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Inside Features



BRITANNIA RULES THE WAVES

Britain outsails the world, Australia falters
to finish fifth in big-boat dominated

Admiral's Cup 6

COSTLY COWES

"The Coach", Mike Fletcher, sums up
what went wrong at Cowes

23

NORTEL SYDNEY-HOBART

New sponsor, new starting line, big IMS
interest and Southern Cross Cup all add up
to a great Hobart Classic

17

WITCHCRAFT II CASTS SPELL IN JUPITERS

Bruce Staples and *Witchcraft II* finally win
Sydney-Gold Coast after three near
misses

28

THE FIFTY FOOTERS

Two Australians are joining the latest
trend-setters in offshore IOR racing in
building high-tech 50-footers

34



Regulars

NEWS — From America's Cup to club racing 62

RIK DOVEY — NOT THE CUSTOMS HOUSE AGAIN

...and its not that far away, says Rik 20

DESIGNS — Smart performance from Western Australia 67

Plus...

KEEPING DRY AT SEA

Rob Williams surveys the best wet weather gear for offshore sailors..... 40

TOURING TASSIE

Pre-Sydney-Hobart guide on what to do and where to go on the Apple Isle with your family after the big races finish..... 70

1000 MILES TO THE WHITSUNDAYS

CYCA announces a new race-cruise from Sydney to the Whitsundays in May 1990 50

TWO IN DEPTH BOAT TESTS

Frers 38

— designed for IMS racing 52



Northshore 38

— proven cruiser/racer 56



WHAT'S NEW — Summer season brings new products..... 79

OFFSHORE CALENDAR — Races & regattas for '89-90..... 49

COVER PIC — Start of the 1989 Jupiters Yacht Classic from Sydney to the Gold Coast with line honours winner *Rager* powering down the Harbour. Blue boat astern is overall winner *Withcraft II*. (Pic — David Clare)



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by Peter Campbell

1989 Champagne Mumm Admiral's Cup

Britannia Rules The Waves Again

The Admiral's Cup still remains the premier event of international offshore yacht racing — the 1989 Champagne Mumm regatta at Cowes reaching new heights of design, construction and equipment techniques and providing magnificent boat-for-boat competition between the 14 nations taking part. For Britain and the Royal Ocean Racing Club, which presented the gold cup for international teams competition in 1957, it was a great victory, fighting against tough big-boat competition from the Danes, along with the New Zealanders, and the French coming to the fore for the first time.

Also in there, with a strong Fastnet Race bid until the dismasting of one of their team, were the Americans (with some notable assistance from Australia). Australia finished fifth, certainly disappointing after the team had led at the start of the six-race regatta. But the competition was tougher than we have ever experienced before and no-one could say the team of *Madeline's Daughter*, *True Blue* and *Great News* was disgraced.

In fact, the Australian team came back home for the first time with the Champagne Mumm World Cup, based on results of major international offshore team regattas between 1987 and 1989, including the 1987 Southern Cross Cup, 1988 Kenwood Cup, 1988 Sardinia Cup and 1989 Admiral's Cup. They also returned with the prestige of having in the team the top performing One Tonner in the Cup fleet, *Joint Venture*.

While perhaps it cannot be claimed officially as an Australian victory, *Great News*, the Farr 50 owned by John Calvert-Jones and David Forbes and chartered to the American team, actually won the Fastnet Race overall on corrected time as well as beating home all the Admiral's Cuppers. *Great News'* crew comprises half Australians, including Calvert-Jones and she is only the second Australian-built and owned yacht to win the Fastnet. The other was Syd Fischer's first *Ragamuffin* in 1969.

Apart from the protest debacle arising from the start of the Channel Race, the Australian team sailed as well as they could have done, with the steering, tactics and general crew work as good as any team at Cowes. And the standard of crew work was the best I have ever seen in seven Admiral's Cup regattas.

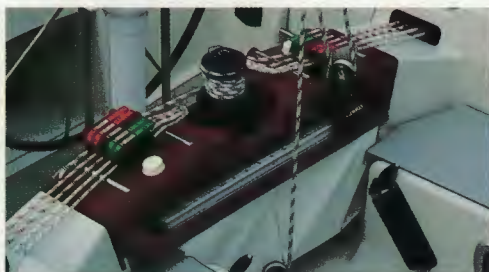
Along with the New Zealanders, Australia's chances were made tougher this year by the RORC's time correction factor formula which favoured the big boat teams, plus the fact that the new 50-footers have had the same high-tech input that went into the new One Tonners leading up to the 1985 and 1987 Admiral's Cups. The 50-footers are now the trend setters in IOR design.

However, positive moves are afoot to make the 1991 Admiral's Cup more equitable, as OFFSHORE editor Peter Campbell reports in his extensive coverage of the 1989 Admiral's Cup on the following pages.





SPINNAKER charge of competitors in the Champagne Mumm Admiral's Cup which was highlighted by close racing by three groups — the 50-footers, 44-footers and One Tonners. Mark roundings of One Tonners was always tight. Top individual boat of the regatta was British 50-footer Jamairella which will represent Hong Kong in Australia's Southern Cross Cup in December. (Pics — Peter Campbell)



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AUSTRALIA



AUSTRALIAN One Tonner True Blue turns gybe mark inside Japan's Arecan Bay during a close Admiral's Cup race. ABOVE: American-Australian crew of Great News on the weather rail as the 50-footer powers to weather. Great News won the Fastnet Race under charter to the US team. TOPSCORING One Tonner of the Admiral's Cup was Australia's Joint Venture, a Farr 40 owned by Ron Elliott and skippered by Colin Beashel. (Pics — Peter Campbell)



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BRITANNIA RULES THE WAVES *cont.*

BRITAIN won the Admiral's Cup, the gold trophy which has become the symbol of world supremacy in offshore yacht racing, holding off a spirited bid by the Danes in the final race, the Fastnet classic.

It was Britain's ninth win since the Royal Ocean Racing Club introduced the international series in 1957 but their first since 1981. New Zealand, holders of the Cup, finished third, France coming in with a strong Fastnet race to take fourth place.

Australia finished a disappointing fifth among the 14 teams, but there were two highlights for the Aussies —

- *Joint Venture* was the topscoring One Tonner, and

- The Australians brought home for the first time the Champagne Mumm World Cup, which is based on four international teams series, the 1987 Southern Cross Cup, the 1988 Kenwood Cup, the 1988 Sardinia Cup and finally, the 1989 Admiral's Cup.

Final points for the World Cup were: Australia 298, Britain 199, New Zealand and United States 198, Germany 196, Italy and Japan 193.

Ironically, the yacht which led Australia into the lead in the World Cup by

winning the Kenwood Cup, *Great News*, ended up sailing for the United States and winning the Fastnet Race. *Great News* was considered by many to have been unlucky not to have been in the Australian team, but in every race except the Fastnet, the 1987-vintage Farr 50 was outpaced by the other new 50-footers in the Cup fleet.

Her Fastnet victory, while outstanding, was largely due to a strategic plan to "go for a flier" in the English Channel which gave her an unbeatable break on the fleet as they sailed into freshening winds in the Irish Sea.

Had she sailed for Australia with her regular crew, her performance may have been better overall and the points gained in the Fastnet would have lifted Australia in third or fourth place overall.

From leading team after the first race of the 1989 Admiral's Cup, the Australian trio of *Madeline's Daughter*, *Joint Venture* and *True Blue* slipped down the team ladder, skidding 31 points down in the protest room, and stumbling along in the Fastnet Race.

The final Admiral's Cup team points were: Britain 748, Denmark 730.5, New Zealand 667.5, France 622, Australia 617, United States 600, Japan 552, Germany 537, Italy 498.5, Norway 389.5, Netherlands 387, Sweden 275, Ireland 256.5, Argentina 196.

The British team sailed a consistent series, taking over at the top after the second race and steadfastly holding off strong challenges in the Fastnet Race by

the Danes, New Zealanders and Americans — until the US One Tonner *Bravura* was dismasted.

The winning team comprised Alan Gray's Farr 50, *Jamarella*, Mike Peacock's Castro 45, *Juno IV*, and Graham Walker's Andrieu 40, *Indulgence VII*, all three being sailed by a combination of America's Cup, Olympic and veteran offshore yachtsmen. Admiral's Cup and skipper of *Rothmans* in the Whitbread Race, Lawrie Smith, sailed aboard *Jamarella* in the first five races, with young Irishman Gordon Maguire as principal helmsman. Mike Intyre, who won the Star class gold medal at the Seoul Olympics, steered *Juno IV*, while America's Cup and match-racing helmsman Eddie Warden-Owen was at the helm of *Indulgence VII*.

However, there was a strong Australian influence in the winning team. Coach Bill Edgerton, 37, is originally from Sydney, having sailed in Admiral's Cups for both Australia and Britain before turning coach.

"I first came to the Admiral's Cup in 1973 and it's taken me since then to be in a winning team — but not sailing," he added ruefully. A professional yachtsman who has seen all sides of international offshore racing, Edgerton describes himself as a "poacher turned gamekeeper".

Apart from coach Edgerton, Australian Bob Wiley sailed aboard *Indulgence VII* while Andrew Cape was on *Juno IV* — both men being heavily involved in



Foredeck crew of Australia's *Madeline's Daughter* prepare headsail as the Farr 44 surges downwind in the Admiral's Cup. (Pic — Peter Campbell)

Champagne Mumm Admiral's Cup 1989



the building and optimising of these yachts specially for the 1989 Admiral's Cup.

For the Danes, it was their best sailing result in England since the longboats successfully invaded the East Coast ports back in the 10th century. They put together a strong team, enlisting their best yachtsmen to crew two 50-footers,

Charge of the one tonners at the Admiral's Cup, with Great News in there too, after a major wind shift. (Pic — Peter Campbell).

the Jeppeson-designed *Andelsbanken IV*, and the chartered German boat, *Stockbroker's Container*, a Judel/Vroljik de-

sign, along with the Farr One Tonner, 4K. They had good sponsorship, sound organisation and fast boats, and were always a threat, despite the forced retirement of *Andelsbanken* with rigging problems when leading halfway through the fifth race. *Container* won two of the inshore races.

Their strongest bid came in the Fastnet Race as the winds freshened in the Irish Sea. Heading back to the finish at Plymouth *Andelsbanken* was placed third and *Stockbroker's Container* seventh to *Jamarella's* fourth and *Juno IV's* 12th, the result hinging on the performance of the team One Tonners.

Andelsbanken crossed the finish at Plymouth second to *Great News*, but lost second on corrected time to the German 45-footer, *Beck's Diva*. With *Stockbroker's Container* placed sixth and the British in with a fourth by *Jamarella* and a 12th by *Juno IV*, it was a cliff-hanger until the One Tonners finished the next morning.

Denmark's 4K did a fine job to be placed 10th and third One Tonner, but when *Indulgence VII* crossed the line to be placed 20th, it was sufficient for the British to hang on to their lead and win the Admiral's Cup. They had gone into the Fastnet Race with a commanding lead of 53 points over the Kiwis and 57.5 points over the Danes. The winning

CHAMPAGNE MUMM ADMIRAL'S CUP 1989 TEAM SERIES RESULTS

	Length Factor	Race 1 27.0 1.0	Race 2 197.0 1.5	Race 3 28.2 1.0	Race 4 29.2 1.0	Race 5 37.9 1.0	Race 6 605.0 2.5				
Pl. Team	Yacht Name	Owner/Skipper		Rat.	R.1	R.2	R.3	R.4	R.5	R.6	Total
1 UNITED KINGDOM	Jamarella Juno IV Indulgence VII	G. Maguire/A. Gray M. McIntyre/M. Peacock E. Warden-Owen/G. Walker		40.00 35.17 30.62 Total	42.0 17.0 40.0 99.0	60.0 28.5 52.5 141.0	41.0 32.0 26.0 99.0	40.0 22.5 16.0 78.5	41.0 32.0 25.0 98.0	97.5 77.5 57.5 232.5	321.5 209.5 217.0 748.0
2 DENMARK	4K Andelsbanken IV Stockbroker's Container	F. Thomsen/F. Thomsen J. Christensen/V. Greulich J. Hoest/J. Hoest		30.60 40.01 40.03 Total	16.0 26.0 11.0 53.0	39.0 61.5 58.5 159.0	13.0 40.0 42.0 95.0	19.0 35.0 38.0 92.0	16.0 1.0 42.0 59.0	82.5 100.0 90.0 272.5	185.5 263.5 281.5 730.5
3 NEW ZEALAND	Librah Fair Share Propaganda	P. Lester/D. Richwhite T. Dodson/J. Benton R. Dodson/T. Bailey		34.43 30.64 30.63 Total	41.0 34.0 18.5 93.5	48.0 39.0 24.0 111.0	36.0 23.0 35.0 94.0	31.0 32.0 26.0 89.0	37.0 15.0 23.0 75.0	92.5 60.0 52.5 205.0	285.5 203.0 179.0 667.5
4 FRANCE	CGI Xeryus de Givenchy Corum 89	B. Pacé/TFV-Decre L. Pillot/B. Troublé P. Briand/P. Briand		30.53 33.90 34.85 Total	20.0 31.0 32.0 83.0	54.0 36.0 43.5 133.5	1.0 7.0 37.0 45.0	17.0 0.0 42.0 59.0	18.0 21.0 40.0 79.0	80.0 70.0 72.5 222.5	190.0 165.0 267.0 622.0
5 AUSTRALIA	Madeline's Daughter True Blue Joint Venture III	I. Murray/P. Kurts G. Lucas/L. Kloppe C. Beashel/R. Elliott		34.31 30.50 30.55 Total	30.0 39.0 33.0 102.0	21.0 34.5 24.0 79.5	30.0 21.0 33.0 84.0	39.0 12.0 34.0 85.0	34.0 14.0 31.0 79.0	47.5 55.0 85.0 187.5	201.5 175.5 240.0 617.0
6 USA	Great News Sagacious V Bravura	R. Short/Calv. Jones/Forbes C. Case/Allen/Appleby I. Loube/I. Loube		40.00 30.55 30.61 Total	23.0 22.0 24.0 69.0	9.0 45.0 49.5 103.5	38.0 14.0 29.0 81.0	13.0 24.0 36.0 73.0	38.0 10.0 28.0 76.0	105.0 87.5 5.0 197.5	226.0 202.5 171.5 600.0

7. JAPAN Will, Arecan Bay, Turkish Delight 552; 8. GERMANY Rubin II, Pinta, Beck's Diva 537; 9. ITALY Mandrake Krizia, Bellatrix, Aria 498.5; 10. NORWAY Elkem Yeoman XXVII, Hydro, Fram XI 389.5; 11. NETHERLANDS Mean Machine, Amsterdamed, Pro-motion VI 387; 12. SWEDEN Kiwi, Greve Duckula, Full Pelt 275; 13. IRELAND Platon Finans II, Citroen, Hitchiker III 256.5; 14. ARGENTINA Daphne, Jockey Club, Tango Too 196.

margin was 17.5 points — the closest margin in recent Admiral's Cup regattas.

The New Zealanders suffered, like the Australians, from having only one big boat in their team. Their new Farr 44, *Librah*, sailed consistently well but the 1987 vintage One Tonners, *Propaganda* and *Fair Share*, were generally not up to the later designs.

Surprise result came from the French, with their best yet result in the Admiral's Cup, mainly due to the good performances of *Corum 89*, designed and skippered by French designer Philippe Briand, which won the fourth race of the regatta in brilliant style.

The Australians sailed as well as they could have, with a team that proved to be handicapped by having two One Tonners and a 44-footer, with *True Blue* optimised for light conditions and out-sailed in anything over 14 knots. Ron Elliott's *Joint Venture* was brilliant, and brilliantly sailed, with the exception of getting involved in a tricky protest situation as the fleet short-tacked along the shore at Cowes just after the start of the Channel Race.

Even when she went the wrong way on the first beat, or got buried in the pack, helmsman Colin Beashel always seemed capable of extracting the boat-speed to carry her through the fleet. Her

placings for the regatta were 10-27-10-0-12-9, the 27th being after the protests in the Channel Race which dropped her from a provisional sixth. Apart from that race she was always first or second placed One Tonner in every race, finishing top-scoring One Tonner in the fleet, and seventh individual yacht overall.

Lawson Klopfer's *True Blue*, sailed to her optimum by helmsman Gordon Lucas, had only one real moment of glory, leading the Australian team to first place in the first race, with a fine fourth — in winds of under 12 knots in which she excelled. Her overall placings were 4-20-22-31-29-21.

Madeline's Daughter, skippered by Iain Murray for owner Peter Kurts, sailed exceptionally well in all the inshore races, but bombed out badly in the long races. Although obviously not quite as fast as *Librah*, the new Kiwi Farr 44, *Madeline's Daughter* was able to beat her in one race and keep close in the other inshore races. The Channel Race produced a 29th after the Sydney boat had "parked" for three hours on the first night. In the Fastnet Race, she looked to be right in the running, rounding Fastnet Rock in ninth place, but on the heavy weather reach back to Plymouth she steadily lost ground to finish 24th, well beaten by most of the other mid-

rating boats. Her regatta placings were 13-29-13-4-9-24.

Top-scoring individual yacht of the 1989 Champagne Mumm Admiral's Cup was Alan Gray's *Jamarella*, a new state-of-the-art Farr 50 which was exceptionally well sailed throughout the regatta. Her placings were 1-3-2-3-2-4 to give her a total of 321.5 points to lead the British team to victory with a top-scoring team place in every race. *Jamarella* has since been sold to Hong Kong yachtsman Warwick Miller who will campaign her in the Hong Kong team for the NorTel Southern Cross Cup.

Her near-identical sistership *Will*, owned by R. Oda, but campaigned by Geoff Stagg from Bruce Farr & Associates and sailed by a joint Japanese-Kiwi crew, finished second top boat with 308 points, her placings being 8-1-4-6-4-5, the Channel Race victory being the first win ever by a Japanese yacht in an Admiral's Cup regatta.

Bruce Farr completed the top three individual boats with *Librah*, the Farr 44 financed by Kiwi America's Cup backers Michael Fay and David Richwhite, and skippered by Peter Lester. Her placings were 2-11-7-12-6-6 for 285.5 points. *Librah* has since been bought by a Japanese yachtsman but no details of his plans are known.

Admiral's Cup Report by Peter Campbell

THE 1989 Champagne Mumm Admiral's Cup attracted three-boat teams from 14 nations, with the Irish coming in as a late challenge with chartered yachts, including Peter Briggs' *Hitchhiker III* which earlier had missed a place in the Australian and then the British teams.

It was again a fleet heavily under the influence of the Bruce Farr design team, with half the fleet Farr boats, from One Tonners to 50-footers. Four nations, Australia, Norway, New Zealand and the United States, had complete Farr teams.

The more interesting Farr boats were the new 50-footers *Jamarella* (UK) and *Will* (Japan), the 44-footer *Librah* (NZ) and the One Tonner *Joint Venture* (Australia) — all four generally superior to the earlier Farr designs and other designs in their rating groups.

Will and *Jamarella* are identical designs, with the same sail wardrobes, *Will* being campaigned by Japanese/New Zealand crew under the direction

of Geoff Stagg from the Farr office. *Librah* and *Joint Venture* are similar in design concept, although of different ratings, both having longer waterlines than their earlier designs.

Joint Venture is a Farr 214 designed specifically for the type of conditions usually found at the Admiral's Cup. Bruce Farr, in Cowes briefly, described the Australian boat as having moderate sail area, a long sailing length and moderate displacement aimed at providing reaching upwind speed in moderate conditions. Apart from her rules lapse in the Channel Race, she lived up to those expectations.

Outside of the Farr designs, the top-performing yachts were the two Danish 50-footers, *Andelsbanken*, designed by Neils Jeppeson, and *Stockbroker's Container*, designed by Judel Vrolijk, France's *Corum '89*, a 45-footer designed and skippered by prominent French designer Philippe Briand, and the Dutch One Tonner, *Mean Machine*, also a Judel Vrolijk design.

With the IOR stabilised over the past couple of years, there was no great variation in hull shapes across the board, the real refinements coming in keels and rudders and in construction to achieve the optimum weight/strength ratio.

An interesting point is that, with the Admiral's Cup based at Cowes, nearly half the fleet was built from advanced composite materials supplied by the Isle of Wight-based company, SP Systems — epoxy laminating systems, carbon/glass fibre reinforcements, and special materials known as pre-pregs.

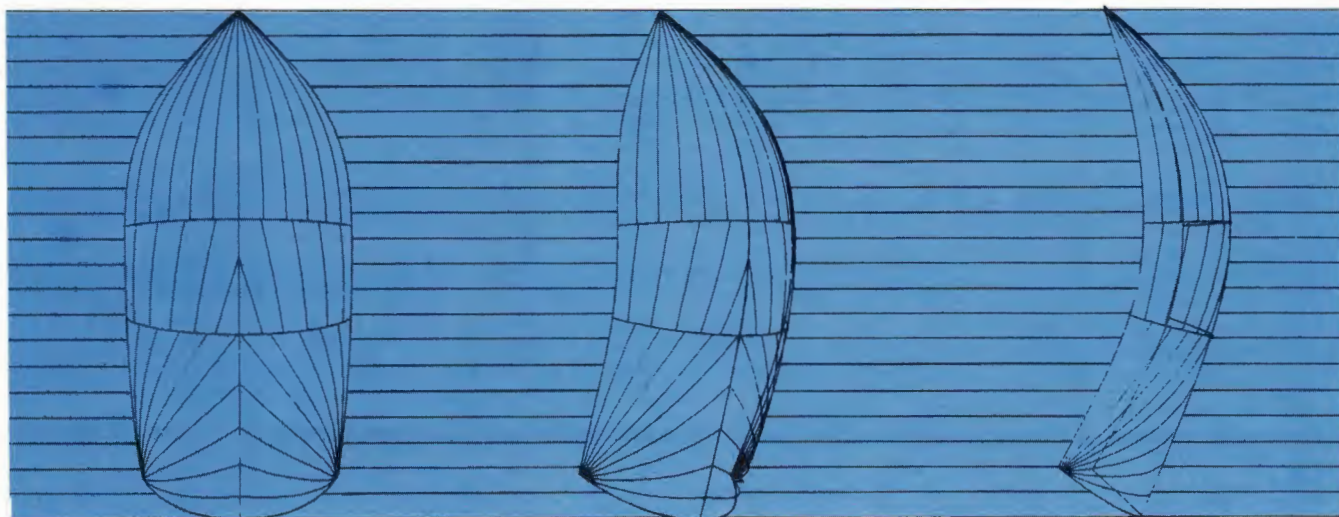
Deck layouts and equipments were virtually standard, so too were sails, with the quality of crew work in sail handling and trimming, tactics and specialised helming being more the winning factor than ever before.

The Royal Ocean Racing Club leaned towards the maximum rating 50-footers (40.05 IOR) in the formula devising the 1989 TMF (Time Multiplication Factor) effectively meaning that a 50-footer had to give around 40 seconds an hour less to a One Tonner than was the case in 1987.

This is a reduction of around 10 per cent, amounting to as much as an hour in time in a typical Fastnet Race. However, the RORC justified this by pointing out that the leading One Tonners beat the 50-footers by as much as four hours on corrected time in the 1987 Fastnet.

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| – SYDNEY SOUTHPORT | 1st Witchcraft |
| – SCOR SERIES | 1st Le Roy Brown |
| – ONE TON CUP | 1st Brava |
| – MAXI WORLDS | Longobardo, Il Moro, Drumbeat |
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Champagne Mumm Admiral's Cup 1989

This favouring of the big boats by the revised TMF was evident by the fact that 50-footers (*Jamarella*, *Will* and *Stockbroker's Container* (two firsts)) won four of the five lead-up races to the Fastnet. The other race winner was *Corum*, rating 34.85, with the nearest a One Tonner got to first place was a third by Britain's *Indulgence VII*.

Then the 1987 vintage Farr 50 *Great News* capped it all by winning the Fastnet Race overall as well as beating the Admiral's Cup fleet.

At the three previous Admiral's Cups the One Tonners had been the state-of-the-art competitors, with designers, sailmakers and equipment designers concentrating their skills on the minimum raters. This year, the new emphasis was on the 50-footers, with *Jamarella*, *Will*, *Stockbroker's Container* and *Andelsbanken* all state-of-the-art offshore racers.

With the stabilisation of the IOR, this year's fleet included a significant number of older boats and, with the introduction of an age allowance into Admiral's Cup racing, several of the better sailed 1987 vintage yachts did well. This also produced the only significant measurement protest of the Cup, a drawn-out affair that soured relations between the Australians and the New Zealanders.

Australia protested the New Zealand One Tonners, *Propaganda* and *Fair Share*, and the Swedish One Tonner *Full Pelt*, following the first race, claiming their ratings were incorrect because of alterations made to the sterns of the yachts since 1987.

The International Jury originally upheld the protest, and ordered that results of the first two races (by this time the second race had been sailed) be recalculated — costing the New Zealand team seven points because of the lower placings by the two One Tonners.

The New Zealanders sought to reopen the protest with new evidence, but the Jury refused this request, much to the New Zealanders' displeasure. Finally, in a rather extraordinary reversal, the International Jury re-opened the protest itself and reversed its original decision against the three boats.

Following a re-measuring at Cowes of *Full Pelt*, the Jury announced that it had "made a significant error" in reaching its original decision which had, in effect, added .2 feet to the rating shown on the original ratings of all three yachts.

A less controversial decision of the Jury and the RORC Committee, made before the regatta began, was to remove from the sailing instructions the ORC ban on legs-over-the-side-at-night (introduced by the ORC in November 1988).

For this year's Admiral's Cup an extra race was added to the regatta, a long inshore race of around 40 miles in Hayling Bay at the Eastern end of The Solent. The other races were three inshore 24-milers — a traditional round-the-buoys race on The Solent and Olympic triangles on Christchurch Bay, plus the 200 mile Channel Race and the 605 mile Fastnet.

If the status and skill of yachtsmen competing this year is any criteria, then there is no doubt that the Admiral's Cup remains unchallenged as the world's most prestigious offshore yachting regatta. Almost every boat had its Olympic, America's Cup or world champion sailors aboard, not to mention inter-



For'ard hands aboard One Tonners struggle with whipping sails during fresh weather race on Christchurch Bay. (Pic — Peter Campbell).

national sailmakers and yacht designers.

The Australians, for example, had Iain Murray and Colin Beashel, along with Kiwi Chris Dickson, of America's Cup fame, plus the KZ gold medallist of 1984, Russell Coutts. The Americans had the flamboyant Tom Blackaller helming *Great News*, with US 1984 Soling gold medallist Robbie Haines steering *Bravura*. Adding local knowledge was Britain's Rodney Pattison, a two-times Flying Dutchman gold medallist.

The British team was packed with stars — America's Cup skipper and world champion Lawrie Smith taking time off from skipper of Britain's Whitbread Race hope *Rothmans* to join the 50-footer *Jamarella* for the races leading to the Fastnet. He skippered *Rothmans* in the Fastnet, finishing third behind the

Kiwi ketches, *Steinlager* and *Fisher & Paykel*.

The New Zealanders, also usual, relied mainly on the experienced team of offshore racing yachtsmen, plus a few Olympic and America's Cup sailors. *Propaganda* had Rik Dodson as skipper, Murray Jones as tactician, Tom Dodson skippered *Fair Share* with David Barnes as tactician. The new 44-footer, *Librah* was skippered by Peter Lester, with America's Cup helmsman Rod Davis as tactician and America's Cup sailmaker supreme, Tom Schnackenberg, navigating.

Over the years the Admiral's Cup, which began as part of the traditional Cowes Week every second year, when the Fastnet Race was held, has grown further apart from the traditional regatta on The Solent. The one Solent race is held the week before Cowes Week and the other inshore races are run well apart from the 800 plus boats which amass for Cowes Week.

The teams are still based at Cowes and probably always will be, with accommodation still antiquated, the little old town on the Isle of Wight totally overcrowded, but facilities for yachts and yachtsmen vastly improved at Ankasta Marine.

It's part of the atmosphere of the Admiral's Cup, the tradition that as you walk up the High Street or enjoy an apere yachting beer in a little pub or under the marquees on the Ankasta Marine hardstand you are bound to pass the time with someone rich and famous (or both). The yachties (rich and famous) are there for a couple of weeks or more, the Royals compete in Cowes Week (even Prince Philip got involved in, and lost, a protest) and the establishment of England, and the would-be establishment swanning down for Cowes Week and the parties and balls, their incomes tattooed on their foreheads.

And the sturdy grocers, fishmongers, butchers, innkeepers and drapers (selling reefer jackets, topsiders and breton red trousers and yachtie caps) of Cowes, stoutly endure the "DFT" (Down From Town) crowd and rake in the Great English Pounds by the bucketful.

With the weather the best at Cowes Week this century and at the Admiral's Cup probably the most warmest ever, everyone enjoyed themselves on and off the water. After all, that is what yacht racing is all about.

On the water, however, there were times of frustration and exhilaration, ashore in the protest room moments of doom and gloom for those who got themselves in protest-provoking situations.

Fastnet to Great News

By Peter Campbell



PROMINENT Melbourne stockbroker and yachtsman John Calvert-Jones achieved a lifelong ambition with his 50-footer, *Great News* — to return to Cowes and England, compete in the Admiral's Cup and win the world's oldest and toughest ocean race, the Fastnet.

Calvert-Jones was a member of the American-Australian crew which sailed *Great News* to a remarkable victory over the world's best grand prix ocean racing yachts in the 605 nautical mile Fastnet, final and deciding event of the 1989 Admiral's Cup.

Unfortunately, the other co-owner, Olympic gold medallist David Forbes, of Sydney, was kept back in Australia after injuring his shoulder in a skiing accident.

In addition to leading the AC fleet almost throughout the gruelling around-the-rugged-rock-and-back and finishing first on corrected time, *Great News* also finished first overall in the 280-boat Fastnet fleet.

Only one Australian owned yacht has previously won the Fastnet, which was first sailed in 1925 — Syd Fischer's original *Ragamuffin* in the 1969 race.

Great News, which had led Australia to victory in the 1988 Kenwood Cup in Hawaii, and an almost unbeatable lead in the 1987-1989 Champagne Mumm World Cup, outsailed the Admiral's Cup fleet on the water and on corrected time.

This time, however, she was sailing for the United States, in a joint venture between John Calvert-Jones and Californian Randy Short, with flamboyant America's Cup yachtsman Tom Black-

Great News at Cowes — Victorians Bernie Case and John Calver-Jones (part-owner) aboard the Fastnet Race winner.

aller as principal helmsman. Coincidentally, Short has business investments in Australia, Calvert-Jones is associated with an American merchant banking company.

Calvert-Jones' ambition to win the Fastnet Race began 16 years ago when he returned to Cowes and the Isle of Wight, where his parents lived, and won the British Flying Fifteen championship, then a blue riband event of international keelboat racing.

"The Admiral's Cup was being sailed then and I decided the next time I'd sail here would be in the world's greatest offshore teams event and the Fastnet," he recalled after *Great News* berthed on a wet and windy night at historic Plymouth.

The only disappointing aspect of the remarkable victory — for Calvert-Jones and Australian yachting — was that *Great News* was sailing for the United States team, not Australia. The Farr 50, along with Gary Appleby's *One Tonner*, *Sagacious V*, were chartered by the Americans after they narrowly missed a place in the Australian team earlier this year.

Outpaced by the new state-of-the-art 50-footers in earlier Admiral's Cup races, the crews of *Great News*, *Sagacious V* and the US-owned *Bravura*, planned a tactical move to win the Fastnet Race and the Admiral's Cup. But for the dismasting of *Bravura* in strong winds near Fastnet Rock, the US team would

have gone close to catching the leading British and Danish teams.

"This is a magnificent victory for me personally, because of my family connections with Cowes and Isle of Wight," Calvert-Jones told me soon after *Great News* berthed at historic Plymouth. "I've always wanted to represent Australia in the Admiral's Cup and while we didn't make that team, this has been a great opportunity and a great result for an Australian yacht crewed by seven Australians and seven Americans."

Among the crew was well-known Melbourne yachtsman Bernie Case, a veteran of many previous Fastnet Races, whose input to the success of *Great News* was obviously significant. Other Australians in the crew included America's Cup sailor John ("JB") Byrne, from Townsville, Tim Bold and Stewart Carter from Melbourne.

"We knew we were not as fast as the new 50-footers, so we set about planning a tactical plan to outsail them in the Fastnet Race, based on weather and tidal predictions," Calvert-Jones said. "The plan was to head out into the English Channel as soon as we cleared the Isle of Wight and we did that on the Sunday night, sailing 10 miles offshore from Portland Bill, with *Sagacious V* and *Bravura* following us on the same course.

"In the morning we were on the right side of a 100 degree windshift which took us through the tide 'gates' and gave us that break over the fleet that we never lost despite strong pressure from the new 50-footers on the spinnaker run back from the Fastnet.

"The only pity of it is that the third US team yacht, *Bravura*, was dismasted, costing the team the chance of winning the Admiral's Cup," he added.

Great News led the AC boats home as 30 knot winds and heavy rain swept the Plymouth area, beat the Danish 50-footer *Andelsbanken* by 37 minutes, with Britain's *Jamarella* next, followed by Japan's *Will* and the second Danish 50-footer, *Stockbroker's Container*.

Calvert-Jones has been a regular competitor in major ocean races out of Melbourne and Sydney for many years and two years ago he teamed with Olympic gold medallist David Forbes of Sydney to build and campaign *Great News*.

Gary Appleby, owner of *Sagacious V*, also was unable to sail aboard the *One Tonner* in the Fastnet Race because of a severe throat infection. *Sagacious V*, a Farr 40 which represented Australia in the 1987 Admiral's Cup, finished eighth overall and first *One Tonner* in the Fastnet Race.

New Start Line For NorTel Sydney-Hobart

By Peter Campbell and Geoff Errington

AUSTRALIA'S premier ocean race, the NorTel Sydney-Hobart, not only has a new sponsor but also will have a new starting line on Sydney Harbour on Boxing Day, aimed at giving even greater public and corporate exposure to the ocean classic.

The starting line for the 1989 blue-water classic will be moved several hundred metres up-harbour to between Shark Island and Bradley's Head, with Shark Island being used by the Cruising Yacht Club of Australia and NorTel for invited guests to watch what is still the most spectacular start to an ocean race in the world.

The CYCA will retain the two-line start to reduce congestion among the racing yachts, with the Maxi, Division A and Southern Cross Cup yachts starting from the front line, running between the starting boat anchored off the north-east tip of Shark Island and a leeward mark off Taylor's Bay.

The second starting line will be 400 metres behind, running between Shark Island and Bradley's Head. A large area for the fleet to manoeuvre in will be buoyed off to the west and south-west of Shark Island by the Maritime Services Board which has given full approval for the new starting area. As in previous races, there will be a racing corridor down the Harbour where the fleet will round two marks at the Heads, according to whether they started from the front or back line, before heading out to sea and a sea-mark before turning south for Tasmania.

The NorTel 1989 Sydney-Hobart Race will start as usual, at 1300 hours on Boxing Day, December 26, with CYCA Commodore David Kellett predicting a fleet of 150 Australian and overseas yachts, including a dozen or so teams contesting the biennial NorTel Southern Cross Cup.

Kellett, who won the rare double of line and corrected time honours with the maxi yacht *Sovereign* in the 1987 Sydney-Hobart, this year will skipper the famous maxi *Condor*, previously raced by Bermuda based English yachtsman Bob Bell. Since Bell's insurance business collapsed two years ago, *Condor* has been tied up in Auckland.

The 24.4 metre sloop, which has twice taken line honours in the Sydney-Hobart, has now been bought by an Australian businessman and will be sailed by Kellett and most of the former crew of *Sovereign*, which has now been sold in the United States. In 1983 *Condor* sailed the 630 nautical mile course in 3 days 50 minutes 29 seconds, winning line honours after a protest that followed a collision with the US maxi, *Nirvana*, as the two boats match-raced up the Derwent River.

Back again in 1986, her time was 2 days 23 hours 26 minutes 25 seconds, this time scoring a comfortable line honours win from Rod Muir's veteran timber-hulled *Windward Passage*.

Kellett says he faces a formidable task to "put *Condor* back together" in Auckland before sailing the maxi across the Tasman, but is confident he will have the big boat ready to take on what could be a strong maxi line-up. Alan Bond is bringing his new Pedrick-designed 80-footer, *Drumbeat*, back from the Mediterranean where it has been contesting the maxi world championships, while Italian Raoul Gardini, the new owner of *Windward Passage II*, plans to race the maxi to Hobart as *Il Moro*.

Syd Fischer, who took line honours in the 1988 race with his veteran maxi, *Ragamuffin*, is also likely to bring the 80-footer out of mothballs for the 1989 race to Hobart.

Commodore Kellett says the enthusiasm of the new sponsors, NorTel, the line honours clash of the maxis, the biennial Southern Cross Cup with its international status, together with the introduction of an IMS Division, augers well for great racing off the Australian East Coast in December, culminating with the NorTel Sydney-Hobart.

"Moving the starting line back up-harbour and using Shark Island as a vantage point for our race-day guests will add a new status to the Sydney-Hobart Race," Commodore Kellett told OFFSHORE. "Apart from those people who will watch the start from the island, the change of starting line will give a larger area on the water for spectator craft and add new public vantage points at Darling Point and Bradley's Head to

watch the world's most spectacular start to a long ocean race."

The CYCA has been officially advised that the Royal Ocean Racing Club will send a British team to contest the NorTel Southern Cross Cup. Mike Peacock told me at Plymouth after Britain had won the Admiral's Cup he would bring his Castro-designed 44-footer, *Juno IV*, to Australia and he hoped other owners would ship their yachts or charter boats for the Cup. "We owe you a team, as we failed to defend the Cup in 1987 after our victory in 1985," Peacock said. "Apart from that, we don't want Australia to get a jump ahead of us in the 1989-91 Champagne Mumm World Cup which, with their Kenwood Cup victory in Hawaii in 1988, gave them an almost unbeatable grip on the 1987-89 World Cup."

The British team is looking for crew, however. They have asked the CYCA if the club can obtain the names of experienced offshore yachtsmen living in Australia who hold valid British passports. Anyone interested should contact the RORC in London or the CYCA in Sydney.

Hong Kong looks certain to again field a strong team, including *Bimblegumbie* and the new Farr 50, *Jamarella*, recently acquired by a Hong Kong yachtsman. *Jamarella*, which led the British team to victory in the Admiral's Cup, is one of the outstanding state-of-the-art 50-footers which dominated race results at Cowes. Her placings were 1-3-2-3-2-4 to finish top individual yacht of the Admiral's Cup.

Jamarella's clashes with the yet-to-be-launched 50-footers being built for Australian owners Max Ryan and Warren Johns could prove a highlight of the Southern Cross Cup and Sydney-Hobart.

The United States may come again this year, if charters can be arranged, but there is some doubt about a New Zealand team particularly following the sale of their only new IOR boat, the Farr 44, *Librah*, to Japan following the Admiral's Cup.

Members of the Cercle Nautique Caledonien in Noumea, elated by their IOR successes in the Club Med Sydney-Noumea Race earlier this year, are enthusiastically seeking sponsorship to charter three Australian yachts to form the first ever French team for the Southern Cross regatta.

Apart from the overseas entries, teams are expected from all Australian States, plus an Australian national team which will be selected at trials off Sydney in late November-early December. The trials will also be used to select the NSW and Victorian State teams.

Western Australia has already chosen its team — Alan Bond's *Drumbeat* and the two One Tonners, Lawson Klopfer's *Admiral's Cupper*, *True Blue*, and *Prime Minister*, now owned by Perth yachtsman Ken Court. *True Blue* and *Prime Minister* are expected to sail in the Australian trials as part of their preparation for the Southern Cross Cup and *Drumbeat* may do so, if it is back in Australia in time.

The 1989 NorTel Southern Cross

Cup has been extended to six races, starting on December 14. The regatta will comprise three 20-25 nautical mile offshore triangle races off Sydney Heads, two medium distance offshore races of either 75 or 90 nautical miles off the NSW coast, and the 630 nautical mile NorTel Sydney-Hobart. In the short races, points will be multiplied by 2.0, in the medium distance offshore races by 2.5, and in the Sydney-Hobart by 5.0

All races will be sailed under Category 1 offshore safety regulations, including the short inshore events. However, the CYCA will insist on crew number limits only, with no weight restrictions. Nor will the club enforce the Offshore Racing Council's con-

troversial "legs over the side" rule.

Apart from the added international and interstate interest created in the 1989 Sydney-Hobart Race, the CYCA expects a boost of entries from older and non-IOR designed yachts sailing under the newly introduced IMS ratings. An IMS division was included in the Jupiters Sydney-Gold Coast Race and by the end of October chief measurer Gordon Marshall expects to have measured nearly 80 yachts under IMS.

For this year's Hobart, yachts may be entered in any one or all three categories — IOR, Illingworth (Australian TCF) and IMS, provided they have valid rating certificates. A yacht can hold both an IOR and an IMS rating certificate.

The long-awaited announcement of a new sponsor to replace AWA, the long-time technical and financial supporter of the Southern Cross Cup and Sydney-Hobart, was finally made at the CYCA on July 25 and also announced to international yachtsmen contesting the Admiral's Cup at Cowes later that day.

NorTel Pty Ltd, the Australian subsidiary of the Canadian-based Northern Telecom, one of the world's leading telecommunications companies, has signed up for a two-year contract, with an option for a further two years. No figures were revealed at a press conference at the CYCA, but the financial backing is more than comparable with the previous agreement with AWA.

NorTel Pty Ltd is based in Sydney and is the corporation's operating company responsible for manufacturing sales and service in the whole of Australasia.

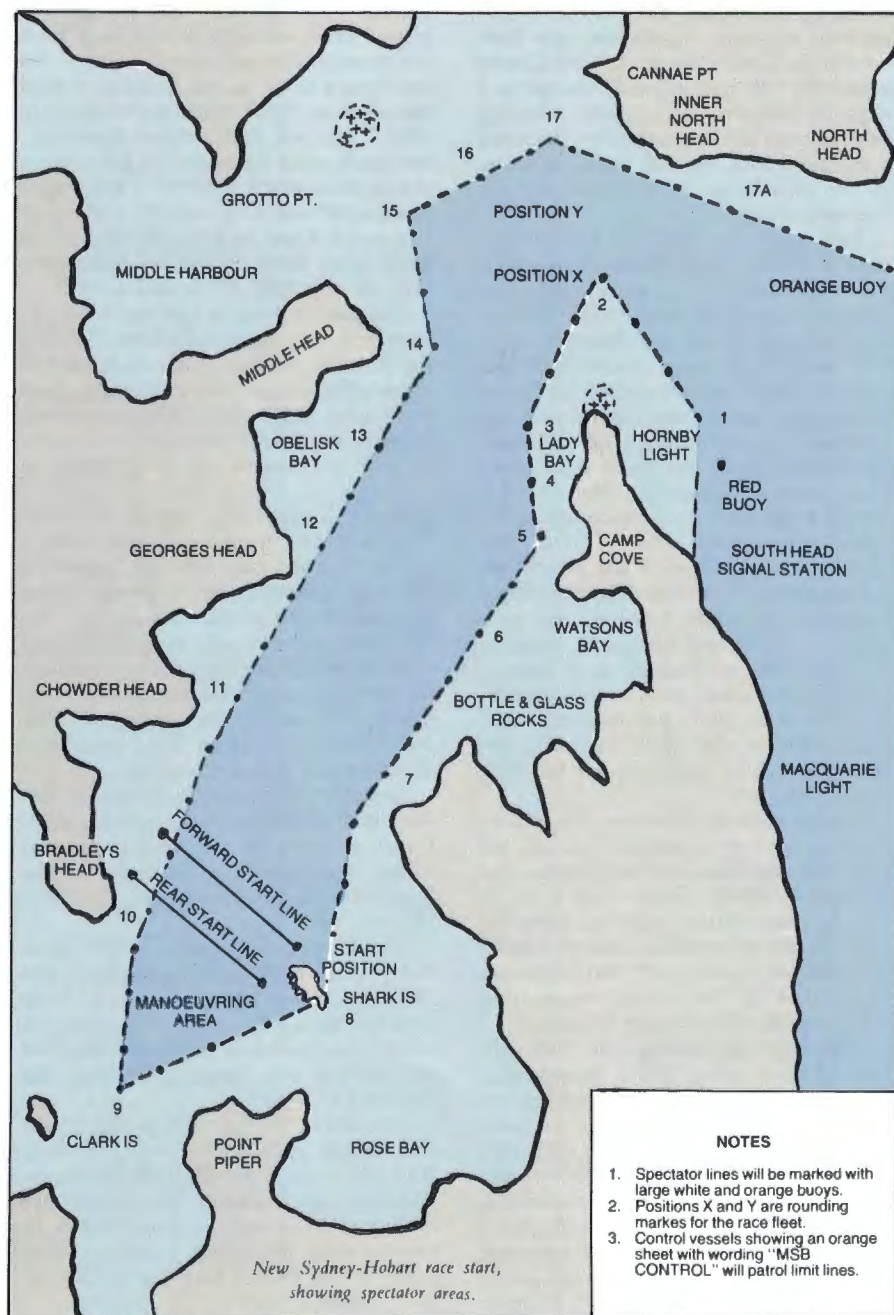
The company markets digital PABX's, data packet switching equipment, central office switching equipment, international gateway systems, telephones and other telecommunications equipment.

NorTel began marketing in Australia in 1984 through AWA. In 1986, in order to further enhance its market position, Northern Telecom and AWA formed a joint venture, AWA-NorTel, to further enhance its market position.

Earlier this year NorTel purchased AWA's 40% share, thereby making NorTel a wholly owned subsidiary of Northern Telecom.

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Rick Dovey

CIAOU *Windward Passage II* — at Offshore's deadline date it appears that fabulous maxi *Windward Passage II* has been lost to Australia.

Raoul Gardini, the Italian mega-industrialist, owner of his own maxi fleet including 1988 world champion *Il Moro* and head of the best Italian America's Cup syndicate since *Azzura* in 1983, has just put a holding deposit on Rod Muir's maxi and no-one on the selling side can see any reason why the sale will not go through.

It's a bit sad really, this maxi promised to dominate the high powered maxi scene around the world for at least a couple of years, but she only competed in two major regattas, the Kenwood Cup (1st) and the Big Boat Series (2nd) before a split deck put her out of last year's Hobart Race.

Rod's rule of the waves was so brief but so promising with the fabulous boat, but the former radio guru in his own words has "everything for sale". That has meant lots of property including the *Windward Passage Tavern* in Newcastle. According to Rod the classic maxi *Windward Passage I* is not for sale, she's up for charter overseas.

Rod's yachting manager Duncan van Woerden says they're now talking about putting together a big multi next year to have a go at the world 24 hour speed record up the coast.

• ADMIRAL'S CUP

SO a fifth for Australia in the Admiral's Cup and congratulations to our representatives for their performance in what was a very professional and tough series.

Now it's time to start thinking about the next one while the RORC decides how to run the next regatta. The proposal to have three classes, 50ft, 43ft and 40ft LOA, seems to enjoy a lot of support and makes sense.

Joint Venture was top One Tonner in the regatta and is obviously a very potent boat. But *True Blue* got caught out by her low stability and was disappointing when the breeze kicked in.

The performances of our team and some of the others picked from similar

light weather selection trials just highlighted the feeling we all left Melbourne with — that the next trials must be organised over a longer period of time with great flexibility to ensure the yachts can show their form in all conditions. You had to have all-rounders this year and there is no reason to think 1991 will be any different.

The other thing you had to have this time was a 50-footer. All finished in the top ten in Cowes, helped by the crew limits and particularly the handicap weighting in their favour.

The American/Australian 50-footer, *Great News* which has shown the way in the size since her launch in late 1987 had her moment of glory by becoming just the second Australian yacht to win the Fastnet Race in the history of the famous race.

Before that, according to her crew, they suffered badly from some US tactics. The original tactician simply disappeared without explanation, never to be seen again, before the Fastnet race. Perhaps it was his best call of the series.

According to John Calvert-Jones, the major difference between *News* and the new 50s was in her headsail sheeting angles — with the new boats sheeting much closer in the flatter water. That's something he and David Forbes will look at here, although our bumpy waters will not be so tolerant.

Great News is up for sale, but Forbes and Calvert-Jones says that if they do sell they expect to stay with the 50s.

There is some great racing coming up in that class with Max Ryan and Warren Johns' new Frers and Farr designs about to hit the tide.

On the 50-ft circuit in the USA, Wictor Forss, the native Swede living in England, led the International 50-ft Association's World Cup in his new Bruce Farr designed *Carat VII*, with just one regatta to go at the end of August. *Carat* had won three of the five regattas and led John Thompson's Nelson-Marek *Infinity*, by three and a half points.

• WHEREFORE IOR?

WHEREFORE the IOR? This year's SORC in the United States, traditionally the top event of the year for

the top ocean racers, was a disaster for IOR boats. Only two IOR boats sailed the whole series.

Instead, the go over there is big lightweight sleds, hang the handicap and go for speed. Here the newest boat to that concept will be Canberra-based George Snow's, a new 65ft Bruce Farr design, due for launch late November.

The new boat will weigh in at 16,000 kg displacement, a big heavier than the ultra lightweight in the States. Farr believes that with the extra weight he can give Snow a boat to power reach and go uphill as well as down, the only strong point of the ULDBs.

Snow describes the boat as tons lighter than its IOR equivalent, very narrow and a real canoe shaped hull with a deep (11 ft) bulb keel below a fractional rig sized about the same as the old 12-Metre class. He expects it to rate at 62 ft with fractional kite and 67 ft with a masthead chute. After its November launch Snow plans to do the Hobart before taking off overseas for the South China Sea series and the Kenwood Cup.

While people struggle with IOR, IMS, ULDBs and LDBs, the JOG continues to grow and returns to the CYC this year. Last season almost 50 boats raced in the Grand Prix monthly events and this year's program is a ripper.

A measure of the growing popularity of JOG is the fact that the Grand Prix has been sponsored by leading Sydney courier company, Crisis Couriers.

• JUPITERS SUCCESS

THE Jupiters Southport Race was a great success and fun to sail, if a little on the cool side. A top result for the guys on *Witchcraft II* led by owner Bruce Staples — after three thirds in the previous events they were due to win and after a great tussle with *Prime Factor* they got up.

I did something I swore I'd never do again and went in a Half Tonner, after all it made sense to go north on a little boat. Look at their successful record in northern races.

The boat was John Hancock's *Half Hour*, the state-of-the-art Humphreys design which was a pleasure to race. Eighth overall was the result which would have been much better if the wind hadn't died on us on the second and third nights. But that's yacht racing.

Still the Race was great and just the right length — not turning into an exhausting marathon like the Hobart. Nor did it have the minefield known as the Derwent waiting to turn on another race just at the wrong time.

For those wanting to go offshore I can't think of a better race to start out in and stay with.

• THE CHAMPIONS

IT was a top performance back in July by Glenn Bourke to win his second world Laser championship.

Bourkie, best known as starboard trimmer on *Kookaburra III* back in Perth and still a key member of Iain Murray and Peter Gilmour's America's Cup group, did it easily in Denmark to make it two in a row, the first Australian to notch such an achievement.

Two years ago Stuart Wallace became the first Australian to win the Laser worlds, but he's moved on to other classes and is shooting for the Olympics.

Bourke's achievement puts him in the running for this year's Ampol Australian Yachtsman of the Year Award which will be announced late October.

Others who must come to the judge's attention this year include:-

Andrew Landenberger — International Moth Class world champion;

John Dransfield and Andrew Perry — International Fireball World champions;

Gary Metcalfe and Matthew Stephens, Hobie 18 catamaran world champions;

Michael Metcalfe, Hobie 17 World champion;

Michael Walsh, Phil Barnett and Neil Paton for winning everything in the 18-ft skiffs last season including the NSW, Australian and World championships;

Tony Dillon and David Gibson — Cherub World champions;

Gino Knezic — Owner/skipper of *Illusion*, winner of the Sydney Hobart and Petersville Regatta;

Cathy Hawkins and Ian Johnston — 1st in division and second on time overall in the Around Australia Race and first in the Three Peaks Race in their trimaran *Verbatim*;

Derek and Jeanine Barnard — those stalwarts who are Penta Base and who did such a typically invaluable job during the first night of the Round Australia Race;

John Rigg — Winner of the World Masters in the Laser class.

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YOU see a lot of newspaper reporting of our sport which makes you shudder — people writing on a subject about which they know nothing. I can sympathise, I remember once covering an agricultural show and having great difficulty with animal and breeding types.

Of course, the golden rule like anything else is: "If you don't know then ask. Act dumb, plead ignorance and get help". It usually works.



Windward Passage II, sold by Rod Muir to Italian Raoul Gardini, will race to Hobart this year as *Il Moro*.

But the journalist of one newspaper covering the 1987 America's Cup either didn't own up to ignorance or incorrectly thought they had a good grasp of the whole subject. The result was a classic, the best example I've ever seen of how not to do it.

All involved shall for obvious reasons remain nameless but I can't resist trotting it out and if you don't find it amusing it's back to the drawing board for you.

"Many America's Cup observers believe that the Kookaburras' edge over the Bond boats lies in the cut of their sails.

The Kookaburras' sails are much narrower and the trailing edges much straighter than the highly "curvaceous sails" used by Alan Bond's Australia III-IV.

While the Kookaburras' mainsail curves for a quarter to a third of the distance down the trailing edge they are almost straight for the rest of the way down to a much narrower foot.

The result is that the sails are much flatter and appear to give the boat more power.

Sails on the two Bond boats have a much more gradual curve making the mainsail bell or bag and not look quite so powerful.

The mainsails on the Kookaburras have such a distinctive shape there is a batten near the top which almost assumes the role of a gaff in a traditional rig.

By keeping much flatter the wind travels across the sails' surface in a much more efficient manner.

In Australia's mainsails the belling or bagging effect results in the wind becoming mixed and confused on the sail surface reducing the power to drive the boat.

The belling is a result of the sail coming in at the foot (the bottom edge along the boom) causing it to fall away nearer the top.

The Kookaburras' sails are computer analysed by a system of cameras mounted in the masts which give readings to within millimetres.

The cameras photograph along the distinctive black lines on the Kookaburra's sails, enabling the skipper to tweak the sails the barest fraction to get maximum efficiency.

The technology used in Kookaburra's sails is one of the biggest surprises sprung during the first heats.

That the Kookaburra syndicate could develop their sails to a point where they are now considered superior to the Bond boats is possibly one of the biggest breakthroughs in the trials."

So now you know where you have been going wrong. You should not be belling the sails by attaching the sail to the boom but you really do need a near gaff rig, ongoing computer analysis with cameras at the masthead and you simply must start trimming while you steer.

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*Rik Dovey interviews Mike Fletcher
after the Admiral's Cup*

The Coach Sums It Up



Mike Fletcher, Olympic and Admiral's Cup Coach..

“WE just did not have the right boats which was a pity because the general consensus amongst the team was that it would have been an easy regatta to win if we'd had them.”

That was the typically brief and to the point summary of National coach Mike Fletcher after Australia's disappointing 5th place at this year's Champagne Mumm Admiral's Cup.

Although he's sailed the Admiral's Cup before, this year was the first time Fletcher, or anyone for that matter, had coached an Australian team at the unofficial world championship of ocean racing.

That's probably surprising considering Fletcher has been behind every other major Australian team competing overseas since his first Olympic Games coaching assignment back in 1972 including *Australia II* in 1983, the *Kookaburras* in 1987 and last year's brief but glorious campaign by *Windward Passage II*.

No one else in Australian yachting has such an experienced eye for what is happening in a regatta and getting to the nub of the problems.

“I think our effort this time was at a much higher level of performance than we've ever had before,” he said. “But the overall standard is also on a curve upwards, just like the Olympic competition, and all the people in England were more professional than ever before.”

“The Danes, the British, Germans, French and New Zealanders were all top line sailors and I think something we have to watch is that while our standard was high, probably higher than in the past, the rest of the world is becoming more professional. Therefore, next time we will need much longer and better organised preparation if we are going to hold our position.”

“Certainly the Australian team was the best group of people that has ever gone to England. It had a high percentage of 12-Metre and Olympic yachtsmen and a lot of very professional people such as sailmakers. The people really worked well together as a team and put together what was probably the first ever co-ordinated effort by an Australian Admiral's Cup team.”

“Having me there as coach was pretty

well accepted by everyone. I co-ordinated the training, briefings and debriefings and helped with the sail program which I think helped all three crews. They learnt from each other and worked on problems together, whereas if I hadn't been there each crew would probably have gone their own way, as has happened in the past, which would have resulted in a bunfight.”

“Having Roger Badham ('Clouds' — team meteorologist) was a great help too, he was good value. For the Fastnet Race he put together a strategy — being offshore at Portland Bill at the change of the tide. *Great News* (1st), *Sagacious* (2nd) got their jump there by being out to sea. 'Clouds' was spot on.”

“*Joint Venture* (7th overall, Ron Elliott, Melbourne) was by far the best sailed and performing One Tonner at the regatta. She was the new breed, very stiff and better balanced with her keel further aft, as are the new 50s. In previous years she would have been top pointscorer but the way the rules were changed to promote the 50-footers, that was not on.”

“*True Blue* (22nd overall, Lawson



Klopper, Perth) had always had a problem with not enough righting moment and it showed up over there sailing in the bumpy water. She just could not develop enough power to drive through the short bumpy sea in Christchurch Bay. Their sails were a touch on the flat side which tended to make the boat hard to steer in the bumpy water. If we'd all been able to work together longer we may have been able to remedy those small problems.

"Madeline's Daughter was just a comparatively old design. *Librah* (the new Kiwi 43-footer designed, like MD by Bruce Farr) was brilliant — the latest technology which you just had to have.

"The same applied to the 50-footers. The new boats are so far advanced in construction, like *Windward Passage II*, and set up to sail just like One Tonners and dinghies. They are sailing so much faster than the older 50s. *Great News* (David Forbes and John Calvert-Jones, chartered to USA, 9th overall) was sailed well but even when she was in good shape in some of the short races she was gradually burnt off.

"But look at the other big boats. *Jamarella* (UK, top individual boat) had a 4th as her worst place. The top six placegetters were big boats, 40 or 34 raters.

"Everyone felt they'd overcooked the formula in the way they'd changed the IOR rule with crew numbers and the TCF to favour the 50-footers. Taking one person off the One Tonners reduced their righting moment and speed potential while at the same time putting extra people on the 50s added to their righting moment and obviously their speed. I think just changing the crew numbers and the new breed of boats would have been enough to balance the books for the big boats."

"And they tell me they have black swans in cans in Australia..." Local identities at Cowes pictured by Annette Brennan.

Fletcher nominated one area of concern which must partly be attributed to the move away from long ocean races in Australian club programs, as well as the rest of the world.

"We felt our long distance ocean racing skills were not good enough and I think we really need to do some work in that area, coaching people how to sail better on the ocean and over long distances. It's very important, the way the points are loaded the Admiral's Cup is still going to be won by the performances in the long Channel and Fastnet Races.

"In the short races our crew work and tactics were pretty good but it's worth noting that we did have more Olympic and match racing sailors in the crews than long distance racers.

"Long and short races are two quite different things. We need some distance ocean racing expertise on the boats to handle the long races, guys like Graeme Freeman and Ross Lloyd. Lloyd's long race experience was one of the reasons *Joint Venture* went so well."

They were some of the lessons, as Mike Fletcher saw them, from the 1989 Admiral's Cup. His other suggestions for the 1991 regatta come down to preparation.

"Time and distance is always the problem for Australian teams. We need someone over there all the time, giving us feedback from the regattas beforehand so that we can build the right sort of boats just before the trials and then put the right people on them, people like we had this time, with a lot of expertise.

"We need to work on our long distance ocean racing skills and we need to have the crews together for a longer period beforehand so that they can hone their skills, their communication and their confidence in each other. Those things must improve and from a coaching point of view if we can do more work before we go away then we'll be better prepared to start racing as soon as we get to the venue instead of spending valuable time on sail evaluation and alterations.

"The general consensus in the team is that the 1991 regatta will not be too hard to win as long as we have good boats."

According to Fletcher the suggestion that the next Admiral's Cup be divided into three classes, the 50, 43 and 40-footers, is right on target.

"This is the only way to run the world's greatest ocean racing regatta. It would be racing apples against apples. This year the 50-footers would get off the start line and disappear, leaving the mid-sized boats mixing it with the good One Tonners which had a real battle to get clear up the track. In some races it took them the first 20 minutes in a 20-30 mile to get into clear air and in phase with the windshifts.

"Dividing it into classes of different sized boats would make the racing equitable and much better. At the moment we spend hundreds of thousands of dollars getting over there but the results are left up to the weather and the handicapper."

Immediately after the Admiral's Cup, Mike Fletcher flew back to Sydney to begin teaching others the same advanced skills he applied in England.

Fletcher joined leading sailmaker Bob Fraser to coach all yachtsmen in the new Club Marine — Fraser Sails Success Sail, the new advanced skills coaching course which began in August.

70 people from all sailing backgrounds took part in the first course which was so successful that a week later more than 20 others had already signed up for the next course.

Fletcher and Fraser divide their coaching into four areas — speed, sailing skills, crew work and finally racing.

"Speed is having the boat fast — understanding the sail shapes and trimming them for the conditions, tuning and assessing the rig, everything that makes the boat quick," Fletcher says. "If you have the wrong sails and the boat is not fast then it does not matter if your sailing skills are 99%, you will not win races.

"Sailing Skills is the broad term concerning dozens of advanced techniques that experienced crews use to make their boats perform in a straight line as near to 100% of the yacht's potential performance all the time. There's the conun-

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THE COACH SUMS IT UP *cont.*

drum. Even if the boat is fast with the right gear and speed, unless your sailing skills are 99% then you still won't win.

"Skills include steering, fine trim, controlling the power, angle of heel,

tuning/steering combinations, changing gears and communication. For example, the biggest problem going from Australia to England is that you get a lot of 'down pressure' over there, the breeze goes down 5-6 knots all the time while here we sail most of the time in freshening breezes.

"Crew work is the mechanics of sail handling, the correct elements and tim-

ings for all set manoeuvres as well as strong and light wind techniques and communication and management.

"Finally there is racing — the strategies and tactics.

"But yacht racing is still a combat sport like boxing. Whatever you do is against another person and the results always depend on how good other guys are."

Major Changes For 1991 Admiral's Cup

MAJOR changes to the format of the 1991 Champagne Mumm Admiral's Cup, aimed at making the world's premier offshore yachting event even more closely competitive, will be announced by the end of the year.

Yacht owners and managers of teams which contested the 1989 Admiral's Cup have proposed that future teams each comprise a 40-footer, a 44-footer and a 50-footer, with each group "level racing" without handicaps.

The most significant effect will be to lessen the "weather factor" where big boat teams can dominate results as they did in the 1989 Cup. It will also eliminate loadings within the Time Correction Factor (handicap system) which this year also favoured the bigger boats as against the One Tonners.

Eighty percent of the racing this year was sailed in fresh to strong weather, particularly the latter part of the Fastnet Race, when the fleet sailed in 30 to 40 knot winds.

Of the five top teams this year, Britain, Denmark, New Zealand, France and Australia, all but the New Zealanders and Australians had at least two big boats in their teams, the Antipodeans again settling for two One Tonners (40-footers) and a medium rating 44-footer. With these teams, the New Zealand and Australians were al-

ways battling against the odds to win the 1989 Cup, no matter how well they sailed their boats.

Significantly, the move for the change to make the Cup more equitable for all teams in terms of boat sizes came from the Danes who entered two 50-footers and a One Tonner this year and just lost out on their first-ever Admiral's Cup victory.

Strong support for the new concept came from Australian team manager Peter Bourke and his New Zealand counterpart, Ralph Roberts, both emphasising that an early decision by the Royal Ocean Racing Club's Admiral's Cup management committee was essential to owners to make a commitment to the 1991 Cup.

Suggestions that future Admiral's Cup regattas might be run under the IMS (International Measurement System) were rejected, with all representatives agreeing that the IOR was by far the best rule for grand prix offshore racing.

At present countries may nominate any three yachts within the IOR rating band of 30.0-40.05 feet IOR provided their total rating is not less than 95.0 feet — which means that each team must include one bigger boat.

Fastnet '79 memorial

A permanent memorial to the 15 people who died in the 1979 Fastnet Race way, unveiled in Cowes during the 1989 Admiral's Cup.

Three pieces of granite from the Fastnet Rock itself, in the abstract form of a hull and two sails, form the centrepiece of a memorial garden in Cowes' Holy Trinity Church.

Last year the Royal Ocean Racing Club, Fastnet Race organisers, mailed next of kin of the victims to propose their plan. With full agreement, they then launched an appeal to all RORC members, '79 competitors and others in order to be able to set up the memorial and pay for its upkeep in the future. £3,500 was raised and, with the support and help of the Commissioners of Irish Lights, the pieces of rock were brought from Cork to Cowes.

Australia's team for example, comprised two One Tonners (rating 30.55 and 30.5 foot) and one 44-footer (34.31 foot rating) whereas the Danish team comprised of two 50-footers (rating 40.01 and 40.03) and a One Tonner (rating 30.6).

Basically, the new proposal is that each country will nominate a One Tonner (rating 30.5), a 44-footer (rating 34.5) and a 50-footer (rating 40.0) with each group racing against each other without handicap, but all in the same race and starting together.

In fact, this virtually happened in this year's Admiral's Cup inshore races, with the yachts breaking up into three groups racing almost boat-for-boat, with crew work playing a significant role in end results.

At present the One Tonners race level rating in their annual One Ton Cup and a new world series has been introduced for 50-footers also sailing at level ratings.

United States owner Irving Loubé who chartered *Sagacious V* supported the Danish move, saying: "You are going to approximate what is going to happen in the real world. The One Ton Cup is very strong, the 50-footers are developing beautifully, and by encouraging a 34-35 foot rating class we will have three very fine offshore racing classes for the needs of the real world."

Loubé said the handicapping pendulum had swung too far against the One Tonners in the 1989 Admiral's Cup, adding: "We don't really have a fair race."

New Zealand team manager Ralph Roberts said that having three classes in what amounted to a level rating regatta for future Admiral's Cups was an excellent idea. Peter Bourke, the Australian manager, emphasised that a decision must be made quickly on the format for the 1991 Admiral's Cup.

The Royal Ocean Racing Club yesterday said the AC management committee would meet in September and the format for 1991 would be announced before the end of the year.

Peter Campbell

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Great News KAT770

Witchcraft II Sails Out of The Cauldron

By Geoff Errington

SPECTACULAR start to the 1989 Jupiters Classic race from Sydney to the Gold Coast saw a fresh sou'wester give the fleet a fast reach to the Heads. **LEFT:** Even Batman was there, about to zoom aboard Thirlmere to join the crew for the dash northwards. (Pics — David Clare)



PITTWATER yachtsman Bruce Staples and his crew of *Witchcraft II* have finally cracked it for the glory which has been eluding them for the last three years in the Jupiters Yacht Classic. *Witchcraft II* is the only boat to have competed in all Jupiters races from Sydney to the Gold Coast, gaining a place in each of them. This year ended the role of always the bridesmaid.

Staples usually keeps *Witchcraft II* at Royal Prince Alfred Yacht Club, but he is also a member of the Southport Yacht Club and with another Alfreds boat, *Seaquest* sailed in the Queensland team of the last "Southern Cross Cup". This year she snatched the IOR handicap honours from long time rival, and ex-WA representative in the 1987 Southern Cross Cup, *Prime Factor* by minutes.

These boats had had a good race all the way north. Both had covered sufficient distance so as not to be too hampered by the calms at the end, taking a mere three hours longer to sail the 380 nautical miles than the maxi-chasers.

Some of the really small boats like *Half Hour* and *Leroy Brown* did quite well, but there were not enough holes for big boats to fall into and thereby open the door for a win like that of *Pemberton III* in 1988.

Pemberton III did not do well at all this



year. The crew insisted that they were hit by a meteorite, but that was not correct. In fact, the squalls on the first evening ripped her main out and she lost six hours while they made repairs. Later on in the race their problems were further compounded by the fact that they tried to emulate their tactics of last year as they hugged the coast through the Solitarys. It didn't pay off. They just sat there and waited for wind while the other boats sailed around them.

The weather conditions that met Arthur Bloore's *Hammer of Queensland* in the 1988 Jupiters Yacht Classic were a gift from heaven. Virtually constant gale force winds blowing offshore for the time they were at sea allowed *Hammer* to cross the finishing line in an almost unassailable 38 hours 57 minutes and 12 seconds. *Hammer* wasn't in this year's race, but the 50 odd hours following the start were to prove how challenging the record is.

As luck would have it, the weather wasn't looking too bad at the start of this year's Jupiters Classic. With southwest to west winds of up to 40 knots predicted there were a few people getting excited about having another go at the record.

In fact, in the earlier part of the race it looked like they might have a chance. However, the weather pattern was a

little unstable and when the leaders of the fleet reached Coffs Harbour, some 240 nautical miles to the north and 26 hours into the race, they found a wall of calm northerlies to hinder their progress through the night to follow.

From that point on the race became very much a tactical one. As virtually all

boats stayed within five miles of the shore, the unstable conditions subjected them to a quiet, windless, final night at sea.

When dawn came, their troubles were not over. The leading yachts had been becalmed on various occasions. Mike Clements on *Rager* said that they had a terrible time trying to round Point Danger. The local three knot current setting against them was difficult to stem. When they finally did get around the point on their final 19 mile sail to the finishing line the winds became so light that it would take them another seven hours to cover the final distance.

Clements said that wind shifts of 160 degrees were not uncommon and trying to work the boat onto the optimum apparent wind proved very difficult. While this was happening to the two leaders the other boats were bunching up behind them.

Of the larger boats, *Rager* with Hugh Treharne on board, got off to a really good start. *Walk on the Wild Side* soon sailed through and by the time they reached the heads, had opened up a lead of some 300 metres.

The tone of this year's Jupiters Yacht Race for these two boats had now been set. For the next forty-nine and one half hours the two boats would be locked in a close tussle for line honours, never more than three or four miles apart. *Rampant II* and *Animal Farm* were not to be discouraged either. They spent the larger part of their race snapping at the heels of the leaders.

By 1700 hrs on the second day, the *SINGAPORE GIRL* and friends two-sail reach towards the Heads, with the crews already rugged up for the cold night ahead in the race to the warmer climes of the Gold Coast. (Pic — David Clare)



DELIGHTED skipper Mike Clements on the bow of *Rager* after the Elliott 60 had taken line honours in the Jupiters Yacht Classic race from Sydney to the Gold Coast. (Pic — Geoff Errington)



leading boats were nearing the Solitary Islands just north of Coffs Harbour, and while there was still some daylight left *Rager* finally snatched a precious, albeit tenuous, lead from *Wild Side* which was not to be relinquished for the rest of the

race. Through the night Clements kept his field glasses glued to the high tech boat trying to sneak past him.

As day broke they were positioned off Cook Island and the light weather conditions were such that *Rager* could grad-

ually open her lead to a commanding six miles.

The other interesting facet of this years race was that it was the first time a race has been held in Australia with an IMS division. Of the 30 boats measured so far, some 16 entered the Jupiters Race.

Apollo Batteries, a new Alan Warwick design, owned by Rod Hyman, won this division with *She's Apples* second and *Challenge II* third.

Although *Apollo Batteries* had been designed and built to compete under the new rating, there were nevertheless a lot of other boats that had not been built in this way that did quite well.

Examples of this are the veteran S&S 45 *Challenge II* (Jim Daley) and *Arabesque* (Norman Marr). *Challenge II* is an old war horse built to the IOR rule and *Arabesque*, built in New Zealand, and modelled along the lines of a Holland 43, is a fast cruising boat. The eventual results show that they are all quite competitive under the new rule.

At this point in time some 30 odd boats have been measured under the new system. With 50 others waiting in the wings to present their boat to the measurer, it has become apparent that the IMS system offers a lot of opportunity for some serious competitive sailing. The results of this division in the Jupiters Yacht Classic certainly demonstrate this.

XXXX GOLD COAST WINTER REGATTA

By Ian Grant



Quarterflash Comeback

RUNAWAY Bay Marine industry identity Doug Brown and his seven-year-old Laurie Davidson *Quarterflash*, literally climbed up from a concrete floor to

record a deserved win in the 1989 XXXX Gold Coast Winter Regatta.

Quarterflash, which previously represented Australia in world level rating championships with her previous owner

Peter Jones, of Melbourne, was never expected to race again when she crashed to the concrete in a marina travel lift accident earlier this year.

The damage to her kevlar hull was so extensive that she became another "write off" statistic in the marine insurer's records.

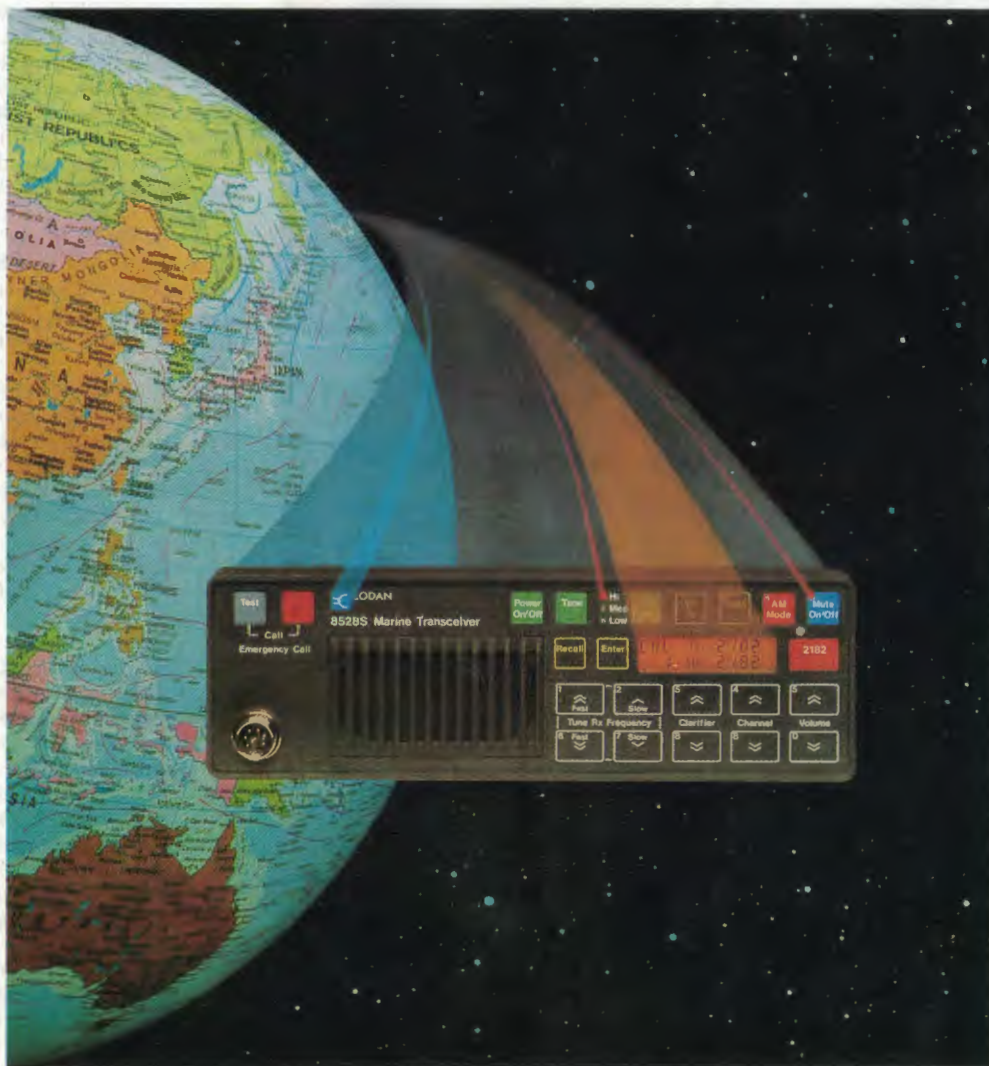
Brown had bought the high performance *Quarterflash* to race in Runaway Bay Yacht Club and Southport Yacht Club events on the Southport Broadwater, along with offshore passage races on the Gold Coast.

At the time of the accident the 26-footer was being prepared for the XXXX Gold Coast Classic, the interstate yacht racing series held off Southport each January and was hot favourite to win that series.

Doug Brown was left with a shattered wreck and a cheque, but he never gave up hope in perhaps racing the little sloop again. She was road freighted to the North Coast for specialist reconstructive "boat surgeon" Rod Dredge, in the hope he could put the boat together again. Dredge, owner-builder of another fast Quarter tonner, *Ocean Racer* *Chaser*, meticulously rebuilt the wreck

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ETCHELL 22 class keelboats in full flight off the Gold Coast during the XXXX Winter Classic conducted by Southport Yacht Club following the race from Sydney. RIGHT: New Zealand-owned but Queensland resident Cotton Blossom II was a popular competitor, with owner David Gold flying in a crew of Kiwis for the regatta. (Pics — Ian Grant)



stronger and stiffer than before with little overall weight gain.

Back in the water, Brown and his *Quarterflash* combination "pounded the pavement" in a different way to be conditioned for round one of the comeback in the XXXX Winter Classic.

Their formidable opponents included Jupiters 1988 and Caltex Sydney-Mooloolaba champion, the Kel Steinman, prepared *Pemberton III* (Richard Hudson), 1989 Sydney-Coffs and Australian Airlines Brisbane-Gladstone titleholder, Warren Wieckmann's *Leroy Brown*, and the proven *Singapore Girl* (Peter Steigrad).

Also in the lightweight division was the now veteran, but former Harold Cudmore campaigned Irish world title contender *Silver Shamrock*, now racing off Southport with former Australian

Sabot champion Barry Watson at the helm.

In the Heavyweight divisions were Bob Robertson's Farr One Tonner *Queensland Maid*, the 1988 SCOR champion and 1989 XXXX Gold Coast Classic winner, and the Davidson One Tonner, *Blue Max II*, from the Mad Max stable under Jim King and Frank Williams.

Prime Factor, the former West Australian Southern Cross Cup contender prepared by Cruising Yacht Club of Australia's Rob Brady made up a strong contingent for the 1989 XXXX Gold Coast Winter IOR Championship.

But Doug Brown, assisted by Club Marine Insurance Southport representative Unya De Rueter, Grant Turner, Mike Hodgekins and Peter Lahey, delivered the opposition a knockout blow

when *Quarterflash* won the first race in a real sailor's test.

They elected to work right after clearing their wind early and this proved the major race winning factor. The sou'easter freshened in at the right time for them in the passage race to Greenmount and return.

Quarterflash wave road the sou'easter to score her second win of the series and ultimately finished with a 1-7-1-7 score.

Leroy Brown, which never corrected out further back than fourth in all of the races, gained second with 4-4-4-2, with *Prime Factor* winning the big boat battle with third overall from 10-1-5-3.

The series was sailed in a good mixture of winds from a light 10 knot seabreeze in race 1 to a rig testing 20-22 knot sou'easter in the passage race.

Competition in the Performance Handicap Division, as expected, was close throughout, the winner in doubt up to the final windward beat of the last race.

Mooloolaba offshore sailor Ian Griffiths skippered the John Sayer-designed *Wild Honey* to a 4-1-11-5 race performance for a narrow class win over *Continental* (Mike Champion) and Peter Baird's Gosford Sailing Club sloop, *First Class*.

Chris Tyquin celebrated his return to Queensland sailing with a first up regatta win in the Etchells 22 class. Tyquin and his former Sharpie crew mates, Ken Baddiley and Greg Clarke, survived hard racing and protests to win the series by a narrow margin in *Lunatio Soup*.

Waterloo Bay, on charter to former Southport Yacht Club yachting administrator Geoff Gale placed second, with *Spirit* (David Rose) third.

Noel Leigh-Smith attacked the power sailing muscle of the Mighty Masrms to win a very close tactical dogfight for the Queensland JOG championship sailed in conjunction with the regatta. Leigh-Smith's Atkinson-designed *Tasman Express*, salvaged from a dusty existence in a New Zealand farm shed, has been a top performer racing off Gold Coast waters.

They won the XXXX Gold Coast Classic against the Masrms last January and in similar wind and water clinched the State Series.

Tasman Express, rating .6682, produced good speed on all angles particularly upwind to record a 3-3-1-1 over second placed *Front Runner* (Michael Muller) 1-2-6-3 and *Zed 7* (Kevin Poschell) from Townsville.

This popular end-of-winter regatta produced a record fleet with David Gold flying a crew in from New Zealand to crew his Farr Designed sloop *Cotton Blossom II*. *Rager* clearly won the line honours trophy after Ken Lipke's *Walk On The Wild Side* withdrew on the eve of the first race with crew problems.



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FIFTY-FOOTERS in action — Denmark's Andelsbanken leads Japan's Will in a close Admiral's Cup race in England.

Flight of the FIFTIES

by Rob Williams

THE well documented international success of David Forbes and John Calvert-Jones Farr 50 *Great News* seemed to herald the "Era of the Fifty Footer".

Those of us that read the international magazines can be nothing short of im-

pressed with the articles and photos of the Fifty Foot circuit in America.

The rapid development flow to the Fifty Footers from the experiences in the smaller IOR classes, especially the One Tonners, was predicted by many leading designers due to popularity with the

properties of this sized yacht.

This has been accelerated internationally by the perceived advantages of sailing clear in front of the bulk of the fleet in major international regattas and in particular due to the TMF changes in the last Admiral's Cup. These changes

proved more inducement to develop the larger boats as they were designed to improve their chances. See Table 1.

Table 1

Rating	TMF 1987	TMF 1989
30.5	1.0198	1.0195
34.0	1.0582	1.0552
40.0	1.1210	1.1095

The success of the larger boat teams in the Admiral's Cup 1989 is a testimony to this development.

While much attention has been focused overseas, Australians have been quietly working to get into the Fifty Foot action.

Being a relatively small country it is unlikely we will ever see local Fifty Footers racing here in huge numbers however the development in construction methods and technology used in their manufacture can only be of benefit to our yachting community.

As *Great News* pioneered the concept and Rod Muir's Maxi *Windward Passage II*, the technology, seeming to follow in logical progression, well known Sydney yachtsman Max Ryan, has commissioned the construction of a Frers 50.

This yacht is being constructed in Melbourne by well respected builder Ken Jago and is being rigged by another Melbourne based company, La Mer Spars.

Unlike most IOR owners who shroud the details of their projects with heavy silence, Max Ryan has very kindly given OFFSHORE access to details of the boat and permission to Ken Jago and Rudi Heyting, of La Mer, to discuss its construction.

Following from the experiences with *Windward Passage II* and in line with the current leading edge development world wide, the decision was made to build the hull and deck with prepreg laminates, engineered by SPS System, over basically a Nomex honeycomb core.

The use of prepreps necessitated Ken building an oven in which to cure the boat. The parameters within which the oven had to operate were temperatures of plus or minus 5°C with a relative humidity of below 70%. The oven temperature varied only plus or minus 3°C and relative humidity was sustained between 60 and 65%.

Sustained temperatures of 18°C give the prepreg laminates a working time of 72 hours and they are cured at 75°C.

The majority of the hull has a 35mm Nomex Core with 35mm 130kg/m³ Divinycell core being used below the waterline from halfway between the mast and bow through to the rudder. Around the keel is a large load bearing area of solid glass. More divinycell, 70kg/m³, is used around the hull deck joint to fair it.

The deck core is 20mm Nomex with high density foam (250kg/m³ Divinycell) reinforcing for fitting loads.

The inner hull skin forward of the mast is five layers of uni-directional carbon fibre of varying weights. They are oriented at 45°, vertically and horizontally, to take a variety of forces as there are no frames in bow. Aft of the mast four layers of carbon are used



SYDNEY yachtsman Warren Johns, one of two Australians building state-of-the-art 50-footers for the international circuit. (Pic — David Clare)

decreasing to two in the stern section.

The bias orientation of the outer skin is the same as that of the inner. A significant difference is the use of two complete layers of Kevlar/Carbon uni-directional hybrid cloth biased at 45° with one total laminate of woven Kevlar/Carbon Hybrid against the core.

ONE of the new fast and sophisticated 50-footers which raced in the Admiral's Cup in England — Britain's Jamarella, a new Farr 50, in pursuit of the older Farr 50, Elkem's Yeoman, which was chartered to the Norwegian team. Jamarella is expected to contest the NorTel Southern Cross Cup in Australia in December, representing Hong Kong. (Pic — Peter Campbell)



Two laminates of uni-directional Carbon fibre, biased vertically and horizontally extend from the bow to just aft of the mast.

The deck laminates are all carbon fibre except for the outer skin which is a Kevlar/Carbon Hybrid for impact resistance. There are also substantial areas of fibre based reinforcing to take such things as runner loads.

The two mast partners, which are engineered to take the rig loads are laminates of carbon and E-glass over a divinycell core. As with *Windward Passage II*, the chainplate attachments are constructed of uni-directional Carbon fibre encapsulating horizontal pins. The aft frame is cored with Nomex and is positioned to take rudder loads and support the cockpit, as well as to reduce twisting.

The total time for laying both skins was 16 hours each. Ken's team did these in one hit each although they could have happily done half on one day and half the next within the working times of the materials.

After laying up the inner skin it was cured for 5 hours.

The Divinycell and Nomex Cores were laid in separate parcels using a special bonding agent as normal resins do not bond well to prepreps. Each was cured for 4 hours.

Prior to laying the inner skin, a 30g/m² tissue was placed over the Nomex and a resin and filler mix is applied to it. Once this had cured it was de-bagged and each Nomex cell checked for bonding.

Then the outer skin was laid and the entire hull cured for 7 hours.



Each procedure is vacuum bagged with the bag laid on a bleed cloth. This cloth picks up little resin due to the quality control of the preregs but is laid over the manifold to bleed the air out of the bag. The accuracy of the pressure measurement of the bag was such that a pin prick was showed up at any location over the hull.

The finished hull and deck complete with structurals and rudder weighs 1340kg compared to just over 1600kg of earlier Fifty Footers in the same configuration.

Ken was very happy with the SPS Prepreg System's performance and was confident that the quality control of the materials used, in combination with SPS's on going development, had resulted in an excellent end product. He estimated that use of the system had resulted in a 10-20% time saving over conventional methods.

As the construction methods used in the yacht are on the leading edge, the development undertaken on the spars is designed to be at least equal to the best in the world.

After extensive research, La Mer have introduced a new section for this boat. A result of many computer hours of optimisation, during which 26 different configurations were tested, they have achieved a stiffness to weight ratio exceeding that of any section presently on the international market. See Table 2.

The total weight of the spar, with spreaders tracks and all stiffening, will be 215kg.

The decision has been made to use a four spreader rig. Some of the advantages include: a closer sheeting angle, less mast compression, better rig stability and, due to additional fore and aft stiffness, the need for only one set of checkstays. Although 4 spreader rigs have more parasitic drag than those with 3 spreaders, it has been assessed that careful attention to shapes and the single set of checks will compensate.

Deck sitting over hull.

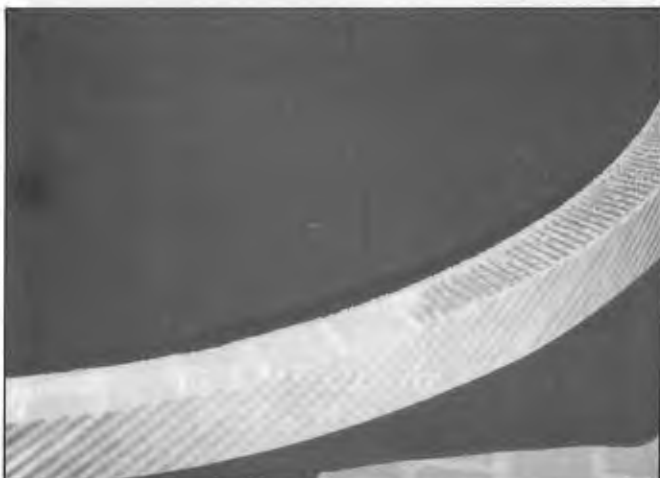
To aid in transportation, a joint has been designed just above the lower spreaders. This will not incur any weight penalty as this area is already sleeved.

The boom will be constructed of honeycomb aluminium core bonded to thin aircraft alloy sheet. The blanks weight is designed to be 29kg, gaining 30-50% weight saving over conventional booms.

Table 2
Mast Section Comparison Sheet

	La Mer Spars	Integrity	Sections Zapspar	Alspar	Kemp	Proctor
Property	SM235	AY24	Z241	LP10	K237	P9555
Fore & Aft mm	248.5	241	241	235	237	241
ATHW.mm	134.0	152	146	145	162	140
Weight kg/m	7.76	9.375	10.3	9.6	8.76	10.8
Ixx	21.1	24.1	25.4	22.8	23.6	27.5
x 10 ⁶ mm ⁴						
Ixx	5.9	9.3	9.8	9.7	11.2	10.4
x 10 ⁶ mm ⁴						
(Ixx)*	2.71	2.57	2.46	2.37	2.69	2.54
Ratio (Weight)						
Weight as %	100	120	132	123	112	139
SM235						
Ixx as %	100	114	120	108	112	130
SM235						

*Efficiency ratio — higher the ratio, stiffer the mast for a given weight.



Uni-directional Kevlar/Carbon Hybrid over Divinycell and Novex core.



Left: Frers keel plug, Right: Keel plug of Farr 50 racer/cruiser.



Eleptical Carbon rudder post.



Hull with deck suspended above.

Table 3

Design	Farr (G/N)	R/Pugh	Farr 89	Frers
LOA	15.358	15.362	15.193	15.050
L	12.9735	13.020	13.0628	13.0029
B MAX	4.439	4.590	4.540	4.472
B	3.3420	4.4100	4.4500	4.400
BWL	3.635	3.670	3.668	3.662
D	1.5591	1.4900	1.5689	1.5579
DLF	1.0010	1.0095	1.0023	1.0055
DSPL	11568	10777	12159	11353
RSAT	127.58	128.39	129.448	129.78
I	18.330	18.057	18.583	18.202
J	5.510	5.303	5.440	5.300
P	19.640	20.062	19.580	20.000
E	7.000	7.376	7.020	7.400
Ratios				
S:L	.8706	.8703	.8710	.8761
DSPL:L	147.64	136.07	152.02	143.92
RSAT-DSPL	25.46	26.86	24.99	26.23

The 100% Carbon fibre tapered pole intended for the boat will weigh only 5.1kg.

A discontinuous Riggarna Rod Rigging System will be used.

A comparison of basic values is set out in Table 3 between *Great News* (Admiral's Cup Trials 1989 configuration), the Reichel/Pugh 50 (featured in *OFFSHORE* April/May 1989, Warren Johns new Cookson built Farr 50 and Max Ryan's Frers 50.

'79

SYDNEY-HOBART YACHT RACE: 1988 2nd, 7th, 8th Overall; **1986** 1st, 3rd, 5th, 6th, 7th, 8th, 9th, 11th; **1985** 1st, 3rd, 4th, 6th, 7th; **1984** 1st; **1983** 2nd, 4th, 5th; **1982** 2nd, 4th, 7th; **1981** 1st Class B, 1st Class C. **SOUTHERN CROSS CUP: 1987** 2nd Overall; **1985** 2nd Overall; **1983** 5th Overall; **1981** 1st Overall; **1979** 3rd Overall. **AWA AUST. OCEAN RACING CHAMPS (Bi-Annual): 1988** 1st;

1986 1st, 2nd, 3rd, 4th, 5th. **1984** 1st, 3rd. **SYDNEY-MOOLoolaba YACHT RACE: 1989** 2nd. **1988** 1st. **1987** 1st, 2nd. **BRUCH & WALSH SERIES: 1989** 1st; **1988** 1st, 2nd; **1987** 1st, 2nd, 3rd; **1986** 2nd, 3rd; **1985** 1st; **1984** 1st. **QUEENSLAND S.C.O.R. SERIES: 1988** 1st, * 2nd; **1987** 1st Overall; **1984** 1st Overall. **GLADSTONE: 1989** 1st Div. A; **1988** 1st Overall. **NOUMEA RACE: 1988** 1st; **1987** 1st. **LORD HOWE ISLAND RACE: 1988** 1st. **1986** 1st. **PETERSVILLE REGATTA: 1988** 1st, 2nd; **1987** 1st, 3rd. **CYC BLUE WATER CHAMPIONSHIPS: 1988** 1st; **1987** 1st, 2nd, 3rd; **1986** 1st, 2nd, 3rd; **1984** 1st. **ADELAIDE-PORT LINCOLN: 1988** 1st. **HAMILTON ISLAND RACE WEEK: 1989** 1st*; **1988** 2nd. **1987** 3rd; **1986** 1st; **1985** 1st. **XXXX GOLD CUP: 1989** 1st*, 2nd, 3rd

'89

*Partial

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Peter Storm 300 Series, High Seas, Marlin Saildry.

THE great amount of wet weather gear on the market in Australia at the moment can make choosing an appropriate set quite a vexing problem for many of the yachting fraternity.

Manufacturers go to great lengths to ensure they have products available to cater for the vast number of different types of sailing activities.

In this review, OFFSHORE is attempting to assist our readership in their knowledge of products, their usages and cost in a comparative situation.

It is impossible to present all items on the market in one article and we intend to review other garments in future issues.

In general terms wet weather gear is supposed to keep the wearer dry and comfortable. It may have to perform this task in a situation of light spray coming over the deck on a harbour cruise lasting a couple of hours or for days of rough conditions in an ocean race.

It is this area of proposed usage that the purchaser must make his or her first, and most important basic choice — What do I really need now and in the foreseeable future?

WET'N'DRY

Rob Williams reports on the latest in wet weather gear...

After this decision has been made, then the purchaser should investigate the range of products available on the market.

Wet weather gear is not cheap but it is worth bearing in mind that many people have deeply regretted decisions made purely on cost considerations when wet and cold on a boat with no sign of immediate relief.

Design is obviously the primary factor that will influence the purchaser.

Although this has a market induced emphasis on styling, its primary consideration is the combination of wearability and features that the equipment provides.

Material selection in wet gear is dictated by proposed activities of the target purchaser.

For day use the most generally accepted material is nylon cloth, covered with a waterproof PVC coating, resulting in garments that are strong, abrasive resistant and flexible. These garments,

while waterproof on the outside, hold perspiration inside so are not suggested for extended periods of wear.

The current crop of the more rugged PVC suits alleviate this perspiration problem by insertion of a breatherable liner to lengthen the comfortable wear period.

The more sophisticated, and by virtue of this sophistication more expensive, suits introduce materials such as neoprene to the manufacturing process and add vented linings to gain more durability and comfort.

Companies continue to develop new processes to improve their products. Peter Storm has MVT Proofing on the nylon shell of their 800 Series which is designed to let moisture permeate from inside out while preventing water entering the garment.

The features incorporated into the design of each garment are also by necessity included in accord with its intended usage. This is tempered by the perceived market for the items much in the same way as options on a motor car. While the more basic suits adequately meet the requirements of their designed usage, extra expenditure will give the purchaser additional features resulting in extra comfort and convenience.

The areas of primary concern regarding features is the suits closures: that is places from which the body protrudes or openings to be closed once the body is within.

Fortunately all the jackets reviewed with zippered fronts had velcroed flaps over the zips and most of the cuffs on both sleeves and legs featured velcro

Peter Storm 300 and 800 Series.



tags to ensure a snug fit. The areas that varied most in style and construction were the collars (for neck and lower head protection) and the hoods. On the day sailing gear far less emphasis is placed on these areas compared to those of the Ocean Racing designed sets.

One area that has been given much emphasis by the manufacturers is the appearance of wet weather gear. Those items largely of single colour often offer colour choices where as the "designer" type equipment usually offers no choice.



Plastimo Mistral.

While this designer gear is very eye catching and a very sound concept reference product identification OFFSHORE wonders whether it maybe more sound to stick to colours readily seen in water — which on our research tends to be limited to yellow.

In general the standard of gear reviewed was very good and appropriate to the market. The profiles below are designed to give an indication of the



Burke Sets.

products and their significant features as well as our impressions gained after sailing in the gear. The prices included are approximate retail and should be checked with your suppliers before purchase. More detailed information on the features of the equipment is available from stockists or distributors.

Burke Dry Gear

Material: PVC Coated Nylon with fabric liner

Seams: Sewn and sealed

Price: \$160

Colours: White & Blue.

A sturdy basic suit of wet weather gear. It is well made and benefits in after sales service by virtue of its local manufacture. The suits ¾ length jacket will appeal to those sailing in warmer climates.

Marlin Sail Dry

Material: Polyurethane coated Nylon

Seams: Heat sensitive tape

Price: \$165

Colours: Jackets — Yellow/Blue & Yellow/Orange
Trousers — Yellow.

Basic lightweight set ideal for day sails. Well finished with adequate hood and collar. Reinforced seat as well as knees.

Gulf Star

Material: PVC plastic with backing fabric

Seams: Welded

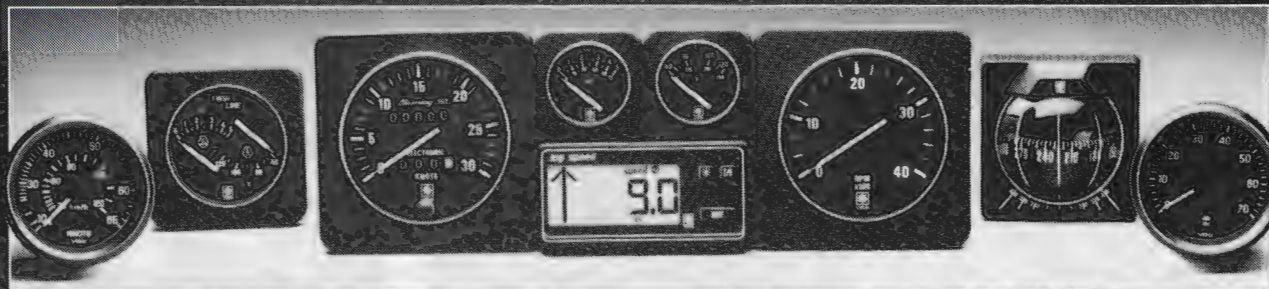
Price: \$199

Colour: White

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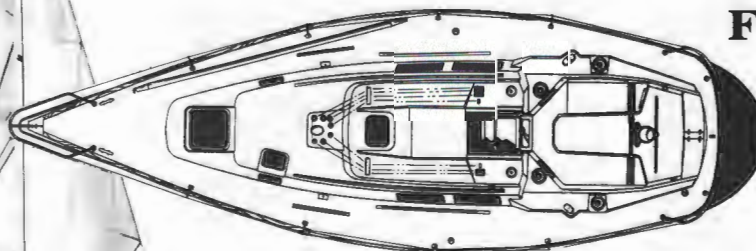
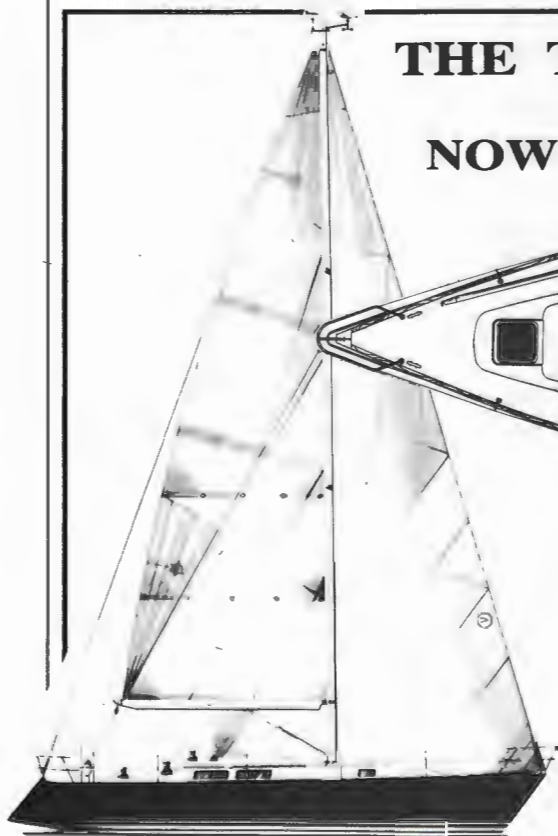
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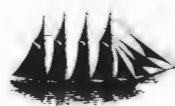
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Ideal for Bay sailing. Economically priced and well designed for its purpose. Provides good protection in a simple but robust product.

Peter Storm 300 Series

Material: "No Sweat" fabric
Seams: Welded
Price: \$240
Colour: Blue

"No Sweat" is a fabric that stretches and breathes to eliminate condensation.



Marlin Ocean and Saildry.

While comfortable and a good day sailing suit, it may not be rugged enough to endure long ocean races.

High Seas

Material: Nylon fabric with PVC coating and nylon taffeta liner
Seams: Thermally sealed
Price: \$299
Colour: Yellow

Very comfortable and well made day sailing set. Excellent hood design and velcro storm flap at neck give good protection. Good velcroed storage pockets with hand pockets on jacket.

Peter Storm MVT 800 Series

Material: MVT treated nylon
Seams: Sewn and sealed
Price: \$315
Colours: Red, yellow, white and blue, all with blue trim

This gear is light and well designed. Its 4 way collar/hood impresses. It would be an ideal keel boat set but might be a little hard pressed on long ocean races.

Burke Long Haul

Material: Ferranyl transat double coated PVC fabric with nylon liner
Seams: Wide sewn and sealed
Price: \$325
Colours: White/blue and white

A basic and rugged ocean racing suit. Good lower head protection with fleecy collar and well designed hood. A good set for the offshore keel boat sailor who does the occasional long race. Includes safety harness loops, good pockets and reflective tape on hood visor and sleeve cuffs.

Marlin Ocean Master

Material: Heavy duty reinforced PVC with nylon lining
Seams: Stitched and welded
Price: \$365
Colour: White

This, as the name implies, is a suit designed for the offshore yachtsman or woman. It has an excellently designed "Alaskan" hood that is neatly concealed in the bunting lined collar. Shoulder and chest loops are fitted for a safety harness and reflective tape is fitted to the hood and shoulders.

Plastimo's Mistral

Material: PVC coated nylon. Jacket is lined with foam inside a quilted polyamide, trousers with nylon
Seams: Sewn and welded
Price: \$420
Colour: Red

The quilted jacket has 8kg positive buoyancy and includes safety harness

Gulf Star and High Seas.



Musto Ocean.

tags, inside safety pocket and hand warming exterior pockets. The suit is manufactured for offshore sailing and gives good protection and comfort. The quilted jacket may prove a little hot for those sailing in warmer climates.

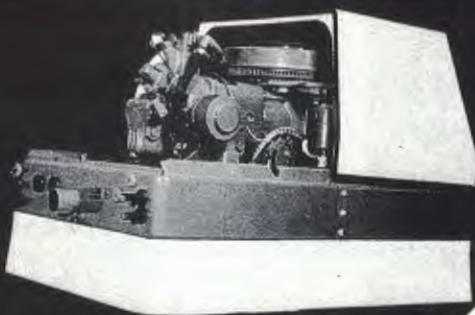
Musto Ocean

Material: Neoprene coated nylon with vented polyurethane lining
Seams: Sewn and tape welded
Price: \$1040
Colour: Red

Musto is an internationally recognised top of the range wet gear manufacturer. This gear is for the serious offshore sailor. An indication of the research and attention to detail of this suit is that reinforcing is sewn into the seams to guarantee watertight quality. The detailing of the set is comprehensive and testament to the research and evolution of the product.

In closing, it is important to remember when buying wet weather gear that chandleries are few and far between at sea and the comfort of dollars saved at purchase seldom keep you warm and dry in a storm.

Bukh DV marine diesels now come with a two-year warranty.



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55-57 Alexander Ave. Throon Point.
Ph. (02) 525-0011.

Fax: (02) 763 1699

[illegible]

- Safety Requirements
- Guide to Australia's Major Ports
- National Marina Guide • Communications at Sea
- State-by-State Tide Charts

Maurice Drent Cavalier Agents

MAURICE Drent Boating Services at Rushcutters Bay have taken delivery of a new Cavalier 37 following their appointment as an agent for the Cavalier range of yachts. Further information on (02) 32 9945.

Selectable Scanning Radio with Auto-Dial Seaphone

THE award winning British built RT6500S VHF radio telephone combines the sophistication of computer control with extreme ease of use. Housed in the latest style, ultra slim pressure die-cast aluminium case and built to the highest quality standards, the RT6500S offers a huge range of features.

The purchaser has the option of fully compatible AUTO-DIAL SEAPHONE, FIST MIKE or SLIM-LINE HANDSET and optional specially housed extension loudspeaker or waterproof speaker, either of which ensure radio reception is heard above the roar of a gale or the drone of a high powered engine installation.

Bukh's Saildrive — A Winner

BUKH Diesel (Australia) P/L has announced that their Saildrive versions have now been fully approved throughout Australia for charter operations.

Mr Glenn Townsend of Bukh Diesel Australia said, "More and more of the leading yacht manufacturers now realise

the benefits of installing saildrives, and now that they have been fully approved, the 'yachties' can be assured that the system is 100% safe."

The Bukh Saildrive distinguishes itself from others in a number of important ways. Instead of just one rubber diaphragm to keep the water out, Bukh's Saildrive comes standard with a very strong double diaphragm which ensures total safety. A sensing element has been installed between the diaphragm which sounds an audible alarm at the slightest indication of water penetration. This provides all the security you will ever need.



Also, all materials including bolts and diaphragm flanges are rustproofed and salt water resistant, and the cooling water intake is separate from the saildrive unit, therefore ensuring efficient cooling of the engine.

Mr Townsend said that 80% of Bukh Diesel (Australia) P/L sales were now of the saildrive unit for all of the above reasons, which manufacturers such as Cavalier Yachts, Eastcoast Yachts, Northshore Yachts, Cloud 9 Catamarans, Jarken Yachts, etc. all realising that the Saildrive version is a real winner — for everyone.

'Gori' folding propeller Admiral's Cup winners

THE majority of the winning yachts at this year's Admiral's Cup had fitted the Danish-made Gori folding propeller says Australian agents Hassett Machinery Sales Pty Ltd., and many of the Whitbread Round-the-World entrants, especially the new maxi-raters also chose Gori.

Design of the Gori folding propeller meets these standards without sacrificing speed under sail and by eliminating unnecessary drag.

Gori's many years of experience with folding propellers has impressed naval architects. The change in the IOR rule had the designer Bruce Farr looking for a suitable folding propeller for his new series of Max-IOR Rates. Gori's co-operation resulted in a series of folding propellers for 3/4 tonners to Maxi-Raters.

Hassett Machinery Sales of Ringwood, Victoria are the sole Australian distributors (03) 870 2944.

Dehler Yachts From Germany

YACHTSMEN looking for a new production yacht that rates competitively under IMS should find the German-built Dehler 36 an interesting concept.

The first Dehler 36s are now being imported into Australia, providing an excellent range of innovative, well-built, well fitted-out craft from West Germany's largest and most modern boatyard. Dehler have delivered more than 16,000 high performance racers-cruisers.

They are being imported by Dehler Australia Pty Ltd, 3rd Floor, 33 Berry Street, North Sydney, while in Queensland the agents are Dehler Yachts Queensland, 44 Abbotsford Road, Bowen Hills. Models available include a 31-footer, a 34-footer and three models of a 36-footer.

The Chart Room

THE Chart Room, located in the Sydney Suburb of Crows Nest, has been supplying quality navigational and

ADVERTISERS' INDEX

Adhesive Technology	19	Jago Yachts	39
Ansett	22	JBC	82
Barlow Marine	25	Joint Venture	22
Beashel's	60	JRA	IFC
Beauty Point	71	La Mer Spars	63
Beneteau	3	Maurice Drent	IBC
Bond Brewing	OBC	Merlin	22
Bukh Diesel	44	Milner	74
Caltex	10	Moonraker	72
Codan	31	Musto	51
Coffs Harbour	80	Nat. Cruising Guide	44
Collins Diesel	66	Northbridge Yachts	42
Coursemaster	64	North Sails	58
Dehler Yachts	8	Northshore Yachts	58
Dar Barracuda	27	Ockham	19
Eastsail	48	Plastimo	31
Epiglass	33	QLD Yacht Charters	47
Feast-Watson	55	Seafarer	47
Ferro	75	Syd Nautical School	46
Fraser Sails	38	Tas. Cruising	72
Gulf	82	Tas. Tourism	76
Hassett	69	VDO	42
Headland	69	Whitworth's	68
Ian Kelshaw	82	Yachting Assoc.	46

What's New?

marine equipment to both pleasure and commercial sailors throughout Australia and the Pacific for many years.

Ideally located in the Boat Books premises at 31 Albany Street, (Boat Books is an 'A' class chart agency), the Chart Room is well situated for supplying navigation equipment. Only high quality brands are carried and because of this it has established itself as a leading supplier of equipment to Government Departments, the armed forces, merchant marine, fishing fleets etc, as well as owners of pleasure craft. Items ranging from compass dividers to satnavs, GPS systems, binoculars, sextants, compasses, radar reflectors etc, are all stocked. Brands include Carl Zeiss, Walker, Bushnell, Sestral, Casens & Plath and Sophus Berendsen to name but a few.

Aussies For Antigua Week

ASK any cruising yachting around the Caribbean in early spring where he's heading, and the answer will almost inevitably be "Antigua".

Now in its 23rd year, Antigua Race Week attracts yachts and yachties of all shapes and sizes, from the single-handed

world cruiser to some of the top maxis. From its modest and light-hearted beginnings as the "post-season picnic" for the Caribbean charter crews, it has grown into a major event on the international race calendar.

Fleets of well over a 100 yachts gather for a series of hotly contested races, with courses that are rumoured to have been determined by the wanderings of a drunken land crab over a chart. Although a very competitive series, the organisers of Antigua Race Week are also keen to maintain its original spirit; rubber raft races and rum punch parties number equally with the more serious racing events on the week's calendar.

The series takes place at the end of April each year, and is based at English Harbour — Lord Nelson's former hurricane hole, where he once rallied the British warships for the eternal battle against the French. English Harbour was one of the first spots in the Caribbean to be developed during the post World War II cruising boom, and still forms the hub of maritime activity in the Eastern Caribbean today.

In conjunction with Pacific Sailing School, Seafarer Sailing are arranging a fleet of yachts to participate in the 1990 Antigua races and frivolities, followed

by a week's cruise around the nearby Leeward Islands. The group will depart Australia on 22 April, returning on 13 May. Bareboat charters are also available through Seafarer — please ring (02) 387 4711 for more information.

McIntyre Marine

MCINTYRE Marine Services have moved to larger premises in Balgowlah Business Park with offices and showroom and warehousing all under the one roof. With an increased involvement in Military survival equipment and a planned reorganisation to allow Don McIntyre to compete in the 1990/91 BOC Challenge a move became necessary.

The new premises (with greatly improved parking) are only a few minutes drive north of the previous Spit Junction office. All products are displayed in the new showroom and later this year to celebrate McIntyre Marine Services seventh birthday and the launch of Don's BOC entry a major and first ever sale of equipment will take place for one week.

The new premises are located in: Unit 10/30 Roseberry Street, Balgowlah NSW 2093. Ph: 907 9422 Fax: 907 9121. PO Box 512, Spit Junction NSW 2088.

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A skipper's dilemma

How you convince your crew that skippering is really hard, thirsty work we'll leave to you.



See your travel agent or call us toll free for our free booklet on the tough job ahead of you.



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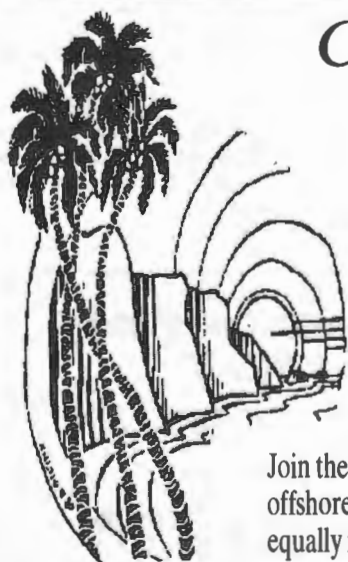
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May 1990

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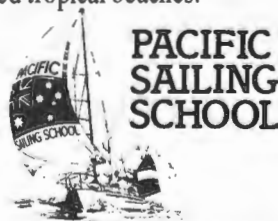
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CRUISING YACHT CLUB
OF AUSTRALIA

What's New?

The Balcan Bell

supplied by Safety Marine Technology

by Rob Williams



Rope packed in Bell.

IN light of the many fatal accidents around the world due to people falling overboard, it is surprising that so many yachtsmen still rely on home-made quoit, or ball, and line type heaving lines.

Safety Marine Technology, of Melbourne, have addressed this perceived problem by importing and distributing the Balcan Emergency Life Line from England.

The Bell is designed to provide a means of getting a line to a person in the water with speed and accuracy.

It consists of a ballistically designed bright orange capsule into which is wound 40 metres of floating polypropylene floating line (breaking strain in excess of 115kg).

To throw it, one simply pulls off the blue cord stop, and holding it, throws the projectile.

I was amazed with the test results. To set up, a buoy was floated out from a slip landing to a distance of around 16 metres.

To ensure validity of performance, we then throw a quoit line at the buoy.

Result — Distance on our most accurate throw fell short of the buoy by at least 5 metres and many tries proved the system to be rather inaccurate.

I then prepared to throw the Bell for the first time.

Result — With no practice, the Bell landed about a metre past the buoy and its line fell about a metre to the left of the buoy: well within a persons reach.

This result was repeated nearly 10 times with the same apparatus.

The Bell comes in two formats: one repackable and one not.

Both versions are capable of being used any number of times without repacking the line: that is leaving it floating in the water after haul in. With the line run out the Bell takes on water to give it the necessary weight for successful reuse.

The repackable version to my point of view is not the most suited to yachting applications. It is unlikely that it would be necessary to use the Bell more than once during any voyage and I feel that precluding the temptation for an amateur repack is desirable.

The Bell can be easily clipped to rails to ensure it is easily reached in case of emergency.

This test was undertaken by OFFSHORE in the interest of safety and, based on what we saw, we are sure this product will quickly find a place on most yachts.

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Offshore Racing Calendar 89

SOUTHERN CROSS CUP

DECEMBER

- 14th Offshore triangle, 27nm
- 15th Ocean race, 75nm
- 17th Offshore triangle, 27nm
- 18th Spare day
- 19th Ocean race, 75nm
- 21st Offshore triangle, 27nm
- 22nd Spare day
- 26th Sydney-Hobart Race, 630nm

NEW SOUTH WALES 1989

OCTOBER

- 1st RSYS Regatta Race 3
- 7th Range Rover Relay
- 8th Range Rover Relay
- 14th SOPS
- 21st RSYS — Gascoigne Cup
- 28th Paul Royal Memorial Race/Cruise to Pittwater
- MHYC 3 Ports Race

NOVEMBER

- 4th SOPS
- 10th Halvorsen Bros. Trophy — 180 mile
- 18th MHYC Club Marine 2 x 12
- 19th MHYC Club Marine 1 x 25
- 24th Southern Cross Cup Selection Race 1
- 25th SOPS
- Southern Cross Cup Selection Race 2
- Southern Cross Cup Selection Race 3

DECEMBER

- 1st Founder's Cup — 75 mile
- Southern Cross Cup Selection Race 4
- 3rd Short Southern Cross Cup Selection Race 5
- 9th SOPS Invitation Race
- 14th NorTel Southern Cross Cup Race 1 — 25 mile
- 15th Southern Cross Cup Race 2 — 75 mile
- 16th Short Haul — Christmas Raft Up Trophy Race — Start 1100
- 17th Southern Cross Cup Race 3 — 25 mile
- 18th Lay Day — Resail if required
- 19th Southern Cross Cup Race 4 — 75 mile
- 20th Lay Day
- 21st Southern Cross Cup Race 5 — 25 mile
- 22nd Resail if required
- 26th NorTel Sydney-Hobart Race 630nm

1990

JANUARY

- 1st Sydney-Hobart/Southern Cross Cup Presentation Dinner
- 2nd West Point King of Derwent
- 3rd RYCT Relay Race
- 4th YOTS Hobart-Sydney
- 20th RANSA Regatta
- MHYC Bruce & Walsh Series
- MHYC Bruce & Walsh Series
- 21st SOPS
- 27th SOPS

FEBRUARY

- 3rd RSYS Milsons Cup
- 10th SOPS Race for Cancer
- 16th Sydney-Newcastle 60/120 mile (Tradewinds Trophy)
- 24th SOPS

MARCH

- 3rd SOPS
- 4th Sail for Cancer
- 9th Woollahra Cup — 90 mile
- 17th SOPS
- 24th SOPS
- 31st MHYC Short

APRIL

- 3rd MHYC Sydney/Mooloolaba
- 12th Easter Cruise
- 22nd Ladies Day — Jill McLay Trophy
- 29th Commodore's Day — Veterans Race

MAY

- 6th Harbour Race
- 13th Harbour Race
- 20th Harbour Race
- 26th East West Airlines Sydney-Whitsundays Race
- 27th Harbour Race

JUNE

- 3rd Harbour Race
- 4th Range Rover Regatta Heat
- 10th Harbour Race
- 17th Harbour Race — Warren Evans Trophy
- 24th Harbour Race

JULY

- 1st Harbour Race
- 8th Harbour Race
- 15th Harbour Race
- 22nd Harbour Race
- 29th Ladies Day — Chris Lee Trophy

AUGUST

- 4th Sydney-Gold Coast Race

VICTORIA 1989

NOVEMBER

- 3rd Melbourne-Portland, 180 mile ocean race

DECEMBER

- 26th SunSmart Cock of the Bay
- 27th SunSmart Melbourne-Hobart
- Melbourne-Devonport

1990

JANUARY

- 14-20th Petersville Regatta
- 27th Melbourne-Grassy, 110 miles

MARCH

- 3rd-4th Western Port Marina Regatta, Portsea-Flinders-Hastings (Week 1)
- 10th-11th Western Port Marina Regatta, Hastings (Week 2)

EASTER Melbourne-Port Fairy

QUEENSLAND 1989

OCTOBER

- 7th Cairns Yacht Club Green Island Race
- Mackay Cruising Yacht Club
- Mackay-Bowen Race

NOVEMBER

- 20th Queensland Cruising Yacht Club, Brisbane Cup race

DECEMBER

- 31st Royal Queensland Yacht Squadron, World Flying Fifteen Title

1990

JANUARY

- 14th Royal Queensland Yacht Squadron, World Flying Fifteen Title
- 14-20th Mooloolaba Yacht Club Australian JOG Championship
- 26-28th Queensland JOG Assn Summer Cup

APRIL

- 1st Caltex Sydney-Mooloolaba Yacht Race
- 9-12th Royal Queensland Yacht Squadron XXXX Gold Cup Regatta
- 13th Queensland Cruising Yacht Club Australian Airlines Brisbane-Gladstone
- 17th Gladstone-Hamilton Island Yacht Race
- 21-29th Hamilton Island Yacht Club XXXX-Ansett Hamilton Island Race Week regatta

WESTERN AUSTRALIA

OCTOBER

- 20th Geraldton, SPOYC, 220nm
- 27th Geraldton Return, SOPYC, 200nm

NOVEMBER

- 24th Naturaliste Race, RPYC, 200nm

DECEMBER

- 16th Mandurah Return, SOPYC, 101nm

1990

JANUARY

- 26th Bunbury City Classic, FSC/KBSC, 90nm
- 28th Cape Bouvard, KBSC/FSC, 90nm

RPYC BP WEST COAST SERIES

- Sep 9 Bill Lucas Night Race, RPYC, 60nm
- Nov 11 Perie Banou, RPYC, 34nm
- Feb 13 BP Cup, RPYC, 20nm
- Feb 14 Winterbottom Cup, RPYC, 20nm
- Feb 17 Port to Port, RPYC, 130nm

FEBRUARY

- 24th Bunbury Return, RFBYC, 184nm

MARCH

- 10th Fremantle Esplanade Hotel Indian Ocean Race, FSC, 125nm

APRIL

- 6th Albany Race, RPYC/PRSC, 325nm

INTERNATIONAL 1989

NOVEMBER

- 26th Global Challenge, Around the World Single-handed Non-stop

DECEMBER

- 10th-26th AWA Southern Cross Cup, Sydney, Australia
- 26th AWA Sydney-Hobart Yacht Race, Sydney, Australia

1990

- JUNE Carlsberg Two-Handed TransAtlantic, Plymouth, UK

SEPTEMBER

- 15th BOC Challenge Around the World Alone Race, Newport, Rhode Island, USA

NOVEMBER

- Route du Rhum Race

1991

- MAY Osaka Cup, Melbourne, Australia to Osaka, Japan, Two-Handed Race

WHITBREAD ROUND THE WORLD RACE,

1989-1990

- 2nd Sept Leg 1, Southampton-Punta del Este, 6281 n miles
- 28th Oct Leg 2, Punta del Este-Fremantle, 7650 n miles
- 23rd Dec Leg 3, Fremantle-Auckland, 3434 n miles
- 3rd Feb Leg 4, Auckland-Punta del Este, 6255 n miles
- 17th Mar Leg 5, Punta del Este-Fort Lauderdale, 5475 n miles
- 5th May Leg 6, Fort Lauderdale-Southampton, 3837 n miles

First yachts expected to finish 21st May, 1990. Total distance of race, approx. 32,932 nautical miles.

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Australia's longest coastal race

THE Cruising Yacht Club of Australia is organising a 1000 nautical mile nonstop race/cruise from Sydney to the Whitsunday Islands in far north Queensland in May next year. It will be the longest coastal race ever held in Australia and has been introduced by the CYCA to replace the biennial passage race to Vanuatu.

Major sponsors will be East-West Airlines, which is working closely with the CYCA in promoting the event and also organising travel packages for families and friends to join the yachts in the Whitsundays at the end of the race northwards. Host club at Airlie Beach will be the Whitsunday Yacht Club which has already set up an enthusiastic working committee to organise that end of the inaugural event.

In keeping with its races across the South-West Pacific, the CYCA is again placing emphasis on the racing/cruising attraction of a long passage to a noted cruising area, rather than the out-and-out racing event. It already has those in the Sydney-Hobart and Sydney-Gold Coast classics

There will be no division for IOR rated boats, but three divisions aimed at owners of comfortable racer/cruisers and cruising-orientated yachts. The divisions will be IMS, the new measuring system introduced only this season by the CYCA, together with Performance Handicap and Cruising.

"IMS has been developed to handicap a broad range of dual-purpose racer/cruisers, using a precise computer system, and thus encouraging the participation in offshore races of yachts now classed as cruiser/racers but generally obsolete under the design development of the International Offshore Rule," CYCA Race Director Alan Brown explained.

"But we are also catering for those yachts not rated, with the arbitrary assessment handicapping of the Performance Handicap Division, and for those who just want to cruise northwards, in the Cruising Division — which has been extremely popular in our races to the Pacific Islands.

Apart from providing a new late-autumn race for yachtsmen from the southern states anxious to sail northwards for the winter, the East West Airlines Sydney-Whitsunday Race will be a boost to the local community, with a major influx of visitors to Airlie Beach and other resort areas.

Race director Brown believes the majority of competitors — and he is predicting a fleet of 50 — will use the organisation of the CYCA to race-cruise to the Whitsundays as a stepping stone to extensive cruising in the islands.



1000 miles to the Whitsundays

East West are organising special tour packages to facilitate families and friends of competing crews joining them in the Whitsundays.

The East-West Sydney-Whitsundays Race will start from Sydney Harbour on Saturday, May 26, with the faster yachts expected to take about a week to complete the passage northwards. In fact, the Whitsunday Tourism Association hopes they will arrive on Whitsunday, June 3, 1990.

This is the anniversary of the day that Captain James Cook discovered and named the Whitsundays as he sailed Endeavour through the magnificent 74-island group off the Queensland coast.

Announcement of the race has already excited yachting and tourism operators at Airlie Beach, where an active committee has been formed to organise and host the arrival of the fleet. While East-West Airlines is the major sponsor, other commercial support and trophies are being provided by Abel Point Marina at Airlie Beach, Avis

Whitsunday, Club Crocodile, Zodiac Australia and Queensland Yacht Charters.

After their 1000 nautical mile sail up the New South Wales and Queensland coasts, hopefully running under spinnakers most of the way before the prevailing southerly winds, the fleet will be finished by the Whitsunday Sailing Club, whose members will also provide hosts for the boats and crews.

The finish line will be off Airlie Beach with the yachts being escorted to berths at the extensive new Abel Point Marina as they finish — after being handed a hamper of fresh local produce and an information package to ensure their rapid familiarisation with the area and its facilities. A fully equipped race centre will be established at the marina to handle all communication and race administration.

Further information on the inaugural East-West Airlines Sydney-Whitsundays Race can be obtained from the Cruising Yacht Club of Australia in Sydney (02) 32 9731 or fax (02) 32 4514.



MUSTO OFFSHORE.

You can't beat the system.

Musto Offshore is standard gear for top sailors — its long list of design features makes it unbeatable.

But it's more than foul weather gear. It's an integrated system of compatible components — which really works.

Take the Multifit Ocean Buoyancy Waistcoat. You can wear it on its own as a buoyancy aid (going ashore in the dinghy, for example.) Or you can zip it into the inside of the Offshore Jacket. Extra safety, no added complications. The new Musto Bodywarmer Waistcoat works the same way. Zip it in, or wear it as a warm, stylish, waistcoat ashore.

The principle of being able to incorporate add-ons is also applied to safety harnesses and lifejackets. Ever struggled with a tangled harness before coming on deck at night? Well, now you just clip your harness on to the outside of your Offshore Jacket beforehand. Next time you pull on the jacket, the harness is there, ready to use. You can clip on a lifejacket instead. Or, to be totally logical, you can opt for a lifejacket and safety harness combined.

But Musto Offshore is not only distinguished by what you can add to it. The contour collar and hood are the features which won a 1987 Design Council Award for the Musto Ocean Jacket — and which won Musto the R.N.L.I. contract.

Not that you have to be a lifeboatman to benefit from Musto Offshore. All you have to do is go boating.

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You can't beat it.



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Musto Accessories (NZ) Ltd
82 Hinemoa Street, Birkenhead (P.O. Box 34312) Auckland 10
Telephone: (09) 480 5589. Fax: (09) 419 2455

THE Frers 38 is the first production yacht available on the Australian market that could be regarded as being produced with IMS racing as a primary consideration — hopefully it will be the first of many.

The excellent performance and handling characteristics the yacht displayed in combination with the high levels of equipment and accommodation she exhibits give many indications reference the success of the IMS concept.

ON THE WATER

OFFSHORE's test was undertaken in a gusty southerly of 15-20 knots on Sydney Harbour.

UNDER POWER

The Frers 38 continually exhibits a big boat "feel" under power while maintaining the responsiveness of a medium to light displacement boat.

She holds her position well when static responding to wind gusts slowly and predictably ensuring ease of berth arrival and departure.

Underway, in both forward and reverse, she responds positively and quickly to throttle and helm changes which, in combination with her tight turning circle, ensure optimum flexibility of purpose.

UNDER SAIL

During the test, which was conducted two-up, the yacht was rigged with a full main and No.3 headsail which left us slightly underpowered at the lower wind ranges, but was ideal at the upper end of the gusts. Fully crewed I am sure the yacht would have handled a No.2 without any trouble and gone even quicker.

Sailing upwind, the yacht had a very smooth and easy motion that belied her responsiveness. She reacted well to changes in wind direction and speed maintaining good feel, height and speed.

With only minimum helm adjust-

ments, the yacht showed a tendency to initiate and terminate her own feathers into the gusts and was easy to hold in the groove at her higher speeds. Her relatively high power to weight ratio ensured these speeds were easily maintained rolling out into all but the lightest of the hulls.

The larger wheel of 52" diameter afforded excellent visibility to the helmsman whether standing or seated to weather or to leeward.

In a power reaching configuration the Frers tracked very truly with only a slight loading of the helm in the heavier gusts. She at no time showed any broaching tendencies and gave the impression that the additional wind strength was being transferred to increased speed rather than heeling force.

While the boat handled responsively downwind, our inability to set and use a spinnaker effectively precludes any real

The Frers 38 —

assessment of her downwind sailing other than that the impression gained power reaching indicates that, by virtue of her smooth lines, she should be well mannered and responsive.

THE RIG

In accordance with the performance orientation of the Frers 38, the standard mast is manufactured by Sparcraft (USA). It has three sets of in-line spreaders and is rigged with a discontinuous Navtec Rod system with runners and checkstays.

The backstay is fitted with Navtech hydraulics, which, in concert with the runners and checks, gave excellent control.

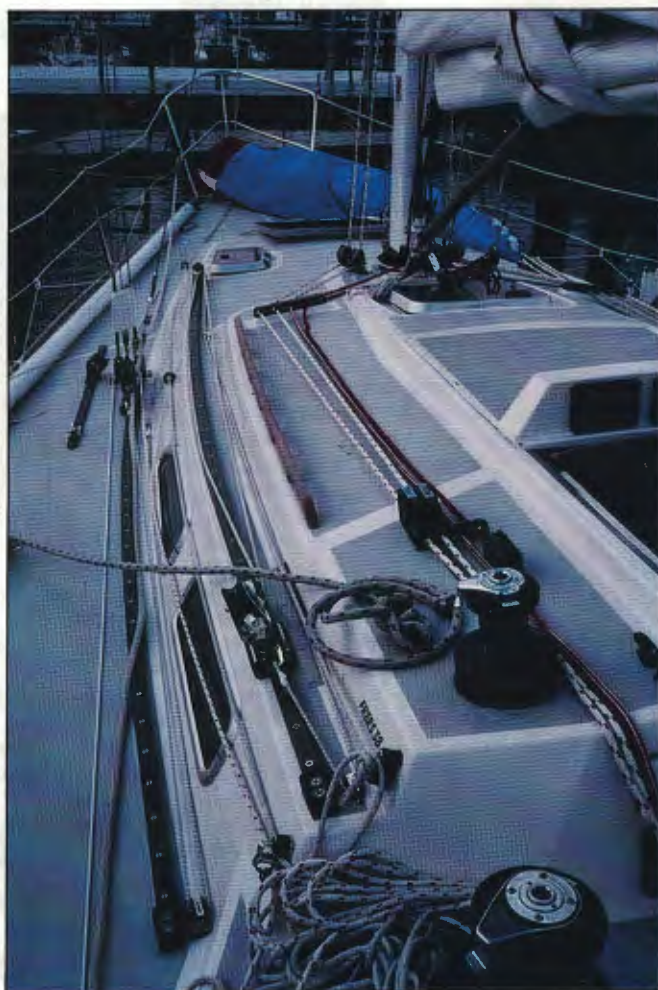
The Kenyon (USA) boom and spinnaker poles on the boat are rigged to ensure easy of operation and are as complete as one would expect to find on any racing yacht.

A Hall "Quick Vang" is fitted standard giving excellent boom control and doubling as a boom support when the main is dropped or reefed.

ON DECK

The quality and placement of deck fittings on the yacht are of the highest standard and are testament to the degree of planning and attention to detail evident in the overall production of this Frers 38.

The detail in the deck moulding immediately strikes you. Inner headsail tracks are accommodated on the coach-



DECK layout of Frers 38 is simple and efficient, with all halyards, reefing lines, etc, leading back to the cockpit. Note multiple tracks for headsails, with simple car adjustment systems.



The IMS Target

house by forming a step on its outer edge and the angled cockpit coamings appear effective and allow comfortable seating but are continued to angle in to the companionway to create an ideally located primary winching station.

The cockpit has seating all round in front of the traveller with stowage lockers under on the port side and the helmsman's seat/lazarette.

Six Barient self tailers located intelligently around the cockpit and aft end of the coach-house provide ample winch power. The runner tails run through big rope clutches to their winches allowing the winches to be freed up for other purposes.

Harken Systems are used predominantly on the boat and to particular effect on the main sheet course/fine system and on the adjustable headsail systems on both the inner and outer tracks.

Three B&G instrument readouts are well located above the companionway hatch with an additional 360° wind indicator and Sailcomp tactical compass on the aft face of the coach-house. The helmsman's vision of the latter two instruments may be obscured but they would be well located for a tactician.

Ventilation hatches are located over the head and main saloon with an additional two opening into the cockpit.

BELOW DECK

The first impression one gets going below is that of space. The yacht appears, and is in fact, very uncluttered down below while maintaining a high level of equipment, usability and comfort.

A beautiful teak and holly floor combined with the effective use of teak timber finish on bulkheads and trim give the boat a very warm feel.

Portside aft is a large double bunk with a hanging locker and stowage at its forward end, opposite the companionway. The companionway steps are cleverly mounted on the engine box enabling easy access and stowage above.

Further forward on the portside is the well laid-out nav. area with a large chart table. The radios and instruments are mounted into a cabinet giving a very neat appearance and protecting wiring etc.

Opposite the nav. area is a U-shaped galley with a two burner pressure alcohol oven, twin sinks, a large ice-box and plenty of stowage.

Settee berths on either side of the saloon give excellent accommodation. A most ingenious table stows on the main bulkhead and folds down in two halves depending on the requirements of its users.

Forward of the main bulkhead is a

enclosed toilet area including basin etc, with stowage opposite.

The forepeak area features a structural member that takes bunk bases when required and when not, serves as a sail bin. This area is finished with eye catching teak slats.

CONCLUSION

The Frers 38 is impressive.

The design objective of the yacht was to design not just a racing machine, but a boat with sensible interior accommodation. The work focussed on producing a competitive dual purpose boat with fast hull and foil shapes, and moderate displacement, that would perform well under the IMS Rule.

The successful completion of the objective shows the benefits of the experience and knowledge of both her designer and her builders.

The attention to detail and practicality of the production of the entire yacht are impressive. The construction methods and materials and the equipment levels are appropriate and comprehensive.

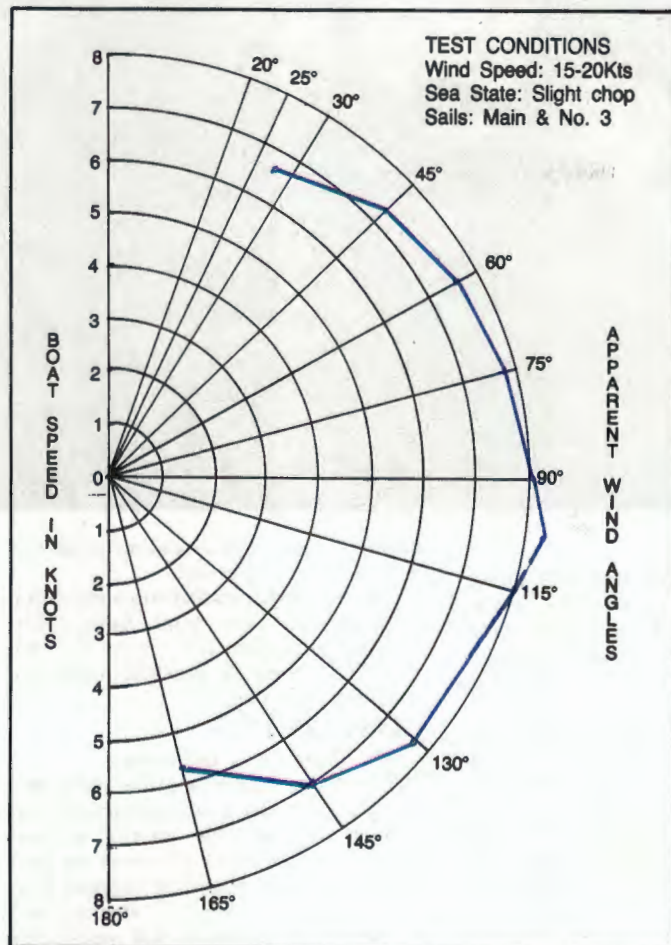
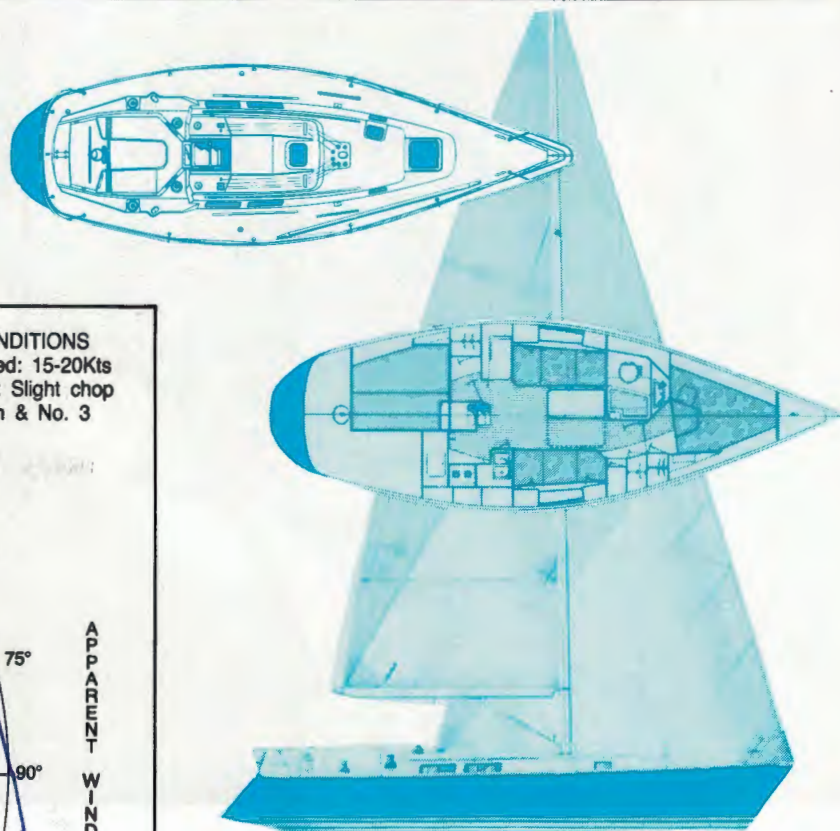
For owners interested in Offshore racing, the yacht is delivered with an ABS Certificate.

The combination of excellent sailing characteristics and comfortable accommodation will ensure that the Frers 38 will afford her owners competitive racing and excellent general usability.

FRERS 38

Designer: German Frers
Manufacturer: Carroll Marine USA
Distributors: Northbridge Yacht Sales
 Widgawa Rd,
 Northbridge, NSW
 Mooloolaba Spit Boat Sales
 The Wharf,
 Parkyn Parade,
 Mooloolaba, Qld

Price: \$220,000



SAMPLE VPP's FROM IMS CERTIFICATE

Wind Speed (Kts)	Optimum Beat	Wind <T 80 True angle	Wind <T 110 True angle	Optimum Run
8	5.709	6.980	6.981	5.470
	<T 45			<T 143
12	6.464	7.722	7.924	6.327
	<T 40			<T 162
16	6.687	8.211	8.536	7.246
	<T 38			<T 172
20	6.800	8.470	8.927	8.035
	<T 37			<T 174

<T = True Wind Angle.

SPECIFICATIONS

Hull — Biaxial and Triaxial E-Glass skins over Balsa Core with Vinylester resin
 Deck — E-Glass over Balsa Core
 Keel — Lead
 Rudder — Glass skins over microballoon core.
 Solid Aluminium Shaft
 Engine — Yanmar 3GM30 30hp
 Prop — 16" Martec Folding
 Spars — Mast — Sparcraft
 Others — Kenyon
 Winches — 6xBarient
 Electrics — 12 Volt — 2 x 150 Amp. with circuit breakers.

DESIGN MEASUREMENTS

LOA	11.74m
LWL	9.17m
Beam	3.88m
BWL	3.15m
Draft	2.32m
Displacement	6577kg
Ballast	3084kg
Sail Area	68.7sq.m.
I	15.95m
J	4.57m
P	13.92m
E	4.45m
Ballast: Displacement Ratio	46.89
Sail Area: LWL Ratio	.9012
Sail Area: Displacement	20.82
Displacement: LWL Ratio	206.2

ENGINE PERFORMANCE

Head Wind 15-20 kts. Sea State — Slight Chop	
Revs	Speed (kts)
1000	2.30
1500	3.25
2000	4.25
2500	5.50
3000	6.30
3300 max	6.70
Average Consumption — 2.25 litres/hour	

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A History of Quality



THE first thing that strikes you getting onto the Northshore 38 is the simplicity and functional appearance of the overall yacht.

The yacht is both pleasing to the eye and well set up, in a most uncluttered manner, above and below decks.

Australian market forces demand that yachts of this size fulfil a number of roles; the Northshore 38 satisfies these market requirements as one would expect from a product of Australia's largest production yacht manufacturer.

More a racer/cruiser than a cruiser/racer, the yacht is an ideal craft for the owner who is looking for a good club and fleet racer that can afford him fast and easy cruising short-handed at a reasonable price.

On The Water

During a two day stay in Sydney, I had three opportunities to sail on the Northshore 38's, fortunately, in three different types of conditions.

Under Power

The "38's" wheel, of 40" diameter, gives the helm a very light feel, maintaining good control and without any loss of predictability.

The yacht has an extremely good turning circle which ensures a high degree of manoeuvrability.

Entering and departing from the yachts' pens, once with a reasonably fresh cross breeze, the boat responded well to throttle and helm adjustments at low speed going both ahead and astern. This was again displayed pulling into a pier. Clear of the mooring area, the Northshore 38 continued to display her excellent qualities under motor, accelerating very quickly and coming to a dead stop equally as quick when put into reverse.

Under Sail

The initial test sail was undertaken in a fresh and gusty breeze of 15-20 knots with gusts to 25 knots.

The yacht was rigged with a furling headsail and main and was sailed two-handed.

We started out with No. 2 headsail and full main, which we found was too much sail for the conditions. The main was furled into the boom, a one man operation, to the extent of a deep first reef. This rig was ideal for the mean conditions and slightly overpowered in the gusts.

Upwind, the "38" heeled quickly to about 15 degrees then stiffened, display-

ing good acceleration and gust response. She remained very light on the helm but at no time exhibited loss of feel and was easily feathered into the stronger gusts. Without feathering, the boat maintained her heading well, slowing only slightly with increased weather helm and at no time showed any fierce desire to round up.

This high degree of directional control was a feature of her performances sprung and downwind.

I was extremely impressed with the Hood furling systems and was pleasantly pleased to find how easily the boat was handled with only two on board: one of whom did all the work while one steered — sound familiar.

Later that evening we did a Middle Harbour twilight on another of the Northshore 38's. The breeze had abated and we sailed with No. 1 and full main.

Being one of the later starters in the pursuit format, we began on a short beat in a dying breeze of variable speed and direction. The yacht exhibited reasonable height and speed and particularly

impressed with her good reaction to alterations of sail trim and headings.

Approaching the windward mark, in reasonably heavy traffic, the boat handled very well, tacking quickly and accelerating well on the odd occasion we opted to duck other boats.

On the following reaches she exhibited good speed, which, aided by sailing in clear air, got us into second place. On a broad reach to the finish the boat had enough speed to hold off a Farr 10.6m, despite the latter's slight speed edge.

On Pittwater the following day we sailed a "38" rigged for racing to get some performance figures under spinnaker. In a fairly consistent (for Pittwater) 10 knot breeze, the boat was easily driven and handled with three on board.

The combination of smooth, fine lines, relatively light displacement and moderate rig ensure the Northshore 38's on the water performance meets all the requirements for a boat with its design intent.



Northshore 38

by Rob Williams



NORTHSHORE 38 powers to windward with OFFSHORE'S Rob Williams at the helm. **ABOVE:** Another Northshore 38 competing in the North Shore inaugural regatta on Pittwater, and at moorings, showing clean, uncluttered deck of this now very popular racer-cruiser.



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N31



In the high tech world of yacht design, the tried and trusted is largely still the norm. So it is a bold designer indeed who makes the break with tradition to produce a totally different kind of yacht.

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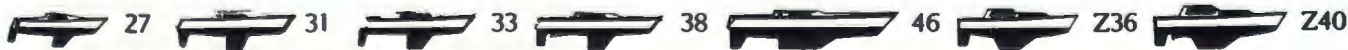
Such a designer is Hank Kauffman of Northshore Yachts, and the yacht is our exhilarating new Northshore 31.

And, as our new 31 virtually sets its own standards, it is quite incomparable with anything which has gone before it.

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Northshore Yachts Pty. Limited 2 Polo Ave, Mona Vale NSW 2103 Tel: (02) 997 2944
 ●●● Sydney Agent: Sydney Sailboat Centre, Sydney Harbour, The Spit, Mosman 2088 (02) 969 2144; Pittwater: Sirsi Marina, 122 Crescent Road Newport 2106 (02) 997 8999; Victorian Agent: Western Port Marina Yacht Sales, Mullet Street, Hastings 3195 (059) 79 0444; South Australian Agent: Quin's, 89 St Vincent Street, Port Adelaide 5015 (08) 47 1266. West Australian Agent: Sailing Centre, 242 Sterling Highway, Claremont 6010 (09) 383 3011. Tasmanian Agent: Avante Sales, 44 Napoleon Street, Battery Point 7004 (002) 34 7577.



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The Rig

The Northshore 38's rig is designed around the concept of simplicity.

A $\frac{7}{8}$ standard fractional-rig has Allyacht Spars mast with a single set of swept back spreaders with wire/rope halyards for main, two headsails and spinnaker.

The boom is another Allyacht Spars section with internal control lines and including fabricated vang take off and gooseneck with reefing horns.

The vang is a wire/rope purchase which in this type of yacht is less preferable than a solid rod system with its lift potential during dropping and reefing.

The spinnaker pole system has mid-pole lift and kicker and utilises a lazy braces and sheets.

A powerful 16:1 masthead backstay utilises a split bridle and tackle system for good control of mast bend in concert with shroud tension.

On Deck

Wide side decks with one continuous headsail track on each side, enable easy movement around the boat and aid the uncluttered appearance of the deck.

Control lines and halyards run aft, through banks of rope clutches, to winches at the aft end of the coach-house.

The main traveller runs across the cockpit aft of seats on either side forming a helmsman's cockpit aft. Under the seat at the aft end of the cockpit is a large lazarette.

The cockpit is kept dry by high, and comfortably wide coamings which provide handy stowage.

The only feature of the deck layout I would query is the traveller controls which run through holes in the coaming then aft to abeam the helmsman's position. While ensuring that the mainsheet has maximum travel, which is a plus, I feel that the control lines should have the ability to be taken forward to avail the mainsheet trimmer good access when racing.

Below Decks

The internal layout and finish of the yacht is both functional and attractive.

Northshore have not tried to hide the fact that this is a glass boat, as some manufacturers attempt using timber veneers and cloth, but have used the internal GRP finish to contrast the timber structurals and fixtures with good effect.

The forward face of the double quarter on the starboard side has attached the navigators seat with the chart table facing forward. Opposite is the U-shaped galley with cold storage aft, oven abeam and storage and sink forward. Additional storage is located above the oven.



Northshore 38 powers to windward in race on Sydney's Pittwater, while below, two 38s in twin berths show the smart lines of the Kaufman designs. (pic — Max Press).



Forward of the galley is a well finished dinette that converts into a double berth.

On the starboard side is an upholstered settee/berth with a fixed pilot berth above.

The mid bulkheads not only provide structural support for the deck stepped mast, but enclose the well planned shower/toilet compartment complete with vanity unit and a well placed deck prism to ensure adequate lighting. Opposite is a hanging locker with adjacent drawers and shelf that in affect form a dressing table.

A door in the forward bulkhead opens into a separate cabin with double V-Berths forward.

Engine access is gained through a large hatch under the companionway and through a sealed hatch in the port side cockpit seat.

Conclusion

The Northshore 38 illustrates well the experience and no nonsense approach of her builders and is a fine boat at a reasonable price.

Unlike many production yachts, her hull and deck are constructed with a

balsa sandwich laminate, with vinylester resin used in the hull, giving associated savings in weight and gain in strength.

Northshore Yachts back up their product with a factory warranty and are active in the field of factory back up publishing a newsletter to owners and promoting class associations. Along this line they are organising for the Northshore 38 to be IMS measured as a class, thereby saving owners requesting IMS measurement hundreds of dollars, and have ABS Certification of the boats for those entering long offshore races. The introduction of IMS has added another real facit to the projected usage of these yachts.

The Northshore 38 will fulfil the needs of the sailor who wants racing performance in a yacht that has the capability for cruising and entertaining. The factory finished yacht is complete in all major areas and allows the owner his or her choice of navigation and performance instruments, radios, etc.

Northshore have, in addition to the standard "38" just released an aft cabin version of the yacht which should prove attractive to the more cruising oriented yachtsmen and charter operators.



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NORTHSHORE 38

Designer — Hank Kaufman

Manufacturer — Northshore Yachts Pty Ltd

2 Polo Ave.,

Mona Vale,

NSW 2103

Phone: (02) 997 2944

Distributor — NSW

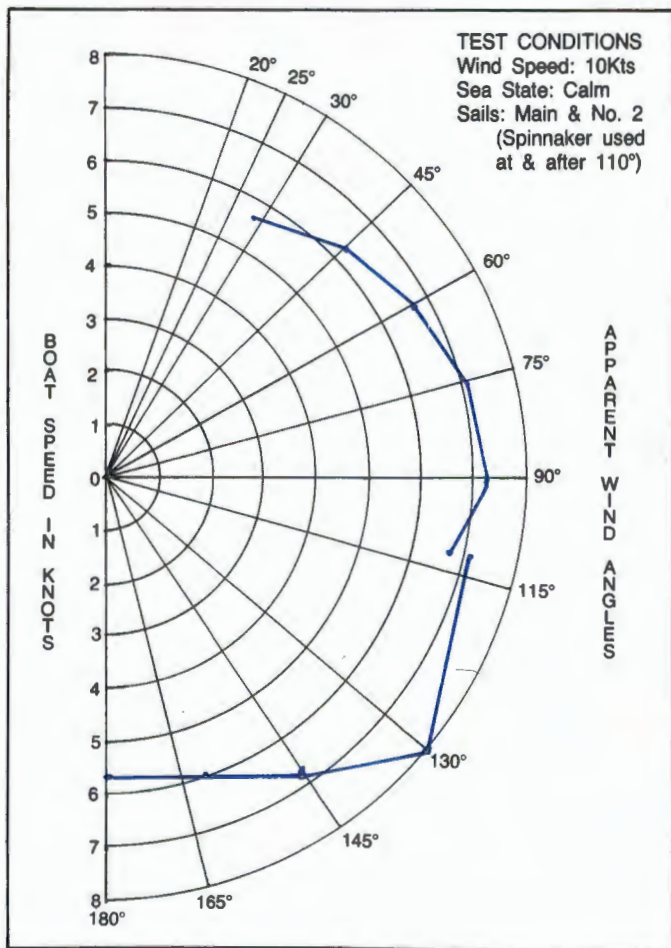
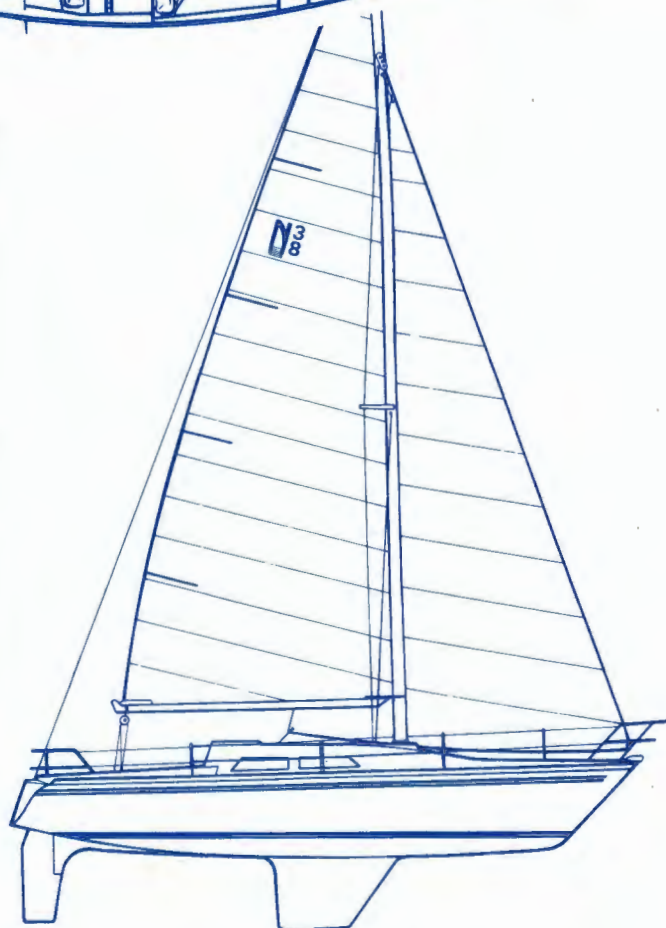
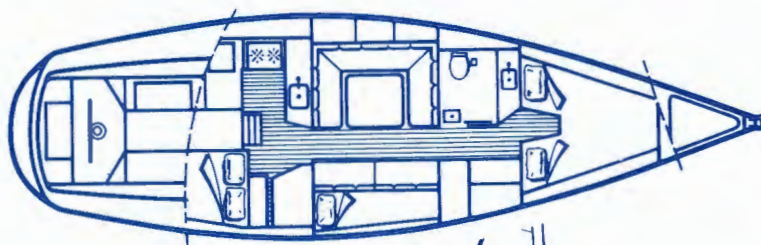
Sydney Sailboat Centre

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SPECIFICATIONS

Hull — Balsa Cored Hand Laid GRP with vinylster resin

Deck — Balsa Cored GRP

Keel — Cast Iron/Lead filled

Rudder — Shaft — Solid Stainless Steel

— Blade — GRP

Engine — Volvo 2003 Sail Drive 28hp

Prop — 16" two blade folding

Spars — Allyacht Spars

Winches — Barient 27 x2, 22ST x2

Electrics — 12V-1x60 amp. Hr. with fuses — 10 circuit

ENGINE PERFORMANCE

Head Wind 10 kts. Sea Calm

Revs Speed (kts)

1000 (idle) 2.49

1500 4.77

2000 6.21

2500 6.98

Consumption — 2.3 litres/hour

DESIGN MEASUREMENTS

LOA 11.58m

LWL 9.75m

Beam 3.35m

BWL 2.87m

Draft 1.78m

Displacement 5450kg

Ballast 2155kg

Sail Area 69.25sqm

I 12.45m

J 4.27m

P 13.87m

E 5.26m

Ballast: Displacement Ratio 39.54

Sail Area: LWL Ratio .8530

Sail Area: Displacement Ratio 22.82

Displacement: LWL Ratio 163.48

Lord Howe Race Definitely "On"

THE 1989 Chickadee Chicken Gosford to Lord Howe Island Race will start from Broken Bay on Saturday, November 4, organised under the burgee of the Gosford Sailing Club and an experienced race committee.

The change of conducting clubs follows the financial problems of the Gosford Aquatic Club which resulted in that club being closed.

Despite moves to have the 16th annual race to Lord Howe Island conducted by clubs in Sydney and Newcastle, several long-time supporters of the classic event quickly moved to retain control in Gosford, where the race originated in 1974 and from where it has been run ever since.

The 1989 Race Committee comprises Race Director Roger Walton, former Race Director and race founder Peter Rysdyk, active competitor and former sponsor Warren McLean, Gosford Sailing Club President Wal Rees, and media director Peter Campbell. Well known LHI resident Clive Wilson will again be island co-ordinator.

The Gosford-based chicken production and marketing company, Chickadee Chicken, will again sponsor the race, which has already attracted a maximum fleet of 25 yachts, including entries from Queensland, Coffs Harbour, Lake Macquarie, Gosford, Pittwater and Sydney yachtsmen.

Gosford Sailing Club is one of the most active clubs on the NSW Central Coast, conducting major sailing regattas on Brisbane Waters for more than 70 years.

Meanwhile, top-level negotiations have been held between the Race Committee and the Minister for the Environment, Tim Moore, to ensure that the Gosford-Lord Howe Island Race continues to be organised and run by a Gosford club. This follows the recommendation of the Lord Howe Island Board that the 1990 race be offered to the Middle Harbour Yacht Club to conduct.

The Minister has told the Race Committee that he will seek a review of the Board's decision as soon as a new Chairman is appointed, following the sacking of the previous one.

Among top yachts entered for the 1989 Chickadee Chicken Gosford-Lord Howe Island Race are *Inch by Inch*, *Indian Pacific*, *Fowl Play*, *Otella*, *Classy Lady*, *Witchcraft II*, *Singapore Girl*, *Freight Train*, *Challenge II* and *Outrageous*. For the first time, there will be an IMS division in addition to an IOR and PHF division.

Gilmour's Mast Costs Title

NEW Zealander Chris Dickson turned around what appeared to be certain defeat at the hands of Australia's Peter Gilmour to retain his World Match Racing Championship title in Lymington.

The best of three race final was sailed in blusterly near gale conditions in Christchurch Bay. Number 2 seed Gilmour had beaten Dickson in the ninth and final round robin round, and so even though he was tied for Dickson on seven wins, it was his prerogative to select his semi-final opponent.

He chose America's Peter Isler and soundly beat him 2:0 while Dickson dispatched Britain's Eddie Warden-Owen for the same score.

Gilmour's win of the title and the £15,000 1st prize seemed assured as he won easily the first race, against Dickson.

Then disaster struck. As Gilmour bore away for a gybe spinnaker set at the wing mark, the mast on his 36ft Beneteau First Class Europe folded up in three places. Full backstay tension was applied at the time.

Dickson sailed a solitary race to even the score and then, with his adrenalin pumping and Gilmour's pace broken, he harried his opponent over the start line early in the clinching third race to hold a 20 second plus margin throughout.

But for the mast, Gilmour would have taken the title and removed Dickson from the No 1 spot in the International Match Race Skippers' Rankings.

Damage was not confined to Gilmour's rig either, for Dickson had already taken his out in the eighth round robin match against France's Bertrand Pace (who counted the much more experienced *French Kiss* tactician, Marc Bouet, in his crew) when he hooked the mast of the spare race boat moored near the start line.

In general, the crews liked the new Beneteau boats, for they were quick to spin in the pre-start tussles and accelerated smartly. But they were a handful for just six crew. In little more than 10 knots, the race committee called for No 3 jibs to be carried, while in the 25-30 finals, double reefed mainsails and No 4 jibs were the order.

The 10 strong field counted six from the rankings top ten, three of them Kiwis: Chris Dickson, Rod Davis (with David Barnes in his crew) and Russell Coutts. Dickson and Gilmour were notable for having their regular match race crews with them while Gary Job-

son, had the ignominy of finding himself among the make weights: Sweden's Olle Johansson and Canada's Greg Tawaststjerna.

Results:

Final — Chris Dickson (New Zealand) bt Peter Gilmour (Australia) 2:0.

Runners-up: Peter Isler (USA) bt Eddie Warden-Owen (UK) 2:0.

Semi-finals: Gilmour bt Isler 2:0; Dickson bt Owen 2:0.

Round Robins:

7 wins — Gilmour, Dickson;

6 wins — Isler, Warden-Owen;

5 wins — Rod Davis (New Zealand);

4 wins — Russell Coutts (New Zealand), Bertrand Pace (France);

2 wins — Gary Jobson (USA), Greg Tawaststjerna (Canada);

2 win — Olle Johansson (Sweden).

Sudden Death of Tom Blackaller

TOM Blackaller, one of the most charismatic and successful sailors on the international circuit, died suddenly on Thursday, 7 September of a heart attack. He was 50.

Blackaller died while practising for his other sporting passion beyond yachting: motor sport. At the American Racing Cities League event in Sears Point, he pulled off the track and suffered a massive cardiac arrest.

His silver mane and equally gilded tongue had become familiar to thousands around the World through television appearances during the last two America's Cups.

He sailed in three Cups himself, starting in 1980 as tactician aboard Russell Long's *Clipper*. In 1983 he paired up with Gary Jobson to form the "dream ticket" for the Defender campaign, but the uncompetitive boat turned into a nightmare.

When the Cup moved to Fremantle, Blackaller wrestled with, and then mastered the novel bow ruddered *USA II* designed by Heiner Meldner. With more development time, the radical boat may have progressed further than her semi-final place.

Blackaller could also count a Star World Championship and four 6-metre victories for his home St Francis Yacht Club in American-Australian matches against the Royal Prince Alfred YC.

Through the Seventies and Eighties, he was everpresent at the top IOR regattas, sailing the 1981 Admiral's Cup for the Italians and being the pivotal figure in the Louisiana Crude and Mea Culpa SORC campaigns. For many years he ran the North Sails loft in Alameda on San Francisco Bay.

Blackaller's was a true fast-track lifestyle and less than a month before his untimely death he was revelling in media attention having skippered the 50ft *Great News* to victory in the Fastnet Race. "It was easy," he said of the tough race, encapsulating perfectly his quitted modus operandi.

Gary Jobson, an enduring friend, says Blackaller had been told of his serious heart condition before embarking on *Great News'* Admiral's Cup campaign in England this summer.

Blackaller's career paralleled that of rival Californian, Dennis Conner, with their rivalry only just short of genuine animosity.

But when Conner accused the New Zealanders of cheating with their glass-fibre 12-metre during the 1987 America's Cup, Blackaller put his personal feeling to one side and diffused a potentially bloody press conference by teasing Conner with: "Whoops, I wouldn't have said that!" — a phrase now part of the America's Cup vernacular.

It was during the Fremantle America's Cup that Blackaller married a second time. He leaves children from both marriages.

Tim Jeffery

Tas Crew Win US Challenge Cup

THE Royal Yacht Club of Tasmania's challenger, *Karabos IV*, has won the prestigious Seawanhaka International Challenge Cup, sailed in Dragon class yachts on Long Island Sound, New York. *Karabos IV*, skippered by Nick Rogers with Phil Taylor and Bill Bourn as crew, won a hard-fought series against top crews from Canada, Denmark, France, Hong Kong, Ireland, Britain and the United States.

The Seawanhaka Cup is the second oldest international yachting trophy in the world after the America's Cup, going back to 1875. In that time, 37 challenge matches have been sailed.

The series attracted outstanding crews, with three skippers outstanding in match-racing — Nick Rogers, Bernard Simon from France and veteran American Glen Foster. Top Danish skipper Valdemar Banolowski injured his back early in the series and had to be replaced for the final three races by Borge Borreson.

Karabos VI finished first across the line in five races, the other win being on a protest against the French in the first race. In this race, Rogers caught Simon in a luffing incident before the start but in an aggressive match, the Frenchman nailed the Australian port-and-starboard at the weather mark. However, Rogers

did a 270 degree turn to exonerate himself, still recovering to finish only four seconds astern of Simon.

The Australians lodged two protests against the French and the French did the same, but in the protest room the international jury upheld *Karabos IV's* pre-start protest and disqualified the French boat.

Rogers and his crew went on to beat the rest of their opponents and become the first Australians to win the Seawanhaka Cup, winning six races. The French were second with five wins and the United States and Hong Kong each finishing with four wins.

Dragon World Championship

DESPITE early promise by the strong Australian contingent, European boats dominated results in the Beefeater Gin Dragon world championships sailed out of Torquay, England, in early September. The winner was *Danish Blue*, skippered by Jobb Hansen, who won three of the seven races to clinch victory by the sixth race.

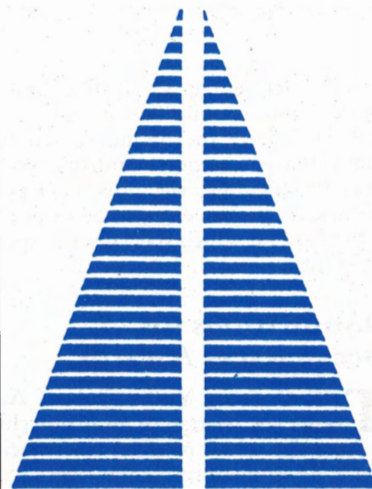
Another Danish entrant, *Julleemor* finished second with a British boat, *Whistle* third. *Danish Blue's* placings were 10-9-1-1-1-6-DNS for 42.7 points, while *Julleemor* finished with 93.7 and *Whistle* with 98. Seventy Dragons contested the event.

Best overall result by the Australians came from Tasmanian Stephen Boyes sailing *Breanne*, who started with a four placing, followed by a DSQ, but could do no better than a 13th in subsequent races to finish 15th overall with 140.7 points. West Australian John Standly finished 18th overall in *Canowden Witch* with 150.7 points, while Tasmanian Nick Rogers finished 33rd overall in *Karabos IV*, NSW skipper David Wilson in *Imagination*, 53rd, while *Cambria* (E. Laing, Tas) was Wilson in *Imagination*, 53rd, while *Cambria* (E. Laing, Tas) was 62nd and *Chip* (J. Barr, Vic) 70th — **Peter Read.**

Major Award for Kay Cottee Doc.

ON the eve of the release of her home video cassette, Kay Cottee has scored an international success with her documentary, "Kay Cottee — First Lady". The Australian-produced television documentary has won first prize in a major German Film Festival.

"Kay Cottee — First Lady", which was shown on Network TEN nationally in June of this year, has won its division in the Internationales Segelfilm Festival



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in Friedrichshafen, Germany, beating entries from around the world.

Produced by the Sydney-based film and video production company Showboat Productions, the documentary is the first Australian entry to be successful at the Festival which specialises in sporting films.

Nominations for Ocean Racer Awards

THE Cruising Yacht Club of Australia has written to all major clubs in Australia which conduct ocean racing seeking nominations for the 1988 Ocean Racer of the Year Awards, made annually by the CYCA and Offshore Magazine.

The awards, for excellence in ocean racing, are for:

Ocean Racer of the Year — the skipper, navigator or crewman who, in the opinion of the judges, has been outstanding in Australian and/or international ocean racing in the past 12 months.

Ocean Racing Crewman of the Year — the same as the above, but the award is not open to skippers of navigators.

Ocean Racing Rookie of the Year — the 1988-89 season must be his/her first season in ocean racing.

Ocean Racing Veteran of the Year Must be over 55, have had last 15 years of ocean racing behind him and have competed in the 1988-89 season. Open to all.

Nominees must be a member of an AYF affiliated yacht club and the letter of nomination must be co-signed by a flag officer, club captain or secretary. Nominations close on October 23 and should be forwarded to the General Manager, CYCA, New Beach Road, Rushcutters Bay, NSW 2027.

The Ocean Racer of the Year Awards have again been supported by Bruce & Walsh Pty Ltd and Omega Watches and the presentation of awards will be made at the CYCA on Thursday, August 26.

Bond Freezes Challenge

BECAUSE of the ongoing uncertainty of when and where the next America's Cup will be sailed, Alan

Bond has decided to suspend all activity in the event. This includes closing down his America's Cup Challenge 1992 syndicate operations in Sydney and cancellation of boat-building plans.

According to reports, the project team, headed by Iain Murray, had already spent some \$8 million on research and computer design development of the new America's Cup Class yacht which will be used for the next Challenge Match. A staff of some 15 had been working on the design project which had reached the stage when construction of an exotic hull could have begun at John McConaghy's boatbuilding centre.

While Bond has frozen his Challenge activities he has stressed this does not mean the end of his America's Cup plans and says he will resume Challenge plans once the future of the event is finally settled.

"We had hoped for a quick and orderly resolution of the New York Supreme Court appeal early in July," he said after a meeting in Perth with America's Cup advisers. "This has not happened and an answer could be 12 months away if appeals are involved."

"Therefore there is no point in going on until the court action has been completed and decisions made as to where and when the next event would be held."

"It is an enormous disappointment to me as we currently lead the world in the development of the new International America's Cup class yacht. I retain my enthusiasm to recover the Cup for Australia and it is my intention to resume the America's Cup campaign when the uncertainties are resolved."

Alan Bond is not giving up his interest in yachting. In fact, he is getting more personally involved again as an active competitor, sailing aboard and at times steering his new maxi, *Drumbeat*, during the first two regattas of the maxi world championships in the Mediterranean.

However, he withdrew *Drumbeat* from the final regatta, at St Tropez, at the same time as he announced his freeze on the America's Cup programme. After two regattas, *Drumbeat* was third behind the Italian maxis, *Longobarda* and *Il Moro*, in the over world championships, but damaged its mast in the Porto Cervo series. The Pedrick 80-footer finished third in the Rolex Cup at Port Cervo behind *Longobarda* and *Il Moro*.

"We made a great start to the worlds, but we broke a series of mast fittings in

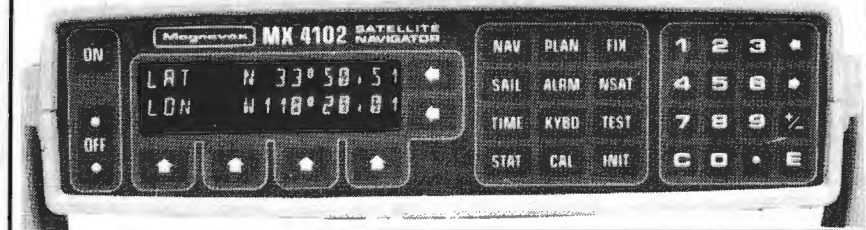
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the 30-knot second race which left our racing spar permanently bent and therefore destroyed our chances going into the last regatta," Bond explained. "It's more important, now that we can't win the series, to bring *Drumbeat* home and prepare for the Southern Cross Cup and Sydney-Hobart."

With firstly Rod Muir (who has also sold his maxi, *Windward Passage II*, to the Italian owner of *Il Moro*) withdrawing his America's Cup challenge and Alan Bond putting his on hold, only veteran Syd Fischer remains as an active challenger.

Fischer, who has twice campaigned for the America's Cup, with *Advance* in 1983 and *Steak 'n Kidney* in 1987, says his 1992 campaign is progressing steadily. Tank tests are currently being undertaken of a design by Peter van der Oossanen, the Dutch-Australian who played a significant role in the design of the wing-keel Australia II, winner of the America's Cup in 1983.

San Diego Wins —Kiwis Appeal

NEW Zealand's Mercury Bay Boating Club will appeal against the decision of the New York Supreme Court awarding the America's Cup to the San Diego Yacht Club and, in effect, again opening up the Cup to challengers of any type, providing they do not exceed 90-foot LWL.

The decision, upholding San Diego's appeal against Judge Ciparick's ruling that Dennis Conner's catamaran, *Stars & Stripes*, was an illegal defender, was made by a 4-1 majority.

The appeal means that when and where the next America's Cup is held, won't be known for at least another 6-12 months.

Festival of Sail for Hobart

HOBART will host a major festival of sail co-inciding with the two major bluewater yachting classics later this year.

The Hobart Yachting Festival will include several challenging Derwent River races and additional visitor and onshore family and visitor entertainment.

The Minister for Tourism, Sport and Recreation, Harry Holgate says the programme will include an upgraded Wreast Point King of the Derwent on January 2, an International teams relay race on January 3, model yachting and vintage boats on January 4, the Crayfish Derby on January 5, and an all-comers keel boat race on January 6.

All Ports

NEW SOUTH WALES

Max Ryan joins CYCA board

WELL known yachtsman Max Ryan has joined the board of directors of the Cruising Yacht Club of Australia, bringing with him business acumen as well as his input as a yacht owner.

Ryan campaigned the One Tonner, *Ventura 1*, last season but is due to launch his new 50-footer in early October. He plans to campaign the state-of-the-art boat in the NorTel Southern Cross Cup and Sydney-Hobart but will take it overseas in 1990.

Ryan was the only new board member elected at the club's annual meeting, with David Kellett being re-elected as Commodore and Les McClean as Vice Commodore. However, there are two new Rear Commodores — Maurie Cameron and David Fuller.

Leigh Minehan remains as Treasurer while the Directors are Alan Brown, Donald Graham, Gary Linacre, Gordon Marshall, David Hundt and Max Ryan.

Maurie Cameron, a regular inshore and offshore racing yachtsman, takes over as chairman of the Sailing Committee, with Greg Halls being appointed Race Director of the 1989 NorTel Southern Cross Cup and NorTel Sydney-Hobart Race.

Other members of the Sailing Committee are Peter Shipway, Jack Rigg, John Keelty, Gary Linacre, Alan Brown, Richard Grubb, Julius Charody, Rik Dovey and Sailing Secretary Bob Brenac.

CYCA's Winter Series Success

FOLLOWING the success of the 1989 Winter Series, Digital have said they will continue their sponsorship of the 1990 Series on Sydney Harbour.

With numbers and competition building up throughout the winter, the 1989 Digital Winter Series provided the opportunity for hundreds of people to enjoy close-quarter yacht racing, introducing many new participants to the sport. Total entries for the series exceeded 130 boats.

Many members took aboard CYCA guests for a day's sailing during the winter, including visitors from overseas.

On the competitive side, the point-score in most divisions was not decided until the last race. Many of Sydney's top offshore racing yachts contested Divisions A and B, with *Challenge II* winning

Division A narrowly from *Arabesque* and *Lady Ann* taking out Division B from *The Force*.

Top placings in each division of the Digital Winter Series were:

Division A — 1. *Challenge II* 432 pts; 2. *Arabesque* 426; 3. *Ocean Blue Resorts* 402; 4. *Buckle Up* 401; 5. *The Doctor* 399.

Division B — 1. *Lady Ann* 439; 2. *The Force* 427; 3. *Anitra May* 408; 4. *Auspicious* 400; 5. *Magic Formula* 399.

Division C — 1. *Sommerbreeze* 456; 2. *Fluerette* 452; 3. *Madmens Woodyard* 439; 4. *Public Nuisance* 429; 5. *Rabelais* 420.

Division D — 1. *The Black Duck* 435; 2. *Benelec* 428; 3. *Grumpy* 420; 4. *Justine* 419; 5. *Tingari* 417.

Division E — 1. *Cascade* 472; 2. *Black Rum* 454; 3. *People Eater* 366.

Division J — 1. *Runner* 443; 2. *Slack Alice* 437; 3. *F22-at-10* 437; 4. *While You're Down There* 432; 5. *Sailpac* 431.

Division F — 1. *Triona III* 443; 2. *Ursa Major* 426; 3. *Farrari* 421; 4. *Honey Bee* 415; 5. *Matrix* 414.

Crisis Couriers Sponsor JOG Grand Prix

ONE of Sydney's leading courier operators, Crisis Couriers, will continue its support of yachting with its sponsorship of the 1989/90 JOG Grand Prix circuit.

Crisis entered the arena by sponsoring this year's Australian JOG championships, conducted off Sydney Heads with the extended sponsorship running from September through to April next year, with one round each month.

The JOG Grand Prix has been one of the most consistently popular offshore series staged in Australia since its inception nearly nine years ago. The brainchild of JOG of NSW Secretary, Frank Martin, it was "designed to give inshore sailors a taste of the blue water action without the commitment of racing every week". What developed from the idea is a full-fledged offshore series around which owners of small ocean racers base their seasons programme.

Organisers expect a fleet of 40-50 yachts to contest each round of the series spread between six clubs in Sydney, Pittwater, Gosford and Port Hacking. The first round was scheduled for September 23 at the CYCA.

Although each round sees a mass fleet start, the success of this and other JOG events in recent times, has been the division system introduced by JOG NSW a few seasons ago. Providing results for purpose-built, lightweight production, and displacement style boats, the JOG has overcome the problem associated with offshore racing worldwide — how to equate the mod-

All Ports

ern yacht with boats of older design.

Further to this concept of providing racing for ALL yachts between 23 and 31 foot LOA (the JOG range), this season sees the introduction of a "greyhound trophy" within the framework of the three divisions. The idea is to cater for the developing interest in flat out racing 30 footer like the Lexcen Eclipse design, *The Pink Boat*, owned and sailed by World 18 footer champion, Peter Sorensen.

In each round of the Grand Prix, the top five boats across the line will score points, similar to the Formula 1 motor racing circuit, thus leaving it open to any boat in the fleet to "figure in the points" if conditions suit.

The JOG Association has gone one step further in an attempt to guarantee as many boats "on the track" in each round of the GP as possible. It has established a "six pack" system where the fleet of over 60 rated boats is divided into groups of six. The leader of each six pack is responsible for liaison between the group and the management committee of the Association as well as ensuring that each boat is fully crewed. This has been achieved by creating an "execu-

tive" crew pool to fill in for un-available crew or transferring crew if one of the boats is unable to make the start for some reason.

Registration of boats in NSW

THE Maritime Services Board has reminded boat owners to be up-to-date with registration and licensing requirements.

Boat registration fees increased in July, 1989 though boat driving licence fees have remained the same.

A spokesman said the registration requirement had been extended in July to include all vessels occupying moorings or wet berths.

This was in addition to the original requirement covering all motorised vessels capable of 10 knots or sail craft nine metres or longer.

New registration and licences could be obtained from any MSB Office or through local BSOs.

Boat registration costs \$38 per year.

People purchasing a registered vessel could transfer the registration at any regional MSB Office, for \$38 which included 12 months registration.

More than 133,000 of the half a million recreational vessels in NSW are registered.

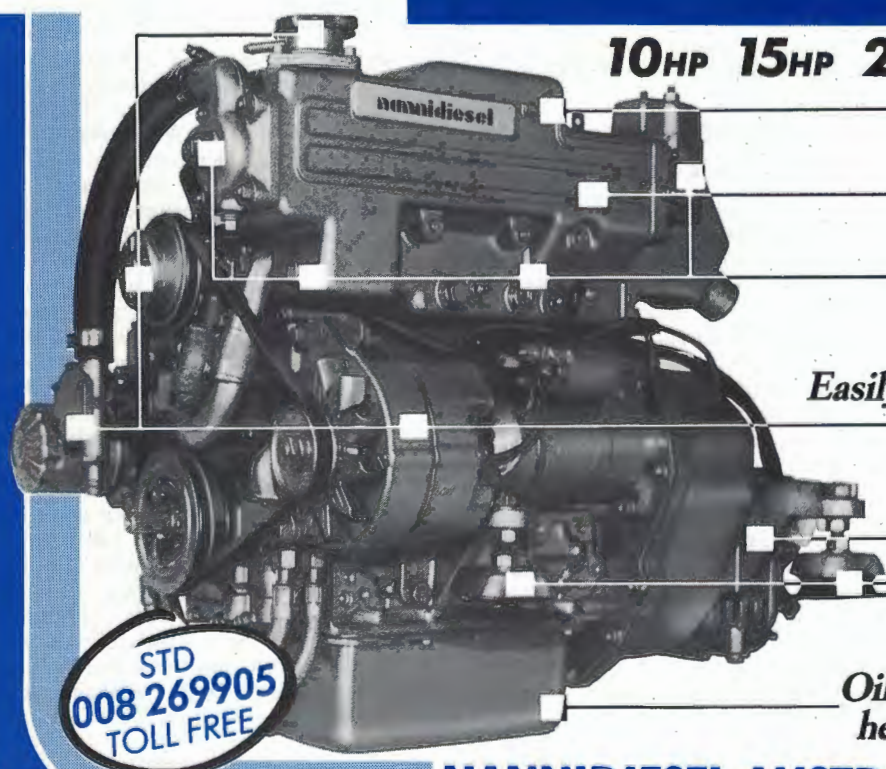
More than 235,000 people hold a boat licence which costs \$38 initially, and \$20 per year to renew. Any person driving a mechanically-driven craft capable of 10 knots or more must hold a boating licence.

YA of NSW Council Election

THE Annual General Meeting of the Yachting Association of NSW has elected a new Council for the 1989/90 season. Successful candidates at the election were:-

John Allanson (Royal Prince Alfred Yacht Club), Graham Bach (Port Hacking Ocean Yacht Club), Ken Cartwright (YMCA Sailing Club of Canberra), Colin Crisp (Sydney Amateur Sailing Club), Bruce Dickson (Royal Sydney Yacht Squadron), David Don (Cruising Yacht Club of Australia), Rosemary Hay (Woollahra Sailing Club), Don McKenzie (Northbridge Sailing Club), Tony Rickards (Middle Harbour Yacht Club), Garry Stephens (Mosman Amateur Sailing Club), Ken Tutt (Royal Motor Yacht Club — Broken Bay).

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VICTORIA

Melb-Hobart Start Moved to Rye

THE Sovereign Series of Yacht Races Limited have announced that the 1989 SunSmart Melbourne-Hobart Yacht Race and the Melbourne-Devonport Race will start off the Rye Pier, instead of Portsea, at 12 noon on Saturday, 27 December.

The 130 boat combined fleet will sail via the Sorrento Channel to a mark off Portsea and then cross to a turning mark off Shortland Bluff at Queenscliff for the traditional mass exit through Port Phillip Heads into Bass Strait.

The decision to start this year's Race from Rye is in-line with the Sovereign Series' policy of upgrading the event to enable more spectators to enjoy Victorian ocean racing. With the Yacht Race beginning off the Rye Pier, spectators will have over fourteen kilometres of shoreline to watch the race develop before it leaves Port Phillip Bay.

It is expected that the yachts could take up to two hours to sail from Rye through the Sorrento Channel to a mark past Portsea and onto Queenscliff. The prevailing winds which are forecast for the start are likely to ensure a spinnaker run down the Bay, which will make for a spectacular and dramatic charge of yachts along Victoria's most populated holiday beaches.

Features of the 1989 SunSmart Melbourne-Hobart Race include:

- A SunSmart Ocean Racing Yacht will compete for handicap and line honours.
- For the first time a Two-Handed Division will be introduced to link the Race to the 1991 Yamaha Melbourne-Osaka Cup.
- Multihulls have again been invited to race.
- Sponsored yachts will be encouraged to race.
- Entries from Tasmania, South Australia and Victoria are expected this year to give the SunSmart Melbourne-Hobart Race a record fleet with the biggest contingent of interstate entries in the history of the event.

Key races in the 1989 SunSmart Series are:

1. The SunSmart "Cock of the Bay" 24 mile from Melbourne to Mornington on 26 December 1989.



GINO Knezic, Victorian Ampol Yachtsman of the Year, pictured at the Presentation Ceremony at the 1989 Australian Boat Show. Knezic of Beaumaris, won the 1988 Sydney-Hobart and the 1989 Petersville Series.

2. The SunSmart Melbourne-Hobart 480 miles starts at Rye on 27 December 1989 at 12.00 noon.

3. The Wreast Point "King of the Derwent" 15 miles starts 2 January 1990 (Hobart).

Major Changes to Victorian Yachting

THE sport of yachting is fighting for its survival according to John Bertrand.

Bertrand was one of several prominent speakers who addressed 150 leaders of the sport from all over Victoria who gathered in Melbourne at the July 'Sailing Summit' conducted by the Victorian Yachting Council.

In his speech John Bertrand said "Port Phillip Bay is one of the greatest racing venues in the world, yet there has been an alarming 20% decrease in participants over the last 20 years".

One of the major problems is yachting's image. "Sailing to the young, is run by very conservative old farts," claims Bertrand, "and this image problem needs addressing. Kids must be encouraged back to the yacht clubs and must have heroes to aspire to such as the

high profile sports of football and basketball. Like cricket, sailing can be a boring sport to watch, yet the excitement of one on one and fleet match racing is hard to top."

Decreasing activity in racing and the level of competition was one of Bertrand's major concerns. On the topic of 'What Does Sailing Need?' he went on to say, "The sport basically suffers from too many classes, a diluted amount of talent and a diluted amount of energy. It requires a simplification of the number of classes and a simplification of the ground rules and more competition in Club and inter Club levels so that people really start to get excited about the sport again".

As part of their aim to reposition the sport, the Victorian Yacht Council released their '10 Year Strategy' at the Sailing Summit. To achieve their goal the VYC proposed the following action plans be immediately put into effect.

1. **Organisation** — all aspects of a professionally run 'high profile' sport be introduced.
2. **Image** — change of name to **Yachting Victoria** and a new logo to better reflect the forward direction and a more exciting image for the sport.
3. **Events** — in order to create a focus for the media, sponsors and spectators of the sport a Super Group competition is to be created. Also a state wide schools competition and development program is to be established.
4. **Development and Training** — the present Youth Yachting Program to be continued and Sail Training Schools to be heavily promoted with a statewide 'Club Open Day' to be held later in the year. Twenty preferred classes will be established from Junior sailing through to Olympic/International designs.
5. **Promotion** — Yachting Victoria is to adopt a media strategy which is designed to reposition the sport, lift its image and create coverage of key events, people achievements and youth programs within the sport.
6. **Communication** — Four new publications will be launched so as to keep the public, yachtsmen and women, Clubs and Class Officers and trade/industry firms better informed on the key issues of yachting.
7. **Commercial Activities** — substantial co-operative entrepreneurial activities are to be undertaken by Yachting Victoria (VYC) to create new areas of income for the organisation and also for the Clubs.
8. **Sponsorship** — suitable sponsors for key Yachting Victoria events to be identified and provided with event/program marketing plans.

QUEENSLAND

By Ian Grant

Gale Blows Out 1989 SCOR

QUEENSLAND'S upside down weather pattern with unseasonal easterly gales forced the 15th anniversary of the XXXX Sunshine Coast Offshore Regatta (SCOR), raced at Mooloolaba in August each year, into a two race series.

As much as we would like to just dial in the desired wind strength and direction, all who sail in boats realise this is one of nature's protected habits. But to have 65 knot gales with seven metre easterly swells topped with a four metre wind driven wave is to say the least unseasonal at this time of the year for Queensland's Sunshine Coast waters.

The best-ever fleet had assembled for this very popular end of winter regatta and while all owners and skippers were disappointed, they realised the out of control weather was no fault of the race committee who experienced a nautical nightmare.

Recently appointed Mooloolaba Yacht Club sailing administrator Allan Simpson, the former Castlemaine Perkins (XXXX) sales promotion executive, had adopted a very professional attitude towards hosting MYC's most successful SCOR series, with the appointment of CYCA director. Gary Linacre to head the regatta race committee.

To be fair, conditions were perfect for the 85 nautical mile Southport-Mooloolaba passage race for IOR and Performance Handicap fleets — at least for the first 30 nautical miles of the course. Linacre, Simpson and Mooloolaba Yacht Club president Tim Moore were all smiles when the very competitive fleets, led by Mike Clements' *Rager*, sprinted under spinnaker running sou-easters until they "hit the brick wall" — a nor'west land breeze east of Stradbroke Island's most eastern point Pt Lookout.

Warren Wieckmann's "Pittwater Push" combination from Pittwater's Royal Prince Alfred Yacht Club continued their Queensland run of success with a relatively comfortable win in the Davidson Three-quarter Tonner, *Leroy Brown*.

With Wally Wardle at the tiller, *Leroy Brown* held the slight edge in the ever changing wind pattern to take the major race points from the impressive Sydney Half Tonner, John Hancock's *Half Hour*, from the drawing board of English designer Robert Humphries.

This was a rewarding win as Hancock had some of Australia's most respected blue water sailors aboard *Half Hour*, including America's Cup yachtsman Hugh Treharne, former World Half Ton champion Tom Stephenson, and Admiral's Cup sailor Ken Down.

After the programmed lay day, race committee chairman Linacre really found Queensland also has fickle wind systems. The lazy morning westerly controlled by hail storm cells on the land effectively played tricks with the wind each time Linacre elected to set a start line. Fortunately the wind settled after an hours delay and the moderate nor'east summer wind, which forgot August is a late winter month, offered a good tactical race.

Rager evened the score in the line honours duel over *Innkeeper* with a 48

second line honours win, while *Leroy Brown* and *Singapore Girl* staged a memorable tactical dogfight before *Singapore Girl* crossed one second ahead.

Leroy Brown headed the series with a perfect 1-1 score when she corrected out 12 seconds faster. Tony Dunn's *ExTension*, a past Sydney-Hobart race winner and former SCOR titleholder, finished another 1-42 astern for third place points.

The light wind performers *Alfa Powa* and the relatively new Greg Elliott designed *High Anxiety* (Paul Hayes), which had former Australian Olympic Finn dinghy champion Steve Kiely on board, dumped disturbed wind and water on *Blue Peter* to take the major Performance Handicap race points.

Race three of the series was programmed for the afternoon, but with just 40 seconds to go Linacre aborted the start and abandoned the race.

Jupiters Sydney-Gold Coast Race 1989

Final Results:

IOR Overall:

1. *Witchcraft II* (Bruce Staples) Farr 40, corrected time 1.17.52.47.
2. *Prime Factor* (Bob Brady) Farr 40, 1.17.58.09.
3. *Blue Max II* (Jim King/Frank Williams) Davidson 40, 1.18.37.18.
4. *Ocean Blue Resorts* (Graeme Lambert & Partners) Holland 42, 1.18.57.57.
5. *Phoenix Contractors* (David Hundt) Davidson 39, 1.20.20.46.
6. *Middle Harbour Express* (Ray Stone) Davidson 36, 1.21.35.57.
7. *Singapore Girl* (Peter Steigrad) Davidson 34, 1.21.36.37.
8. *Half Hour* (John Hancock) Humphries 30, 1.22.13.21.
9. *Inch by Winch* (Joe Goddard) Frers 45, 1.22.17.37.
10. *Southern Star* (A. Clifford/P. Kennedy) Farr 42, 1.22.24.21.

IOR Division A: 1. *Witchcraft II*; 2. *Prime Factor*; 3. *Blue Max II*.

IOR Division B: 1. *Middle Harbour Express*; 2. *Singapore Girl*; 3. *Half Hour*.

PHS Division A: 1. *Fanny Adams*; 2. *First Class*; 3. *Force Eleven*.

PHS Division B: 1. *Hyperdrive*; 2. *Ruff 'n Tumble*; 3. *New Horizons*.

IMS Division A: 1. *Apollo Batteries*; 2. *She's Apples*; 3. *Challenge II*.

Line honours: *Rager* (Mike Clements) 2.1.29.48.

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Hitech Yachts launch JS 8000

PERTH-based Hitech Yachts have begun production of their sensational new high-performance keelboat, the JS 8000, designed by John Swarbrick, with the first yacht being trialled at Fremantle.

Following on from the successful Farr 9.2 and Farr 36, the JS 8000 will fill the demand in a growing market for a very fast and easy to sail weekender. With a very large cockpit, four berths and a bulb keel for increased stability and performance.

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With windward performance near equal to the fast Farr 9.2 and blistering speed off the wind, this yacht is described as "sensational".

Careful design features allow costs to be kept at a minimum and quality to the same high standards we are renowned for at Hitech Yachts.

The very successful walk through transom is again prominent in this design. This gives easy access for swimmers on hot and balmy days.

The rig is a $\frac{7}{8}$ foretriangle with swept spreaders and no need of running backstays. This popular rig allows for smaller and easier to handle headsails for shorthanded sailing. The competitive sailor will appreciate the versatility of such a rig.

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Length overall: 8.025m (26'4")
Waterline: 6.50m (23'0")
Beam: 2.59m (8'5")
Draft: 1.98m (6'6")

Displacement: 1000kgs (2,200lbs)
Ballast: 460kgs (1,012kgs)
Berths: Accommodates 4
Headroom: 1.4m (4'7")

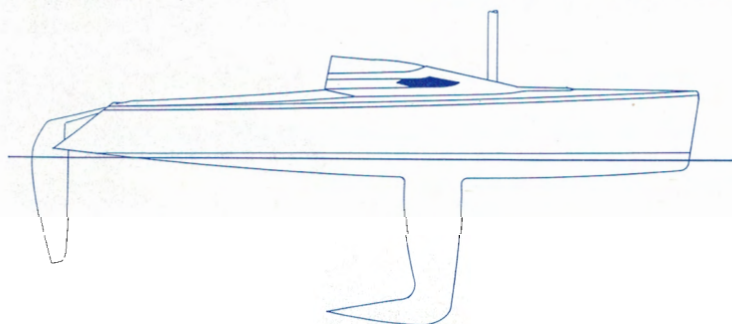
SAIL AREA:

Mainsail: 16.7sqm
100% Foretriangle: 10.00sqm

P. 32'2"
E. 11'0"
J. 8'0"
I. 26'5"

DESIGNER: John Swarbrick

PRICE: Fully completed yacht: \$36,830



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All main centres throughout the island have full visitor facilities, including a broad range of accommodation. This prompts many visitors to engage in

“circuit touring”, that is taking a round trip around Tasmania visiting most of the regions and attractions.

Hobart, the Tasmanian capital and the island's largest city, contrasts the old with the new against a spectacular backdrop of mountain and sea.

It was the site of the second European settlement in Australia in 1803. These early links remain through the well-preserved Georgian warehouses of Salamanca Place, which recall the whaling era of the 1830s and 1840s, and in nearby

Battery Point, still largely retaining its 19th Century atmosphere.

Superb sightseeing is right within the city itself — suburban Mount Nelson, with its vistas across the city and Derwent Estuary; or 1200 metre Mount Wellington, just a half-hour drive from the city centre, where on a clear day the panorama stretches for 100 kilometres.

Within easy reach of Hobart, Port Arthur is perhaps Australia's best-known historic site, attracting hundreds of thousands of visitors a year. Just 30

minutes from Hobart is the delightful colonial village of Richmond.

Tasmania's second city, Launceston, the principal centre of Northern Tasmania, combines a variety of natural and man-made attractions.

The Cataract Gorge is renowned throughout Australia, indeed the world. A deep gorge, cutting down between steep cliffs, within a few minutes walk of the city centre, it may be viewed from the world's longest single span chairlift.

Close by the unique Penny Royal World has seen continual development over the past decade . . . first the reconstructed early 19th Century watermill; followed by the cornmill and gunpowder mill, an artificial lake, with cannon-firing sloop and a paddle steamer.

Through the Midlands between Hobart and Launceston, much of Tasmania's colonial past may be seen in towns such as Ross and Evandale. The village of Ross is one of the gems of Australian colonial heritage, with its fine early buildings and its beautiful stone bridge.

Evandale is one of the nation's most beautifully preserved colonial villages with perhaps the best example of a grand Georgian mansion, Clarendon, at nearby Nile. Evandale is rich in historical associations, and the township reflects a long gone past, with its Georgian

buildings dating from the late 1830s.

Continuing the old-world theme is the picturesque Derwent Valley, easily accessible from Hobart, where one of Australia's finest rivers sweeps past broadly through banks lined with colourful European trees, amid hopfields dotted with oasthouses.

The Derwent Valley points the way to the new Lake Pedder, Lake Gordon and the township of Strathgordon, deep in the heart of the South-West wilderness.

Tasmania's Central Highlands is a region of craggy mountains, forests, fast flowing rivers, hundreds of lakes and national parks of international standing. It is very much a region for the hardy bushwalker, the rugged individualist and the determined angler. But the Highlands also cater to the less hardy. Good roads stretch across the Central Plateau, bringing its attractions within easy reach of most travellers, with hotels and chalets offering quality accommodation.

The Central Highlands give way to the "Wild West" — Tasmania's version is the rugged, isolated, storm-swept West Coast.

Queenstown has seen 100 and more years of mining, and a tour of the Mount Lyell Lyell copper mine, along with the town's museums are the prin-

cipal attractions. The years of mining have left the surrounding hills denuded to produce a weird, colourful "moon-scape".

West of Queenstown the old port of Strahan is now a major tourism centre and the focal point for the renowned Gordon River cruises into the very heart of the renowned World Heritage South-West wilderness.

At Zeehan, north of Strahan, a colourful mining past lives on a fascinating museum.

From the West Coast, the North-West Coast combines dramatic coastal scenery, beaches and rolling farmlands contrasting vivid greens with rich dark chocolate soil, and a range of adventure activities, particularly in the far North-West, centred on Smithton and Stanley.

Cradle Mountain, is within easy access of the major North-West Centres of Devonport and Burnie, with the road leading to superb vistas of Cradle Mountain reflected in Dove Lake.

Tasmania's East Coast, like the North-West, is a popular visitor destination. At the northern end St Helens, on the shores of George Bay and close to ocean beaches, is the largest centre on the East Coast and has a full range of accommodation and visitor facilities and services. Southwards along the coast are

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the popular beach resorts of Scamander and Bicheno.

South from Bicheno the East Coast is dominated by the Freycinet Peninsula, granite outcrops rising sheer from the sea. Nestling beneath one group, the Hazards, is the picturesque resort centre

and fishing village of Coles Bay.

Swansea, Triabunna and Orford, with beaches, swimming, fishing and sporting activities, are well geared to the holidaymaker.

In all, a very compact, intriguing island of contrasts.

Tasmania's Colonial Accommodation — Charm, Romance, History

THEY are something unique and very special, Tasmania's colonial accommodation properties . . . romantic, charming, steeped in history.

The variety of accommodation is infinite — from large and gracious colonial country houses; to the soldiers quarters at a convict out-station; to quaint country or seaside cottages; to city mansions; some are in former country barns, two others are in old bakeries.

Each has its own individuality, its own history and its own charm.

Some has ghosts (benevolent, these spirits, the owners are quick to point out), other carry a history of bush-rangers, penal punishments, eccentric

past owners or a place in Tasmania's history.

The quaint cottages, with big open fireplaces and cosy brass beds appeal to honeymooners (first and second time round). Other properties are ideal for families, yet others cater for larger groups (there is an annual gathering of storytellers at Oatlands).

Some are within easy reach of the hustle and bustle of the cities (Hobart's Battery Point is a case in point), others are tucked away in remote rural corners.

Some colonial accommodation is fully self-contained, other properties provide breakfast and other meals and at least two incorporate quality restaurants.

Colonial accommodation has wide appeal — some people just want to "get away from it all", others use it as a base for wider touring and sightseeing. Whatever, there is something to appeal to everyone.

The Waverley Group of cottages is just such an example, typifying the charm and variety of colonial accommodation found throughout Tasmania.

It was Waverley Cottage near Oatlands, in the Midlands, and its creator, Lynne Agnew, which provided the groundswell for the development of colonial accommodation on an organised basis.

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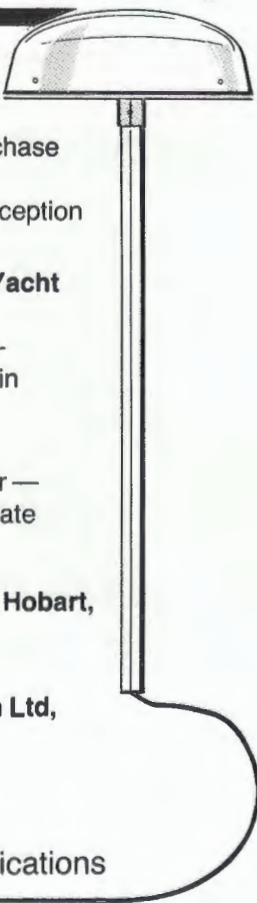
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Lynne and her farmer husband Pip live on a property that has been owned by the Agnew family since 1878, so it was appropriate that Waverley Cottage — built in 1854 and totally derelict when Lynne Agnew started restoration — should have been opened in 1978, marking the centenary of that association.

She has since extended the Waverley group of cottages to the township of Otlands and to Hobart.

Like Lynne Agnew, East Coast operator Di Sinclair has been hit with the

colonial cottage bug. She began with charming Rose Cottage at Lisdillon — the first recognised colonial accommodation in Tasmania — and has since opened further accommodation in near-by Swansea.

Much of Tasmania's colonial accommodation is offered in small cosy cottages, such as those operated by Lynne Agnew and Di Sinclair, but certainly not all.

In the historic village of Richmond, near Hobart, Prospect House is a splen-

did example of a grand early colonial country house, built in the mid 1830s. The main house houses a restaurant, with the accommodation units in the original barn and haylofts.

To classify as colonial, accommodation must meet certain criteria. It must predate 1901, be furnished appropriately and provide a colonial ambience.

Operators meeting these criteria have formed the Tasmanian Colonial Accommodation Association, which comprises about 25 properties, offering a total of about 300 beds.

Hobart — A Gourmet's Delight

TASMANIA'S gourmet delicacies are truly special. Atlantic salmon, ocean trout, lobster and shellfish from the ocean; specialty cheeses from lush pastures; crisp, clear climate wines, some produced within the very suburbs of Hobart.

In a city which is strong in maritime associations, it is little surprise that some of the best fare is provided by Tasmania's rich bounty of seafood.

To Hobart's George Mure, fish is a way of life. His original restaurant, Mures Fish House, at Battery Point, is one of Australia's most highly rated restaurants, and is now complemented by Mures Fish Centre on the Hobart waterfront.

Close by, Dear Friends is regularly cited as among the best restaurants in Australia. It is an international style restaurant, with an emphasis on modern cuisine. The restaurant specialises in fresh produce, especially Tasmanian. The extensive wine list features a wide range of Tasmanian wines.

The international hotels both offer fine dining, with the Revolving Restaurant at Wrest Point, and its 17th storey panorama over the city and Derwent Estuary, or Sullivans at the Sheraton. Wrest Point's Coffee Shop and the Sheraton Gazebo offer a convenient service, with a wide range of menus.

In a city which has preserved so much of its colonial past, many restaurants are housed in buildings dating back to the middle of last Century. Such examples are the Ball and Chain, which occupies an 1840s Salamanca Place warehouse; the Drunken Admiral, fronting Victoria Dock in Hunter St; Mures Fish House, Dirty Dicks and the Beefeater, each located in charming old houses in Battery Point.

Diners at Prospect House, Richmond, in keeping with the town's colonial

heritage, are served in a mansion dating from the 1830s.

Oriental cuisine is the specialty of the Asian Restaurant, at Wrest Point, and the award winning Sukura Room, in Salamanca Place. Elsewhere the Asian cuisine includes Chinese, Indian and Malaysian.

Other national cuisines represented in Hobart include traditional English, American, French, Italian, German, Spanish, Greek, Mexican and Lebanese.

Hobart's accommodation ranges from five star hotels to charming colonial cottages.

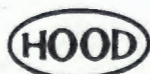
Tasmania's first, and still its most readily identifiable, international hotel is Wrest Point. International class accommodation, totalling 197 rooms and suites, along with quality motel class accommodation, is backed by a full range of services.

Tasmania's newest five star hotel is the waterfront Hobart Sheraton. The 12 storey hotel has 234 guest rooms and suites. It incorporates two restaurants, and many other visitor facilities.

Innkeepers Lenna of Hobart combines history and luxury — a fully modern hotel in a beautifully preserved colonial mansion in Battery Point. The 50 luxury rooms and 10 suites are backed by facilities which are in the tradition of silver service, fine wines and crystal chandeliers.

One of Australia's "grand old hotels", Hadleys Orient Hotel, has recently undergone a major refurbishment and upgrading program.

Colonial accommodation is a speciality, particularly in the historic village suburb of Battery Point. A real "piece of history", some of the properties are up to 150 years old.



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Walking, rafting, cycling, canoeing . . . the wilderness or within the towns and cities, Tasmania has much to offer the adventure holidaymaker.

A great introduction to Tasmania is a four-wheel drive adventure tour.

Typical one-day tours cover the Southern Forests, south of Hobart; the Styx and Florentine Valleys, to the west of Hobart; the North-East Highlands; the rugged Central Highlands and Great Lake area; a combination of the Mersey Valley, Lemonthyme forests and Cradle



Mountain; and, the less accessible parts of the Tasman Peninsula.

Longer tour programs include the Florentine and Styx Valleys, the West Coast, Gordon River cruise, the Great Lakes and Highlands, the Ben Lomond National Park in the North-East, and most of the more accessible "out of the way" parts of Tasmania.

Walking

Tasmania is renowned internationally as a bushwalker's paradise, walks ranging from the easy on well-defined tracks near the populated centres to the rugged highlands and the South-West wilderness.

Two of the principal walking areas are the South-West and the Cradle Mountain-Lake St Clair National Parks.

The South-West National Park, Tasmania's largest national park with an area of 442,240 hectares, is a mecca for bushwalkers and climbers from around the world.

Cradle Mountain — Lake St Clair National Park, in the western Central Highlands, has earned international renown for the beauty of its mountains and lakes and for the famed 85km walking track from Cradle Valley (Waldheim) to Lake St Clair.

The overland walk is normally made in four, five or more daily stages,

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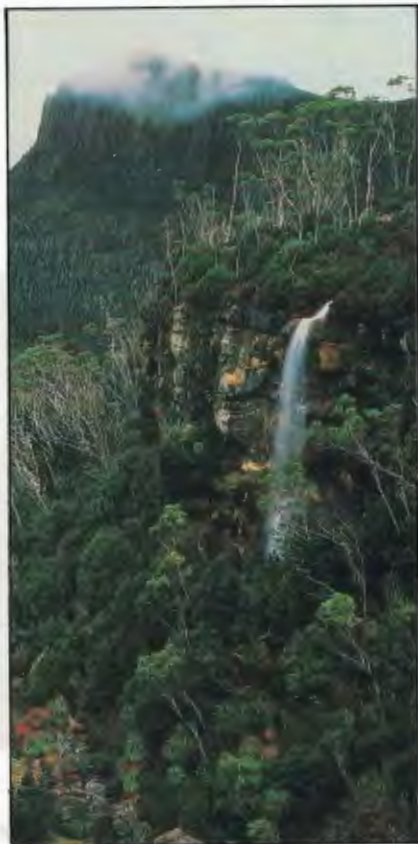
Elsewhere Tasmania's many national parks and reserves offer a superb range of mountain, forest and coastal walks. Some of the most interesting walks are within the cities and towns — walking in the footsteps of history in Hobart's Battery Point is one such example, while another is the range of walks on nearby Mount Wellington.

Rafting/Canoeing

For white water enthusiasts, the "queen" of Tasmania's wild rivers is the renowned Franklin on the rugged West Coast, its white waters attracting adventurers from around the world.

The Franklin is the domain of the hardest and most experienced, with a reputation for providing some of the world's best white water rafting.

Organised rafting on the Franklin extends from four to 16 day trips — on those of shorter duration rafters are flown in by helicopter and traverse only part of the river. The longer trips begin near the headwaters finishing at the junction with the Gordon.



Excellent, if somewhat less adventurous, organised rafting is also available on the Huon and Picton Rivers, south of Hobart, and a number of other rivers around Tasmania, including the Mersey in the North-West.

For kayak enthusiasts the options include an eight day exploration of the Port Davey area in the far South-West.

Fishing

Whether it be freshwater fishing (angling) or sea fishing, Tasmania has much to offer the enthusiast. Tasmania is claimed to have the best lake angling in the world.

From the fabled Lake Pedder "monster", or the two kilogram rainbow trout that put up such a fight in a Highland tarn, Tasmania has literally hundreds of lakes and streams to suit all enthusiasts. Guiding services, offering lodge, hotel or camping accommodation, are readily available.

Good sea fishing is available, particularly off the East and South-East Coasts, again with charter services available.

Further Information

Tasmanian Travel Centres; "Tasmanian Travelways", available from Tasmanian Travel Centres and travel agents.

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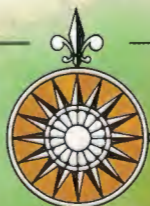


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Classic Race To Classic Island

THE Sydney to Hobart classic is, for many yachties, the annual pilgrimage south.

However, there's new interest in cruising south of the tropics to the islands of Bass Strait and the temperate waters around Tasmania.

Wide coastal bays, a plethora of islands down the Tasmanian East Coast and one of Australia's best protected and yet least known waterways, the D'Entrecasteaux Channel, provide a new dimension to cruising the southern latitudes.

For Eastern seaboard cruising skippers, the 60 islands of the Furneaux group off Tasmania's North-East make an obvious gateway.

Flinders Island, the largest of these and with a population of 950 and supported primarily by agriculture and fishing, is the group's centrepiece, with the remaining islands either privately leased or part of Tasmania's National Parks and Reserves system.

This stretch of water was home to the Straitsmen, sealers and whalers who found refuge in the islands' isolation in the late 18th Century.

The port of Lady Barron in the island's south is the most accessible point from which to explore or re-supply.

To the south and west lie a string of uninhabited islands, complete with suitable anchorages and ideal for exploring and diving.

Generally, the only other people likely to be in the area are crayfishing boats, abalone divers, and in the season (March) the mutton-birders.

Heading down the East Coast and south of Bicheno, the Freycinet National Park along the Freycinet Peninsula is a region of red granite cliffs and mountains, bays and beautiful sandy beaches.

Its most prominent features are Wineglass Bay and Schouten Island. The park is a summer playground for Tasmanians, known for its beaches and bushwalking, while within a days sailing of the peninsula resort, Coles Bay, is the Maria Island National Park.

In Tasmania's South-East, the Tasman Peninsula is spectacularly scenic with plenty of shelter in the area of Fortescue Bay and Port Arthur.

Another option in accessing Storm Bay and the Derwent River is through the Dunalley Canal, eliminating some 70 nautical miles around Tasman Island.

Hobart's Victoria and Constitution Docks are only two blocks from the Hobart GPO and make the perfect re-supply destination as well as a great stepping off point to explore Southern

Tasmania by land. All services, including bike and car hire are nearby, as are the many restaurants and hotels.

South of Hobart the D'Entrecasteaux Channel, running between as elongated Bruny Island and the Tasmanian mainland, present the cruising skipper with many options.

The port of Kettering has a number of courtesy berths for visiting yachtsmen, with a shipschandlery and hotel and should be visited along with the numerous bays on both sides of the Channel.

There's no danger of overcrowding in this beautiful waterway and a leisurely few days can be enjoyed. A constant companion should be the booklet D'Entrecasteaux Waterways, detailing suitable anchorages and advice to yachtsmen.

The gem of Tasmania's South-West is the Bathurst Harbour/Port Davey region in the heart of the World Heritage Area, with the run around the South Coast generally starting from Recherche Bay at the very south of Tasmania.

Both Port Davey and Bathurst Harbour are vast waterways amid mountain ranges and buttongrass plains with only three permanent residents living in this rugged part of the world.

The options are numerous with the temperate latitudes providing a fascinating alternative for cruising yachtsmen.



Hobart — Rich in History, crafts

HOBART and its surrounds are steeped in history. Hobart was the site of the second European settlement in Australia in 1803. Early links remain through the well-preserved Georgian warehouses of Salamanca Place, which recall the whaling era of the 1830s and 1840s and in Battery Point, still largely retaining its 19th Century atmosphere.

Battery Point was settled in 1804, the year after the first European settlement in Tasmania. The area takes its name from the battery of guns established in 1818 on the promontory of land (since known as Battery Point), now occupied by Princess Park.

By the 1850s, Battery Point had become a mariner's village. Here the tiny workers' cottages were crammed, then as now, cheek by jowl amid the grand mansions of the wealthy merchants, the almost toy-like Arthur Circus, circling its "village green", and a treasure trove of colonial architecture.

Between 1835 and 1850, the delightful Georgian warehouses lining Salamanca Place were built. This was a principal area of waterfront activity when transport by sea was still supreme and Salamanca Place drew sailors and whalers from around the world.

Their thirsts were slaked in a host of pubs, some of which still serve today's visitors — particularly around New Year, when Hobart is the focal point for the yachting world, hosting the finishes of the Sydney-Hobart bluewater classic and the "Westcoaster" Melbourne-Hobart race.

Elsewhere the past lives on . . . in the museums and National Trust properties, which offer an insight into a rich history and heritage.

The Tasmanian Museum and Art Gallery houses the State collections and have an emphasis on Tasmania and a visit to the Museum and Art Gallery is an excellent introduction to Tasmania. National Trust properties open for inspection include the Penitentiary Chapel and Criminal Courts and the stately home Runnymede.

A major facet of Tasmania's penal, religious and judicial heritage is represented by the Penitentiary Chapel and Criminal Courts, on the corner of Campbell and Brisbane Streets.

During its chequered history it served from 1831 to 1981 variously as a prison, chapel, supreme court and magistrates' court. The building is open for inspection — tour details (002) 31 0911.

Runnymede in the suburb of New Town is a gracious old colonial home, which was built in 1844. Runnymede has been restored and furnished by the Trust and is open for inspection.

Anglesea Barracks is Australia's oldest military establishment still in regular use. Guided tours are held on Tuesdays at 11am.

Close to Hobart the charming old-world village of Richmond, near Hobart, and the infamous 19th Century penal colony Port Arthur have a rich historical heritage. Richmond's centrepiece is the magnificent bridge — Australia's oldest — built by convict labour in 1823-25. What it lacks in symmetry it more than makes up for in charm.

Richmond Gaol was built in 1825 to house the gangs of convicts engaged in local public works and prisoners in transit and is probably the oldest surviving convict gaol in Australia. St Johns, dating from the mid 1830s, is the oldest Catholic Church in Australia.

Port Arthur, on the Tasman Peninsula, about 100 kilometres south-east of Hobart, last century was the site of one of Australia's largest colonial convict settlements. Among the highlights of Port Arthur are the penitentiary, which dates from 1842 and could house 1000 convicts; the model prison, where the silent system replaced the lash for incorrigible prisoners — each cell contained a solitary prisoner, who exercised alone; the beautifully proportioned church, dating from 1834.

For souvenir seekers, Tasmanian crafts are world renowned. The relaxed, tranquil lifestyle produces the right atmosphere; the environment, with its abundance of natural materials — timbers, clays, compounds for glass, or the world's finest wool for textiles and fabrics — the right materials.

Crafts producers and the results of their labours can be found in abundance in Hobart and surrounding centres.

Salamanca Place, one of the city's major attractions with its rows of Georgian warehouses, concentrates much arts and craft activity into one relatively small area. Details of crafts outlets are available through the Crafts Council of Tasmania, 65 Salamanca Place, (002) 23 5622.

This includes the Salamanca Alcoves, where the crafts people — jewellers, workers in timber, glass and metal workers — can be seen at work. Close by are some of Tasmania's finest galleries and craft and design outlets, including the Craft Council of Tasmania gallery, which represents many of the State's arts and craft producers.

Saturday is market day in Salamanca Place, with several hundred stalls, many of which specialise in locally made crafts and souvenirs.



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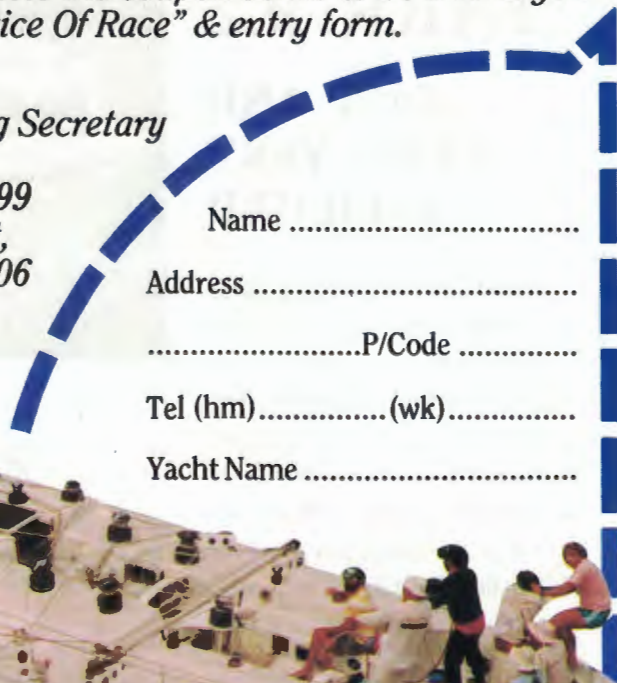
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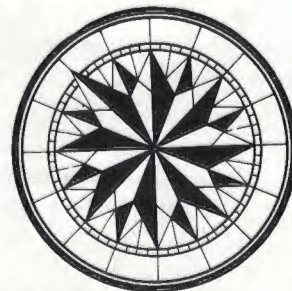
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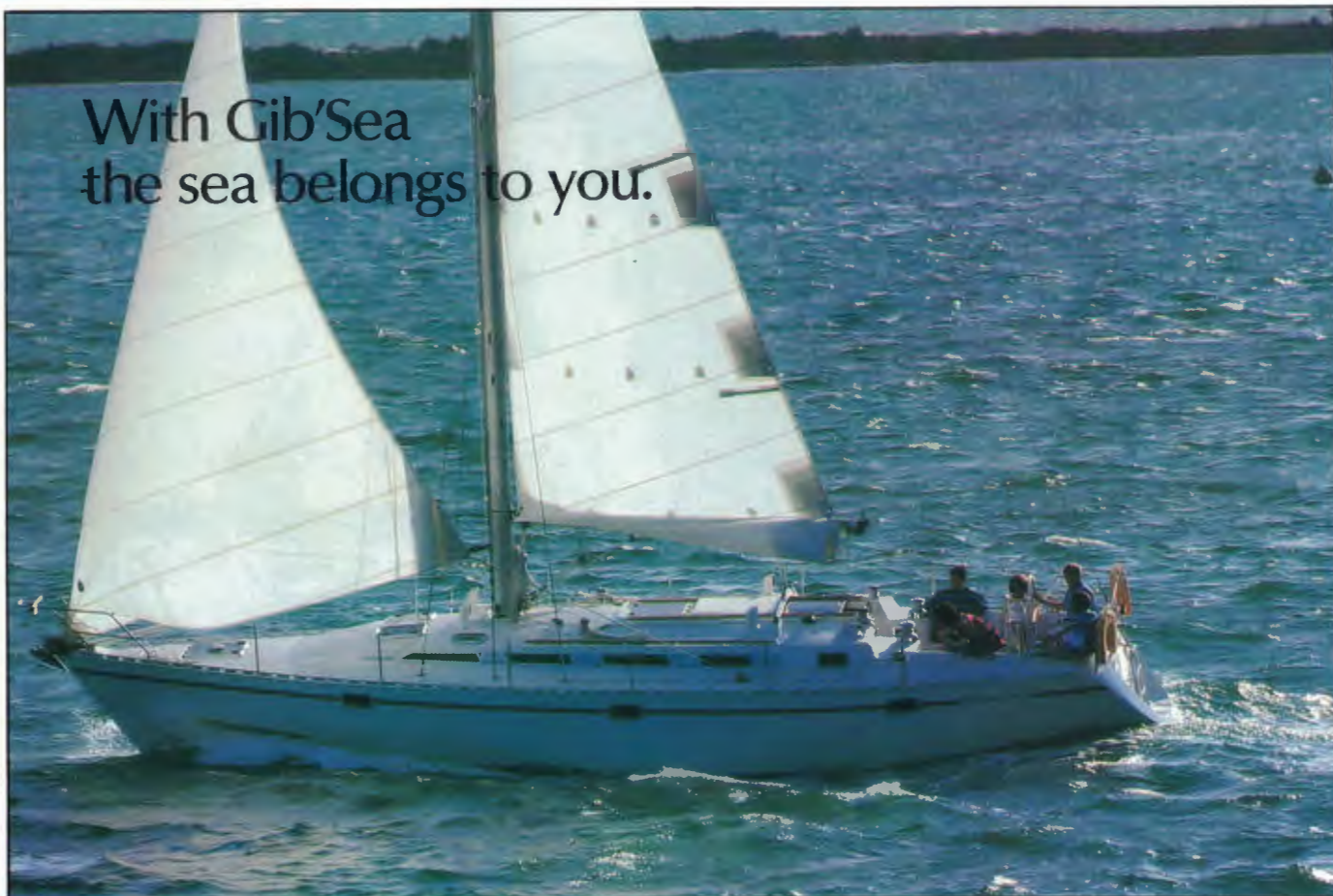
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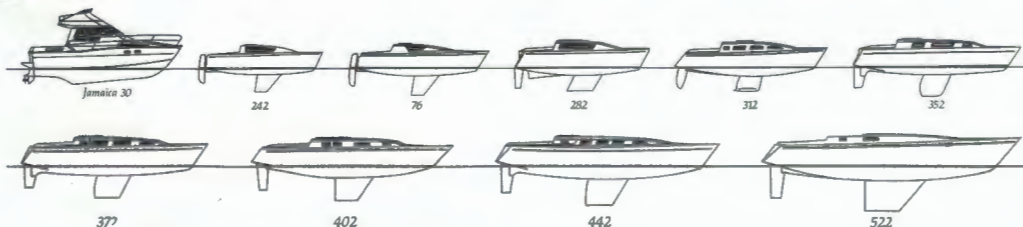
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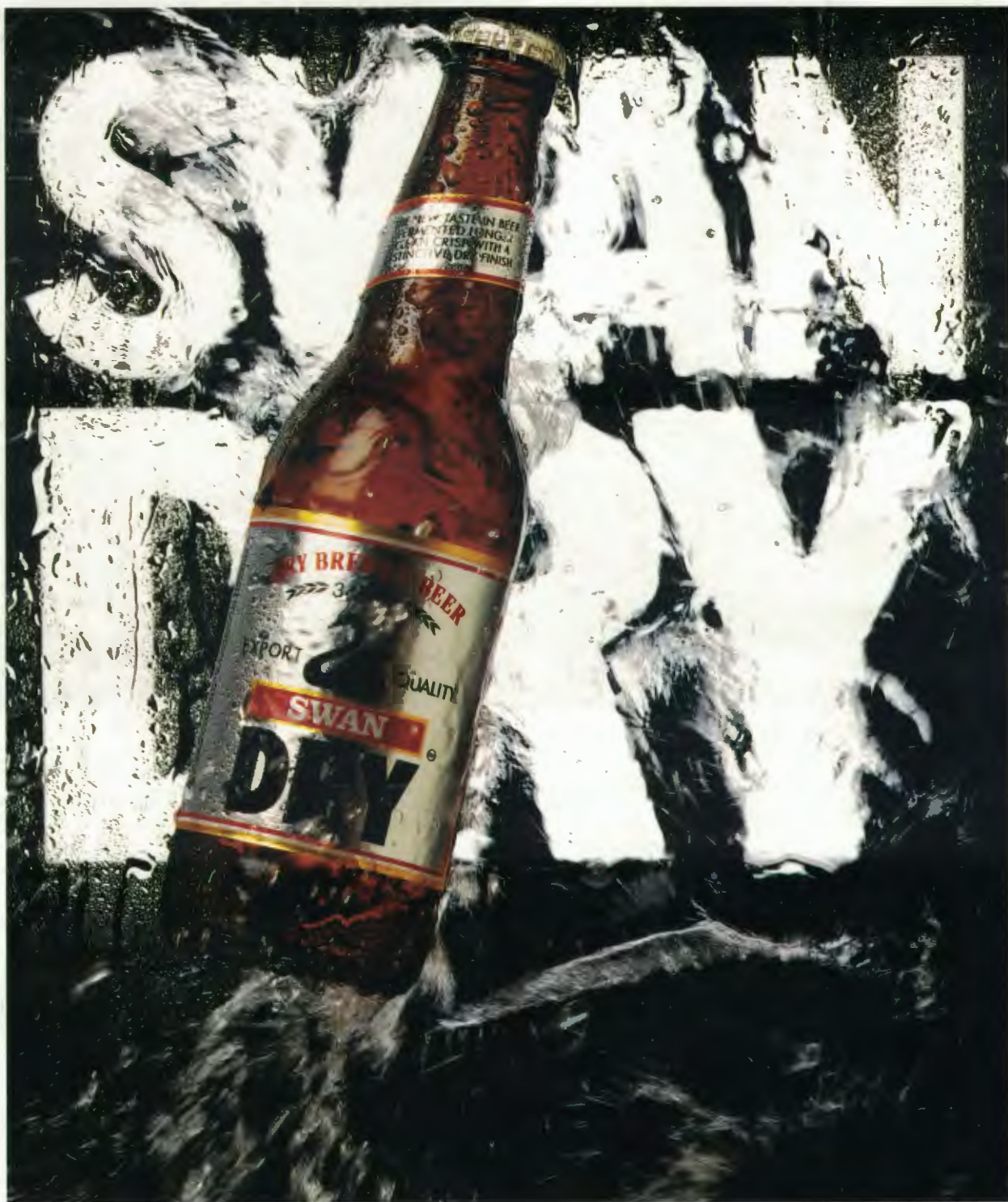
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