the Deed of Gift. Once we get the thing out of the courts, we're going to put on a great show."

Fay is the first to acknowledge that Alan Bond's syndicate as the early favourite among the challenging nations. "Bondy owes me a bang-up dinner," Fay joked. "Having the Cup in Auckland is a walk-up start for him and he knows it." Indeed he does. Bond has said he intends spending something like \$50 million on what will be his most powerful Cup challenge ever. His team under Iain Murray will build three new cup boats, all of them with high tech carbon fibre hulls and spars. Drumbeat, the 85 footer Bond will campaign in the world maxi boat series, was launched in Fremantle in May and it is this boat

which has given Bond so much of a leg up into the 1991-92 America's Cup competition. Design theories on hull, deck layout, rig and sails will all have been proved aboard Drumbeat before the first of the Cup boats goes into the water.

Murray who will be skipper (Peter Gilmour will take the helm) is also responsible for overall design. Three meter tank test models are first being checked out in Launceston. Later, much bigger models will be tested either in Europe or Japan. Under Australia II veteran, John Longley's management, Bond's team has already acquired a formidable line-up of highly experienced Cup campaigners. The brilliant sailmaker, Tom Schnackenberg, whose innovative sail shapes did so much to secure Australia II's Cup victory in 1983, is once more back with the Bond team. "We have the core of the old guard there," Longley said, "but there are also a lot of other guys who were with the Kookaburra campaign. They're all very keen. Without kidding ourselves, we figure we have an excellent shot at it. If we can win through the challenge elimination series we have to be a great chance to bring the cup back home again."

Bruce Stannard

America's Cup Back to NYYC

THE Appellate Division of the New York Supreme Court has directed San Diego Yacht Club to deliver the America's Cup into the custody of the New York Yacht Club.

The trophy is to remain in New York pending the outcome of San Diego's appeal against the disqualification of its catamaran defender *Stars & Stripes*.

The appeal will be heard by five Appellate Division judges on June 8.

Commenting on the development, Mercury Bay Boating Club commodore Toby Morcom said: "We don't have a problem with that. In the circumstances, there could not be a more appropriate custodian than the original trustee."

"New Zealand's first priority, however, is for Judge Ciparick's decision to be upheld."

"Preservation of the integrity of Cup competition is the issue and, in that context, it is important that Judge Ciparick's deliberations and findings are not overturned."

The New York Yacht Club held the America's Cup for 132 years until *Australia II* won it for the Royal Perth Yacht Club in September, 1983.

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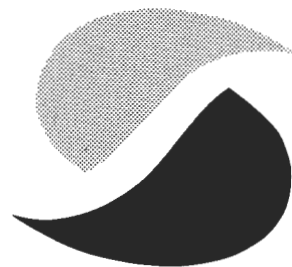
1. Computers generate graphics of the inherent dynamic load patterns within the sail.
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3. Pre-impregnated KevlarTM fibers are laid on the film, oriented to lie in the direction of the dynamic load patterns. High load means higher concentrated fibers. This primary fiber network is the sail.
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SOVEREIGN

SOVEREIGN, the sole Australian yacht to ever take the prestigious double for the Sydney-Hobart Race has done it again.

Matched against the worlds newest and most powerful maxi boat fleet in the waters of the Caribbean, our own "big red" delivered a smashing body blow in the form of a great win in this international championship regatta.

Two hundred and fifty yachtsmen and eight maxi yachts worth in excess of \$20 million gathered in St. Thomas for this annual clash of the titans. To witness these amazing craft at full power is nothing short of amazing.

Against Bernard Lewis's *Sovereign* the sole representative from the Pacific were ranged the best from both sides of the Atlantic — Jim Kilroy's *Kialoa*; *Matador*, *Boomerang* and *Congere*, all top US per-

formers, while from Europe were Pierre Fehlman's new Swiss-based *Merit* or Z3333 as she was known for this Class A regatta, the new Ron Holland designed *NCB Ireland*, together with the French maxi *Milene*.

What became obvious very quickly was the degree of talent attracted to this regatta. Tom Widden who is usually tactician to Dennis Conner, was filling that role aboard *Kialoa*, Olympian Paul Cayard helmed *Sovereign* with her sailing master, Sydney's David Kellett. *NCB Ireland* had the services of Joe English and Bobby Campbell and all other owners filled their yachts with the cream of the World's top yachtsmen. Australia was well represented with 24 aboard *Sovereign*, another trio aboard *Kialoa* and at least one on each of the other yachts.

In the build up and practice prior to the Regatta proper, the usual trade winds were missing. The final training day for crews was held in just 6-8 knots of breeze and in this wind it was thought that since *Sovereign* had been optimised to the 18 knot wind, that she might find the going a little tough.

Five races would decide the regatta; three Olympic triangles, a 100 nautical mile race and the around St. Johns Island Race. The weather was perfect with trade winds piping in at up to 25 knots during the week.

The short triangle Race One saw a quiet race for the Australian crew matching wits and tactics with *Boomerang*, *Kialoa* and *Matador* over the course, finally taking a second to *Boomerang*. Several wind shifts favoured the other yachts, producing tight and exciting

Sovereign for Sale in USA

SOVEREIGN, the only Australian-owned yacht to take out the line honours and corrected time double in the Sydney-Hobart race, has been put up for sale in the United States by owner Bernard Lewis with a price tag of \$US1.75 million.

The decision to sell the Pedrick-designed 84-footer, still the largest ocean racing maxi yacht in the world, followed the outstanding success of *Sovereign* in the St Thomas maxi series in the Caribbean. She outsailed a crack fleet of US and European maxis, vindicating a major refit which had included a new keel and rig.

However, although she is on the market, *Sovereign* will be kept racing by Lewis. His sailing master, David Kellett, will campaign the boat in the Newport, Rhode Island, maxis series in June and may then take her to England for the 1989 Fastnet Race in August.

If still not sold, *Sovereign* is likely to come back to Australia for the Southern Cross Cup and Sydney-Hobart, for a clash with the other Australian maxis, Rod Muir's *Windward Passage II* and Alan Bond's new *Drumbeat*.

Bernard Lewis, a prominent Sydney-based property developer with extensive interests in NSW and Queensland, has been an enthusiastic ocean racing yachts-



SALE of *Sovereign* by owner/skipper Bernard Lewis will end a successful saga of ocean racing over the past decade.

man over the past decade since buying the converted 12-metre, *Gretel*. He then bought the Rolly Tasker-designed *Vengeance* (ex *Siska*) and in 1987 commissioned Dave Pedrick to design, in association with David Kellett, the then most sophisticated and largest maxi

yacht in the world. *Sovereign* was built in Sydney and has been an outstanding success in ocean racing, with a remarkable string of victories on line and IOR.

With *Gretel*, Lewis finished second overall on corrected time in the 1980 Sydney-Hobart, with *Vengeance* he took line honours in 1981 and in the 1987 *Sovereign* took the Sydney-Hobart double — the first Australian yacht to achieve this rare honour.

Launched in December 1986, *Sovereign* was forced to retire with rigging problems in her first Sydney-Hobart, but she went on to win 40 straight offshore races on the Australian East Coast, taking the line-handicap double in 10 of them. Her line honours wins included the Sydney-Mooloolaba, Sydney-Gold Coast and Sydney-Hobart races as well as getting the gun in every race of the 1988 Hamilton Island Race Week. She still holds three CYCA race records out of Sydney.

"She is going better than ever," skipper David Kellett said after returning from the Caribbean series. "Paul Cayard, who skippered *Il Moro* in the Big Boat Series in San Francisco, and who was helming, *Sovereign* in St Thomas, believes she is now as fast as boats like *Il Moro* and *Windward Passage II*."

"We would certainly still like to bring *Sovereign* back to Sydney to take on *Windward Passage II* and *Drumbeat* in the 1987 Southern Cross Cup and Sydney-Hobart," Kellett said.

racing resulting and at least one major collision.

Race two saw the trade winds increase, bringing an awkward short pitched sea reminiscent of Hawaiian conditions. All this proved to be good news for the Australian yacht, with *Sovereign's* full power unleashed in this around St. Johns Island Race which would take the fleet from St Thomas around St. John and between the British and United States Virgin Islands, via the fascinating Sir Francis Drake Channel.

This was *Sovereign's* finest performance with a clear start and a nine mile windward beat in front of her, she powered away from the fleet to lead by nearly five minutes at the weather mark clearly outsailing the fleet. In fact her lead was so great that the crew relaxed on the spinnaker run and took photographs of the fabulous scenery and other crew mates. Navigator Richard "Sighty" Hammond took over the helm while Paul Cayard worked the foredeck. Bernard Lewis also steered his yacht on this final run, taking the Australian crew to an overall lead in the regatta as *Merit* trailed the big red maxi over the line with *Congere* next from Ireland.

Kialoa, however, came back into contention after seeking redress for being forced to drop a crewman off onto a spectator craft with a suspected heart attack. She was ultimately awarded third place by the International Jury.

Race three was the 100 nautical mile race, an upwind leg along the coast of St. Thomas and St. John, around Ginger Island in the Sir Francis Drake Channel and then a downwind leg past St. Thomas to Calabri Island, with a final 15 mile beat to the finish in St. Thomas Harbour.

It was a tough race for *Sovereign*, crossing the start line a few seconds early, she lost four minutes restarting. On the long windward beat *Sovereign* ground down and passed *Milene*, *Congere* and *Ireland*. She closed on *Merit* and *Matador* and kept *Kialoa* and *Boomerang* in her sights.

On the downwind run, showing superior speed and superb crew work and tactics in executing over 100 faultless gybes, she passed *Merit*, *Matador* and *Kialoa* with must *Boomerang* leading by about two boat lengths from the Australian yacht around the bottom mark.

A tough tactical battle followed with *Boomerang* covering every move by *Sovereign*, but the Australian crew ground through to the lead only to sail into still air as the tradewinds dropped out with the onset of night.

In the last few miles of the race *Boomerang* closed on *Sovereign* again. However the Australian yacht, with superior tactics and speed, crossed the line for win number two, with *Kialoa*, *Matador*, *Merit*, *Congere*, *Ireland* and *Milene* following *Boomerang*.



MIGHTY *Sovereign* from Australia — top maxi in the Caribbean, outsailing a crack fleet of European and North American maxi yachts.

Top Maxi in the Caribbean!

Race four was back on the Olympic triangle in rough conditions and gusty winds. *Sovereign* elected for a cautious start in such conditions and after being blanketed by the American yachts at the start, she sailed to the top mark in fourth position, improving to second on the downwind leg. On the second windward beat she took the lead and was never headed, comfortably holding off all challenges to the gun.

The rough conditions proved too much for many of *Sovereign's* competitors trailing in her wake. *Boomerang*, *Congere* and *Ireland* all blew out spinnakers and *Milene* split her mainsail. Crew work came to the fore as these huge yachts were pushed to their limits in the windy conditions.

With three wins and a second, *Sovereign* only had to finish seventh of eight starters in the final race five to win the Series. Conservative tactics would be called for the crew said before the race. After a reasonable start by the Aussie crew, the boom vang failed, preventing the mainsail from being sheeted home correctly and the Australians dropped to second last place as the crew worked frantically to overcome their problem.

Removing the vang on the first downwind leg *Sovereign* began to claw her way into the race again, moving into 6th place. She then overcame *Congere*, *Matador* and *Merit* and on the final upwind leg elected to follow *Boomerang* and *Kialoa* across the line for third place and the Overall Series Win.

Bernard Lewis and his 30 man crew have not only beaten the multi-million dollar Atlantic yachts and their billionaire owners but the David Pedrick design *Sovereign* also marked the first defeat of a Frers Design maxi for many seasons. This Australian team have shown *Sovereign* is the yacht to beat and with the inclusion of Alan Bond's new maxi *Drumbeat*, also designed by Pedrick, has marked Australia as the country to beat in the European World Championships later this year.

From St. Thomas the fleet will move north to Newport and a further Regatta in June before crossing the Atlantic for the World Championships. The International Class A Championships are very competitive indeed and several new yachts are expected to be launched later this year.

Nadia IV CYCA Bluewater Champion

NADIA IV has won the Cruising Yacht Club of Australia's prestigious Bluewater pointscore for the 1988-89 season — and a string of division and race trophies as well.

The Farr 40 originally raced under the ownership of the Canberra Ocean Racing Club, last year being bought outright by one of the syndicate, Teki Dalton, who skippered her throughout last season. It is the second Bluewater Champion win for Dalton, who skippered the Canberra Ocean Racing Club's previous yacht *Mercedes IV*, to victory in the 1984-85 pointscore.

The Bluewater pointscore is for overall IOR results in long ocean races throughout the summer season, including such races as the Sydney-Hobart. This season there were nine races, with all counting. "We set out to win the Bluewater Championship, but to do so we had to finish every race — sound boat preparation was essential, but we did limp home in one race under No. 4 and trisail," Dalton said. "We were behind in the pointscore before the Hobart, but our effort in that race put us ahead of *Middle Harbour Express* in the Bluewater Championship and of *Marloo* in the Short Ocean Pointscore and we stayed in front.

While she sailed consistently well, *Nadia IV* had only one win and one third

COMMODORE David Kellett presents trophies to Jim Lawler, skipper of *Morning Tide*, winner of Illingworth Division III and runner-up in the SOPS, IOR Division III.

CANBERRA-based offshore yachtsman Teki Dalton, winner of the CYCA Bluewater Championship and the Short Ocean Pointscore with *Nadia IV*.

TROPHY laden crew of Teki Dalton's *Nadia IV* at the CYCA presentation.



overall in the long ocean races, to amass 1118.5 points and win by just 2.5 points from *Middle Harbour Express*, skippered by MHC member Ray Stone, whose results included two seconds and a third overall.

However, in IOR Division 1, *Nadia* had a first, two seconds and two thirds. *Middle Harbour Express*, a Davidson 36, scored four wins, three seconds and two

thirds in winning IOR Division 1, also winning the Illingworth overall pointscore.

Third place in the Bluewater pointscore went to the Division 3 Half Tonner, the Dubois-designed *Madmen's*

CREW OF *Swuzzlebubble III* — and supporters.



Woodyard, skippered by John Messenger, also from MHYC, with 963.5 points.

Nadia IV's successes also included first in Division 1 SOPS (short ocean pointscore), both IOR and Illingworth, winning the Jack Halliday Trophy, the Royal Clubs' Trophy and being top-scoring boat in the winning team for the Commodore's Trophy, along with Max Ryan's *Venture One* and Denis Rourke's *Raucous*.

Venture One also won the Halvorsen Bros Trophy while other major trophy winners during the season included Bob Oatley's *Wild Oats* (Woollahra Cup), Rod Muir's *Windward Passage II* (Founder's Cup), Colin Boyle's *Swuzzlebubble Six* (Tradewinds Trophy), Ray Stone's *Middle Harbour Express* (John Barrow Memorial Trophy) and Tony Pearson's *Stormy Petrel* (Janzoon Trophy, Rubber Kellaway Trophy, Ron Robertson Trophy, and Flinders Cup).

Stormy Petrel, a Sparkman & Stephens sloop built to the old One Ton Cup rule in 1970 and winner of that trophy in New Zealand, again had a remarkable season, scoring 11 wins overall and 14 firsts in Division II under Illingworth handicaps. She also had five wins under IOR in the SOPS pointscore, taking out the Division II trophy.

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JOHN MESSENGER, from *Middle Harbour Yacht Club*, with *Madmen's Woodyard* finished third overall and first in Division III or the Bluewater Championship.



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FORMER CYCA Commodore Tony Pearson once again collected a swag of trophies with his veteran yacht, *Stormy Petrel*, including the Janzoon Trophy, Rubber Kellaway Trophy, Ron Robertson Trophy and the Founders' Cup.



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CREW and friends from MHYC entrant, *Impeccable*, skippered by John Walker, whose successes including winning Division III Illingworth points and SOPS pointscore. (All pics by David Clare)



Across The Wind

By Bob Fisher



I DON'T know if you ever get that totally paralysed feeling just after you have picked up the telephone — I do, although not as frequently as of yore and now for some very different reasons. The Bank Manager no longer holds the threat he used although he still refers to 'reverting to the original agreement whereby you bank with me ...' Nowadays, it's more likely to be a 'blast from the past', more an embarrassment than anything else. It happened recently.

"G'day," and the voice was so obviously Australian. I recognised it instantly. "G'day Fish, how are yer?" I froze.

"Grimesy", I replied, "where are you?" knowing full well what answer to expect.

"London mate, I wouldn't waste the money on a call from home."

"You'd better come to stay."

And then the question which should have been asked first, "How long are you here?"

The reply was reassuring — it wouldn't be longer than a week. I have these worries because the last Aussie to come arrived for Christmas on 10 December and left on 6 March! Grimesy for that length of time might have been more than a worry. Perhaps I should explain why.

I first met Roger Grimes I know not where, it could have been anywhere on the ocean racing circuit, certainly I have seen him in many places. But since he hails from Sydney, where until quite recently he used to instruct Qantas pilots on the 747 simulator, it could have been in the CYCA. One day, however, whilst enjoying the end of a race somewhere in Queensland, he went to the local Qantas office and sent a telex which said, quite simply, "I resign, Grimes." At the other end, they waited all morning for a retraction, it being 1 April, but the retraction never came — Grimes was free, freer than ever before, able to indulge his favourite pursuit more frequently. He has, I regret, a

mischievous attitude to life as I was to discover on one memorable occasion.

I had received an invitation to race aboard the Ben Lexcen-designed *Apollo* during the Burns Philp maxi series one Christmastime and had arrived at the Cruising Yacht Club early. Grimesy, who was responsible for recruiting the crew, was there before me and suggested that on such a nice warm day we might have a couple of the amber nectars before we stepped on board. Nevertheless we were still the first to step on 'The Gherkin'. Grimesy took me through the boat and I noted that in the navigatorium there was hardly a single familiar instrument — I gathered that 'Biggles', at the time Commodore elect of the CYCA, had been responsible for the kitting out of the 'guesser's' area.

The crew began to assemble, led by Hugh Treharne, who was to take the wheel. I looked them through, noting the absence of 'Biggles' and turned to Grimesy with the question. "Who is navigating today?" "You're it," said Grimesy with a grin.

It was another of those 'It's not normally like this here' days — a sou'easter and thick sea mist. An orange inflatable buoy was laid some five miles off the Heads, the race instructions gave its range and bearing from the South Heads lighthouse but there is no Decca to aid the navigator off Port Jackson and there was no one offering much assistance in making any of 'Biggles' toys work but I did find the log.

So, clutching a piece of plotting sheet and watching the compass heading and the log reading each time we tacked, I kept a DR plot of our course. After half an hour the time had come to test my skills. I went on deck with the binoculars and pointed them to where the mark should lay.

And there it was right enough, about three quarters of a mile away, just visible through the green sea mist. I hadn't had to scan the sea, it was there just where I had predicted. Deep inside

there was a warm glow of satisfaction. "There it is," I hailed, quite pleased with myself until there came the comment from the weather rail, "You sound more surprised than we do!" Grimesy, of course.

I have to report that Roger, who was on his way to Sardinia (you'd have to come through London to get there, there are none too many mates in Rome), came for four days and was off, and I also have to report that Dave Powys, who knows him as well as I do, was unavailable for social intercourse with his fellow countryman during that period, claiming that he was worked off his feet. It is now up to the Aga Khan to entertain Grimesy, and that should be a challenge for the pair of them.

A LETTER I had from Gary Jobson indicates that the same offshore racing trends are true in the United States as they are in the rest of the civilised world. He says, "In the next few years the IOR is likely to die. This is certainly true in the United States. In 1988, only four boats were built to the IOR in America." He goes on, "The primary boats using the IOR today are the One-Tonnors, 50-foot class and the maxis. Most other groups of racers would lean towards the PHRF/IMS rules or to one-design racing. The fact that J-Boats has orders for twenty-six 44-footers tells you that people want a multi-purpose boat that they can also race."

Gary is also very aware of the professional attitude towards racing and of the attitude of the 'establishment' towards professional racing. His theory is that, "just the name 'professional' connotated something negative only a few years ago, but professional yacht racing is with us."

The two organisations which ran professional races in 1988, the Ultimate Yacht Race and ProSail, will be running races again in 1989, the Ultimate in their 30-footers and 'International 14s of the J type' while ProSail events are in Formula 40s and Hobie 21s. They will have a total of 10 regattas, each of which is commercially sponsored and there are sizable cash prizes.

The other side of professionalism has also crept into America, that of the professional race committee. What was once, as in most places, a volunteer post has now become, increasingly, a place for the professional. The St. Francis Yacht Club now employs a full-time paid race committee and other clubs are following suit, in many cases one professional coordinates the volunteers. Perhaps, in other countries, it would be a good idea to emulate the Americans and then when there are disputes with the race committee, the professional could carry the can and avoid acrimony between club members.

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Prudential.
World & Australian 18' Skiff Champions, 1989.



Windward Passage II.
1st Class "A" 1988 Kenwood Cup.
1st I.C.A.Y.A. Maxi World Championships, Hawaii.

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 **FRASERSAILS**

XXXX
Ansett.

The Great White Water “Whetsunday” Regatta



THE soft turquoise waters of the Whitsundays were whisked into a white water frenzy when the tempestuous Cyclone Aivu added a new drama-packed dimension to Hamilton Islands so-called “Fun In The Tropical Sun” XXXX-Ansett Race Week Regatta.

Cyclones are fairly common in the north but when Aivu, with destructive winds of 230 kilometres per hour near her centre, edged south towards the

By Ian Grant

Whitsunday Islands yacht skippers and crews and island staff prepared for the worst.

The multi-million dollar fleet of racing yachts, along with spectator and commercial craft, prepared galewind moorings in Hamilton Harbour, a perfect anchorage under the lee of Passage Peak. Some eager journalists, who had

CYCLONE-whipped seas face the One Tonner Sanctuary Cove/Queensland Maid as she beats to windward during XXXX-Ansett Hamilton Island Race Week. Despite the wild conditions, few yachts suffered any major damage and all enjoyed the racing.

been on Hamilton Island during the year of the great fire which destroyed The Dolphin Room, Captain Cook Bar and Phoenix Room in a little over 40 mi-

notes, had visions of another scoop story.

Galeforce winds of 70 knots gave an early indication that Hamilton Island was in for a real blow when guests and competitors were awakened with the roar of the wind before dawn on the Tuesday on Race Week. Coral Sea Race day dawned to torrential "horizontal" rain, and the startling Cyclone progress reports as Aivu continued on her sou' westerly path towards the North Queensland coast.

Officials had no hesitation in postponing the Coral Sea Race, while skippers and crews maintained their own cyclone watch from the comfort of the Barefoot Bar and Mariners Inn.

Keith Williams, the patriarch of Hamilton Island, predicted Aivu would cross the coast some 100 km north of the Whitsundays. His prediction of time and place, made on Sunday night, was uncanny with Aivu falling away into a rain depression after tearing a destructive path 30km further north between his 8am to noon time band on Tuesday.

When the Race Committee fired the postponement signal for the Coral Sea Classic they faced a harmless protest from the strong contingent of Kiwi sailors headed by Delvin Hogg, sailing master on David Gold's Farr 55, *Cotton Blossum II*.

"What are you guys on about" said the humorous Hogg, "We class that as just a good sailing breeze in Wellington". Hogg made the remark within the safety of the lee of Passage Peak while a three metre surf hurled rocks onto the airport tarmac and threatened to destroy the beachfront Beach Bar and Grill, on the windward side. Seas of that size are rarely seen inside the Whitsunday Islands, indicating Aivu was no ordinary tropical storm.

Fortunately, little damage apart from twisted trees was recorded at Hamilton Island and these only proved hazardous for the Cyclone Party participants as they staggered towards the "Rack" after sundown.

Sighting the sun was a novelty in what became known as the WetSundays Race Week, but despite the minor disruptive influence of Cyclone Aivu, the racing was another outstanding success, spiced with controversy surrounding the New Zealand yacht *Peacemaker* in the Channel Handicap division.

Owned by wellknown NZ and international yachtsman Tom McCall, the 12-metre sloop is the latest design from the talented young Kiwi designer Greg Elliott. McCall brought the yacht across the Tasman especially to contest Race Week, with Elliott sailing in the crew. As New Zealand yachts do not race under Channel handicaps, McCall submitted a detailed measurement form on arrival at Hamilton Island, based on measurements provided by the designer.



This rating was processed by the RORC in England and yacht given a TCF of 1.168.

Peacemaker quickly lived up to its reputation as a revolution in design technology, spreadeagling the fleet in the Channel Handicap Division in the first three races. After three races, the Race Committee expressed some doubt about the yacht's weight, which had been given as 5100kg on the CHS application and 4500kg on the yacht's entry form for the regatta. McCall was asked to check the form he had submitted, in particular the SL, weight and "type". The form was returned with SL amended from 14 metres to 16 metres and LDB marked as the "type".

On this basis a new TCF was sought from RORC and came back at 1.176. The results of the first three races were re-calculated on the TCF, with *Peacemaker* still winning each, but by a slightly reduced margin. Following race four, which *Peacemaker* won by a large margin, the Race Committee again felt

NEW ZEALAND entrant, *Peacemaker*, turned out to be inaptly named when she became centre of CHS measurement controversy during Hamilton Island Race Week. (Pic — David Clare)

concern at the difference in weights shown on the entry form and the CHS application form.

The Race Committee then made a comparison with *Peacemaker*'s New Zealand PHRF certificate and the CHS application. They found differences in most of the data, including the weight. As a result, the Race Committee decided that it should call a hearing under Rule 70.2 and ask *Peacemaker* to show cause why they should not be disqualified from the four races already sailed.

In addition to being questioned about the discrepancies in measurements, *Peacemaker*'s owner was asked why a "fixed" propellor was shown on the PHRF certificate and "folding" prop on the CHS application. No explanation



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TRIBAL wardance outside the harbourside bar at Hamilton Island by crews shorebound by cyclone-generated strong winds and rough seas. (Pic — David Clare)



had finally found the critical speed sailing edge, the result of trial and error over a very hard season of racing which had taken them from the 1987 Hobart race to the Kenwood Cup in Hawaii and the Big Boat series in San Francisco.

Bob Robertson and his "think tank team" of skipper Trott, Rhys Jeffries, and Hood Brisbane sailmaker Ian Davis, edged *Leroy Brown* out of overall second place when they won the Lindeman Island race from *Another Concubine* and *Leroy Brown*.

New Zealander David Gold put up a great fight in a bid to win the Channel Handicap division after the disqualification of fellow Kiwi boat, *Peacemaker*. However, Gold was up against the wily Townsville skipper, Ron Knott, in his race weary, Farr designed *Kookaburra II*. Knott recorded a consistent all-wind performance of 1-5-4-2-1-4 to take the series by one point from *Cotton Blossom II*.

Knott's major winning break resulted from experience in local waters, when he "saved" 12 minutes by sailing through a "Bommie" strewn channel not chanced by his rivals, to win race five from *Cotton Blossom II*.

Bacardi, the Melbourne-based veteran two tonner was competitive throughout to finish third overall. Rolly Tasker's former *Siska IV* (Ian Douglas), the Steinman designed *J-law Hitech Express* (Don Brooks) and the *Rocket 31, Alpha Powa*, owned by Neil Statis and helmed by Vanessa Dudley, each finished with 468 points.

Chris Carlile and Trish Wallace-Smith, sailing the chartered *Farrocious* featured in an unbreakable tie for the Cruising Class title with New Zealand's *Silver Shadow* (Peter O'Neil). Carlile, who races with success in Melbourne, clinched the victory with a fighting second place in the final race. *Farrocious* and *Silver Shadow* finished the series of enjoyable rivalry with a deserved result and 491 points each, six points clear of the Coffs Harbour sloop, *Boose Bus* (Ray Benson). Hawaii Yacht Club's *Nero* (Bob Taylor) finished sixth in a fleet of 51 yachts.

The revamped 50ft Nicol trimaran *Brisbane Audi*, sailed by Tim Hobbes and Kerry Spencer won the IOMR Multi Hull series with a very consistent 1-3-1-2-1-2. They finished seven points clear of the Australian multihull offshore champion *Gold Rush* (John Nolan) and the Cairns sailor Wayne Turner in *Top Gun*. Turner, who had seven-times Australian Cobra catamaran champion Darryl Beattie doing most of the helming, recorded the fastest overall course times for the third successive year.

Peter Sorensen, who has finally hung up his 18ft skiff gear, finished his open boat racing days with a healthy \$4,000 bonus. Sorensen won an energy-absorbing Hamilton Island 18-footer series with *Ansett-Bank of New Zealand*.

XXXX-Ansett Hamilton Race Week 1989 produced another record fleet with excellent racing in all divisions with clubs from Hawaii, New Zealand, South Australia, Victoria, New South Wales and Queensland flying their burgees in this popular regatta — sometimes in the sun.

XXXX ANSETT RACE WEEK '89

IOR: 1. *Beyond Thunderdome* (Warren Johns, NSW) 2-1-1-2-1-5 = 496 pts; 2. *Queensland Maid* (Robbo Robertson, Qld) 3-3-7-3-2-1 = 489; 3. *Leroy Brown* (Warren Wieckmann, NSW) 1-4-5-1-7-3 = 488; 4. *Another Concubine* (John Parker, NSW) 7-2-2-7-4-2 = 483; 5. *Once A Jolly Swagman* (Chas Jacobsen, Vic) 6-5-3-6-3-6 = 477.

CHS: 1. *Kookaburra II* (Ron Knott, Qld) 1-5-4-2-1-4 = 490; 2. *Cotton Blossom II* (David Gold, NZ) 3-3-3-3-2-1 = 489; 3. *Bacardi* (Bacardi Syndicate, Vic) 7-8-10-5-3-6 = 471; 4. *Rumdoodle IV/Siska* (Ian Douglas, Qld) 16-2-NF-1-6-8 = 468; 5. *Hitech Express* (Don Brooks, Qld) 12-4-2-12-12-2 = 468; 6. *Alfa Powa* (Neil Statis NSW) 8-15-5-6-4-9 = 468.

CRUISING: EQ 1. *Farrocious* (Carlile/Wallace Smith, Vic) 3-12-1-1-4-2 = 491; and *Silver Shadow* (Peter O'Neil, NZ) 2-1-3-10-1-4 = 491; 3. *Booze Bus* (Ray Benson, NSW) 5-2-5-2-3-3 = 485; 4. *Doinit-Ezy* (Greg Mackrodt, Qld) 9-5-4-4-5-NF = 473; 5. *Jindivik II* (John Calloway, Qld) 1-9-11-NF-9-1 = 471.

IOMR MULTIHULLS: 1. *Brisbane Audi* (Tim Hobbes, Qld) 1-3-1-2-1-2 = 496; 2. *Gold Rush* (John Nolan, Qld) 2-2-2-5-2-1 = 489; 3. *Top Gun* (Wayne Turner, Qld) 4-1-3-4-3-5 = 486.

PERFORMANCE HANDICAP MULTIHULLS: 1. *Cliffhanger* (Rod Richards, Qld) 1-2-1-1-3 = 498; 2. *Escapade* (Bob Dunn, Qld) NF-1-3-3-2-2 = 490; 3. *Wings* (Graham Argall, Qld) 2-3-5-4-4-1 = 487.

THE "Pittwater Push" an affectionate term referred to offshore sailors from Royal Prince Alfred Yacht Club in Sydney, dominated the 1989 Australian Airlines Brisbane-Gladstone yacht race last Easter.

Alfred's favourite son, Richard Hudson, has set the trend for Club bluewater sailors with his outstanding record in races up the north rhumbline from Sydney. Hudson, following in the footsteps of the grand master of small-boat sailing, Max Tunbridge, has won all of the major classics in well-known Half Tonners, *Beach Inspector*, *Public Nuisance*, and the former Kel Steinman designed *Ruzulu* now racing as *Pember-ton III*.

He was expected to again set the standard in this years Gladstone race following an impressive win in the Caltex Sydney-Mooloolaba race. *Pember-ton III* along with the tried and proven One Tonners, *Sanctuary Cove — Queensland Maid* (Bob Robertson) and *The Gambler* (Ian Kenny), were grouped with previous race winner *Saltash II* (Ian Wright) as the most likely IOR corrected time winners.

But so much depended on the prevailing wind direction and strength. *Saltash II* a converted Diamond, needed fresh sou'easters, while the One Tonners needed each other to keep the best possible pace on in a boat on boat match race.

All of the generally accepted Gladstone Race theory of a prepared race plan was blown out of the porthole when the normal Easter tradewinds from the sou'east failed to satisfy the spinnaker running pace setters. Easter was early this year — and as a result the generally soft March winds provided a slow but very interesting race over the testing 308 nautical mile course.

All of the offshore racing "heavies" settled their bets of Bundy and sundry Amber fluid at the Queensland Cruising Yacht Club bar before facing a flat calm start off the Shorncliffe Pier on Good Friday morning. Bob Robertson, winner in '87 with *Sellar's Witchcraft II*, supported his chances despite severe shoulder and rib injuries, a legacy of a wild pre-dawn "knockdown" south of Ballina in the Sydney-Mooloolaba race. Robbo had the advantage of an equal standard pacemaker with Ian Kenny's *The Gambler* combination, which came through an excellent warm up series in the XXXX Gold Cup at RQYS Manly.

The Gambler extended the top Sydney Sloops, *Beyond Thunderdome* (Warren Johns) and Max Ryan's *Venture One* until an unfortunate onboard accident to John Briggs disrupted their winning chances in the final race. Briggs suffered a serious hand injury and had to seek urgent medical attention mid-race, leaving the crew down on weight on the rail

was offered and the Race Committee presumed "folding" was correct as the yacht was obviously not dragging a fixed propeller in its race victories.

At the hearing both the owner and designer admitted that the data supplied on the CHS application was incorrect. As a result, *Peacemaker* was disqualified from races 1-4 on the basis that she had not held a valid certificate at the time of those races.

However, the Race Committee offered every assistance in getting the yacht re-measured so that she could get a new rating for the last two races of the regatta. The measurement included the requirement that the boat be slipped in order for draft to be measured and for the yacht to be weighed. Owner McCall said he was not prepared to slip the boat, so the re-measurement was not carried out.

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upwind and short on numbers for sets-gybes-and peels. But the XXXX-proved Kenny was on the pace and set to break into the major IOR prize following his 2-2-5 over the past three years.

Very little attention focused on the form of the Laurie Davidson designed Three Quarter Tonner, *Leroy Brown*, formerly the hot Victorian *Chutzpah* now raced for the "Pittwater Push" under popular owner Warren Weickmann with former National Diamond champ Wally Wardle at the helm. *Leroy Brown*, a noted light wind performer, was in her element when the light to moderate sea breeze offered a slow upwind start to the race out of Moreton bay. She excelled in the early hours of the race to be in great shape when she weathered the Caloundra Fairway.

While the line honours contenders, *Hammer Of Queensland* (Arthur Bloore) and Ken Lipke's Jim Inglis-designed *Walk On The Wild Side* duelled for the lead with the Kel Steinman lightweight, *Innkeeper*, owned by Caloundra Hotel identify Leigh Outtrim and racing under sailing master Andrew Short, *Leroy Brown* settled on her private class "dog-fight" with Brad Barker's *Lunchcutter*.

Lunchcutter, formerly the Farr 37, *Hot Prospect II*, has seen some very hard racing miles but still proved a very important Pacemaker for *Leroy Brown*. They raced within sight of each other with both crews faced with a tough upwind grind until they turned the corner at Breaksea Spit. From there they faced 114 n miles of downwind dog-fighting with the duel benefitting *Leroy Brown* which had to carry a split to ward off the *Pemberton III* challenge, and also hang onto the Farr One Tonners, *The Gambler* and *Sanctuary Cove*.

As expected, the IOR battle was again decided on tide advantage in Gladstone Harbour. This also set the stage for a very exciting line honours duel between *Walk On The Wild Side* and *Innkeeper*.

At Southtrees, less than six miles from the finish, the 1989 line honours trophy was up for grabs as the tacticians set into a luffing match. *Innkeeper* carried her course to the north shore while Lipke gybed, hoping the new pressure wind would advantage his chase for line honours by favouring the south shore. A tide advantage and uninterrupted wind allowed *Innkeeper* to snatch a 7 minute 18 second line honours win from *Walk On The Wild Side*, while the defending line honours champion, *Hammer Of Queensland* (Arthur Bloore) finished another 61 minutes 53 seconds astern. New Zealand's *Cotton Blossom II*, a Farr 55 owned and skippered by David Gold, won her duel with Jim Inglis and his 37ft *Boundary Rider* to take fourth place by 20 minutes.

The Farr 40's ended their race duel in sixth and seventh split by only eight



INNKEEPER, Leigh Outtrim's flyer, took line honours in the Australian Airlines Brisbane to Gladstone classic by just seven minutes. (Pic — Mike Kenyon)

“Pittwater Push” Bag The Gladstone

By
Ian Grant

minutes, with *The Gambler* correcting out over three minutes faster than Robbo's *Sanctuary Cove Queensland Maid*.

Ian Kenny and his long-serving sailing master/navigator Ross Jones, pushed the 5 knot ebb up the harbour monitoring their major race threats, *Leroy Brown* and *Pemberton III*, still at sea.

Both the small boats had the new flood tide advantage but *Leroy Brown* almost “blew” her chances in the harbour. The crew missed a mark of the course channel beacon and were alerted to the error by an anonymous competitor's radio call.

The spinnaker was dropped on the deck and she sailed back on the wind against the tide to correct the error. According to “naviguesser” Andy McPhail, it was only for a short time, but nevertheless embarrassing. However,

they had time on hand to correct out with the fastest time, 25 minutes clear of *Pemberton III*, providing a unique club quinella for the “Pittwater Push” from Royal Prince Alfred Yacht Club.

The Gambler again proved her consistency to place third another 13 minutes astern of *Pemberton III*.

Alpha Power, the former Queensland Rocket 31, *Air Apparent*, with owner Neil Stais having to sit in the cockpit with “lady driver” Vanessa Dudley and Tony Poole, was pleased with the result. *Alpha Power* continued on from her outstanding win in the in Caltex Sydney-Mooloolaba race to finish eighth on line, only 19 minutes astern of *The Gambler*, to take Channel Handicap honours from the Spencer 28, *Rush* (John Cleverly) from Gladstone, and the Petersen 44, *Bacardi* (John Williams) from Sandringham Yacht Club in Victoria.

THE QUEENSLAND CIRCUIT '89

By Ian Grant

GLADSTONE-HAMILTON ISLAND

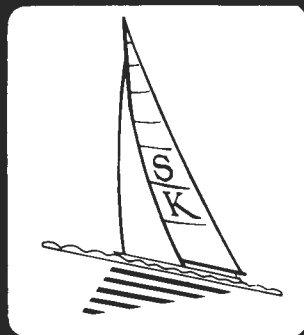
SAILING into the Northern waters of the endless summer continues to become the accepted way of life for some Southern offshore yacht racing owners.

This year a very high standard of bluewater racing combinations elected to accept the challenge to race in the East Coast Classics as they headed for the seasons climax of sailing in the XXXX-Ansett Race Week at Hamilton Island.

Racing on the circuit this year for the

first time was the popular Pittwater owner skipper Warren Weickmann who was determined to enjoy his sailing and, if the best results came his way, that was a bonus.

Weickmann had had very little success since buying the former Melbourne-based Laurie Davidson-designed *Chutzpah*. He had experienced all the costly phases of disappointment, including a dismasting in the August '88 Jupiters Sydney Gold Coast Race in his first



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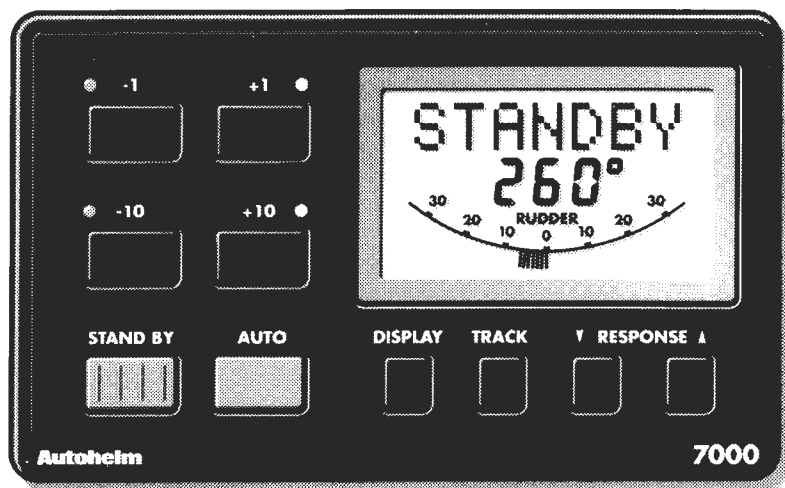
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attempt to sail his first long distance race north.

All seemed bad for *Leroy Brown*, the name he chose for the former *Chutzpah*. But 1989 has proved an endless summer of success for *Leroy Brown*, Weickmann and some of his longtime sailing mates from Royal Prince Alfred Yacht Club at Pittwater. Former National Yachting World Diamond class champion Wally Wardle and Andy McPhail headed a very well-balanced crew.

However, the year of '89 has certainly been very successful for *Leroy Brown*, her only real failure being 18th in the Caltex Sydney-Mooloolaba race, dominated by the high performance Half Tonners *Pemberton III*, *Beach Inspector* and *Public Nuisance*.

Racing north of Brisbane she won the

Australian Airlines Brisbane-Gladstone race, adding confidence for good results in the Gladstone-Hamilton Island and Race Week events, which were to end her long hot summer of sailing.

Moderate easterly winds spiced with local rain squalls, was the pre-race forecast for the 310 nautical mile Gladstone-Hamilton Island race start on the Tuesday following Easter.

A fleet of eight yachts headed by the Farr 55, *Cotton Blossom II* (David Gold) and Kiwi team mate *Silver Shadow* (Peter O'Neill) and the ageing Farr 27, *Klinger*, which has the distinction of holding the fastest corrected time for the Sydney-Mooloolaba race, presented a good form cross-section of new and old boats.

Cotton Blossom II revelled in the mod-

erate spinnaker running winds to complete the course in 35 hrs 45 secs, almost five hours clear of *Silver Shadow* with *Captain Bligh* another 11 minutes astern. The Lexcen 31, *The Pink Boat* (Robyn Crawford) almost snatched third place in Dent Passage finishing only six seconds behind *Captain Bligh*.

Leroy Brown despite suffering a wild knockdown during a rain squall just north of St Bees Island, unscrambled the mess in a bleak night to take the corrected time honours by a little over the Bowen-Based *Klinger* (Mark Lowcock/Ian Richardson) with *Cotton Blossom II* third.

Scottish Connection, the Royal Queensland Yacht Squadron Clansman class sloop skippered by Colin Lamond, won the Performance Handicap division from *Silver Shadow* and *Captain Bligh*.

XXXX Gold Cup to Beyond Thunderdome

WARREN Johns' beautifully prepared 12.2m sloop *Beyond Thunderdome* fought off strong opposition to win the inaugural XXXX Gold Cup Regatta sailed on Moreton Bay. Skippered by talented Sydney helmsman Jamie Wilmot, she clinched the five-race series with a consistent performance and a vital final heat victory to finish with a 3, 1, 2, 1, 1 scorecard in the IOR division.

Offering \$20,000 in trophies and prizes the regatta was open to a variety of yacht design types, including Arbitrary, Channel and maxi IOR (30.7-70.4 feet). But only the half, three-quarter and one ton IOR boats were in the running to win the prestigious XXXX Gold Cup.

Although Ken Lipke's 17.3m *Walk on the Wildside* blitzed the quality field by taking line honours in every race, his super-quick lightweight ocean racer competed in the maxi IOR category and was ineligible to win the XXXX Gold Cup. Lipke did not walk away empty handed however, collecting numerous awards including line honours and equal first place on corrected time with Mike Champion's *Continental* in the maxi category.

The regatta broke new ground in yachting for Queensland by providing a level-rated series for IOR yachts on the protected waters off Manly, the home of host club Royal Queensland Yacht Squadron.

With the exception of race one, which involved a 50 nautical mile passage sprint from Mooloolaba to Manly, the series consisted of Olympic triangular courses in the bay between Green and Moreton Islands.



BEYOND THUNDERDOME, Warren Johns' One Tonner which won her Division of the inaugural XXXX Gold Cup Regatta run by Royal Queensland Yacht Squadron on Moreton Bay, later going on to win the IOR Division at XXXX Ansett Hamilton Island Race Week.

Going into the fifth and final race the Davidson One Tonner, *Beyond Thunderdome*, trailed the joint leaders *Venture 1* (Max Ryan) and *The Gambler* (Ian Kenny) by a narrow two point margin.

It was a dramatic finale to the series as the possibility of a draw looked extremely likely between two of the three leading yachts. All that was required was a *Beyond Thunderdome* win and either the German Frers designed *Venture 1*, or Farr 40, *The Gambler*, to run second and the points distribution would have resulted in a deadlock.

Sailing in a shifting north-easterly breeze, *Beyond Thunderdome*, with local tactician Peter White calling the shots,

took control of the 22.5 nautical mile race five from the start. But with *Venture 1* and *The Gambler* in hot pursuit, organisers were beginning to worry about providing two first place prizes.

A brilliant performance, however, by Warren Weickman's Three-quarter Tonner, *Leroy Brown*, from New South Wales, prevented the deadlock by placing second in the combined IOR division on corrected time and gave *Beyond Thunderdome* victory by two points from *Venture 1*. *Leroy Brown*'s crew handled the variable 5-15 knot breeze expertly and also won the Three-Quarter-Ton class, while *Beyond Thunderdome* secured the One-Ton title.

In the race for line honours Brisbane's *Walk on the Wild Side*, skippered by Ken Lipke, was unchallenged and made it a clean sweep taking out the fastest times in all five heats.

RESULTS

Overall line honours: *Walk on the Wild Side* (K. Lipke) Qld.

Maxi IOR division (handicap): *Walk on the Wild Side* 1, 1, 1, 1, 1, *Continental* (M. Champion) NSW 4, dnc, 2, 2, 2, (tie) 32 points 1; *Hammer of Queensland* (A. Bloore) Qld 2, dnc, dnc, dnc, dnc, 4 pts 3; *Otella* (C. Montgomerly) NSW 3, dnc, dnc, dnc, dnc, 2pts 4.

One Ton: *Beyond Thunderdome* (Warren Johns) NSW 3, 1, 3, 1, 1, 37pts 1; *Venture 1* (M. Ryan) NSW 2, 2, 1, 3, 2, 35 pts 2; *The Gambler* (I. Kenny) Qld 1, 3, 2, 2, 3, 33pts 3; *Struth* (B. Webb) Qld 4, 4, 4, dnf, 13pts 4.

Three-quarter ton: *Leroy Brown* (W. Weickmann) NSW 1, 2, 1, 1, 1, 35pts 1; *Lunchcutter* (B. Barker) Qld 2, 1, 2, 2, 2, 25 pts 2.

Half-ton: *Beach Inspector* (L. Killingworth, P. Nicholson) NSW 2, 2, 2, 1, 1, 51 pts 1; *Madmans Woodyard* (J. Messenger) NSW 4, 5, 3, 2, 3, 35pts 2; *Incredible* (G. Nicole, A. Rowe) Qld, 5, 4, 4, 4, 2, *Epiglass Springloaded* (T. Moore) Qld 3, 3, 1, 3, 4, 30pts (Tie) 3; *Half Hour* (J. Hancock) NSW 1, 1, dnf, dns, dns, 23 pts 5.

Combined IOR: *Beyond Thunderdome* 3, 1, 3, 1, 1, 85pts 1; *Venture 1* 2, 2, 1, 3, 2, 83 pts 2; *The Gambler* 1, 3, 2, 2, 3, 81 pts 3; *Leroy Brown* 6, 5, 4, 4, 4, 68 pts 4; *Beach Inspector* 7, 8, 6, 6, 6, 59pts 5; *Madmans Woodyard* 11, 11, 7, 8, 9, 50 pts 6; *Epiglass Springloaded* 9, 9, 5, 9, 7, 47 pts 7; *Incredible* 10, 10, 8, 10, 8, 46pts 8; *Lunchcutter* 8, 4, 10, 5, 5, 37 pts 9; *Struth* 4, 7, 9, 7, dnf, 29pts 10; *Half Hour* 5, 6, dnf, dns, dns, 27 pts 11.

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BOOK REVIEWS

Poisoners of the seas

By KA Gourlay

THIS book is an in-depth analysis of the effects that humanity has on the seas of our planet. The book begins with a foreword which indicates the ways that so-called responsible bodies get around addressing the problems of polluting the sea and try to play down the damaged caused to the environment.

A prologue follows, providing exact and sobering examples of well known incidents which are analysed and discussed by the author. The conclusion is that undue and severe damage has been caused through negligence and general lack of concern by the bodies concerned.

A brief but in-depth introduction to oceanography is provided, giving the reader the understanding of the working of the oceans and leading to an appreciation of the boundaries and capacities of the oceans to handle assault on their chemistry by pollution of all sources.

In the final chapter, the author summarises the problems and gives a rather disturbing account of the probable future of the seas and sealife. This is a gloves-off discussion which is shocking to any person concerned with the future of the seas and, indeed, our planet

in general. It is almost impossible to feel proud as a human being after reading of the on-going abuse of our ecosystems. Many references are provided and the feeling comes quickly across that the author has researched the subject in great detail.

My personal impression: This is a worthwhile book for any person concerned with the well-being of the seas and wildlife in and above them. This is an important contribution at a time when there is much more public awareness of ocean pollution and its highly detrimental effect on the future of our planet. — *Miki Grossman*

Sea Safety for Small Craft

Edited by Teki Dalton

IN boating, experience is important. The happy successful sailors never dare the sea — they respect it and venture across the waters prepared to enjoy and live in harmony with it on fine days and survive on it in rough times." The words of that remarkable woman sailor and Australian of the Year, Kay Cottee, in a fine foreword to an excellent manual for all amateur sailors, *Sea Safety for Small Craft*.

Edited by well known and successful ocean racing yachtsman Teki Dalton,

Sea Safety for Small Craft has been produced by Transport and Communications with the co-operation of OTC Maritime.

In her foreword, Kay Cottee goes on to say: "The most important lesson to be learnt by the sailor is the importance of experience, a well-built and equipped craft, and a healthy respect for the sea. Follow the basic criteria outlined in this helpful book, stay within the limits of your craft's capabilities and you will have endless pleasure on the water."

While reading a book cannot replace practical experience of the sea and boat handling in all conditions, *Sea Safety for Small Craft* is an excellent manual, not only for newcomers to yachting and boating, but also as a handy reference for the more experienced. Keep it on board and make sure all the crew read it thoroughly.

Sea Safety for Small Craft contains excellent chapters on essential equipment, fire safety, using marine radio, the weather, pilotage and coastal navigation, seamanship, emergency communication procedures, survival in a life raft, and medical aid at sea, along with other informative chapters.

Sea Safety for Small Craft is available from most booksellers, including Boat Books in Sydney, Brisbane, Melbourne and Perth. Recommended retail price \$19.95.

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News From All Ports

Victoria

By Rob Williams

Port Phillip Pilots To Liquid Asset

HOBSON Bay's Port Phillip Pilot's Hovernight race was won by John Farman's Noelex 30, *Liquid Asset*, from Brighton. Line honours were taken by Joe Westerloo's big Inglis design, *Scavenger*.

VYC: Div 1: 1. *Liquid Asset* — Noelex 30, (John Farman); 2. *Sagacious II* — Nantucket 43, (Paul Jacka); 3. *San Miguel* — Adams 36 (Barry Walker). Div 2: 1. *Second Lady* — Bounty 35 (Bob Wainwright); 2. *High Hopes* — Masram 720 (Barry Bennet); 3. *Yaralie* — Holland 25 (John Laurie). Div 3: 1. *Kotuku* — Spacesailer 24 (Ross Morton); 2. *Muruk* — Spacesailer 24 (Stuart Morrison); 3. *Warrana* — Warrship (Geoff Barret). IOR: 1. *Padam II* — Dubois 36 (Ken Quinert); 2. *Sagacious II* — Nantucket 43 (Paul Jacka); 3. *Nuzulu* — Steinman 31 (Harry Hertzberg). CHS: 1. *Sagacious II* — Nantucket 43 (Paul Jacka); 2. *Padam II* — Dubois 36 (Ken Quinert). JOG: 1. *Liquid Asset* — Noelex 30 (John Farman).

Charissa Wins Dick Lean

ROYAL Melbourne's Dick Lean Trophy was dominated by small boats and was won by Norm Poole, sailing *Charissa*.

VYC: 1. *Charissa* — Endeavour 24 (Norm Poole); 2. *Anne* — Bluebird (Bill Hooper); 3. *Moby* (John Searle). IOR: 1. *Great Scott* — Kaufman ¼ (John Molloy); 2. *Chutzpah* — Davidson ¾ (Bruce Taylor); 3. *Shambles* — Davidson ¼ (Peter Bedggood). CHS: 1. *Good News* — Farr 37 (Paul Woodman); 2. *Mercedes III* — Kaufman 40 (Rob Williams); 3. *Kings Cross* — Davidson 36 (Rob Green).

Scavenger Takes J.J. Jarrold Honours

JOE Westerloo's Inglis 47, *Scavenger*, showed her high speed potential by taking line and VYC handicap honours in Sandringham's J.J. Jarrold Trophy from John Lake's *Flying Colours*.

DIV 1: VYC: 1. *Scavenger* — Inglis 47 (Joe Westerloo); 2. *Flying Colours* — Steinman 54 (John Lake); 3. *Dryland* — Carter 33 (Mike Manson). IOR: 1. *Challenge III* — Frers 43 (Eddie Wall-

Smith); 2. *Shenandoah II* — S&S34 (mod) (Ron White). CHS: 1. *Highway Patrol* — Dubois 30 (Mike Welsh); 2. *Le Cascadeur* — Southern Ocean 31 (Rob Cook). DIV 2: VYC: 1. *Prion* — Warrship 30 (Jerry Visick); 2. *Young Nick* — Seaway 25 (Tim Crespin); 3. *Agamenmon* — East Coast 31 (Brendan Kruger). CHS: 1. *Poseidon* — Van de Stadt 33 (C. Costenoble); 2. *Banshee* — Defiance 30 (Graham Watt); 3. *Second Lady* — Bounty 35 (Bob Wainwright). DIV 3: VYC: 1. *Tess* — Swanson 27 (Peter Suda); 2. *Pippa II* — Triton 24 (Peter Bolton); 3. *Slo-mo-shun* — Colymbai 27 (Peter Allnutt).

Kalu-la Takes E.B. Green Trophy

ROD Thomas's S&S 36 *Kalu-la* won Royal Brighton Yacht Club's E.B. Green Trophy. Second and third places were taken by the Cole 43 sisterships *Rangatira*, (Bob Mercer) and *Ariadne*, (Gordon Stooke).

Peter Bedggood's Davidson Quarter Ton, *Shambles*, took IOR honours from *Ariane* and Bruce Taylor's Davidson Three-Quarter Ton *Chutzpah*.

DIVISIONAL PLACES: DIV 1: 1. *Kalu-la* — S&S36 (R. Thomas); 2. *Rangatira* — Cole 43 (R. Mercer); 3. *Ariane* — Cole 43 (G. Stooke). DIV 2: 1. *Shambles* — Davidson ¾ (P. Bedggood); 2. *Gumblossom* — Joubert 30 (T. Gunnerson); 3. *Spirit* — (B. Boyle). DIV 3: 1. *Gemmwarri* — Warrship (B. Jones); 2. *Bounty* (K. Lacey); 3. *Sirius* (D. O'Brien).

Vintage Boats in Close Tussle

TWO of the oldest boats in the fleet won three divisions in the Squadrons last Olympic Course Race. Martin Ryan's ex-Admiral's Cupper, *Mercedes III*, won the Div 1 and CHS Div, with Stephen Hawes' H28, *Safari*, winning Div 3 in a gusty northerly.

VYC: DIV 1: 1. *Mercedes III* — Kaufman 40 (Rob Williams); 2. *Scavenger* — Inglis 47 (J. Westerloo); 3. *Spellbound* — Dubois 34 (Ian Ewing). DIV 2: 1. *True Blue* — S80 (Don McKenzie); 2. *S80* (Kelvin Hunt) 3. *Avanti* — Seaway 25 (Patrick Poppins). IOR: 1. *Chutzpah* — Davidson ¾ (Bruce Taylor); 2. *Red William* — S&S34 (Bill Hales); 3. *Deliverance* — Defiance 30 (Jim Shields). CHS: 1. *Mercedes III* — Kaufman 40 (Rob Williams); 2. *Starlight Express* — Southern Ocean 32 (Buster Hooper); 3. *Scorpion* — Farr 42 (Rob Hopcraft).

Flying Colours Leads in Katour Salver

JOHN Lake's Steinman 54 *Flying Colours*, led the fleet home in Sandringham Yacht Club's *Katoura Salver*. The gusty northerly favoured good reaching boats which dominated the results.

DIV 1: 1. *Chimere* — Noelex 30 (Geoff Best); 2. *Dorado III* — Adams 13 (Brian Kost); 3. *Flying Colours* — Steinman 54 (John Lake). DIV 2: 1. *Red Soo* — Black Soo (Robert Rayner); 2. *Sinking Feeling* — Young 780 (Robert Haines); 3. *Frolic* — Boomerang 20 (John Guiney).

Western Australia

Sentimental Double For Jack & Benny

By Hugh Schmitt

TRUMPHE was tinged with sentiment when former America's Cup yachtsman Jack Baxter, took out both IOR and YAH honours in the recent Skywest Fremantle-Albany ocean yacht race.

The West Coast's longest (360 nautical miles) regular offshore race was a design triumph for the late Ben Lexcen. *Pacemaker*, a Lexcen 50, took line honours and *The Sidewalk Cafe*, a Lexcen 35, owned, skippered and navigated by the 50-year-old Baxter, won dual handicap trophies.

Baxter, who sails out of Albany's Princess Royal Sailing Club, was a close friend of Ben Lexcen, the much-loved madcap designer/sailor whose brilliant concept of the winged keel on *Australia II* won the America's Cup for Alan Bond and *Australia I* in 1983. As navigator on *Australia I*, the Albany sailor sailed alongside Lexcen, who was tactician, in the 1980 final America's Cup match against *Freedom*.

Baxter remembers with affection how Ben Lexcen and he dreamed up the design for his royal blue-hulled sloop in a sidewalk cafe in Sardinia. "Benny and I had our own ideas on yacht design," recalled Baxter over breakfast a few hours after the race ended. "A few years ago we sat down in this little sidewalk cafe in Porto Cervo and started arguing on our favourite subject over a few beers.

"It was a friendly argument and nothing came of it till Christmas time that year when I visited Benny's office in Sydney.

"We played around with his computer and out came a design for a 35-footer

that I liked the look of and decided to build. It just had to be called *The Sidewalk Cafe*.

"As far as I know *Cafe* was the only one of her design built, but I wouldn't be surprised if the design becomes quite popular." Later, Lexcen built in a lot of the design features of *Cafe* into his own 30-footer, the yacht he enjoyed so much before he died tragically from a heart attack last year.

"*The Sidewalk Cafe* is of light construction for an offshore yacht and was designed to go fast downwind," says Baxter. "This was one reason I was tickled pink when we won both IOR and YAH handicap honours. Most of the race was into the wind and she performed very well."

The Albany classic was the first major race Baxter has won with the Lexcen-35. In 1987, when it was new, he finished second overall in the Albany, but last year he finished well back in the fleet. The America's Cup sailor had previously won the Albany three times with *Mistress*.

Pacemaker, which was originally burdened with the name *Apricot Sundae*, lived up to her new name by leading the 12-yacht fleet for nearly all of the way to narrowly defeat *Castille* for line honours.

Owned by Ron Clarke and skippered by Gary Rodoreda, *Pacemaker* kept intact her unbeaten record for fastest time in every ocean race she has contested this season. The revamping carried out below the waterline during the winter obviously gave her an extra knot or two.

The race started with a double bang on the Friday evening (March 17) when Rob Tippet's *Enigma* crashed spectacularly into the start boat, *Hans Christian*, as the fleet powered across the start line to get the gun. After ascertaining that nobody was injured, *Enigma's* crew took the yacht on two mandatory 360° pirouettes and set sail after the leaders.

Pacemaker headed off into the sunset with a slight lead over Ian Allen's consistent Ward-design, *Castille*, which has taken off since a winged keel — designed by Kookaburra chief designer John Swarbrick — was installed last year.

For *Castille*, the Albany carried a big incentive. A win or placing could have clinched the prestigious Parmelia-Hilton Offshore Yachting Championship, conducted over the entire season. The Lexcen 50 held a slight lead over *Castille* all day Saturday as the yachts headed south into a light south-easterly. But somehow in the dark of night Allen slipped *Castille* by *Pacemaker* and at dawn the revamped yachts were staging a titanic struggle with *Castille* narrowly ahead, but further out to sea.

The yachts staged a see-saw battle for



COLLISION course at start of Fremantle to Albany Race — *Enigma* (Sail no. 2444) makes late tack in bid to squeeze astern of start, boat, Hans Christian, but didn't quite make it.

BELOW John Sanders hams it up as *Perie Banou II* finishes race at Albany. (Pics — Hugh Schmitt)

the lead all day Sunday with *Castille* just edging *Pacemaker*, but still farther off the rugged south-west coast.

Meanwhile, the big Swan 57, *Cowrie Dancer*, which was sailed to Fremantle from England for the America's Cup, and was having her first ocean race here, was further offshore having a great battle for third place with Bill Rafferty's *Graffiti*. *Enigma* was improving her position along with Jon Sanders' *Perie Banou II*, an S&S39 formerly named *Pilgrim*. Sanders was heard to equip on radio to Jack Baxter, "Hey, Jack, why don't you throw an anchor over for a while." Came the retort: "You'd have to make it worthwhile."

The duel in the sun continued all afternoon between *Pacemaker* and *Castille* and by 4pm *Pacemaker* had poked her bow in front again as the breeze dropped even more. The battle for line honours continued into the night with *Pacemaker* holding the slenderest of leads off Eclipse Island on the front doorstep to Albany's beautiful Princess Royal Harbour.

At precisely 10.20pm *Pacemaker* ghosted across the finish line opposite the town jetty to a cheering crowd from the Princess Royal Sailing Club, organisers of the classic. Her overall time was a slow 52 hours, 20 minutes and 18 second. *Castille* finished half an hour later, but the margin would have been closer had the wind not died out.

Third, 30 minutes later, was *Graffiti* followed after an hour by *Cowrie Dancer*. *Sidewalk Cafe* drifted across the finish line at 4am after one of the most benign Albany races in its 21-year history.

"It was one of the most pleasant Albany races we've had," said a beaming Jack Baxter at breakfast. "It's a race that can offer a hard windward race for 360 miles or a downhill slide that can scare the pants off you."

"We were lazing in the sun as we rounded Cape Leeuwin, one of the world's most notorious capes for rough seas."

And if Benny Lexcen was peering myopically down from his kevlar-mylar could, he would have had a big grin across his friendly visage.



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THE Sayonara Cup is building into a most important event on the Australian yachting scene and can be expected to grow even larger.

In the spring of 1988 notices were sent to all Royal Yacht Clubs in Australia and New Zealand stating the conditions for the 1989 Challenge. These were: the Cup is open for Challenge by the Royal yacht clubs in each state of Australia and the RNZYS; the 1989 Challenge is to be conducted in International Dragon Class yachts, which must be owned and normally resident in the State of the Challenging Club; and, should more than one Challenge be received, the Challenge will be decided by a sail-off on the Derwent Estuary in early March, 1989.

An unprecedented four Challenges were received. They were a very well credentialled lot.

Royal Melbourne Yacht Squadron were represented by Frank Hammond, John Middleton and Peter Hickey sailing the Borreson fibreglass Dragon, *Elba*. Hammond is a sailmaker and has considerable experience, sailing successfully at national and international level, Middleton is Australian and Victorian S80 Champion and represented Victoria in the Hardy Shield match-racing series.

Royal Geelong Yacht Club were represented by helmsman Bruce King, Thunderbird world champion in 1986, with Stephen Peel and Stephen Jackson crewing. They were sailing the Borreson fibreglass Dragon, *Breanne*. It would be Peel's fourth attempt to win the Sayonara Cup.

Royal Sydney Yacht Squadron were represented by the Ridgeway Dragon, *Intrigue* helmed by Geoff Morris and crewed by Andrew Cutler and Andrew Spring. Morris has represented Australia in many different classes, has twice been runner-up in the Prince Philip Cup, helmed *Gretel II* in the 12-metre Worlds and has won the NSW Match-racing Trophy twice. Cutler was a crew member on *Kookaburra II* and has represented Australia. Spring has sailed extensively in skiffs and has represented Australia.

Royal Prince Alfred Yacht Club was represented by the Godsill Dragon, *Taranui*, helmed by Peter Morris and crewed by Gary Taylor and Michael Morris. Peter Morris (known as "Speedy Pete" or sometimes "Protest Pete" in Dragon ranks) is a veteran of 12 Prince Philip Cups and has twice been NSW Champion. He also crewed in the yacht that placed second in the Vancouver Dragon worlds in 1983. Taylor has represented Australia in numerous



RACING on the Derwent in the Sayonara Cup between Royal Sydney Yacht Squadron's *Intrigue* (Geoff Morris) and Royal Yacht Club of Tasmania's *Karabos* (Nick Rogers) with the Tasmanians holding the historic trophy. (Pic — Peter Read)

Tasmanians Withstand Sayonara Challenge

classes with considerable success and is a sailmaker.

To make life even more interesting Peter Morris and Geoff Morris are brothers.

The Royal Yacht Club of Tasmania decided quite early in the piece that, in fairness to the Challengers, they had to be given some experience of match-racing on the Derwent before the Challenge proper. It was therefore decided to hold a two-stage Elimination Series. The Preliminary Elimination Series was to be a Round-Robin affair, with each contestant sailing against each other challenger twice; a total of 12 matches.

The two top scorers would go through to the Final Elimination Series which would be a Best-of-Five exercise, again held over two days. Trying this sort of thing in only four days requires a foolproof tie-breaker system and, as a member of the Race Committee remarked, makes one realise why the America's Cup Challengers appoint a

"Challenger of Record" who actually conducts the Challenger Elimination Series.

The Preliminary Elimination Series showed that two yachts stood out, *Breanne* and *Intrigue*. The final re-sail of the Preliminary Elimination Series was a heart-stopper. It started into the morning down breeze, initially about 15 knots, but easing as the morning wore on. *Intrigue* was ahead initially, then *Breanne* got through and in the last 800 metres *Intrigue's* crew threw 21 tacks, gaining a little each time as the wind faded. In the end it was a dead-heat!

This gave the Preliminary Elimination Series to *Intrigue* with 5½ wins out of 6, with *Breanne* the runner-up with 3½. These yachts were set up differently, *Intrigue* optimised for light airs and *Breanne* for heavier breezes. The Geelong crew had observed the 1988 Defence and came prepared with a yacht optimised for 15 knots and up; just the sort of early March afternoon sea

News From All Ports

breezes Hobart usually enjoys.

The Royal Yacht Club of Tasmania's Defender certainly didn't lack preparation. Well before Christmas the RYCT formed a Sayonara Cup Defence Committee consisting of Vice-Commodore Don Calvert, Rear-Commodore Peter Read, Ted Laing, Tom Loney and Barry Shepperd. The Prince Philip Cup was sailed on the Derwent just after Christmas and almost every Saturday and Sunday before Christmas had been taken up with sailing over Olympic courses.

The Prince Philip Cup was a well-contested affair. Tasmanians finished one, two, three, five, six and eight, with Nick Rogers, Bill Bourne and Phil Taylor winning in *Karabos*. All the heat winners were Tasmanians.

The RYCT, who were conducting the series, decided to conduct the first set of Sayonara Cup Defender Eliminations in conjunction with the Calvert Series and so six crews were asked to sail off. These were *Maj Britt* (Steven Boyes, Leigh Behrens and Laurence Brown); *Karabos* (Nick Rogers, Bill Bourne and Phil Taylor), *Jock Robbie* (Bruce Calvert, Mark Chesterman and Guy Lewis), *Rage* (Phil Jackman, Andrew Wise and Chris Kiel), *Ragtime* (David Healey, Lance Balcombe and Tony Shearman) and *Kirribilli II*; (Jeremy Ford, Rob Chandler and Simon Pitney).

Unfortunately, *Kirribilli's* console pulled out just before the start of the first match, but this didn't stop the contest being pretty decisive with the Defence Committee selecting *Karabos* and *Maj Britt* to sail off for the right to defend the Cup.

Five matches were held in breezes ranging from six to 15 knots, with Nick Rogers in *Karabos* winning three out of five. However the margins were extremely close; 14 seconds; 30 seconds; 8 seconds; 16 seconds and 6 seconds. To put these margins in context each match lasted about an hour.

Thus on Wednesday, March 8 the scene was set for what looked like a potentially very close contest. And the spectators and the media were there in force. Two TV crews, one from each local station, plus the Mercury photographer, Robin Lane. There were a few sponsors boats, too. National Mutual had sponsored this Sayonara Cup, as they have supported so many yachting events in Tasmania this season, and they were there in force. Even the State Governor, Sir Phillip Bennett, came to watch.

It looked an extremely close contest.

Both *Intrigue* and *Karabos* were Ridge-way Dragons, out of the same mould. Both skippers favoured North mains and Fraser genoas; identical hulls and identical sails.

But it wasn't to be. Wednesday dawned a rainy day with little wind and the one match staged ran out of time, but with *Karabos* well ahead. The first match on Thursday was held in a 10 knot northerly. Rogers won the start and steadily opened the gap; 17 seconds at the first windward mark, 47 at the leeward, 54 at the second windward mark, followed by a very careful loose cover to win by 44 seconds. Perhaps *Karabos* was faster.

The second match started into a 10 knot northwesterly at 1310. The pre-start manoeuvring had been fierce and *Karabos* had infringed. Now not only did Morris win the start quite decisively, but Rogers had to do an exonerating 360 just after the start. Despite this *Karabos* caught *Intrigue* 700 metres up the windward leg, tacked into the lee bow position, gassed *Intrigue* and climbed clear ahead to round the windward mark first by 9 seconds.

The breeze eased significantly down the run and *Intrigue* held on, but up the next beat *Karabos* opened up her lead to 1 minute 20 seconds and held that until the last mark. Rogers then again covered very carefully to win by 47 seconds.

Geoff Morris must have known just how Iain Murray felt in 1985 at this stage. *Intrigue* was set up for light airs and had now been beaten twice soundly in his own favoured wind range.

The northerly was dying and it was 1615 before the breeze settled again, with OOD, Brian Donaldson, sending them off into an 18 knot southerly. *Karabos* had the best of a hectic start and this time *Intrigue* had to do an exonerating 360. Rogers was able to easily optimise his strategy regarding tide and wind and cover Morris all the way to win comfortably by 33 seconds and go to 3-0 up. It looked as though the Sayonara Cup might stay in Tasmania.

There were the almost ritual protests that night on 2 of the matches, but neither was upheld. Friday dawned overcast, with a cold 10 knot south easterly, and the fourth match got away at 1045. Considered spectator opinion was that Rogers only had to keep out of trouble and he would win one of the next four heats to hold the Cup. He did better than that by sailing away from the line for nearly five minutes during the 10 minute pre-match manoeuvring then coming back to gain a good, if conservative, start, behind, but to windward of Morris in *Intrigue*.

Then *Karabos* just climbed out of the

gas zone to be clear ahead at the layline, kept going, tacked and reached in to round the windward mark 12 seconds ahead. The Tasmanians never looked in any danger thereafter to win by 46 seconds and make it 4-0, the most decisive win in the history of the Sayonara Cup.

Rogers is a four-time Australian Champion in Mirror Dinghies and came third in the Mirror Worlds at Sligo, Ireland in 1986. He made the transition to Dragons 18 months ago. Bourne is a longtime Dragon owner and crew, having crewed for Prince Philip Cup winner Mick Purdon in Geelong in 1979 whilst still in his early 20's. Taylor came out of Cadet Dinghy and Sharpie ranks, but has had much recent 12-metre and offshore experience.

Inaugural Relay Series at RYCT

THE Royal Yacht Club of Tasmania, impressed by the CYCA's Range Rover Regatta teams relay last year, held its own event, the Capita Relay on the Derwent in February.

The Capita Relay was won by Don Calvert's team consisting of Don's One-Tonner *Intrigue* and two top Dragon Class yachts, David Healey's *Ragtime III* and Bruce Calvert's *Jock Robbie*.

Five teams contested the event which was conducted over three laps of a one nautical mile windward and return course off Long Point. Each of the three yachts in a team sailed one lap.

The first race was held in a very light see-breeze and was very close. Milton Moody's *Fascination* got away to a good lead in the first lap and laid the foundation for a narrow 10 second win by Team 1. A feature of this race was the virtual match-racing tactics employed by Don Calvert in *Intrigue* and Ian Smith in *Sheraton Hobart* who were within a boat's length all around the course, *Intrigue* finally winning by 42 seconds.

In the second race the breeze was freshening, so Calvert changed the order within his team to follow the two Dragons which perform better in fresher wind. This paid off with his team winning the second race by 1 minute 23 seconds to win the Capita trophies.

This unusual event attracted a lot of attention with many spectator boats following the proceedings including many guests on Jim Hickman's private yacht, the ex-ferry *North Head*.

Final Results:

1. Team 3: *Intrigue* (D. Calvert), *Ragtime III* (D. Healey), *Jock Robbie* (B. Calvert)
2. Team 1: *Fascination* (M. Moody), *Whispering Jack* (Scott Gilbert), *Vivacious* (Hugh Lewis)
3. Team 5: *Police Car* (Eddiss Boyes), *Brigitta* (Jack Lowe), *Firecrest* (Peter Limb)

Peter Read

News From All Ports

Queensland

Range Rover Regatta at RQ

BOB Robertson's Farr 40, *Queensland Maid/Sanctuary Cove*, came from behind to win Queensland's first Range Rover Teams Racing Regatta in a sensational finish on Waterloo Bay. *Queensland Maid* was the final yacht in Mooloolaba Yacht Club's Sanctuary Cove Blue combination which went into the deciding race on equal points with two Royal Queensland teams.

With teams consisting of three yachts with maximum overall lengths of 26ft, 30ft and 40ft, the regatta's relay element produced a series of thrilling contests between yachts of various types and sizes. This was especially the case in the concluding race three.

Convincing first heat winners Royal Queensland's No. 1 outfit, *Terror Australis*, took control of the final heat when *Men at Work* (Peter White) grabbed an early advantage. Former national Etchells champion Peter White steered a clever tactical race in *Men at Work* over the first triangle of the course.

Men at Work then "tagged" with their Farr 40 team-mate, *The Gambler* (Ian Kenny) who excelled in the gusty 18 knot south-easterly breeze and extended the leading margin. When *The Gambler* completed her lap the third team member, *Freeway* (Peter Graham), took over the lead.

The powerful Ross 780, *Freeway*, started her circuit with a slight, though comfortable, margin to the larger *Queensland Maid/Sanctuary Cove*. Robertson's 40ft yacht threatened to overhall *Freeway* on the first leg of the final lap, but Graham held on desperately to his slender lead.

When spinnakers were hoisted *Freeway* showed her excellent downwind potential and accelerated away, surfing down waves at up to 18 knots with the larger *Queensland Maid* in hot pursuit as the two yachts approached the final gybe mark.

Peter Graham and his crew threw the tiny yacht into the gybe only to be knocked down by a violent wind gust reported to peak at 30 knots as they began the last leg of the course. As *Freeway* was lying almost flat on the water, with her crew scrambling for balance, *Queensland Maid* gained valuable seconds to draw level.

Queensland Maid, however, with a slightly better sailing angle and much

larger sails, crept into the lead over the final 50 metres and crossed seven second in front of *Freeway* to win the Range Rover Teams Racing Regatta trophy for Mooloolaba.

Terror Australis team finished the series in second place, with the *Foolish Behaviour* team of the Etchells, *Gailforce* (John Harrison), *Spy 24*, *Tasman Express* (Noel Lee-Smith) and *Sill*, *Foolish Behaviour* (Terry Passey) third.

Warren John's top-performing Davidson 40, *Beyond Thunderdome*, was competing in the Mooloolaba Yacht Club/Sanctuary Cove Red team and finished equal fourth with Royal Queensland's *Awesome* (Etchells/Alan Wilson, Etchells/John Charlson, Spider/Greg Antonieff) and *Blue Peter* (Adams 10/Andrew Wiklund, Etchells/Ray Wilson, Ross 780/Paul Ryan) teams.

Beyond Thunderdome's Red team which included the Farr Half Tonner, *Epiglass Springloaded* (Tim Moore) and *Masram 720*, *Sole Trader* (Harley Cowlishaw) suffered in the final placings following disappointing performances in races two and three.

Neil Patchett.

Toyota Honours Ben Lexcen

TOYOTA'S yet to be released locally manufactured V6 passenger car will be called the Lexcen, to honour the memory of designer and contemporary Australian hero Ben Lexcen.

The car name is one of two major initiatives undertaken by Toyota to commemorate Ben Lexcen. The second is the endowment of a Toyota Lexcen Computer Intensive Teaching Laboratory at Bond University.

"Ben Lexcen was one of the most inspirational men with whom our company has been associated," said Robert Johnston, Toyota Motor Sales chairman, at a function at Royal Sydney Yacht Squadron. "On the day of his death we resolved to institute a lasting tribute to his memory in a manner visible to all Australians."

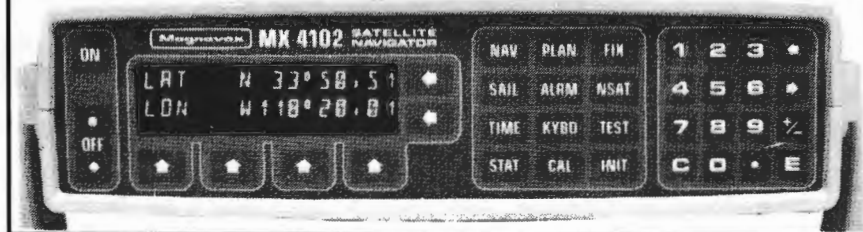
Mrs Yvonne Lexcen has described as a touching tribute the initiatives undertaken by Toyota to honour her late husband. "Ben would have loved the ideal of a car being named after him," she said. "He'd be particularly proud of an endowment to a university which could help young Australians to greater achievements."

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Veterans Race to Southerly

ONE of the best known Sydney-Hobart competitors of past years, Don Mickleborough and his beloved *Southerly*, have won the CYCA's 1989 Veterans Race, now a traditional part of Commodore's Day.

Southerly was built in 1939, contested her first Hobart race in 1958, and finished third overall the following year. She continued to race every second year until 1970. She was the second oldest yacht in this year's Veterans Race, the oldest being *Roiaata*, built in 1935.

With Don Mickleborough, now 62, at the helm and a crew of old mates, *Southerly* won the race by 39 seconds from two-times Sydney-Hobart winner, *Siandra*, skippered by Jamie Morrison. *Siandra* was one of four past Hobart race winners in the 23 boat fleet which turned out on a sunny Sunday along with 111 more modern offshore and inshore racers for the opening of the Digital Winter Series on Sydney Harbour.

Third place in the Veterans Race went to *Salacia*, skippered by David Lovell, followed by *Cherana*, *Malohi*, *Ronita*, *Lolita* (last year's winner), *Serenade*, *Anitra V*, *Lorita Maria* and *Margaret Rintoul*. *Salacia* took fastest time.

Anitra V, which won the Sydney-Hobart in 1957, was skippered by her owner, Sir Garfield Barwick, the former Chief Justice of the High Court and Federal Cabinet Minister, now aged 86.

The Digital Winter Series pointscore began with 111 yachts contesting seven divisions, with CYCA sailing secretary Bob Brenac predicting the fleet to grow



to 150 yachts racing each Sunday during the winter. Commodore's Day winners were *Wild Oats* in Division A, *High*

Anxiety (B), *Public Nuisance* (C), *Black Duck* (D), *Triona III* (E), *Different Drummer* (E22) and *Sailpack* (J24).



CLOSE encounters of a watery kind — start of the CYCA's annual Veteran Yacht Race for older Sydney-Hobart yachts (and yachtsmen). The race was sailed in light winds with *Southerly* the winner.

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What's New

HF Transceiver From Codan

NEW design features included in Codan's latest family of High Frequency SSB transceivers have produced the most comprehensive, attractive and cost-effective communication package on the market today.

The 8528S series of transceivers covers the transmit-receive frequency range of 2 to 24 MHz and offers a choice of output powers of 125 watts, 200 watts or 400 watts PEP. Different configurations are possible to suit all types of vessels, including extended control and dual control systems. Featuring 400 single, or two-frequency simplex channels, the design has provision for 99 of these to be front-panel programmed by the user (subject to licensing restrictions). A free tuning receiver covering the world broadcast bands 500 KHz to 25 MHz is also a feature of the 8528S.

Both manual and automatic antenna tuners are available, together with a complete range of included transceiver options and accessories.

Codan is an Australian company committed to the design and manufacture of high quality communications equipment. The transceivers are backed by Codan's second-to-none reliability, two-year warranty, and an extensive network of Codan-appointed dealers and service agents around Australia and the South Pacific.

Further information: Codan Pty Ltd, Suite 24, 818 Pittwater Rd, Dee Why, 2099. Tel: (02) 971 2233. Fax: (02) 982 1117.



Pictures show: New super light Sparmaster carbon spinnaker poles now available. Poles can be reduced in weight by 50% and still be twice as stiff.

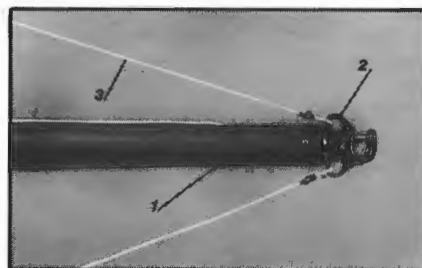
Sparmaster Carbon Spinnaker Poles

SPARMASTER Spinnaker poles manufactured by La Mer Spars are now available for yachts Three-quarter Ton and upwards.

Manufactured from dry pre-preg, these poles are extremely strong and stiff, and yet can be 50% lighter than their aluminium counterpart.

The poles are also tapered by 25% into a cylindrical section for the spinnaker pole fitting. To further reduce weight, special lightweight pole ends are used, bridles are made of spectra and rings manufactured from titanium.

The Three-quarter Tonner blank pole weighs in at just under 2kg and for the one tonner 2½kg. The all up weight for



a Three-quarter Ton spinnaker pole is 2.6kg.

These poles are now being applied to spinnaker bow poles on racing Trimarans.

Further information: La Mer Spars Pty Ltd, 8 Victoria Dock, Melbourne, 3000. Ph: (03) 629 2006, Fax: (03) 629 1982.

Deck Organisers From Harken

NOW available from Harken are four versions of small boat deck organisers. Deck organisers are used to lead multiple lines aft from the mast base. They are useful for halyards, reef lines, outhauls, pole lifts and other control lines. Deck organisers are also ideal for many other applications requiring multiple sheave cheek blocks.

Small boat deck organisers feature 1½" (38mm) ball bearing sheaves. They are intended for rope halyards on boats under 26 feet (8m) or for lightly loaded control lines on larger boats. Deck organisers are available in double or triple sheave configurations. Stacked double and triple organisers are used to lead large numbers of lines aft in a small area.

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What's New

Yacht Autopilot From Ansett

THE Ansett Technologies 2001-S Autopilot System, designed by Compunav Systems Ltd, Vancouver, is a new top-of-the-line automatic pilot system specifically for yachts.

Special features include a tack button, an innovative windvane interface, a navigational interface for Loran C's SatNavs and automatic compensation for weather helm changes. Fine-tuning control set for specific vessel and weather conditions, optimise steering performance.

The Ansett Technologies 2001-S, can be interfaced with most existing mast-head windvanes, resulting in lower system cost and less weight at the mast-head. A custom windvane is also available, as an option. The 2001-S Autopilot System's have a complete line of drive units and options, including retrofit packages for most existing autopilot drive sets.

Further details: Ansett Technologies, 6 Caribbean Dr, Scoresby, Victoria 3179. Tel: (008) 033 519 toll free. Fax: (03) 764 1712.

Cummins Launches Marine Diesel Hotline

CUMMINS DIESEL Sales & Service has established a 008 Toll Free 'Hotline' customer phone service for boat owners which the company believes is a first for the Australian Boating Industry.

Anyone who requires information on Cummins Marine diesels, whether they currently own a boat or not, can take advantage of the service on a toll-free 008 number. Cummins is operating the phone hotline on a seven-days-a-week basis with staff on hand from Monday to Friday 8.30am to 5.30pm and a recorded message to take customer enquiries for other times when the service is not manned, such as at night or on weekends.

Through the 24-hour information service, Cummins will distribute to all hotline callers copies of its new Australian Marine Engine Portfolio which details all engines, specifications and engine accessories available to the marine market in Australia. Also in the same customer package will be a free copy of Cummins new colour newsletter "Directions" currently being produced by the company for Australian customers.

New Products For Solo Marine

SOLO Marine, rapidly emerging as one of the largest suppliers in the boating industry, has just released a new product supplement for 1988.

The 12-page catalogue details a host of new lines the company is offering, including several British name products and some new Australian deck hardware.

Prominent among the new arrivals is the range of Incastec electronics — realistically priced speed, depth and wind meters. The two ranges — maxi and mini — offer sophisticated instruments; the maxi range utilises a powerful 8048 microprocessor to collate and sort information. The mini range, including depth sounder, log and echo pilot repeater, offers value for money with simple, easy to read instrumentation at a price anyone can afford.

A very familiar British name to Australians, Simpson Lawrence, now joins the Solo team with a range of anchor windlasses and the world's most favoured anchor, the CQR. CQR anchors, though copied all over the world, are unique and the original, made by drop-forging, is up to four times as strong as its imitators. They are available in sizes to suit all pleasure craft.

The new range of windlasses includes the Power Command 700 and the Simpson Lawrence Anchorman — vertical windlasses with both gypsies and drums with either electrical or manual power systems. Compact, elegant and very strong, these windlasses will bring a new dimension to both yacht and powerboat users.

Further information,
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Plastimo Inflatable Pilot Dinghy

A new yacht tender, made from Hypalon derived material complete with outboard bracket, comprising 3 air chambers, has been released by Plastimo.

The 210 denier material is a mix of natural and synthetic rubber compounds with EPDM outside coating to give strong UV protection. The Pilot Dinghy comes complete with repair kit, and optional oars and bellows are available. The Pilot is designed to be used with a 2HP outboard as a yacht tender or general purpose dinghy.

Priced at \$750 retail, the Pilot dinghy represents exceptional value compared with PVC equivalents.

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Fram (Norway), Sagacious (Aus),

Fair Share

1st 1987 One Ton Cup: **Fram**

1989 NZ Admirals Cup team:

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What's New

Bukh DV18 in Aust

AFTER four years in development and thousands of hours of testing, the DV18 has arrived on the world and Australian market, Glenn Townsend, of Bukh Diesel Australia, has announced. "This new 18hp engine has used all the latest technology to reduce weight of the engine to only 118kg including gearbox", he said. "As with all engines in their range, all Bukh's are made exclusively for marine purposes only — they are not converted industrial or tractor engines and therefore do not require unnecessary freshwater cooling systems," Mr Townsend explained.

Bukh Diesel Australia has been importing Bukh engines for over 15 years now, and have gained a reputation for having the most reliable engines available. Many of the major Australian yacht manufacturers have installed and recommended Bukh anti-vibration marine diesel engines as standard equipment, including Northshore Yachts, Co-Ordinated Yachts, Eureka Yachts, Cloud 9 Catamarans, Cavalier Yachts, Zulu Yachts etc.

Further information: Phone Gary Townsend on (02) 525 0011.

Deck Shorts From Musto

HOW often have you been out sailing to find you get back home with a wet and irritable backside. It's



been a great day but the deck is wet and the skipper insists you sit on it.

This discomfort can be avoided through the use of the latest innovation in yacht clothing from Musto — deck shorts. They are smart-looking, have an adjustable waist band and pockets, but more importantly, they are made from waterproof nylon fabric with a double padded and reinforced seat.

The damage — just \$110 from leading chandlers.

Ronstan-Ferrari Bilge Pumps

RONSTAN International is now the Australian and New Zealand agent for Ferrari pumps, which are made from Holtaform, an acetal copolymer. All metal components are of 18/8 stainless

steel, making the pumps entirely non-corrosive.

The Ferrari range of bilge pumps consists of three diaphragm pumps with capacities of 40, 50 and 90 litres/minute, and two piston pumps of 32mm and 50mm diameter. Features of the pumps include immediate self-priming, operation in various mounting positions and their suitability for the transfer of various liquids (not acids, solvents or fuel).

Available from all leading chandlers.

GME FUSO MF403S "Supertwist" High Resolution LCD Sounder

GME Electrophone announce the release of the updated GME Fuso MF403S LCD Echo Sounder.

The MF403S features 5 shallow and 5 deep water ranges. This, coupled with the shift function and operator selectable upper and lower range limits, allows the operator to zoom in on a certain depth level and then display it on the full screen. A constant digital depth readout indicates the changes of bottom contour.

The MF403S offers an impressive range of features from battery voltage monitoring to adjustable keel, fish and water temperature alarms. All modes of operation are easily selected via a colour coded keyboard. Some of the standard features of the MF403S are:

- White line bottom display.
- Surface Water Temperature (digital readout & graph display).
- Operator selectable, large Digital Readout of Depth & Water Temperature (ideal for Navigation).
- 7 Display speeds with scroll function and freeze.

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A Possible Dream

Continued from page 31

ment, except on Manihi and Rangiroa which have some tourist facilities, adds to the reasons why so many cruising yachts give them a miss.

On the other hand, if you are a diehard atoll fan and have times and skill to explore off the beaten track, then this is the place to do it. You will be alone with the sun and wind and turquoise water, or share them with no more than a handful of kindred spirits. And if you anchor near a rarely-visited Tuamotuan village you will probably experience the kind of Polynesian hospitality others only read about in tales of long-ago days.

Note that Hao, Moruroa and Fangataufa in the eastern Tuamotus serve as bases for the French military and nuclear testing programmes. These are completely closed to visitors and the French authorities will not welcome you anywhere in the vicinity, even if you wish to share with them your concern about risks to the rest of the world.

The Austral Islands, while open to visitors, receive few except some sailors on the southern route to Tahiti. They are outside the tropics and have a cooler climate and less settled weather. A lack of really good anchorages is another

drawback, but they are an interesting option for anyone preferring the less trodden paths.

Finally, if you have time for only one part of French Polynesia, your choice would probably be the Society Islands, often collectively called "Tahiti" even though this is correctly the name of the main island only. The capital, Papeete, is the port of entry for the whole Territory and also the best place for major provisioning, yacht chandlery, repairs and maintenance. Just don't expect anything to be cheap!

And don't expect languid South Pacific charm in central Papeete. You can still tie up stern-to at the sea wall in front of the town, and dine and dance in elegant or funky places, (although the legendary Quinn's bar on the waterfront is long gone) or watch the passing parade from a café table. It is still a famous bluewater crossroads port, but unless you have a taste for roaring traffic and bustling crowds just beyond your transom, get your business done and escape as quickly as possible.

Only a few miles from the harbour you can find more pleasant anchorage, albeit fairly crowded. And the town is still easily accessible by *les trucks*, which, provide colourful and noisy but very efficient public transport. As you go further, the crowds thin out rapidly and if you choose to circumnavigate the island you will have many anchorages all to yourself and seldom see another

yacht until you get near Papeete again.

Then you can sail just ten miles across to Moorea, and another hundred to the Leeward Islands group, Huahine, Raiatea, Tahaa and Bora-Bora. All offer fantastic mountain scenery (don't miss hiking up through the lush tropical growth unless you're absolutely allergic to exercise) and easy daysailing within their reef-protected lagoons. There is a wide choice of anchorages, completely sheltered from the ocean swell. Many are in deep water (20 metres or more is not uncommon) and sometimes subject to strong wind gusts funnelling through mountain valleys, so good anchor gear is important.

For entertainment and tourist facilities the choice is usually Moorea and Bora-Bora, while the other three appeal more to those with a taste for natural rather than man-made attractions. But despite a superficial similarity, each island has a quite distinctive character, and everyone seems to find a personal favourite among them. To pick your own just go, look, and enjoy.

Whichever route you take, it's a long haul, and not to be undertaken without thorough preparation. But it is well worth the effort. The islands of French Polynesia offer stunning scenery and an intriguing cultural mix that is unlike any of the nearer cruising destinations in Melanesia. The other good news is that returning to Australia is downwind almost all the way!

French Polynesia: Visas and Bonds

THE only true port of entry for French Polynesia is Papeete and all foreign vessels are required to attend to formal inward and outward clearance there. However, provided you visas etc are in order, it is acceptable to make preliminary clearance at the administrative centre of one of the outlying regions and there obtain permission to call at other islands en route to Papeete. Similarly, you can arrange to visit other islands when outward bound, after completing the necessary paperwork.

Visas must be obtained in advance of arrival. You lodge an application plus photo and fee with the French Consulate-General (31 Market Street, Sydney) and processing is usually quite quick, but note that a valid airline ticket back to your home country is a standard requirement, even for those planning to travel by yacht, including the boat's owner. You have the option of buying a plane ticket which can be refunded when you return home, or depositing a bond

("une caution" in French) of the equivalent amount with a bank in French Polynesia. This is most simply done by requesting your own bank to make a direct transfer to a bank in Papeete. (Banque d'Indosuez is one accustomed to dealing with this). The money is returned in the currency of your choice on your departure from the Territory.

Tourist visas are valid for a maximum of 90 days, plenty of time for the average fly-in visitor, but not for all cruisers. The regulations do provide for an extension of up to 90 days more, in special circumstances which must be explained in a written application to the immigration authorities in Papeete. The great distances between the more remote island groups and the maintenance requirements of cruising boats usually justify granting this extension.

But there is an amendment stipulating that extensions are *not* granted if they will expire during the cyclone season. This is because in the past some cruising

people have used the cyclone danger as an excuse not to leave even after a stay of six months, which is now the absolute limit for tourist visas (it was formerly one year) and on which the authorities are determined to enforce.

Unlike the crew, a foreign boat may stay in French Polynesia for up to one year, (after which it must be imported and duty paid), so it is permissible to leave your vessel and depart and return by plane in order to start afresh on a new visa. No minimum time outside the Territory is stipulated, but you do have to obtain a new visa **before returning**.

If you wish to leave your boat it is, of course, up to you to make suitable arrangements. This may take a fair bit of time and you should keep in mind that cyclones are infrequent but by no means unknown in French Polynesia. If you are prepared to accept some risk, the principal alternatives would be leaving the boat in one of the small marinas in Papeete or in Apooiti on the island of Raiatea, (not accessible to very large yachts or draft more than about 1.8 metres) or laying up out of the water in either of these places.



ALLOY INDUSTRIES

Offshore Racing Calendar 89

NEW SOUTH WALES WINTER SEASON 1989

MAY		
7th	Ladies' Day Race Jill McLay Trophy See Divisions & starting times in list of entries	(NPS)
14th	Commodore's Day See Divisions & starting times in list of entries Veterans Race	HPS(1)
21st	Harbour Race Divisions & starting times in list of entries	HPS(2)
28th	Harbour Race Divisions & starting times in list of entries	HPS(3)
JUNE		
3rd	Club Med Sydney-Noumea Race	
4th	Harbour Race Divisions & starting times in list of entries	HPS(4)
11th	Harbour Race Divisions & starting times in list of entries	HPS(5)
18th	Harbour Race Divisions & starting times in list of entries	HPS(6)
25th	Harbour Race—Warren Evans Trophy Divisions & starting times in list of entries	HPS(7)
JULY		
2nd	Harbour Race Divisions & starting times in list of entries	HPS(8)
9th	Harbour Race Divisions & starting times in list of entries	HPS(9)
16th	Harbour Race Divisions & starting times in list of entries	HPS(10)
23rd	Harbour Race Divisions & starting times in list of entries	HPS(11)
30th	Harbour Race Divisions & starting times in list of entries	HPS(12)
AUGUST		
5th	Sydney-Gold Coast Regatta	
14th	Ladies' Day Race Chris Lee Trophy Divisions & starting times in list of entries	(NPS)

SOUTHERN CROSS CUP 1989

DECEMBER	
14th	Offshore triangle, 27nm
15th	Ocean race, 75nm
17th	Offshore triangle, 27nm
18th	Spare day
19th	Ocean race, 75nm
21st	Offshore triangle, 27nm
22nd	Spare day
26th	Sydney-Hobart Race, 630nm

QUEENSLAND

JUNE 89

4th	Marine Hull Brisbane-Noumea Ocean Race
9th	Townsville to Dunk Island, Townsville CYC
24th	Challenge Cup, Redcliffe Penn YC
24th	Round Whitsundays Race, Whitsunday SC
25th-30th	Jog Queensland Championships, Southport YC

JULY

9th	Cairns to Cooktown, Cairns YC
	Magnetic Island Classic, Townsville CYC
22nd-23rd	Manly triangles, RQYS
27th	QYA Annual General Meeting

AUGUST

	Jupiters Gold Coast Regatta SYC
	QCYC opening day QCYC
	RQYS opening day RQYS
	SCOR series Mooloolaba YC
	Sydney to Gold Coast CYCA & SYC
16th	Lord Mayor's Cup, Brisbane YC
19th-20th	Foster's Whitsunday Classic, Whitsunday SC



SEPTEMBER

	Mooloolaba opening day, Mooloolaba YC
	NQ Jog C'ships
	SYC Opening Day, Southport YC
2nd-3rd	KBSC Opening Regatta, Keppel Bay S.C.
9th-10th	St Helena Cup/Ian Farrier Cup, Wynnum Manly YC
	Whitsunday Fun Race, Whitsunday SC
23rd	WOYRC-Bowen to Airlie NQCYC
30th	WOYRC-Airlie to Mackay NQCYC

OCTOBER

7th	Green Island race, Cairns YC
	WOYRC-Mackay to Bowen NQCYC

DECEMBER

31st	Flying Fifteen World Championships RQYS
	E22 Australian Championships

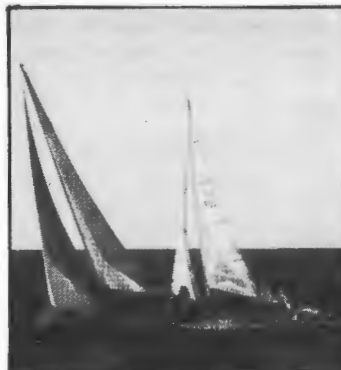
JANUARY

17th	Flying Fifteen World Championships RQYS
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INTERNATIONAL

1989

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
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SEPTEMBER

2nd	Whitbread Round the World Race starts from The Solent, off Southampton, UK
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NOVEMBER

26th	Global Challenge, Around the World Single-handed Non-stop
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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
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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
------------	--

WHITBREARD 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	Ope 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

TASMANIA 1989

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 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

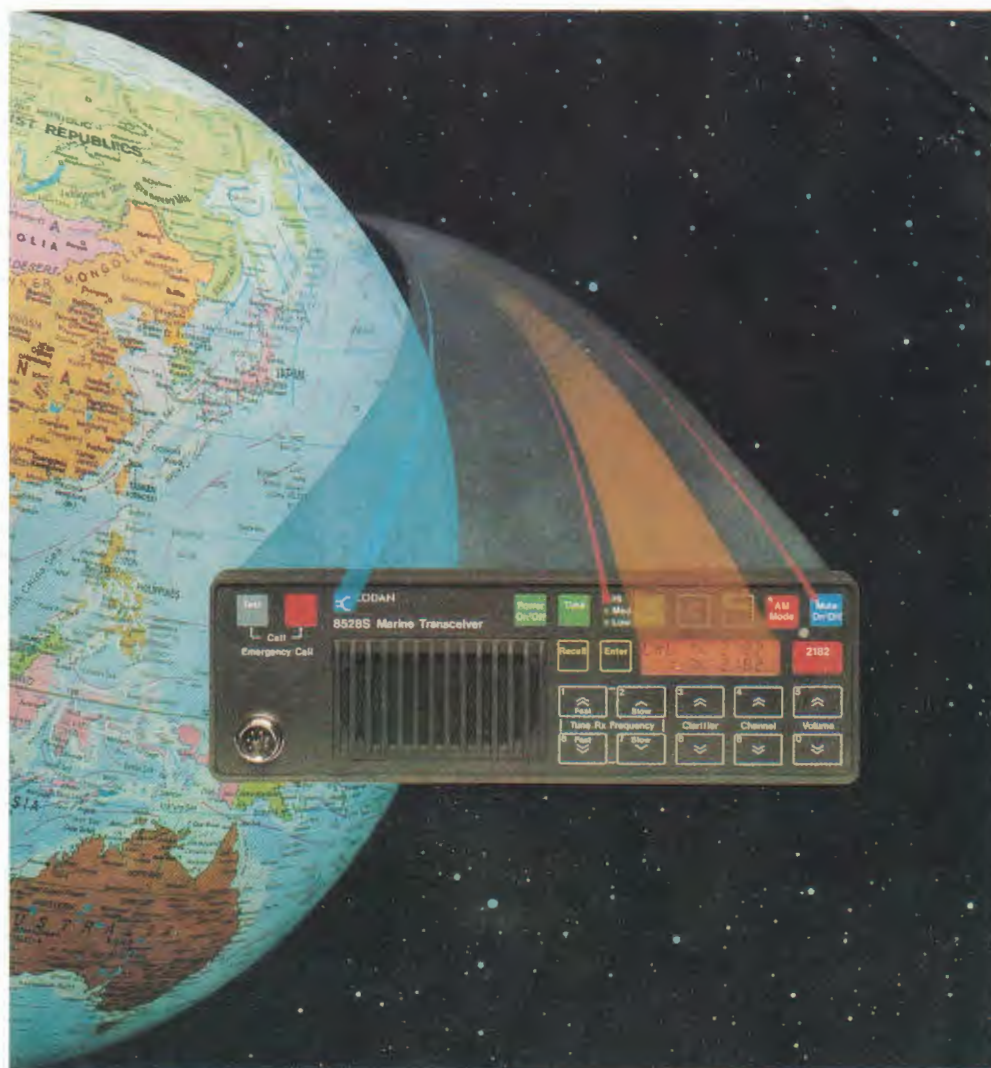
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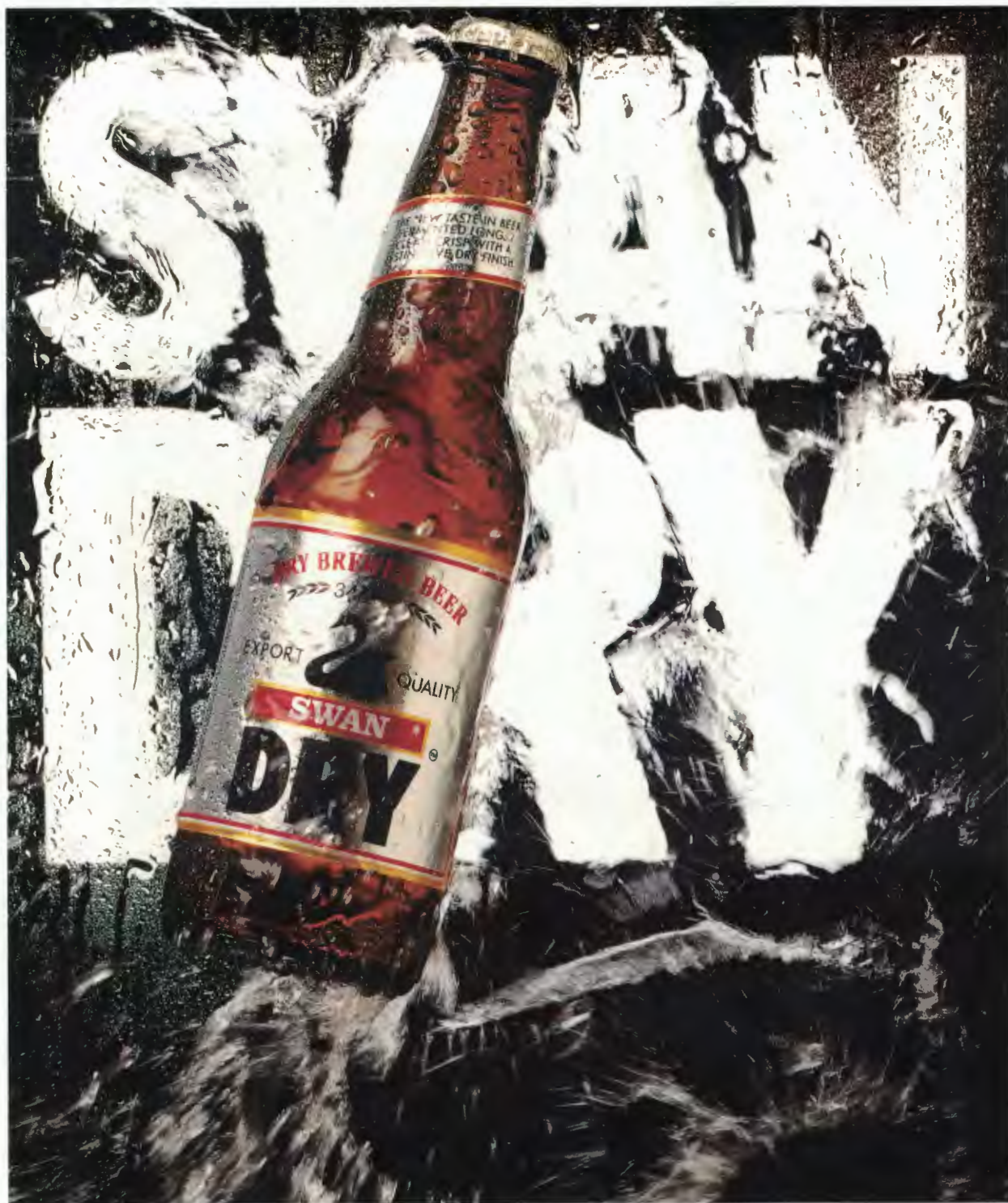
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