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LINE SEVEN



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WITH three weeks to go to the closing date for late entries, the Cruising Yacht Club of Australia officials were expecting a fleet of more than 170 yachts to contest the AWA 43rd annual Sydney-Hobart race. In fact, if overseas entrants for the Southern Cross Cup international teams series fulfil early expectations, the fleet record of 179 starters could be bettered.

If the countries which have indicated they will be sending teams to the Southern Cross Cup all come, the fleet for the series, Australia's equivalent to the Admiral's Cup, will be the biggest since 1975 with 12 or 13 teams competing.

Britain, winners of the 1985 AWA Southern Cross Cup, New Zealand, winners of the 1987 Admiral's Cup, along with Germany, Hong Kong, Papua New Guinea, the United States all have said they will be entering teams. The Germans, two-times winners of the Admiral's Cup, have never taken part and this will be first time in a decade that the United States has fielded a team.

This year the rating band for the Southern Cross Cup has been extended up to 70.0 feet IOR, to allow maxi rated

yachts to be included in teams. The rating band will now be 30.0-70.0 IOR as against 30.0-40.0 feet IOR.

In addition to the overseas teams, there will be an Australian National team and teams from each Australian State.

South Australia and Western Australia will be sending their strongest teams in

Large fleet expected for AWA Sydney-Hobart

years, as will Tasmania, while the Australian, New South Wales and Victorian teams will be chosen from a five-race selection series from November 27-December 6. The series, to be known as the Grand Prix Ocean Championships and Southern Cross Selections, will see the top three yachts becoming the Australian national team, the others going into their State teams according to eligibility.

States which will have already completed their team selections will also

compete in the series as a final tune-up for the AWA Southern Cross Cup starting on December 16. There will also be a Southern Cross invitation race on December 12.

Most top IOR racers in Australia are expected to contest the selection trials for the Australian team, including Ron Elliott's new Dubois One Tonner from

Melbourne and Warren Johns' new Davidson One Tonner, to be launched late October in Sydney. Sailing master aboard Johns' boat, to be named *Beyond Thunderdome* (Mad Max fans will know the significance) will be sailmaker Bob Fraser, fresh from a similar role aboard Gary Appleby's *Swan Premium II*, the top Australian boat in the Admiral's Cup.

Another new boat from Melbourne is a new Davidson One-Tonner built by Ken Jago for Chas Jacobson and named *Once A Jolly Swagman*.

The three AC team boats, Gary Appleby's *Sagacious V* (ex *Swan Premium II*), Peter Kurts Madeline's *Daughter* (ex *Swan Premium III*) and Lou Abrahams' *Ultimate Challenge* (ex *Swan Premium I*) are back in Australia and will certainly be campaigning again for Australian selection.

The top-performing *Another Concubine*, skippered by John Parker, 1987 AWA Ocean Racing Yachtsman of the Year, is likely to seek a national team berth as will Bernard Lewis' maxi, *Sovereign*, now eligible for Southern Cross selection, and sailing in great form.

The Ocean Racing Club of Australia, which will conduct the selection trials, expects at least 22 yachts to take part in the series, either as contenders for the Australian, New South Wales or Victorian teams, or as a final tune-up for the Southern Cross Cup. A rule of entry will be that any yacht which finishes in the top three on the pointscore, must be prepared to sail for the National team, irrespective of whether the yacht has already been chosen in a State team.

"We want to make sure that Australia is represented by the best three yachts in the country," ORCA director Bob Fraser said. "On selection the team will go into an intensive final training programme as a team, with ORCA planning to provide the team with weather information and coaching to ensure that Australia wins the AWA Southern Cross Cup."

New Zealand, winners of the 1987 Admiral's Cup, had some reservations on being able to raise a strong team, but

OFFSHORE THE MAGAZINE OF THE CYCA

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the latest report is that there will be a formidable Kiwi trio here in December comprising Admiral's Cup team yacht *Goldcorp* plus *Swuzzlebubble VI* and *Fair Share*, the sistership to *Propaganda*. On the plus side is the news that the United States will be competing for the first time in more than a decade. The US team will comprise the 45-footer *Sidewinder* and the 54-footer *Jubilation*, with the third US boat most likely to be chartered here.

The Reichel/Pugh designed *Sidewinder*, owned by Randy Short of San Francisco, was the topscoring yacht, outside of the One-Tonners, in the Champagne Mumm Admiral's Cup, and was skippered by John Bertrand, the Californian champion helmsman.

Jubilation, a German Frers design, was recently fitted with a new keel and rudder designed by Reichel/Pugh Yacht Design, with excellent results, including second place in Class A of the San Diego Yachting Club, first in Class A in the Ahmanson Series at Newport Harbour, and first in Class A in Long Beach Race Week.

Sidewinder rates 34.6 feet IOR while *Jubilation* rates 42.9 feet.

Hong Kong will field a particularly strong team. Keith Jacobs is having a new One-Tonner built in Australia while Irviné Laidlaw is chartering Dave Forbes new Farr 50-footer. Jacobs' boat is being built in Melbourne by Ken Jago while McConaghy Boats are building Forbes' boat. No details are known about the third Hong Kong yacht.

The Germans keep saying that they will have a team here for the Southern Cross Cup, but when this edition went

ADELAIDE yachtsman Mario Minuzzo will be bringing his recently launched Beneteau First Class 12 to Sydney for the Southern Cross Cup in December and the AWA Sydney-Hobart.

to press no details had been received.

Entries for the 1987 AWA Sydney-Hobart Race officially closed on October 31 but late entries may be accepted

until November 11. While country challenges must be made by early November, the actual teams need not be nominated until about a week before the Southern Cross Cup.

The Australian Ocean Racing Championship and Southern Cross Selections will comprise five races: November 27 — 90 nm; November 29 — 27 nm; December 4 — 27 nm; December 5 — 27 nm; December 6 — 27 nm.

The CYCA this year will again use a double-line start for the AWA Sydney-Hobart, with the Southern Cross Cup team yachts, Maxis and Division A yachts going off the front line.

Among the early entry for the AWA Sydney-Hobart were:

Amigo Diable (ex *Amira*), *Anaconda*, *Aussie Rules*, *Balandra*, *Big Schott*, *Chutzpah*, *City Limits*, *Destiny*, *Dictator*, *Double Trouble*, *Dry White*, *Evergreen* (ex Even 60ft Laurent Giles design), *Farrago* (ex *Boom Boom*), *Group Therapy*, *Hornet*, *Insatiable*, *Marara*, *Margaret Rintoul II*, *Middle Harbour Express*, *Midnight Magic* (ex *The Manly Ferry*), *Moonrager Again*, *Mystique*, *Never Satisfied*, *Padam II*, *Prime Factor* (ex *Prime Suspect*, *Prime Minister*), *Prime Minister* (ex *Prime Times*), *Singapore Girl*, *Southern Cross*, *Sovereign*, *Spirit*.



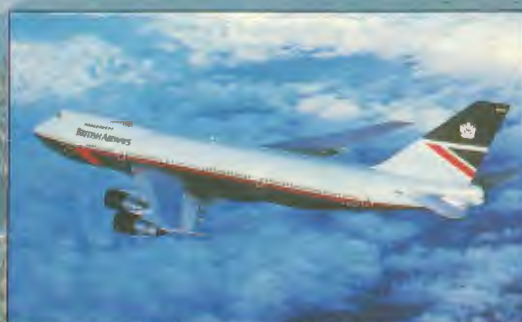
BULBOUS BOW
of a bulk carrier
frames this Hood 23
racing on Sydney
Harbour. (Pic by
David Clare).



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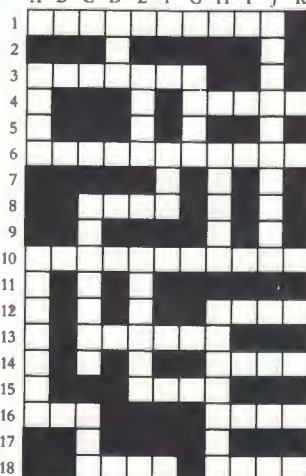
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Entries close March 1, 1988. This OFFSHORE/British Airways competition will also appear in the Sydney-Hobart Yacht Race Annual 1987, the Melbourne-Hobart Yacht Race Yearbook '87 and the February edition of OFFSHORE. The winner will be announced in the May issue of OFFSHORE. The first correct entry drawn from our barrel will win the prize and the winner will be notified by mail immediately after the draw. It is a condition of entry that the judges decision is final and no correspondence will be entered into regarding the result. This competition is not open to employees of OFFSHORE or their printers. Permit No. T.C. 86/1551. Winners please note that the air tickets are subject to load.

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18F 7J 8J 12H 14C 12K 1J 16C

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CLUES

Across:

- 1A A square rigged ship's nickname.
- 3A A short piece of rope worked grommet fashioned into a bolt rope of a sail containing a metal thimble.
- 4G The boat in the lead is
- 6A Famous ocean racing series held in England every 2 years.
- 8C The middle section of a square sail where it is cut to form a belly.
- 10A You will ski here.
- 12H Famous steel yacht once owned by Vic Meyer.
- 13C A sail maker does this.
- 14H Initials of body controlling yachting.
- 15E What secured sail to mast in older gaff rigged craft (singular).
- 16A A single rope attached to centre of lower yard.
- 16H A light hawser used in moving ship by means of kedg anchor.
- 18C What a pulse of radar is called.
- 18H A large wooden or metal spar crossing the masts of a ship.

Down:

- 1D Type of bouy.
- 1J Name of famous CYCA yacht.
- 3A Initials of Australia's most famous blue water yacht club.
- 3E Manager's surname of 1987 Australian Admirals Cup Team.
- 3G Surname of famous Australian marine artist.
- 6F Toward the stern.
- 6H Hull of light racing skiff.
- 8C The airline you will fly with.
- 10A Navigator's instrument.
- 10E One of the places you'll visit.
- 12H Surname of Captain of 1987 Australian Admirals Cup Team.
- 18C Circular loop in a shroud or stay.

SOUTH Australia's team for the Southern Cross Cup series in Sydney, will be the strongest in history following an unprecedented spending spree by some of the State's best yachtsmen.

There are five new or revamped boats with a total value of over \$1m vying for the three spots in the team. And in addition to that fleet, Dick Fidock's new Duncanson 38-footer, *Dictator*, and John Howden's new Davidson designed Three-quarter Tonner, *Invader*, provide an added boost to the new IOR season.

The enterprising Mario Minuzzo has just recently launched his new First Class 12 from the Beneteau stable. He previously owned the highly regarded *Waterfrontier*.

The new boat as yet is un-named pending the finalisation of an adventurous \$24,000 sponsorship package involving intrastate airline company Kendall Airlines and the Lincoln Cove Yacht Charter Co. at Port Lincoln.

Six of Minuzzo's crew are from Port Lincoln on SA's Eyre Peninsula — about a 40 minute flight from Adelaide. And Kendall Airlines have been flying the crew to Adelaide to link up with the rest of the team for training and racing.

Minuzzo, who is contemplating the possibility of building the Beneteau range of boats in Adelaide under licence to the French manufacturer, visited one of the company's five factories recently to observe the production-line process it employs so successfully.

His new boat was specially prepared for the Sydney boat show, after which it was shipped to Adelaide where Minuzzo completed the instrumentation and finalised the sail inventory.

The boat is a sister ship to *Phoenix*, in which Harold Cudmore sailed to the top of the points score table in the 1985 Admiral's Cup. She rates 31.73.

Veteran ocean racer and Soling champion Reg Kemp, who will helm the boat, spearheads the Port Lincoln contingent of six crew including former SA 12-metre crew Steve Kemp and Andy Dyer, plus Chas Chambers, Ken Webber and David Raleigh. The Port Lincoln involvement is aimed at eventually upgrading the vibrant fishing port as a centre for IOR boats.

David Urry has also taken delivery of his new Farr 40 from Franklin Yachts in NZ. The boat, claimed to be identical to NZ's celebrated *Propaganda*, is remarkably light and stiff. In fact it was because of the tremendously successful weight-saving planning that went into the boat, above deck, that she is probably too stiff.

When first rated she came out at 31.4 and so some serious surgery was performed on the new state-of-the-art keel



SA's Strongest Team for Southern Cross

By Geoff Kingstone

from which the bulb was removed. She now rates 30.7 and with Minuzzo's new boat should account for two of the places in the three-boat team.

Urry, who enjoyed great success with *War Games*, has named his new boat *More War Games* and will share the helm with the highly regarded Wayne Soulsby. Urry and his crew will be the best prepared of all the SA crews in Sydney, having trained three days a week and sailed on weekends for the past six months.

Former SA and *Steak 'n Kidney* 12-metre skipper Fred Neill has been engaged to steer Gil Finlay's Farr 40, *Short Circuit*.

In a recent brief encounter with a beacon in the gulf, Neill survived relatively unscathed. He got a little too close and eventually had to cut the spinnaker free to save any further embarrassment. But the widely respected Neill, who has former SA 12-metre sewerer/mastman Peter Wall-Smith on board, is confident he and the

Admiral's Cup yacht out for cheating

AN International Jury in London enquiring into the water ballast cheating claims, has disqualified the Austrian yacht *I-Punkt* from all races of the 1987 Admiral's Cup for "gross infringement of the rules and gross breach of good sportsmanship".

The Jury has also referred its findings to the national yachting authorities of each of the crew members who sailed aboard *I-Punkt* in the Channel Race and the Fastnet Race for possible disciplinary action. Australian Andrew Cape sailed in both races while another Australian, Greg Prescott was aboard in the Fastnet.

The Jury found that water was pumped in and out of plastic containers aboard *I-Punkt* using a two-way bilge pump. The water-filled containers were then placed on the windward bunks as

ballast. The containers were emptied when the water was no longer required. One container was cut up and thrown overboard before the end of the race and others were hidden under the engine.

The Jury found that the installation of the pump and containers was planned by the Austrian charterer, Thomas Friesse and the permanent paid hand, Tom Swift.

Andrew Cape, a UK-based yacht designer and sailmaker, revealed the cheating to journalists during the subsequent One Ton Cup in Germany, where *I-Punkt* was also penalised for rules breaches.

The International Jury did not enquire into allegations that two of the British Admiral's Cup yachts had capitalised on a "grey area" of the rules on water ballast during the Admiral's Cup.

• Full story on Admirals Cup, appears on pages 24 - 31.



THE rugged East Coast of Tasmania will soon be a familiar sight once more for yachtsmen heading south in the 1987 AWA Sydney/Hobart race. (Richard Bennett pic).

crew can crank up *Short Circuit* to make her very competitive.

Bob Francis, one of SA's most experienced and respected ocean-racers, is the other main challenger for one of the three places in the SA team. His ageing Holland 40, *Renegade*, has been largely rebuilt to bring her down to the minimum rating. Francis has ordered a new wardrobe of sails from Ray Brown, has re-rigged the boat and fitted a new low-profile keel.

Whichever boats comprise the team, it will be the strongest ever to represent SA.

In the past the team has included mostly old boats with crews whose passions have ranged between sailing and having a good time.

This time things are very much different. The boats are new and the crews understand the disciplines needed for success.

With a share of the luck, it would not be unreasonable to anticipate a fourth placing as the best possible result in the hot fleet of 10 boats, which will include teams from England and New Zealand.

★ ★ ★

Dick Fidock's new Duncanson 38-foter, *Dictator*, is the latest in a fleet of five boats that have kept Fidock to the forefront of SA yachting in the past decade.

The first two were two 30-foot van Der Stadt designs, *Kareelah*, and *Cedalion*. Then came the S&S 34 *Morning Hustler* and *Kestrel*, which Fidock sailed in three Sydney-Hobarts.

Dictator, built by his son Richard, who has taken a mould of the impressive Duncanson design, is a stripped-out racer of cedar and kevlar construction. Rating 28.2 she was launched in February and since then, with John Gleeson at the helm, lost only one race on IOR.

Fidock has geared *Dictator* for the Sydney-Hobart and at this stage is

"thrilled to bits" with her. "The rating band is critical for the Hobart race," said Fidock. "But we are looking to win our division (III)."

Another exciting addition to the IOR fleet is John Howden's Davidson-designed Three-quarter Tonner, *Invad-*

Late Rally For Kiwi Team

By Jeanette O'Shea

JUST six weeks before entries closed for the Southern Cross Cup, World Cup and Admiral's Cup winners, New Zealand did not have a team.

Team organisers, Royal Akarana Yacht Club could not even contemplate selection trials. "We have three interested skippers", said club commodore, Graham Orchard, but we are waiting to know what the Admiral's Cup yachts are doing before making a decision".

Peter Walker's *Kiwi* has been sold in Cowes to a Swedish owner. *Propaganda* and *Goldcorp* are returning to New Zealand by ship and co-owner of *Propaganda*, Adrian Burr says a decision over Southern Cross would be made shortly.

"Unfortunately the mast was left behind", said Burr. Some work is being done on it in Britain. It's coming back later but might not be in time for Southern Cross".

Goldcorp owner Mal Canning is believed to be a little "campaigning out" after two years and team representation at Southern Cross, 1985, Kenwood Cup and Admiral's Cup. He says he is planning to sell the boat and build another for Kenwood Cup next year but it is understood the boat is available.

A Wellington yacht, *Fair Share*, a sister to *Propaganda*, missed Admiral's

AWA Southern Cross Cup Series 1987

Dec 12 - Invitation Race
Dec 16 - Race One, 24 nm Olympic
Dec 17 - Race 2, 180 nm Olympic
Dec 18 - Race 3, 180 nm offshore
Dec 21 - Race 4, 24 nm Olympic
Dec 26 - Race 5, 630 nm Sydney-Hobart.

er. She is a development, an update, of *Singapore Girl* and *Chutzpah*, and incorporates many of the features of Sydney-Hobart winner *Ex-Tension*.

Howden built the boat, with help from crew and friends, in 16 months. She is of Western Red Cedar and kevlar construction, carries Sobstad sails and according to Howden, who will helm the boat, *Invader* is "very, very light and we expect her to be very competitive, especially in light airs," says Howden.

She raced for the first time on October 3 and because of the lack of time Howden does not intend to do the Sydney-Hobart race. Instead he will concentrate on the Lincoln Week regatta in February.

★ ★ ★

Cup team selection although built expressly for the contest. It is available for Southern Cross and would be an ideal replacement for *Kiwi*. Its syndicate head Del Hogg, won Southern Cross four years back with *Pacific Sundancer*, part of New Zealand's three boat Bruce Farr-designed trio.

Ian Gibbs, skipper of 1985 Admiral's Cup trialist, *Swuzzlebubble* and B-team member at the last Southern Cross series, has told Orchard that he is available and another 1985 trialist, *Barnstorm* could be third team member if the Admiral's Cup boats don't make it.

Orchard said even if the glamour yachts do become available there could be a struggle to man them. New Zealand's leading sailors have had a demanding year - America's Cup, World 12-Metre Championships, Admiral's Cup. Two Whitbread round the world race campaigns - Peter Blake's *Steinlager Challenge* and Grant Dalton's *Fisher and Paykel* maxi - are rapidly committing race crews. Several top yachtsmen are immersed in dinghy campaigns for next year's Olympic Games.

"I don't think that's the case," said Tom Dodson, *Kiwi*'s tactician and director of North Sails, Auckland. "If somebody came along with *Propaganda*, *Goldcorp* and *Fair Share*, and a reasonable sponsorship package, New Zealand would have the best Southern Cross team it could hope for".

"I'm sure everyone wants to go sailing at Christmas, it's just a matter of the organisers saying here we go".

biggles

Thank God for Pat Cash, but in ocean racing, league, union, the Kiwis gave us a hammering in internationals this winter and it has been suggested that, in each case, the reason was the same, lack of preparation.

At a Sportsman's Lunch in August O.R.C.A. Chairman and Admiral's Cup team Manager, David Hundt, described in detail the scene at Cowes as the New Zealand team stamped their superiority on the rest of the world's ocean racers.

There was little doubt that the Australian boats were as fast as anything at Cowes, faster than most, but the team could not get its act together. In the wake of the New Zealanders who sailed no faster generally but, above all, made no mistakes, the rest floundered in apparent confusion.

David Hundt's detailed analysis of where we went wrong focussed on the Australian team's preparation compared to that of the New Zealanders. With their selection trials completed 6 weeks prior to ours, the Kiwis entered an extended period of intensive team training.

David's description of their preparations reminded me of the gruelling programme designed by Gordon Reynolds for the 1973 Australian team. There were other similarities to be found too, in the Kiwis absolute cohesiveness and team spirit afloat and ashore, something the Australian teams have apparently lacked in recent years, to the casual observer.

The New Zealanders heavy training schedule continued when the team got to the U.K., overlooking no area of weakness in tuning or preparation and when the Admiral's Cup finally got under way they came out of the gate like thoroughbreds, consistently performing ones at that. According to David Hundt, it was their meticulous preparation that made the difference. The Australians trained hard too, but were not able to put in the huge number of man hours at it.

Ending his presentation on a high note, David pointed out that, very often, the team that finish third in the regatta got up to win the Admiral's Cup next time around, so we could be in line for a win in 1989, given the right kind of preparation, and O.R.C.A. is going to make certain of that.

Of course, he made this prediction before a British journalist made public



By John Brooks

allegations that two of the British A-C team boats (amongst others, it should be noted) had been shipping and, ahhh, unshipping, abnormal amounts of water ballast in contravention of the rule (22.2).

Considering a few things that happened in Keil during the World One Ton Cup in this regard, the whole affair is a time bomb and if any evidence of cheating actually comes to light then the very least that will happen is that the British team will be disqualified, moving the Australian team up to second place in the Admiral's Cup results and spoiling David Hundt's tidy prediction in the process.

In the U.S., some interesting developments include an extensive overhaul of North America's premier ocean racing event, the Southern Ocean Racing Conference (S.O.R.C.). A different format will, the organisers believe, redress most of the competitors grievances from 1987 and previous regattas.

Amongst the complaints were — lack of windward work (Hamilton Island Race Director please note); the series takes too long to complete for the average working yachting; a lack of facilities for the big boats. All had contributed to a drop in I.O.R. entries and, evidently, a suggestion by some maxi yacht owners that they might take their business elsewhere. The new format will include provision for sponsored boats in a 'professional' division with, incidentally, an entry fee of U.S. \$5,000.

Another new approach concerns

match racing rules. At the Liberty Cup series off New York a radical method of dealing with close encounter protests is planned in which a jury following the competitors around will rule immediately on the infringement, if possible, and an offender may, for instance, be ordered to do a 360 degree turn, penalty enough in a match race. A similar system was successfully tried at the World Maxi meeting Off Newport in June.

This would certainly reduce the number of protest room hearings after each race and probably do away with many of the 'sea lawyer' protests which so marred the 1987 America's Cup defender trials in 1986-87. Yes, I know the strategy behind that, but it still marred the series and if this 'on the spot fine' system had been in use I doubt if it would have occurred.

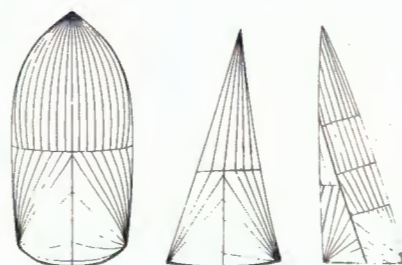
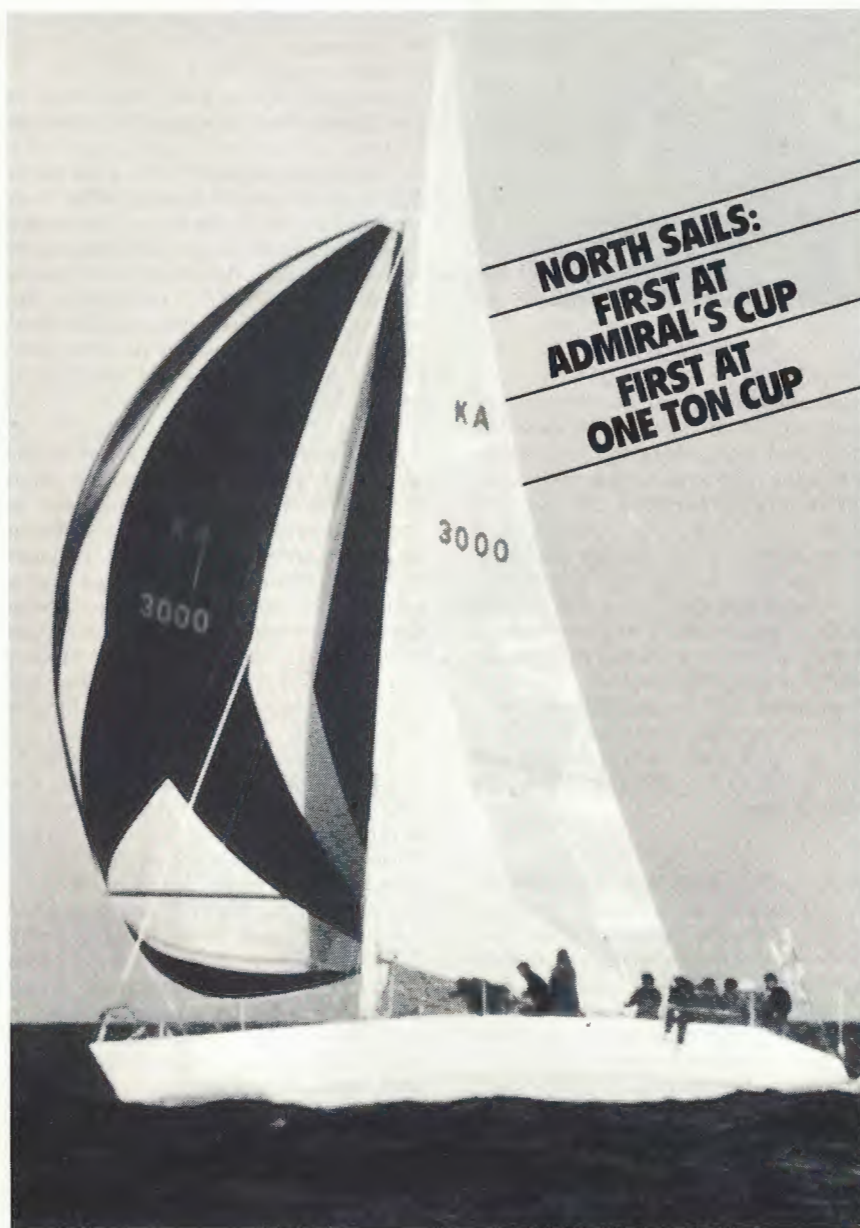
At the A.W.A. Ocean Racer of the Year awards in September John Parker *Another Concubine* came out as the big winner reflecting the top season he and his crew had in 1986/87. However, I can report that the judges had a difficult time separating the top contenders in a list which included John Eyles *Indian Pacific*, A.W.A. Sydney-Hobart winner Tony Dunne *Ex-Tension*, Jim Inglis *Boundary Rider* and Bruce Staples *Witchcraft II*.

Tony Dunne won the A.W.A. Rookie of the Year award and this too was a difficult choice for the judges because the list of nominees included Jeff Bush *Bushfire* and some highly recommended crewmen, Lachlan Gilbert *Southern Cross*, Harry Hertzberg *Once More Dear Friends*, Shane Kearnes *Army Sailing Club* — *Balandra* and Darren Williams *Sovereign*. However, Tony Dunne's first season in ocean racing was little short of sensational and he got the nod. In this category just to be nominated was a big wrap.

Out of the nominations for Rookie of the Year came the following gem:

During one of the training sessions sailing on Sydney Harbour he enquired "When do I stop winching in this headsail?", to which he was told — "Wind it in like a man, I will tell you when to stop." He dutifully did as he was told and, winding furiously, popped the headsail sheet block straight out of the deck. A sheepish voice behind him cried out "You can stop now." □

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Congratulations From Ex-PM

THANK you so much for sending me a copy of your new magazine, "Offshore".

I was most interested to read it and you are to be congratulated both on its content and its splendid presentation.

It really was very kind of you to think of me. I have splendid memories of sailing in Australia.

**Edward Heath M.B.E., M.P.,
House of Commons,
London**

(The Rt. Hon. Edward Heath, former Prime Minister of Great Britain, won the 1969 Sydney-Hobart race with his S&S 34, Morning Cloud — Ed.)

Proud To Be An Australian

I have just returned to the Gold Coast from Noumea, where I have been at my own expense for two weeks, working as a crew member of the *Cercle Nautique Caledonien* (Noumean Yacht Club known as CNC), official boat M.V. *Kingfisher*, skippered by well known local, John Nixon, which was on station at the Amadee Lighthouse in co-operation with the shore based finish line party, for 6 days.

In view of my involvement in the race I received an invitation to attend the Club Med "Welcome Dinner and Show" on Tuesday night 9th June and the CNC Trophy Presentation night on Wednesday 10th June.

At both these functions there were about 200 to 300 Australian Yachtsmen,

and wives from both CYC and Royal Queensland and as I looked around the venues several times during the two evenings I could not help to feel proud of being an Australian, at seeing the wonderful way all these other Australians conducted themselves.

They were the best behaved and well mannered group of people I have ever seen in my trips abroad and I would like to extend to each and everyone of these yachtsmen and wives my congratulations on a job well done. If our Foreign Minister could only see for himself from our lower levels, how well the French and Australians get on with one another and copy our attitude the sooner we might see more Australian imports in this French state.

Thanks a lot, fellows, as I said you made me very proud to be an Australian, and this was not lost on my many Noumean friends.

Bruce Ross

Southport Yacht Club Member No. 533

(And thanks for your contribution to the race, Bruce — Ed.)

Praise from Club Marine

FRED Wilson our managing director, is away at present, but I am sure he would have sent you a message of congratulations on your Volume 1, Number 1 of "Offshore". It looks great and is full of the right kind of material....newsy with a good splash of colour.

**Brian Ferguson,
General Manager,**

**Club Marine Australia Limited,
Melbourne**

USYRU Comments on Sponsorship

I enjoyed the June issue of "Offshore" and think you are doing a great job with the magazine.

I do hope that you will seek an informed response to John Brooks' somewhat misguided column concerning the decisions of the Offshore Racing Council. I am sure that Tony Mooney could have provided him with some valuable insights.

I, for one, wholeheartedly support the ORC's decision to keep event sponsors "off the race course". When event sponsors start determining who can enter the events, the integrity of the event is gone forever. For example, the Admiral's Cup sponsor originally wished to exclude as boat sponsors, any company producing alcohol. This would have prevented an Australian team from competing if their team sponsor had been a Swan or Fosters. If the integrity of the event is preserved by ensuring that the best qualified entrants are permitted to compete, the event will, in fact, be more attractive to future sponsors. Losing an occasional event sponsor would be a small price to pay for preserving the quality of the competition.

It is not unusual in many other sports to occasionally have an individual sponsor who competes with the event sponsor. For example, Miller's Beer sponsored the hydroplane that won the Budweiser Beer Emerald Cup Regatta this year. A careful study revealed that Budweiser, the event sponsor, still cap-

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tured 80% of the media value of this major televised event. Clearly the event sponsor is always in a better position to capitalise on publicity opportunities while the individual sponsors are taking their chances on having chosen a fast entry to support.

In the long run, I believe that Australia was one of the major beneficiaries of the far-sided decision on the part of the ORC, and the ruling ensures that there will never be an occasion when an Australian team is refused entry in a world class event because of their individual team sponsor.

Stephen W. Black,
Executive Director,
United States Yacht Racing Union,
Newport, Rhode Island, USA

John Brooks comment on Steve Black's letter to the Editor

STEVE Black's letter tends to affirm the thrust of my June column rather than dismiss it. He confirms the fears expressed in the column by making the alarming statement (for the C.Y.C. and other ocean racing clubs) – "Losing an occasional event sponsor would be a small price to pay for preserving the quality of the competition".

It may be a small price to pay for those who do not need it such as the Ocean Racing Council itself and presumably the United States Yacht Racing Union of which Steve is Executive Director, but for those saddled with the responsibility of actually conducting major events it is a very high price indeed and the loss could really affect the 'quality of the competition'. Event sponsorship maintains the 'quality of the competition' for the entire fleet, not just the few who are individually sponsored.

The O.R.C. recognised this when it absolved the Royal Ocean Racing Club of compliance with the new rule in staging the Admiral's Cup and note that the C.Y.C. was refused a similar waiver when it applied, although the current C.Y.C. Sydney-Hobart sponsorship agreement pre-dates the new rule by over 18 months. In other words, the rest of us have been told that we may have to do with less event sponsorship to pave the way for individual sponsorship.

Steve Black goes on to suggest that the Australian Admiral's Cup team might not have been able to compete in 1987 but for the new O.R.C. rule, an exercise in twisted logic since the ruling was specifically waived for the Admiral's Cup.

Even if that were not the case, who

ever said that the O.R.C. existed purely to secure support for Admiral's Cup competition. I was under the impression that the O.R.C. existed for the benefit of ocean racing as a whole and event sponsorship provides support for everyone in the sport, individual sponsorship does not. In that context, to paraphrase Steve Black's own words – losing an occasional individual sponsor would be a small price to pay for preserving the quality of the competition.

Measurement Handicap Rules

IT is obvious from the history of nearly all measurement rules that they have been abject failures for offshore yachts and generally. Proof of this lies in the different rules that have been imposed over the years and the changes commonly referred to as "rule development" in the I.O.R. rule. None of the rules tried have resulted in consistent long term fleet growth.

The obvious question is why, and the answer is simple. Any rule that inhibits the principles of the physics of yacht design are doomed to failure because they are not producing the best/fastest available yacht. Obviously there needs to be some method of relating performance to handicap and I would suggest the following.

1. The Offshore measurement rule be broken into 8 classes, the classes will have the following ratings and in each class the rating shall be equal to the maximum L.O.A.

- 9.14m (30') Maximum L.O.A.
- 11.27m (37') Maximum L.O.A.
- 12.2 m (40') Maximum L.O.A.
- 13.71m (45') Maximum L.O.A.
- 15.23m (50') Maximum L.O.A.
- 18.28m (60') Maximum L.O.A.
- 21.33m (70') Maximum L.O.A.
- 24.38m (80') Maximum L.O.A.
- 2. L.O.A. = L.W.L. x 1.15
- 3. S.P.L. = J X 1.3

4. Maximum "Working" Sail Area 12.2m (40') L.O.A. = 77.0sq.m. (828.52sq.ft.) (Disproportionate Sail Area to apply to each other class).

5. All yachts to comply with A.B.S. Construction Rules.

6. A grandfather clause to apply to existing yachts, e.g. I.O.R. Maxi currently 25.29m (83') L.O.A. would be eligible for 24.38m (80') class.

Handicapping between the eight classes could then be fine tuned to performance, eventually it could be expected that all classes would have an equal chance of handicap honours.

I would suggest that within a very short period of time, almost identical

hulls would emerge and nearly all yachts would be built to the maximum class length. The advantages of this are threefold.

a) The "competitive" life of a hull could conceivably be 10-12 times the existing "competitive" life.

b) Manufacturers of production yachts would be in a better position to standardize design and size leading to a greater availability of competitive yachts.

c) Predictably racing yachts would settle into almost identical sizes enabling a resultant standardization of deck gear and fittings.

Of course there would be a lot of experimentation in sail plans, however given the competitive life of current Rigs and Sails this should be an acceptable cost of development.

Joseph Abraham Jnr
NEWCASTLE NSW

I.O.R. Uplift in South Australia

Iread with great interest the first edition of the new "Offshore". With equally great interest I read the article by Geoff Kingston on IOR racing in South Australia.

I agree completely with the description of the current IOR situation. However, I find it heartening to see an ever-increasing number of boat owners adopting a more "relaxed" spending style when it comes to choosing and building a new racing boat. This attitude is, I feel, a self-perpetuating thing, once one does it, it prompts others to do the same, to remain competitive.

Personally, I have seen this attitude at its very beginnings. I am part of a crew currently putting the finishing touches to what will become the most recent addition to the IOR fleet in Adelaide. The boat is a Three-quarter Ton Davidson, owned by John Howden. She is built of a composite of timber and exotics, and is a state-of-the-art Three-Quarter Tonner. Her design was taken and refined to the best features of *Indulgence* (winner of the 1986 Three-Quarter Ton worlds) and is an evolution of *Singapore Girl* and *Chutzpah* from the Eastern States.

We will be launching the boat, to be called *Invader*, in late August/early September. I feel it would be a good follow-up article on the emerging IOR fleet in South Australia. Keep up the good work — at least a publication that gives IOR sailors the latest information.

Tom Anderson,
Belair, SOUTH AUSTRALIA □

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Bob Gear Elected AYF President

BOB Gear, the manager of the recent Australian Admiral's Cup team in England, has been elected President of the Australian Yachting Federation, taking the place of another Tasmanian, Frank Ikin.

Gear, who was AYF Vice-President from Tasmania, and chairman of the AYF Offshore Committee, won the position in a ballot from Percy Sparrow, President of the Victorian Yachting Council and AYF executive member from Victoria. There was also a ballot for the position of Vice-President, with Colin Crisp, chairman of the Training Policy Committee (from NSW) defeating Barry Scott, chairman of the Coaching Committee (from Victoria).

David Don, former Hon. Treasurer of the CYCA, and current President of the Yachting Association of NSW, was elected unopposed as Hon. Treasurer of the AYF.

Bob Gear has been sailing offshore since 1960 in Tasmania and has been a regular competitor in Sydney-Hobart and Melbourne-Hobart races. He presently races a Farr 37 in Hobart. He recently retired after a long term as President of the Tasmanian Yachting Association.

He has had a long association with the Admiral's Cup selection trials being chairman of the selection panel in 1983 and an AYF observer in 1985. This year he conducted the trials for the Ocean Racing Club of Australia at Sandringham Yacht Club.

Sir James To Sail in Round Australia Race

SIR James Hardy will join his old sailing mate Fred Neill in sailing part of the Australian Yachting Federation's Round Australia Race in 1988 aboard a 50-60 footer which Neill is putting together for the historic circumnavigation.

Neill and Hardy have sailed together for many years, particularly aboard Sir James' former ocean racer *Police Car*, as well as in the Clipper Cup and Admiral's Cup.

Neill is among more than 40 yachtsmen in all states who have indicated their intention to compete in the Bicentennial race and is looking for sponsorship to either buy or build a suitable 50 to 60 footer for the 7500 nautical mile race. Neill has sailed in nine Sydney-Hobarts, two Clipper Cups and three Admiral's Cups and is putting together a strong crew, including several 12-metre crew.



NEWCASTLE'S Bicentenary Celebrations in 1988 will include an ocean race from Sydney to the Port of Newcastle and a return race over the weekend of January 29-31. The event is being sponsored by the Maritime Services Board and will be organised by the Cruising Yacht Club of Australia to link up with a major aquatic festival in the Port.

Fred was the original skipper of the South Australian 12-metre in the last America's Cup Defence, but later joined Syd Fischer as skipper and team manager of the Sydney 12-metre, *Steak 'n Kidney*.

SPL Sponsoring CYCA Twilights

OCTOBER 7, 1987 marked the start of the Cruising Yacht Club of Australia's Twilight Series on Sydney Harbour. The races will run weekly until December 9 and after a Christmas break, recommence on January 13 and run through until March 16.

Some 70 yachts compete each week and each race takes between one and two hours. Yachts are divided into two divisions, with starting time at 5 p.m. early in the season, then changing to 6 p.m. as the days lengthen.

This year's Twilight Series is being sponsored by SPL (Australia) Pty. Limited. SPL are the suppliers of Software AG's ADABAS Database Management System and NATURAL Fourth Generation Language, COMSHARE U.K.'s SYSTEM W and COMMANDER E.I.S. and the OMICRON range of Financial and Business Software. SPL also provide a full range of consulting services.

With offices situated in Sydney, Melbourne, Canberra, Perth, Brisbane, Auckland, Wellington, Singapore and Hong Kong SPL is able to offer extensive technical support, project management and consulting for all products they distribute.

This is the first time SPL have participated in the sponsorship of a major sporting event. Mr. Vic Opperman, managing director of SPL said: "The Twilight Series is always strongly contested but in addition, gives the every-

day skipper a chance to demonstrate their skills and the skills of their crews. SPL is delighted to be sponsoring the races."

Flag Officers Buy Szechwan

THE well-performed Davidson 39, *Szechwan*, has been bought by a syndicate of prominent CYCA members, including Commodore Arthur Cooley and Rear Commodore David Hundt, from MHYC member Warren Jones and plan to campaign her in this year's major summer races.

Szechwan, one of the best One Tonners designed by Laurie Davidson, represented Australia in the Clipper Cup in Hawaii and in 1981 was a member of the winning New South Wales team in the Southern Cross Cup. The same year she won her division in the Hobart race, then being owned by Jeremy Whitty.

Since being bought by and extensively refurbished by Warren Johns the timber sloop has regained her competitiveness but has been sold by Johns with the launching of his new Davidson 40. Built by John McConaghy using the latest exotic materials and construction techniques, the new boat will be campaigned in the Australian Southern Cross Cup selection trials at the end of November.

The new boat is a sistership to *Mad Max*, which sailed as *Gold Corp* in the winning New Zealand team in the recent Admiral's Cup. Sailing master will be Bob Fraser.

Sail for Cancer — March 1988

THE annual Sail for Cancer will be held on Sunday, March 6, 1988. Yachts and motor cruisers, small and large, are invited to join the Sail for

Cancer. The Sail supports leukaemia and cancer research and treatment programmes. Last year \$50,000 was raised with the help of Sydney's yachties!

The money is raised by inviting guests to join you for the day; they donate \$16 to the foundation. Boatowners may invite their own guests, or allow the Foundation to organise a party of our supporters.

Each guest brings a picnic lunch, and all enjoy a rare opportunity to enjoy Sydney Harbour from a private boat.

The Sail for Cancer "fleet" rendezvous is off Rushcutters Bay at 11.00 am., and cruises to the Opera House, then to Bradleys Head, Manly East and West, and to our picnic area, rafting off Quarantine, Stores and Little Manly Beaches.

Please join us for a great day, and to give your support to a very worthy cause. Jane or Pamela will be able to answer any questions you may have, please ring 371 0400.

Liaison Officers Needed for Sydney-Hobart

THE AWA Sydney-Hobart Yacht Race is on again soon, and the Cruising Yacht Club Hosting Commit-

tee are looking for volunteer Liaison Officers to look after our overseas and interstate yachties.

The Hosting Committee run by Buster Rickard, have been looking after our visitors for quite some years now, and it's very popular with "locals" and "visitors" alike.

If you have any interest in sailing and would like to get involved, this is the perfect place to start. You will meet lots of people from all walks of life, and have plenty of fun round the Christmas period. We organise entertainment at the Club throughout the month of December — it's just one big party!!

Our recruitment night is November 16, 6.00pm, at the Cruising Yacht Club where refreshments and savouries will be served. We require both males and females — so come along and see what it's all about — obligation free! Di Pearson & Maryrose Heffernan will be available on the night to answer any queries you may have — they have both been extensively involved with the committee for quite some years now.

Any enquiries prior to recruitment night can be directed to the Club on 32-9731 during business hours, or by phoning Di Pearson after hours on 337-4443.

Phillip's Choice Race from Botany Bay

AN annual race for a restricted fleet of 11 ocean racing yachts is planned for Australia Day, January 26, 1988, from Botany Bay to Sydney Harbour.

The inaugural event will be "stage-managed" so that the 11 yachts enter the Harbour just ahead of the First Fleet re-enactment — but in future years it will be a proper race.

The limit to 11 yachts will commemorate the fact that Captain Phillip's First Fleet comprised 11 ships and will also mark his decision to move the settlement from the shores of Botany Bay to Port Jackson.

The Phillip's Choice offshore race is being organised by the Botany Bay Yacht Club. More information from Rob Hilcher (02) 281 1460.

ORCV's address in Melbourne

THE Ocean Racing Club of Victoria has a new address: 105 Nott Street, Port Melbourne, 3207. Tel: (03) 646 4677. Fax: (03) 646 4798.

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The Electronic Ocean Racer

Sat-Nav, Loran, Omega

THIS is the second article of a series which examines the explosive increase in the use of electronic navigation aids in yachting since the rule banning their use in yacht racing was rescinded in November 1983.

Sat-Nav

In October 1976 the Australian maxi *Ballyhoo* was berthed at the St. Francis Yacht Club in San Francisco Bay and her owner, Jack Rooklyn, was feeling

exceedingly pleased with himself, *Ballyhoo* had just won the St Francis big boat series against the likes of *Kialoa* and *Windward Passage*.

This capped a six month swing around the Pacific in which *Ballyhoo* had won every major race or series in which she entered, including line honours and overall in the South China Sea race, line honours in the Round Hawaii race and the California Cup match racing series against *Kialoa* off Los Angeles.

In the warm glow induced by this powerful performance, Jack approved

the purchase of a Magnavox commercial satellite navigation unit. In this way *Ballyhoo* became the first Australian yacht and, I believe, the first racing yacht anywhere, to fit a Sat-Nav unit. Considering that the installation cost over US\$27,000 there was hardly a rush of yacht owners anxious to follow suit, although Sat-Nav had been in use with commercial and naval vessels for some years.

Ballyhoo's Sat-Nav caused lively interest when she arrived back in Australia, the concept of being able to electro-



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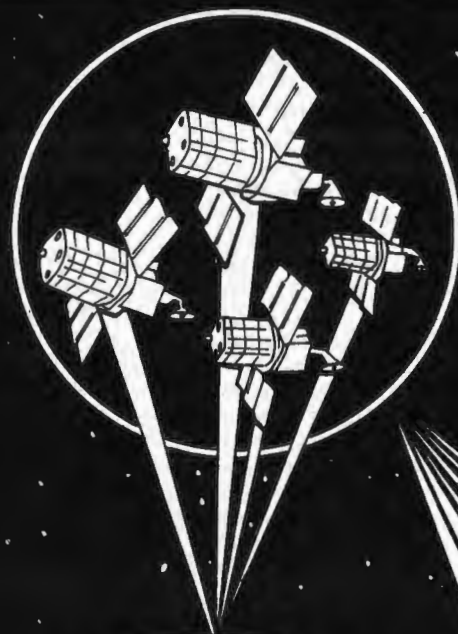
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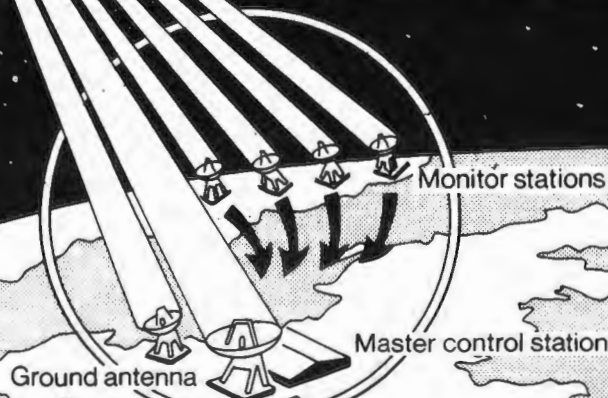
Space segment



User segment



Control segment



nically pin point a yacht's position to within a few hundred metres with push button ease being quite a novelty amongst yachtsmen. It particularly excited the imaginations of some skippers who saw at last the possibility of being able to get rid of those lay about, know-all navigators.

Fortunately, there were then 27,001 reasons why this was not about to happen overnight, the latter reason being that the Sat-Nav could not, at that time, be used during races. The Magnavox paid its way on *Ballyhoo* because the yacht spent most of its life making passage from one major international race to another, but few other yacht owners could justify the expense.

The repeal of the rule against electronic navigation aids changed all of that and allowed yachtsmen to bring themselves up to date with some forty years of progress in navigation. In a very short

time, Sat-Nav units tailored for pleasure craft hit the market at a fraction of the original cost.

Naturally, the "Captain Cook" school of yachtsmen sneered at the Transit satellite navigation system despite the low cost and many still do, augmenting their blood pressure trying to make safe landfall after several days of passage making under solid overcast, using D.R. only.

However, most Australian yachtsmen embraced the new fangled gadget with gusto because Sat-Nav was then and still is the only reliable electronic fixing aid available in these waters. The Americans and Europeans luxuriate in LORAN and DECCA and a host of convenient radio beacons and V.H.F. Omni ranges, but in the South Pacific all we have, for the most part, is the Transit system.

The 'old' Transit system is now quite familiar to most yachtsmen so the next

few paragraphs are dedicated to the newcomer. Transit Sat-Nav fixes a yacht's position by measuring the doppler shift in radio frequency broadcast by the satellite as it passes, giving a series of ranges from the satellite. The position of the satellite is known in terms of orbital parameters and the ground position or sub track of the satellite is calculated by the computer built in to the ship's receiver, which then calculates the ship's position and displays it as latitude and longitude coordinates.

There are presently 9 Transit satellites in polar orbit forming a 'cage' inside which the earth rotates. It is obvious that if you are near to either pole, transit satellites will be above the horizon more frequently than if you are near the equator. In other words, at low latitudes the time between convenient satellite passes is greater. ▶

Nor do the satellites form a symmetrical cage. They tend to precess and either bunch up or separate erratically throughout the year, so the time between passes is irregular. When the satellites are bunched up a 'window' forms which may cause a few hours wait from one series of useable passes to the next.

For the signal to be useable a transit satellite must be at least 10 degrees above the horizon. Less than that and the ionosphere distorts the radio signal as it passes through at a shallow angle. Neither is the signal of any use when the satellite passes high overhead, for reasons to do with the limitations of the transmitting and receiving antennae.

All of the foregoing means that good fixes may be close together, then a gap of a couple of hours may occur, but on the whole in medium latitudes you should get one good fix every hour at least and the computer can forecast the times of passing and elevation of the satellites. In between fixes, it's back to old fashioned D.R. and most Sat-Nav units have the facility to do that for you.

Transit Sat-Nav is very accurate. Some early research using a fixed, land based receiver gave an average radial error in the order of 30 metres. However, a yacht with a well sited aerial and its computer interfaced with accurate boat

speed and direction sensors can expect position fixing accuracy of 100-500 metres at best and 1-2 nautical miles at worst.

Accuracy can be degraded by poor siting of the ships antennae, it should be outside all spars and rigging and well clear of other aerals. Fix accuracy is also very dependant on precise boat speed and heading data, and for best results a steady heading should be maintained during the fixing process, which may take up to 15 minutes.

The Sat-Nav computer can cancel out error induced by the boat's movement and this data can be entered manually or automatically through a standard interface. I feel that a Sat-Nav that is not directly interfaced with boat speed and heading is first not worth having. The average error induced by inaccurate speed and heading data (or none) is 0.2 n.m. for every 1 knot error in ships velocity.

Another weakness in the Sat-Nav receivers built for pleasure craft is that they are usually single channel receivers. The Transit satellite emits signals simultaneously on 150 MHz and 400 MHz so that the atmospheric refraction of the signal can be measured and corrected for. The cheaper receivers only make use of 400 MHz and ignore the refraction correction.

Current Status

The Transit system was supposed to be in the process of phasing out and originally scheduled for shut down by 1994 to be replaced by the Global Positioning System (see Offshore Aug '87). However, the 1986 Space Shuttle disaster stopped G.P.S. deployment cold.

The G.P.S. Navstar satellites were supposedly designed for launch exclusively by space shuttle so until that programme recommences, and the schedule keeps receding, G.P.S. deployment would seem to be on indefinite hold.

Recently, however, the U.S.A.F. announced that some G.P.S. satellites will be launched by alternative means, primarily Delta II rockets, commencing in 1989. This would expand the current coverage window of approximately 6 hours a day but the full system is still a long way off.

Consequently, Transit is a system which will be in use well into the next decade and the US Navy has something like 6 spare satellites (if they have not launched any recently) and ample Scout launch vehicles to keep the system fully operational.

If you already own a Sat-Nav receiver the system is probably good for another 10 years at least and if you are holding off in expectation of the more accurate and continuous fixing G.P.S. system, you could be waiting for a long time.

Meanwhile, in terms of cost, G.P.S. receivers are still back in days when *Ballyhoo* first brought yacht navigation into the electronic age (i.e. around \$25,000), which is a lot to pay for a unit which can only provide about 6 hours coverage a day. At the moment its main use is by surveyors, engineers and geologists.

Loran

Some years ago I was amused by the story of a keen Australian yacht owner who picked up a LORAN receiver overseas, 'cheap'. He was both baffled and angry when he could not get it to work in Sydney.

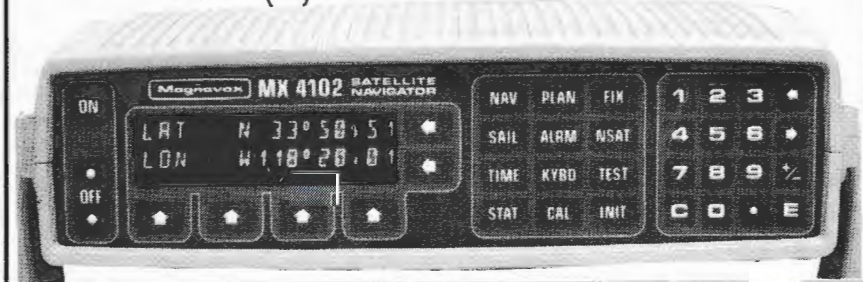
The LORAN net, like Decca is very much owner orientated, by which I mean that the transmitters are sited to provide coverage where those who provide them, primarily the Americans, want it. This LORAN coverage is confined to U.S. waters, the Atlantic and parts of the Mediterranean.

Nevertheless, LORAN is one of the most widely used navigation aids in the world. Unlike Sat-Nav it provides continuous coverage, which makes it practical for close-in situations such as favourite fishing spots, offshore marks and channels. It can also be effectively

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Part II

used by aircraft, again unlike Sat-Nav, and is extensively used by all branches of the U.S. military and Coast Guard.

Consequently, LORAN receivers for yachts are even cheaper than Sat-Nav units and provide continuous fixing to accuracy in the order of 100 metres, which is about the same as two dimensional G.P.S. in its degraded mode for civilian use, all of which would be great if it was available in the South Pacific.

Oddly enough, and belatedly, there is a move afoot to build a LORAN C net in Australia. Full coverage would require 15 stations at a cost of around \$140 million, which seems doomed to failure in the current economic climate. A more limited system of 5 transmitters costing approximately \$40 million would service the south-east and east coasts but I doubt that the sand-groppers would be very impressed by that as part of it would be coming out of their taxes.

If an Australian LORAN net was to become reality, and despite the excellent technical and safety reasons in favour of it, I sincerely doubt that it will, then you would see LORAN aerials sprout on ocean racers faster than Cascade beer cans at Constitution Dock. But don't hold your breath; if the Department of Transport will not upgrade Air Traffic Control hardware that belongs in the steam age, even with a user pays policy in effect, what chance has LORAN C system got of gaining a toehold. Buckle up, but we can dream, can't we?

Omega

OMEGA is the one modern navigation system, apart from high-tech exotica such as inertial navigation platforms, that did not get the "toy version for yachties" treatment by manufacturers after November 1983. There are some



good reasons for this, including the fact it can't quite compare with Sat-Nav or LORAN for fix accuracy, but it is rather a pity that overseas market forces have prevented development of a cheap, compact OMEGA unit.

As a result, OMEGA sets continue to be expensive, bulky and power hungry which makes them unattractive to yachtsmen despite the fact that, apart from Sat-Nav, OMEGA is the only long range navigation aid available in Australian waters.

Integrated with Sat-Nav through a computer, OMEGA can be very effective, the two systems updating each other and, like LORAN, OMEGA provides continuous radio signal. This integrated system is used in commercial ships and on some big cruising yachts and round-the-world racers, but the package is very expensive and not the

sort of thing you would put on the average yacht.

OMEGA is supposed to give fixes to 1-2 n.m. accuracy. I have never used it myself but I have been told by professional mariners that OMEGA accuracy in Australian waters is nowhere near that dependable, although the differential version used in aircraft is quite popular with the jet jockeys.

All of which makes you wonder why all the hoo-hah over OMEGA's introduction to Australia. In the first place it was alleged to be a certain nuclear target for the Russians because the American submarines use OMEGA for missile targeting, but it is nowhere near accurate enough for that purpose. In fact, as a modern electronic aid, OMEGA has not lived up to its publicity but, in the absence of LORAN and GPS, it remains the only alternate to Sat-Nav in the South Pacific. □

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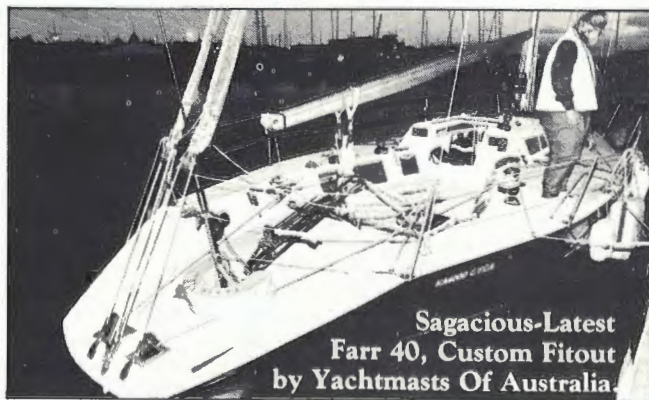
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Trailer Yachts

by Jeff Toghill

Jeff Toghill's *Trailer Yachts* is a very detailed book on this growing area in sailing. The development in the past decade of this type of sailing boat has enabled families to join in the fun of trailing the yacht across the country — to cruise and to race at distant venues.

The design has become wholesome, comfortable, even luxurious in some cases. This book sets out to fill in the beginner, describing how to avoid the inherent problems. It also reveals how to obtain maximum pleasure and better performance for the already convinced trailer sailor.

Trailer Yachts — Hodder & Stoughton — \$9.95.

Australian Coastline

by Jeff Toghill

East Coast

West Coast

South Coast

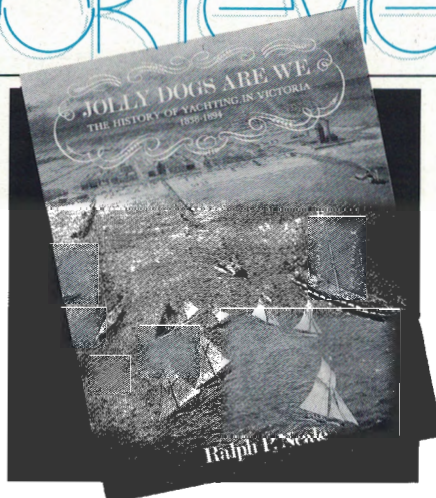
Each book in this series of three, so far, deals with one of the areas shown above. Already, Alan Lucas' books on the coastline are well known and provide an excellent reference guide. Now, Jeff Toghill has authored this new set, along similar lines. Probably a little more up to date, the Toghill books are quite detailed on each port and harbour. Good reference guides support each area with details of distance, rail services, car service depots, tourist spots, parks and accommodation. As this set of three have been published in 1985 (East coast) 1986 (West coast) and 1987 (South coast) the reference material is up to date. The author's detail is excellent as to port information but for the sailor offshore the books do not have the fine detail of depths, buoy positions etc that may be required.

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Jolly Dogs Are We

The History of Yachting in Victoria — 1838-1894

Here is a fascinating journey through the 19th Century of Victoria's history in sailing and yachting. Taking the author Ralph P. Neale over 14 years of research work, this handsome book captures the people and events of a by-gone era. The book is timely as it will fill a part of Victoria's maritime history as our bicentennial comes to pass — yet the book is one which is rich in detail and contains a host of drawings and photographs. Although this book was published in 1984 and therefore is not 'new', its inclusion in our book review section appears here because it is a valuable



historical work. It specifically deals with the development of yachting as a social pastime. The book pieces together in a chronological order the accounts of regattas, formation of clubs, the famous and not so famous yachts which appeared along the way and importantly, the men who built them, owned them and sailed them.

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The answers to these and hundreds of other everyday queries concerning marine radio communications may be found in *The Penta Marine Radio Communications Manual*. Just published by Penta Marine Radio Communications, better known to marine radio users by their station identification of Penta Comstat, the manual covers most aspects of communications relating to small craft around Australia and the South Pacific.

Since 1976 when the station was first established, Penta Comstat has grown from a local service on 27 MHz to a

unique service on a wide range of marine frequencies. In recent years they have gained both national and international recognition for the provision of services for long distance ocean yacht races and those vessels cruising Australian and the South Pacific. The *Penta Marine Radio Communications Manual* is an attempt to pass on the benefits of their experience.

The manual contains about 160 pages 175 x 250 mm (the same as *Australian Notices to Mariners*) in twelve separate chapters in a special plastic covered loose leaf binder designed to fit into most bookshelves. Chapter titles include Services, Equipment, Licensing and Regulations, Frequencies, Operation, Sea Safety Reporting, Search and Rescue, Weather Forecasts and Warnings, Navigational Warnings, Propagation, Radio Navigation Aids and Weapons Practice Areas. Each chapter is separated by plastic covered, titled tabbed dividers. A separate contents page for each chapter makes it very easy to go directly to the particular chapter and then to a particular subject.

Some of the information has been reproduced with permission from the *Marine Information Manual*, the *Notices to Mariners* and other publications often not readily available to small craft. However, much of the material is the result of a good many years practical experience by the publishers.

The chapter on propagation was specially prepared by the IPS Radio and Space Services (formerly with Ionospheric Prediction Service). It covers all forms of propagation on all the marine bands, with particular emphasis on the problems of HF communication, and should be of interest and a big help to most operators. IPS have also prepared three monthly HF frequency prediction charts, giving recommended and upper and lower usable frequency bands for communications with Sydney from various points around Australia and the Pacific Ocean.

At \$32.00 including postage, the manual should be of interest to anyone with a marine radio, particularly for vessels fitted with HF equipment. The price includes an up-date service until 1st January 1988, after which this service will be available at a nominal charge. Each manual is numbered and has provision for registration by the owner for the up-date service which will cover any changes in information, and include new issues of the HF frequency prediction charts.

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'DID you cheat?' is the question which is asked of every skipper and crew member of each of the competing boats in the Champagne Mumm Admiral's Cup in a letter they will have received from the Royal Ocean Racing Club. Its second question is, 'Do you know of anyone who did cheat?'

The British club is holding a full enquiry into allegations of cheating during the most prestigious ocean racing series in the world following the revelation by an Australian crewman aboard the Austrian team yacht, *I-Plunkt*, that IYRR 22.2 was regularly broken. That, should you be unaware, is the rule which concerns the shipping, unshipping or shifting ballast and water. It reads, 'From 2100 on the day before a race until she is no longer racing, a yacht shall not ship, unship or shift ballast, whether movable or fixed, or take in or discharge water, except for ordinary ship's use and the removal of bilge water'.

Now that it has been revealed that aboard *I-Plunkt* there were ten 20 litre plastic containers were filled with water and stowed on an upper windward bunk when going to windward or close reaching, then drained for downwind sailing, the witch hunt is on for young and old. Fingers are pointed in all directions and legal action is threatened by some at whom those fingers have pointed.

The practice is as bad as that of a few years ago when water was introduced into the bilges of boats being measured. Owners received stiff sentences, banning them from racing for long periods, and the same should happen for anyone who is proved to have cheated under 22.2.

The rule is one which has to be observed with honour, as do many others in yachting and while deliberate cheating is maybe commonplace in some of the Mediterranean countries (as was proved at the 1986 One Ton Cup and suspected strongly at the Sardinia Cup the same year), every effort must be made to stamp out the practice.

Cheating can only be carried out successfully with the connivance of everyone on board and I cannot believe that there are that many cheats around (except in those countries where it exists as a national pastime and they get great pleasure out of cheating on everyone from their business associates to their wives). That being so the RORC's questionnaire should bring in the evidence that the Club needs.

A week before the enquiry was due to begin Alan Green, the RORC Secretary, said that he had had 'several interesting replies' and that the response was good. One suspects that there may be some surprises when the RORC publishes its findings.



By Bob Fisher



Matters more pleasant

To matters of a more pleasant nature ... there is in the Southern Hemisphere a race in which I would like to participate. It is of 1600 miles and all of them are downwind. Organised by the Mauritius yachting authorities it goes from Grand Baie at the north-west corner of the island, across the Indian Ocean, to Durban. It is a biennial event and the 1987 race has just taken place.

Sydneysider Keith Bellamy, who now runs a spar business in Capetown, said on arrival in Durban, 'It was the best ocean race I have ever sailed'.

Of course, he chose a ULDB for his ride, a Bill Lee designed Santa Cruz 50, as anyone of moderate sensibilities would. My preferences are well known for this type of boat, as Biggles recorded in the last issue (and to keep him in the picture, we carried on winning with *Barracuda*, even when Noel Robbins came on board to steer, to such an extent that we won the RORC Points Championship for the Channel Handicap class).

Keith's are now similarly motivated. He plans to be aboard a 70ft ULDB for the next race - me too - and I would have thought that it was an ideal race for any Australian who wanted to get out of the rut. September 1989 sees the start of the next one and before it there will be three or four short races much in the style of Antigua Race Week. Take it from me, Mauritius has all the right ingredients - sun, rum and coconuts!

Sponsorship in USA

That last bastion of anti-sponsorship, the United States of America, has tumbled. Not only has the SORC gone commercial, with sponsorship from Audi cars, but there is to be a full-on professional circuit for four identical glassfibre 12-metres. ProSail, as it is known, is up and running with five (one is the operational spare) boats under construction in Rhode Island and a programme of regattas for next year in Newport, Chicago, San Francisco and Honolulu.

You will notice that there is no mention of the windless San Diego because this venture is aimed at spectator interest and the regatta at Newport is there to provide some heritage and will be held before the summer when the winds disappear. Television is the name of the game and ProSail is guaranteed full coast-to-coast coverage on the cable sports network ESPN, the one for which Gary Jobson called the America's Cup races from Fremantle. Race Cams and the like will be there to record the action and Jock West, the ProSail Managing Director is determined that the regattas will be a test of men rather than the boats. 'They will be within 25lbs of each other', he told me, adding, 'we are determined that each boat shall be exactly the same as the next'.

ProSail's boats are designed, not unsurprisingly, by Laurie Davidson, a man with a wealth of glassfibre 12-metre experience that few others can match. The project manager is ex-patriate Pom, Roger Marshall, a man who spent many hours in the Madison Avenue offices of Sparkman & Stephens. The first two owners are Dave Vietor, who has been around the Twelves since the early seventies, and Russell Long, who campaigned Clipper for 1980. Both of them will skipper their own boats but are in the process of hiring the help - the best that money can persuade - to build a racing team.

The third boat has been bought by a Connecticut computer whizz who plans to hire all the crew and afterguard and manage the team from the sidebenches while the fourth boat, it is understood, is under negotiation to a major US corporation.

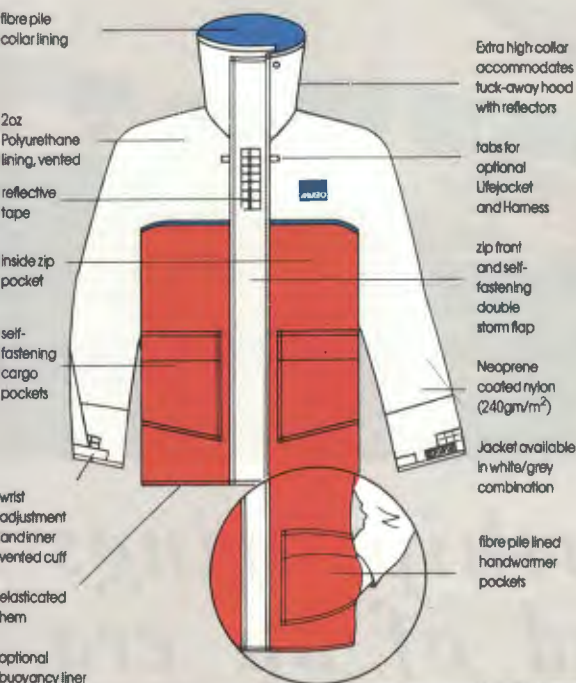
The teams will be fully sponsored with a major taking the boat name and minors grabbing other available 'bill-board' space on the boat. The size of the advertising will be limited, particularly on the fore and aft sails, sponsors' spinnakers are quite different however. Just to keep the whole thing sweet there will be a US\$1 million prize fund in the first year. Just imagine what it will be like when this circus moves from one town to another!

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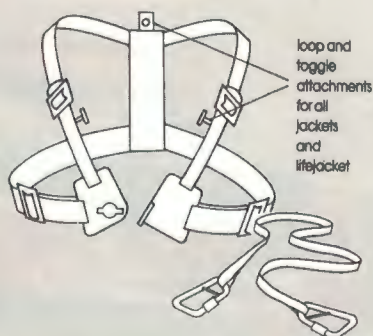
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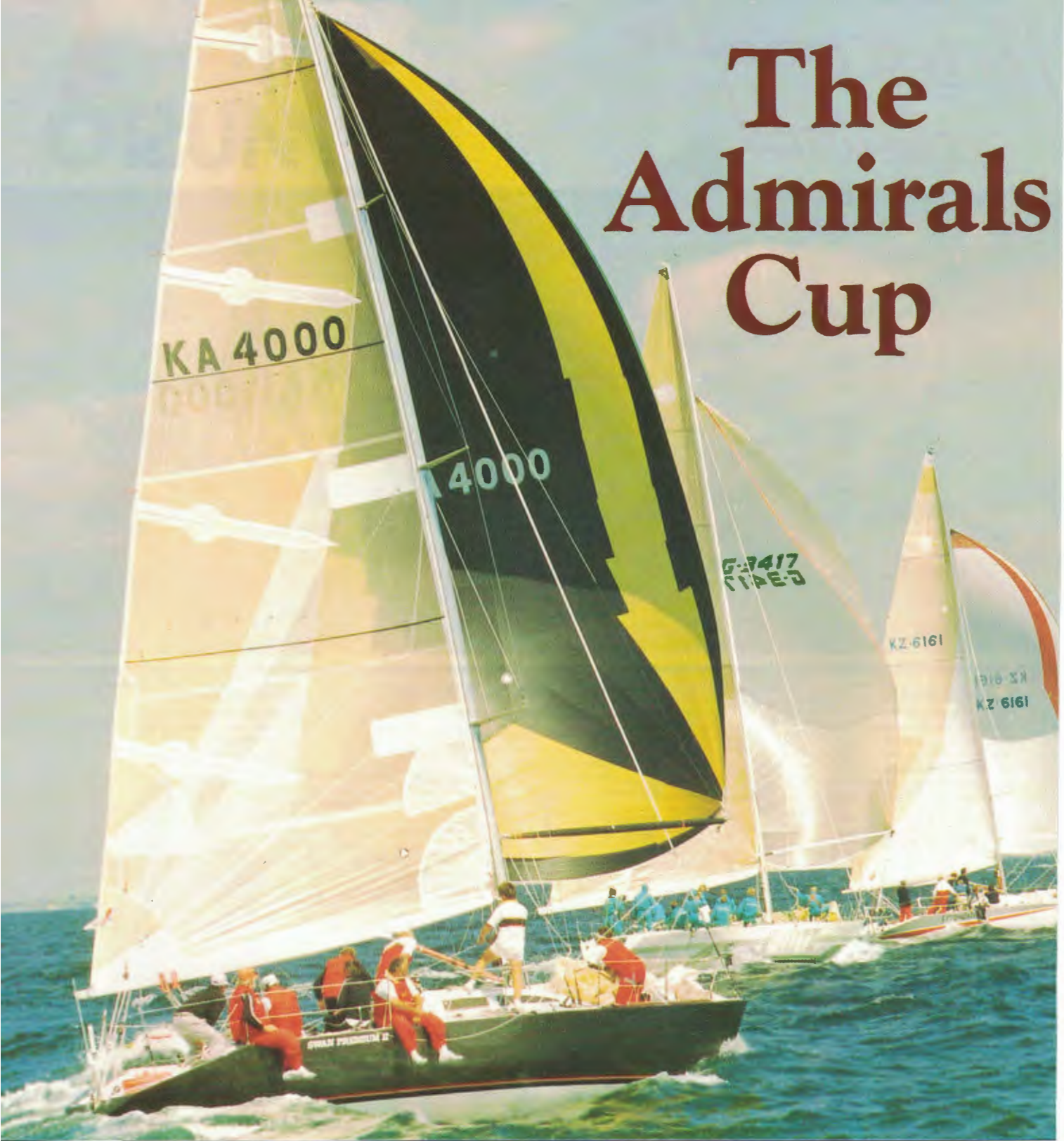
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The Admirals Cup



*Sponsorship brings
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THE days when a yacht owner could call his ocean racing sloop *Drake's Prayer* or *Ragamuffin* or some other such nautical or traditional name and then campaign her for international competition are fast coming to an end.

Only among the 12-metres are heroic and patriotic names of yachts still the vogue, and there too the inroads of commercial sponsorship are encroaching.

And so it seems are the days of the corinthian or amateur sailor prepared to

crew aboard a yacht in events such as the Admiral's Cup. The 1987 Champagne Mumm Admiral's Cup in England will almost certainly be the last where crews, or at least key members such as helmsmen and tacticians, are true-blue amateurs.

In fact, while the Australian and New Zealand teams were certainly still all amateurs, with the exception of the "paid hands" retained by a couple of the Australian owners, big money was certainly being paid to the professional skippers of the British and some European boats.

by Peter Campbell



SWAN PREMIUM II, Gary Appleby's One Tonner, hard on the heels of Austria's Pinta and New Zealand's Propaganda during Admiral's Cup race on Christchurch Bay, and LEFT, she flies sponsor's spinnaker past more traditional ketch on The Solent. (Peter Campbell pics). ABOVE, Gesturing Italian Bowman aboard Merope as the kite comes out. (Allsport pic).

SYDNEY yachtsman Gary Appleby, in his first Admiral's Cup, finished with top Australian yacht in Admiral's Cup. (Peter Campbell pic). RIGHT, Regular helmsman at Cowes Week: HRH Prince Philip at the wheel (Allsport pic). BELOW LEFT, American boat Blue Yankee chases the leaders towards The Needles and BELOW RIGHT, Close tacking between Germany's Diva and another big boat. (Allsport pics).



LEFT: Britain's Indulgence powers into the windward mark, and ABOVE, one of the rare warm and sunny days at Cowes in August. (Allsport pics).

Such is the price of progress in grand prix ocean racing following the lifting of restrictions this year on sponsorship and the recognition of that sponsorship under Rule 26. No one can deny, of course, that sponsorship is essential if Australian and New Zealand yachting teams are to continue to be competitive with the Europeans, to meet the huge costs of shipping yachts and flying crews to England for the Admiral's Cup.

It's all very well to have wealthy owners or syndicates prepared to put together a state-of-the-art ocean racer, campaigning it for selection and then prepared to foot the bill for new sails and maintenance during a tough, month-long campaign in the UK. The personal cost of each to the three Australian owners, Peter Kurts, Gary Appleby and Lou Abrahams, would not have left them much change from between \$400,000 and \$500,000 each.

On top of that, total team costs well exceeded \$1-million in airfares, accommodation and general living expenses in a very expensive country like England. Each Australian crew member contributed \$500 towards that cost, plus his own personal out-of-pocket expenses of being four to six weeks away from home and taking leave from work.

Sponsorship of yachting events is nothing new, with AWA sponsoring the Sydney-Hobart and the Admiral's Cup itself under the on-going sponsorship of Champagne Mumm, the French-based champagne company. Australian teams in the past have also received sponsorship from Dunhill and ANL shipping but as a team Australia was until this year restricted in what it could offer a sponsor in return.

Fortunately, the Royal Ocean Racing Club and the Offshore Racing Council (the international governing body of ocean racing) this year amended Rule 26 to enable teams and their individual yachts to name their team and yachts after the sponsor of his products. For the purists it may well have been a shock, but for the realists who have had to dig deep into their pockets for the honour of representing Australia in international sport, it was a welcome change of heart.

Veteran Sydney yachtsman Peter Kurts, for example, had been to Cowes three times in the past with yachts bearing such names as *Love and War*, *Once More Dear Friends* and *Drake's Prayer*. Last summer he launched his latest ocean racer and named it *Madelaine's Daughter*, but in deference to a major team sponsorship from Bond Brewing, Kurts campaigned the Farr 44 as *Swan Premium III* in the Swan Premium Australian Admiral's Cup team.

Similarly, Melbourne yachtsman Lou Abrahams' *Ronstan Ultimate Challenge*

became *Swan Premier I* while Sydney yachtsman Gary Appleby's *Swan Premium II* was originally launched as *Sagacious V*. Both owners dropped the ongoing traditional names of their ocean racers to give the sponsor "naming rights."

It has to be worthwhile. The support from the team's two major sponsors, Bond Brewing and the ANL shipping line, made the difference in enabling Australia to make what amounted to the strongest challenge at Cowes in 1979.

In the fiercest competition in the 30-year history of the Admiral's Cup, the three Australian yachts and their crews did exceptionally well to finish third among the 14 national teams, beaten only by the New Zealanders and the British.

In my view, after having covered seven Admiral's Cup series in England, the effort of the Swan Premium Australian team was the best team performance since Australia won the Cup in 1979. In fact, it was equal or even better than that effort, bearing in mind the advantage gained by Australia when opposition yachts fell by the wayside in the gale-swept Fastnet Race.

This year both Australia and New Zealand went into the Admiral's Cup as the best prepared teams ever shipped from the Antipodes, for the first time with yachts that matched the latest European boats in design and construction, gear and sails. The latest state-of-the-art, lightweight One Tonners built only a few months before the Cup had no advantage in design changes, construction advances or in sail-cloth developments. The stabilisation of the IOR rule, plus the introduction of ABS scantling regulations for new hulls, has made yacht design and building equitable throughout the world.

The one disadvantage that the Australian and New Zealand teams did have was in being without their yachts to continue crew training for between two and three months, and then having only about 12 to 15 days of sailing on The Solent and Christchurch Bay before the Admiral's Cup itself began.

With their inherent skills in offshore racing, the sailors from Down Under made the best of their opportunity in Europe this year, the two teams from the Antipodes outailing all but the British — and they were in their home waters. The New Zealanders got their act together just that bit better than their cousins across the Tasman and deserved their fine victory — a successful combination of long-term team planning, three excellent boats, three outstanding crews, and a determined, nationalist team effort.

Australia could have beaten the Brits had our team made fewer tactical errors,

had kept out of protest-provoking incidents, but I doubt that we could have beaten the Kiwis. But the Australian team sailed well, particularly in the final, 605 nautical mile Fastnet Race, to withstand strong efforts by the Irish, the Germans, the United States and the Danes, to hold third place.

This was New Zealand's first win in the Admiral's Cup, the world championship of ocean racing, becoming only the fourth nation to have its name engraved on the base of the fine gold cup in 30 years of competition. The others are Britain, the United States, Australia and Germany. New Zealand's best previous effort, in five past challenges, was third in 1985.

Encouraged by that effort, the Kiwis began planning to win the Cup in 1987 almost immediately. As soon as the team returned to New Zealand, a working group was set up with well known Auckland yachtsman and naval architect Don Brooke as 1987 team manager-designate. Anyone who had been involved in past NZ challenges for the Admiral's Cup was invited to attend monthly "think-tank" meetings at the Royal New Zealand Yacht Squadron.

A small group of enthusiastic owners agreed to build potential Cup yachts, including two identical Farr One Tonners. Only five boats turned out for a



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Admirals Cup '87

tight selection series with *Kiwi*, a new Farr 44, gaining the medium-rating berth and *Propaganda*, a Farr One Tonner, and *Goldcorp*, the revamped *Mad Max*, a Davidson One Tonner, making up the two other places in the team which under new RORC rules set a minimum total rating figure of 95.0 feet IOR.

The trials were held early in New Zealand and team management then set about turning their "enemy" crews into one closely-knit team, imbued with one sole aim — to win the Admiral's Cup for New Zealand. They held three long weekend sailing seminars, with the three boats and crews racing together, and continued combined crew meetings after the yachts were shipped to England aboard ACT 8 along with the Australian boats.

Thus the Kiwi team arrived in Cowes with each owner, skipper and crew member knowing the others personally and prepared to work in as a team. In contrast, the Australians never got together before reaching Cowes, other than several technical meetings between skippers and tacticians, and several major crew changes were made between the time of the selection trials in Melbourne and the Admiral's Cup in Cowes.

At Cowes, the "colonial teams" — Australia, New Zealand and the United States — worked well together in running special trial races on Christchurch Bay in the two weeks before the Cup. It was obvious then that the Kiwis would be the team to beat. Their boats were fast, their helmsmen equal to the best, but most of all their sail-handling techniques were outstanding. The Australian crew work, with newcomers aboard, was at times quite sloppy.

The Kiwis maintained that superb crew work and sail handling throughout the Admiral's Cup itself, combining with fine helming, sound but generally conservative tactics, and competitive boatspeed, to achieve winning team efforts from the second race onwards.

Australia's three boats were certainly comparable in boatspeed with the three New Zealanders, with *Swan Premium I* being a Dubois One Tonner (her sistership Irish Independent *Full Pelt* was top AC boat in the Fastnet Race), *Swan Premium II* a Farr One Tonner similar to *Propaganda*, and *Swan Premium III*, a Farr 44 near sistership to *Kiwi* — and rating lower. Overall crew work lacked slightly on the Kiwis but where we really fell down was in tactical decisions and in protest-provoking incidents.

In the first inshore race, the only one this year on The Solent off Cowes, *Swan Premium II* clipped the stern of *Goldcorp* on a square run and took a 20 per cent of placings penalty, dropping



AUSTRALIA'S Admiral's Cup team bunched at the leeward end of the line for the start of race one of the Southern Cross Cup on The Solent off Cowes. (Peter Campbell pic).

her from 17th to 25th, and costing the team 16 points. But for this incident, with *Swan Premium III*, steered by Iain Murray to a fine fourth, and *Swan Premium I*, 28th, the Australian team would have been only 10 points behind the then leading team, Denmark. As it was, Australia was fifth, behind Denmark, Italy, Holland and the United States.

Not that the New Zealanders fared any better. They ended up equal sixth with Britain in that first race, a 30-miler sailed in the typical Solent conditions of flukey winds and boat-stopping tides.

Race two was the first long offshore race, the 210 nautical mile Channel Race and the results saw a dramatic change of team positions, but not so for the Australians. A series of tactical errors by the highly experienced afterguard of Peter Kurts' *Swan Premium III* saw the Farr 44 slip badly in the fleet before even reaching the first mark of the course in the English Channel and never recover to finish dispiriting 36th overall. Of four tactical decisions that had to be made at various stages of the race, the afterguard got three of them wrong.

Gary Appleby's Farr One Tonner, *Swan Premium II*, sailed an excellent race to finish ninth, with Lou Abrahams' staging a remarkable mid-race recovery to be 11th. The Dubois One Tonner, which had been first on corrected time at the first mark, lost a dozen places during the night when seaweed caught on her keel and rudder. With the yacht surfing at 12-13 knots, the difference in speed made by the weed was not noticed by those aboard. Only the fact that other One Tonners were overtaking finally prompted the crew, at daybreak, into checking the keel.

Swan Premium I regained most of the places lost with a fine display of fast reaching, but the Australian team certainly has missed the opportunity to become the topscoring team in the Channel Race, with points multiplied by three (in the short races, they were multiplied by two, in the Fastnet by five). As it was, Australia did move up one place to fourth in team standings, but the British, the New Zealanders and the Danes were now ahead of them.

Just how much opportunity was lost, firstly by the tactical mistakes aboard *Swan Premium III* and then by the

weed-slowing effect on *Swan Premium I* can be gauged by the placings of the British and NZ One Tonners which had been astern of the Australians after some 50 miles of the race. Bevan Woolley's Farr One Tonner *Propaganda*, with Peter Lester and Brad Butterworth sharing the helm, won the Channel Race from the British boat, *Jamarella*, also a Farr design, skippered by Olympic gold medalist Rodney Pattison, one of the highly-paid pro skippers in the British team.

Thus, Britain came out on top in the race, and jumped from equal sixth with New Zealand, to first in team standings and 27 points in front of the Kiwis. The Danes slid to third, Australia lifted to fourth but was now 109 points behind the British instead of eight points ahead. Potentially Australia could have been within a couple of points of the British. But potential doesn't win international events of the calibre of the Admiral's Cup. Only the results count — and not just results on the course, but also in the protest room.

Lou Abrahams and his helmsman, Bernie Case, were to find that out to their chagrine, in the protest room after race three, the first of two round-the-buoys races on Christchurch Bay, to the west of Cowes.

All three Australians got a brilliant start in this first race on Christchurch Bay, following the prediction by team meteorologist Roger Badham (ex *Australia IV* weather man) that there would be major windshift to the right early in the race. In fact, at the weather mark the first time the Australian team was on a winner, with *Swan Premium III* second boat around the mark and *Swan Premium II* the second placed One Tonner.

Swan Premium I was in the main bunch of One Tonners at that stage pacing it with several larger yachts which had been on the wrong side of the wind shift, including the big US boat *Sidewinder*. The One Tonners were still with *Sidewinder* at the end of the two reaching legs.

As they rounded the mark in a bunch, *Swan Premium I* did a crash tack, claiming that *Sidewinder* had forced her to do so by tacking in her water. The Australian boat lost way, slipped back onto the mark, also being hit by an overtaking yacht. Sweden's *Civic*, whose helmsman was obviously confused by having a

Admirals Cup '87

yacht sailing backwards on starboard tack.

Helmsman Bernie Case protested both *Sidewinder* and *Civic*, with the former contesting the issue, *Civic* acknowledging her fault and accepting a 20 per cent penalty. The Australians, who had neither attempted to re-round the mark or fly an "I" flag, went into the protest confident of winning the protest against the US boat, showing a video of the incident which they claimed clearly showed they were forced to tack to avoid a collision with *Sidewinder*. The International Jury found otherwise, finding that both yachts had tacked simultaneously with a "poor tack" by the Australian boat being the cause of her hitting the mark.

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The New Zealanders had a superb day, with Peter Lester steering *Propaganda* to her second successive win, *Kiwi* finished third and *Goldcorp* 10th. This brought the Kiwis within one point of Britain which produced a fourth by *Jamarella*, a seventh by *Indulgence* and a 16th by *Juno*. Australian held third berth but the margin between the two top teams and third was now 150 points.

Trouble seemed to dog Lou Abrahams and in race four, the second inshore race on Christchurch Bay, the Dubois One Tonner was involved in two incidents caused not by her but by other One Tonners attempting to force their way into the ruck at the rounding marks.

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passage inside of *SP I* and hit and holed her on the port quarter, at the gunwale. This time the jury found in favour of *SP I*.

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In a race that favoured the big boats, New Zealand's two One Tonners sailed an exceptional race, with *Propaganda* sixth, *Goldcorp* eight — all three NZ boats beating all three British to give them the lead on team standings for the first time in the series. *Propaganda* and *Goldcorp* were the only One Tonners on corrected time among the first 16 placings, a result that was the outcome of just concentrated steering, faultless tactics and brilliant sail-handling at every mark of the course.

With only the Fastnet Race to sail, the New Zealand team looked near certain of victory, barring accidents. Their team total was now a massive 895 points, 109 ahead of Britain on 786 and 230 in front of Australia on 665. But the Australians' third berth was far from secure, with the Americans lifting to 662 points after their excellent result in race four, the Danes on 612, the Irish 578 and the Germans on 577.

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HOLE in the gunwale of Swan Premium I was one of many mishaps for Lou Abrahams' One Tonner at Cowes. Later, on the way to Tilbury Docks by truck, the hull was holed again — this time by a tree! (Peter Campbell pic).

Jamarella, followed by New Zealand's *Propaganda*.

Lou Abrahams, who had celebrated this 60th birthday rounding Fastnet Rock (a cake, candles and party hats but no champagne) led the Australian fleet with a fine sixth which enabled the team to hold third berth against the Irish and the Germans. *Swan Premium II* finished 15th after sailing a conservative race, while *Swan Premium III* was a sound 19th, the fourth-highest placed among the bigger boats.

The end result was a magnificent and well deserved victory for New Zealand, the culmination of a remarkable year of sailing success, including winning the Kenwood Cup in Hawaii, sharing first

place with Britain in the Champagne Mumm World Cup, and winning the 12-metre world championship with KZ 7 in Sardinia, not to mention the same yacht's record-breaking streak of wins at the America's Cup.

New Zealand finished with 1365 points on the board, 84 in front of Britain with 1281 points, and a massive 260 points ahead of Australia with 1105 points. The Irish finished fourth with 1038, followed by Germany with 992, U.S.A. 972, Denmark 947, France 926, Austria 759, Spain 732, Holland 640, Italy 631, Sweden 494, Belgium 341 points.

The Germans never looked as good as in the past. Their boats sailed inconsis-

tently and they seemed to lack the national spirit which underlined their previous efforts at Cowes.

The Danish, like the Australians, a fully sponsored team, began with a flourish in the light winds on The Solent, their three Japanese-designed boats looking exceptionally fast. But in the heavier breezes they faltered although their big boat, Original Beckmann *Pletfjerner* (a trade name), finished second of the higher rating boats in the Fastnet.

Top individual yacht of the Admiral's Cup was the Bruce Farr designed N.Z. One Tonner *Propaganda* (rating 30.59) with placings of 19-1-1-6-4. Second was another Farr One Tonner, Britain's *Jamarella* (rating 30.54) with placings of 14-2-4-23-3 and third the big US boat, *Sidewinder*, a Raichel/Pugh 45 (rating 34.99), with placings of 3-20-5-2-13.

Then in order came: Denmark's Original Beckmann *Pletfjerner* (Jeppeson — rating 34.51), Irish Independent *Full Pelt* (Dubois — 30-49), New Zealand's *Goldcorp* (Davidson — 30.58), *Kiwi* (Farr — 34.47), *Swan Premium II* (Farr — 30.55), *Indulgence* (Andrieu — 34.52), and Austria's *Pinta* (Jude/Vrolijk — 34.21).

Swan Premium III, a Farr 44 finished

CHAMPAGNE MUMM ADMIRAL'S CUP 1987 SERIES RESULTS — TEAMS

Provisional — after 5 races

	Date	Length	Factor	Race 1		Race 2		Race 3		Race 4		Race 5		Total
				30/07/1987	23.5	31/07/1987	213.6	03/08/1987	28.7	05/08/1987	28.2	08/08/1987	591.0	
				x 2		x 3		x 2		x 2		x 5		
Cl. Team	Sail No.	Yacht Name	Skipper/Owner	Rat.	R.1	R.2	R.3	R.4	R.5					
1 NEW ZEALAND	KZ 296	Goldcorp	R.Dodson/M.Canning	30.58	18	111	66	70	160	425				
	KZ 6161	Propaganda	B.Woolley/A.Burr	30.59	48	126	84	74	195	527				
	KZ 6191	Kiwi	P.Walker/Admiral's Cup C	34.47	70	72	80	76	115	413				
			Total	136	136	309	230	220	470	1365				
2 UNITED KINGDOM	K 180	Jamarella	R.Pattison/A.Gray	30.54	58	123	78	38	200	497				
	K 505	Juno	A.Hurst/M.Peacock	30.50	24	108	54	0	205	391				
	K 919	Indulgence	H.Cudmore/G.Walker	34.52	54	105	72	72	90	393				
			Total	136	136	336	204	110	495	1281				
3 AUSTRALIA	KA 2 SM	Swan Premium I	L.Abrahams/L.Abrahams	30.55	30	96	24	14	185	349				
	KA 3000	Swan Premium II	P.Kurts/P.Kurts	34.31	78	21	68	78	120	365				
	KA 4000	Swan Premium III	G.Appleby/G.Appleby	30.55	36	102	70	48	135	391				
			Total	144	144	219	162	140	440	1105				
4 IRELAND	IR 1780	Jameson Whiskey	R.Burrows/B.Butkus	30.55	10	99	16	0	150	275				
	K 1036	Turkish Delight	M.Mansfield/H.Bezman	34.21	62	42	52	80	100	336				
	K 243	Irish Independent	T.Power/S.Fein	30.49	60	84	49	24	210	427				
			Total	132	132	225	117	104	460	1038				
5 GERMANY	G 1909	Container	G.Eiermann/U.Schuetz	30.52	8	117	49	44	160	378				
	G 1919	Saudade	U.Mares/A.Buell	30.55	44	87	38	0	175	344				
	G 2994	Diva	B.Beilken/P.Westphal-Lan	34.42	0	90	62	38	80	270				
			Total	52	52	294	149	82	415	992				
6 U.S.A.	US 18968	Sidewinder	J.Bertrand/R.Short	34.99	80	69	76	82	145	452				
	US 41110	Blue Yankee	S.Benjamin/R.Towse	34.20	6	3	57	50	105	221				
	US 41241	Insatiable	G.Weisman/Krehbiel/Tank	35.18	74	39	42	84	60	299				
			Total	160	160	111	175	216	310	972				

Admirals Cup '87

yacht sailing backwards on starboard tack.

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13th overall, while *Swan Premium I*, a Dubois sistership to *Full Pelt*, was 14th overall.

IN SUMMARY: Australia can be pleased with this third placing in the

strongest ever Admiral's Cup fleet, our best effort since 1969, but we could have done better. The *Swan Premium* team had the boats — it was the human element which could not match the

New Zealanders or the British with a concerted team effort. And sailing as a team is the keynote of the Admiral's Cup. But we certainly were not disgraced. □

Water Ballast Row Boils Over

THE Royal Ocean Racing Club was due to begin in mid-October a full scale International Jury inquiry into allegations that several yachts, including British boats, made illegal use of water ballast during the recent Admiral's Cup. At the same time, the Austrian and West German yachting authorities had promised to convene inquiries into revelations that *I-Punkt*, one of the team which represented Austria in the Admiral's Cup in England and later sailed for West Germany in the One Ton Cup at Kiel, had flagrantly breached the IYRU rules on the use of water as ballast in IOR races.

The shock allegations of cheating at this top level of ocean racing which came into public light during the One Ton Cup, immediately resulted in calls by Australia and New Zealand to the RORC to hold a full scale investigation. Both Australian and New Zealand ocean racing authorities said that such allegations of cheating in the sport would react strongly against future prospects of gaining sponsorship for Admiral's Cup teams.

There were rumours back in 1985 of yachts, particularly the Europeans, taking aboard extra water in mineral water bottles and containers during the Admiral's Cup. As a result, the RORC set a maximum of one litre of drinkable liquid per crew member per day for this year's series. But it seemed apparent to many at Cowes that this was being exceeded by several crews. There were suggestions of protests, but no action.

But at Kiel, the water ballast issue boiled over. An Australian crew member of *I-Plunkt* admitted to English yachting writer Barry Pickthall that the crew of the Japanese-registered One Tonner had pumped more than 200 litres of illicit water ballast onboard the yacht when racing offshore to improve stability upwind and thus speed.

Two other crew who sailed aboard *I-Plunkt* during the One Ton Cup confirmed his story, but all three asked to remain anonymous until the official inquiries were convened. According to Pickthall's report, all three alleged that

I-Plunkt's West German owner, Thomas Friese, instructed the yacht's regular crew members to fill plastic containers with water which were then smuggled aboard the yacht before each race, and then thrown overboard before the yacht finished, to dispose of evidence before scrutineers checked the leading boats.

The Australian crewman admitted to Barry Pickthall and New Zealand radio journalist Larry Keating just before boarding *I-Plunkt* for the long offshore race of the One Ton Cup that the crew was not only doing it in the One Ton Cup, but had also done the same thing in the Channel Race of the Admiral's Cup. "The owner called on the nigger (paid hand) to go down below and fill the bags," he told Pickthall and Keating. "We carried about 200kg of water in disposable fold-up plastic water bags which were filled up via a two-way bilge pump. Later I asked the owner not to do it again during the Fastnet Race, but the same thing happened on the way back from the Rock."

According to the Australian, the bags of water were stacked in the top bunk on the windward side of the yacht, then transferred to the opposite bunk when they tacked. Once off the wind, the extra water was emptied out through the cockpit drains and the bags remained empty until the next windward leg. Just before the finish, the paid hand cut the bags into small pieces and threw them overboard to dispose of the evidence.

The follow-up story on page one of "The Times" prompted Austrian sailmaker Herbert Raudaschl to write to the West German Yachting Federation on September 2 admitting that illegal water ballast had been pumped aboard *I-Plunkt* during the Channel Race, although he did not know about it two of his fellow Austrian countrymen had told him so on August 21.

And a further 200-250 litres of water and it is the equivalent of having three heavy crew members on the windward rail, giving a significant advantage in a lightweight boat going to windward. In *I-Plunkt's* case the advantage was 0.2 knot.

At the end of the One Ton Cup, the

I-Punkt crew were all quizzed individually by the race jury, but without the promise of immunity, none of the three who had brought this controversy into the open were prepared to admit anything.

No sooner has the *I-Punkt* controversy broken, then the British Admiral's Cup team came under the spotlight when two New Zealand journalists disclosed to The Times that one crewman aboard *Indulgence* had confessed to them that the British had dumped extensive amounts of water from their integral tanks when sailing off the wind as a way around the Rule to lessen weight and thus increase speed.

The report brought a flurry of indignant denials from British team captain Graham Walker, owner of *Indulgence*, skipper Harold Cudmore and helmsman Eddie Warden Owen who admitted that he had been discussing the issue with the two journalists but suggested that there must have been a misunderstanding over what he said. "We certainly have not used water ballast," he said emphatically.

Indulgence's two One Ton team mates *Jamarella* and *Juno* did carry full water tanks however, and once the furore over the allegations had died down, one respected source within the team explained that the two crews had been doing nothing more than exploit a rather badly worded rule to the limit.

The IYRU Rule headed 'Shipping, unshipping or shifting ballast: Water, reads — "From 21:00 on the day before the race until she is no longer racing, a yacht shall not ship, unship or shift ballast whether moveable or fixed, or take in or discharge water, except for ordinary ship's use and or the removal of bilge water".

But what constitutes ordinary use?

According to Barry Pickthall British offshore coach Bill Edgerton suggested that crew, sailing with tanks filled before the 21:00 deadline, then had the option of using up extensive amounts as soon as possible in the event of light weather — a practice RORC Commodore Robin Aisher said was no different to gliders dropping ballast. Later he qualified this by saying that there was nothing to stop the crew on his 40ft rated Farr design *Yeoman XXVI* all taking a shower in order to get rid of the ballast, while another source said that water merely pumped out through the sink plumbing also constitutes proper use. □



Zulu 1/4 tonner, Osaka Bay, Japan.

ZULU ON THE WARPATH!

WRITERS from so many magazines have helped to create the legend of the Zulu Tribe, Bob Ross with 'Who the hell is Bill Dodds' and Mark Russell in the classy intellect mag, the *Innovators*; "Interviewing Bill Dodds is like going 15 rounds with Professor Julius Sumner Miller".

A visit to Zulu Land on Southern Victoria's Bellarine Peninsula is a fascinating experience, quotable quotes, achieved dreams, exciting product and stimulating activity. It's a bit like finding a plate of jam tarts spilt in a garden with heaps of ants circling around the goodies.

Zulu is part of a series of small factories dubbed 'The Toyshop', each section has guys working on projects for clients, in one corner is a Solar Car being developed for Ford, in another a roof which looks like a roof but incorporates all sorts of goodies for supplying energy into the house, in another workshop a Polynesian burre complete with simulated Thatch, another with cedar shingles, all spot on replications of the actual.

But Zulu is yachting, and stands alone. The family Dodds is a close knit lot; Simon, Tessa, Audrey and Bill who have learned

to sail and build boats since they came to Australia. The story of "come back in twenty five years when you have learnt to sail" has passed in to folklore in Victoria and the victories of the Zulu Tribe, a list of triumphs which will perhaps only be repeated if Zulu decide to do it again with the new 3/4 tonner is legend.

Bouncing Bill replies; "We are turning a pigs ear into a silk purse. Zulu have been asked to take this well known boat, which has been well campaigned but never quite made it, and try to help.

"It really was a choice of new boat or a radical cut job, and virtually a rebuild. This boat was presented to Zulu as a high tech example of Yacht Building — Well if one inch ply with Kevlar skins is high tech, I'm Robert Redford!"

(Nobody will deny the truth of the man!).

"We've chopped the transom right out, put a couple of foot on behind A.G.S. (After Girth Station). This should help the owner hike his wallet out and aft as movable ballast (full of the dough he has saved in buying a new boat!). That should help the righting moment!

Zulu ON THE WARPATH!

We've Zulu'ed the interior with two massive Kevlar beams fore and aft, thrown all the cupboards away, put the components we have to have aboard in a location to help the yacht do its job. As far as we're concerned, we have homes to live in and yachts to race on, and priorities should be sorted."

Zulu tailor their custom services, both in concept and application, to best fulfil clients specific requirements. All ideas and alternatives are discussed at length to ensure customer satisfaction.

Zulu's first big one-off project has just been commissioned; "That is 'ShakaZulu' Peter Walker of the Cruising Yacht Club has been brave enough to ask us to build a 65 foot Gunsmoke boat, it really should be a killer, very quick in the water, a 'Kell design' again, sort of a rounded off 'Flying Colours'. Hull and deck all one, minimised windage, no compromises, — well maybe ShakaWalker has some compromises in mind that we must talk about — he has two double beds and 1 single one head to tail — now to me someone's not going to get much sleep off watch — there'll be more watching than 'off watching'!

The boat is really our style of philosophy, we have always wanted to get boats on the water at the right price by using our development technologies and Shaka could cost about 10% of the boats it is designed to sail past..."

There is something beautiful about a big boat, the maxi and mini maxis are a joy to behold, but it must be admitted that a certain deviant delight for Dodds is shown when they reflect on the fact that a little killer 1/4 like Imazulutu pinches the silver from mega buck boats.

"We were in a regatta a couple of weeks ago where one maxi there equalled 42 of our little quarters in dollar terms."

All this is only part of Zulu's huge involvement in the yachting industry. Production capacity still exists for the



Zulu Tribe celebrating their win in the 'Mirage Resorts' Regatta.

proven race winning half and quarter tonners as well as a soon to be released 30 foot comfortable racer/cruiser that should prove very competitive under both the IOR and Channel Handicap systems.

A large part of Zulu's future is in export. Volume production is on for yachts, and Zulu has an expertise in product and content which the Japanese are already seeking. A 1/2 ton IOR racer 'Cruzulu' will be in Japan for the Tokyo Boat Show. Zulu have had the guys from Japan working with them in Geelong developing the yacht they want. This yacht is completed with fastidious attention to detail and finished to a standard not found in production yachts in today's market. Yukio Shintani, Zulu's Japanese Racing Distributor call this high accessory content, rated boat 'The Nippon Tuck Racer'.

Inscrutable these Australian, Pommie, Zulu, Samurai Warriors.

Zulu 1/2 tonners, Port Phillip Bay.



Zulu Yacht Builders Pty Ltd

P.O. Box 342,
Geelong, Victoria, 3220
Phone: (052) 56 1258

New X-10 Universal

RONSTAN has released a new tow-ring specifically designed to meet A.Y.F. revised safety standards. 38 mm diameter with 4 mm diameter material gives the lightest weight and minimum size.

The new style universal has been designed with concentric rings to control the bending and resultant stress of the joint ensuring longer life and greater torsional strength.

Ronstan have also reversed the telescopic tiller extension so the inner tube is on the out board end for easier operation.

Ronstan Sailfast RF 3000

SAILFAST is a new non-staining silicon based spray lubricant with excellent anti friction properties, designed to be sprayed on all areas of sail and power boat equipment subject to friction. Sailfast will keep your blocks, travellers, winches and bolt ropes running free for maximum performance and reliability. It is the best lubricant for boats of all kinds as it does not easily wash away.

Sailfast is easily applied to any surface with the pressure pack spray. The lubricant does not run off the fitting onto the deck like other lubricants due to the paste-like qualities it displays when sprayed on any surface.

Davidson 34

THIS most successful three quarter ton design is now available with several updates and additions. The boat can now be purchased in various forms, and to any stage of completion, from basic hull, deck, keel, rudder to complete sail away.

The boat is offered either as a top flight I.O.R. Racer (but at reasonable cost) or a club Racer - Cruiser. The I.O.R. racing version features a new updated Davidson design keel together with the latest Saildrive propellor installation, a double spreader racing mast and medium weight full race fitout below. This configuration guarantees race winning performance, as being shown by *Chutzpah* which is easily winning the O.R.C.V. winter series regatta on both I.O.R. and Channel handicap, with *Fire & Ice* the latest launched boat in a close 3rd place. *Singapore Girl* winning the Brisbane to Southport race then being D.S.Q. for a start line incident, then placing second in the S.C.O.R. series by one point.

The boat is also now available in club racing-cruising configuration. It features

a bulb keel for increased stability, increased accommodation and comfort below, a single swept back spreader rig without runners for fast, fun sailing.



Laurie Davidson stated on a recent trip to Australia that he does not believe he could currently design a better, more up to date yacht than the Davidson 34. In fact he has recommended to an American buyer who wishes to build a state of the art Three Quarter Ton Yacht, that he purchase the Davidson 34 from Australia.

The boat is built to the highest standard by Ken Jago Yachts, builders of Admiral's Cup, Southern Cross Cup standard yachts. Boats can be supplied with A.B.S. certification if required. For further information please contact Melbourne (03) 598-0459, (03) 783-6166.

Yanmar's new mini-generator

SAILORS, with a well-founded fear of petrol-driven motors on small craft will appreciate the new L Series Yanmar Diesel generator. It is claimed to be the smallest ever made. It has a weight and size that so far has been available only with a petrol driven generator.

Designated Model No. YDG2000E, it has direct fuel injection system employing Yanmar built nozzles and pumps that meticulously measure fuel feed. It has a recoil starting system coupled to a decompression device that gives instant starts at temperatures down to -5C. Electric or hand start is available.

The Yanmar air-cooled diesel generator

has a voltage output of 110, 220 or 230V. The unit weighs 48kg. Makers claim 'no fill-ups dawn to dusk' - about 9-12 hours continuous running without refuelling. It has a fuseless circuit breaker that stops overloads.

Altogether, the Yanmar YDG2000E is the ideal power source for the cruising yachtsman - almost vibrationless and quiet as Yanmar genius can make it!

Enquiries to Hassett Machinery Sales Pty Ltd, 24 Maroondah Highway, Ringwood Vic, 3134. Phone (03) 870 2944, Fax (03) 870 2600.

Marine Medic Coastal Kit

WHEN you're injured, a red flashing light and a siren are the most welcome of sights, if you make it that far that is. Accidents afloat are compounded by isolation, restricted or delayed access to specialist care and inexperienced help. The First Aid Kit is usually made up of headache tablets, band-aids and an assortment of bottles, all contained in lunch box with assorted fishing tackle.

The Marine Medic Coastal Medical Kit is a high grade trauma treatment kit that is specifically designed to overcome these problems, its emphasis being on high quality care and user friendly. It has evolved over many years experience on oil rigs and merchant vessels, sail and power vessels.

The kit is contained in a waterproof marine grade vinyl bag. The kit will float with all items inside and has wrist tether. There 28 different items which are backed up by a prompt re-order service. Instructions are simple and concise and are on a waterproof laminated card. It allows stabilisation of most commonly encountered injuries using the best hospital grade materials available.

Day Kits are only \$69 and more comprehensive Weekend Kits \$89 including postage.

Available from Australian Marine Technology, PO Box 561, Gosford, 2250 N.S.W. Tel (043) 25-2054.





The 'Flook' Flying Anchor

SYDNEY flier and inventor, Philip Dulhunty may be set to revolutionise the way in which boat owners anchor their craft with the development of an new anchoring system, the Flook (pronounced as in look).

Dulhunty originally devised the Flook Flying Anchor in conjunction with a Swedish associate to anchor his sea plane and has since been assisted by the Royal Australian Navy who made the original prototypes.

Made from galvanised steel, the Flook is now available in 5kg and 10kg sizes. The 5kg is suitable for runabouts and small yachts up to 25 feet long while the 10kg anchor will hold vessels up to 45 feet long. When launched into the water from a boat it automatically takes off and flies out through the water at a glide angle of 5 to 1 until it lands on the seabed.

A quick rearward jerk on the line opens its unique differential pantograph and drives the aerodynamically designed flukes into the sand or mud. The harder you pull, the deeper the flukes dig down into the bottom.

The Flook is distributed by Dulmison Marine Pty Limited, 99 South Creek Road, Dee Why, NSW. 2099. Australia. Telephone (02) 981-3866. It will be available through chandlerys nationally for a recommended retail price of A\$90 for the 5kg and A\$135 for the 10kg anchor.

B & G expands its Hornet 4 system

BROOKES and Gatehouse has expanded the ever-popular Hornet 4 system, a favourite with Half and One Ton racers, offering the system in a budget package with a new cruise repeater on deck.

This allows boat speed, wind speed and wind angle to be displayed on deck through the one repeater, and allows the

other functions offered by the sailing monitor to be selected. These functions include a resettable log, a total log, a countdown timer, an elapsed timer and a battery voltage indicator.

The cruise repeater is fully sealed against the elements and is very robust. It uses an LCD display which is back-lift for night use. The cruise repeater may also be used as an addition to an existing Hornet 4 system.

The addition of the cruise repeater allows a full Hornet system to sell for less than \$3000 (inc tax) complete with chart table and cockpit displays. The national distributor, Peter Green Shipchangers, believe this will put the Hornet 4, its proven accuracy and reliability, with the reach of many cruising yachtsmen.

More information from Peter Green Shipchangers, 12 Polo Ave, Mona Vale, NSW 2103. Phone: (02) 997-5411.

It's a Musto at sea!

WET weather gear for Australia's boaties has never been an easy choice, but thanks to an English engineer, his sailing prowess and his analytical approach to solving a problem as old as boating itself the choice is now clear cut.

Musto wet weather gear is a protection system aimed at ultimate comfort, performance and safety.

It is the brainchild of former engineer, sail maker and champion yachtsman Keith Musto. Musto has given the boating world a new deal in wet weather gear. A system that can keep water where it belongs, on the outside of the garment.

A concentrated development programme by Musto has seen the arrival of the Offshore jacket, highly suited to Australasian conditions, and timed to meet the rigorous regatta calendar in these waters over the coming months.

The Musto Offshore jacket and matching trousers represent the thoughts and experience of leading yachtsmen and women around the world. Featuring an extra high, fibre pile lined collar, 2 oz polyurethane lining which is fully vented with neoprene coated nylon outer, the distinctive new Musto suits are rapidly gaining popularity, especially with added features like fibre pile lined pockets and reflective tape on the front...

Musto have followed a practical path, a combination of old and new materials are tested for use in their range.

The Offshore suit is part of an Offshore range which includes body

warmer suits, gloves, boots, buoyancy liners and lifejacket.

The Musto Offshore jacket is also designed to be used with the Musto Multifit Safety Harness and Safety line ... a comforting thought with the AWA Sydney-Hobart around the corner.

Musto is quickly becoming synonymous with safety, comfort and practicality. BOC racers, Sydney Harbour crews and the America's Cup teams have all elected Musto the suit to have.

Ian Treleaven, skipper of *Starlight Express* and director of Musto in Australasia, says the Musto range is the most complete in the world. "We can offer a range of dedicated wet weather clothing to suit the dinghy sailor, light weight Inshore suits, a coastal range and of course the new Offshore suits..."

"Our 'dry' suits are proving very popular with foredeck crews, and the Offshore Range has become 'de rigueur' among ocean racing crews in recent months".

The Musto range has proven incredibly adept at keeping water out. In recent British testing conducted for the Royal National Lifeboat Institution by the RAF Institute of Aviation Medicine, the clothing beat the opposition by in excess of 100% in water proofing.

Further information, Ian Treleaven, Musto Australia, 14-16 Buckland Street, Chippendale, NSW, 2008. (02) 319 2133.



what's new

High visibility speedo system

YOU'VE seen the jumbo-sized instrument repeaters on the masts of exotic maxi, 12-metre and IOR ocean racers. They need high-tech instrument systems to drive them. Now there is an affordable alternative for the budget club racers or yacht with minimum instruments called the Maximeter.

Australian-made, the Maximeter is a stand-alone, digital speedo system that will connect to virtually any existing pulse-producing water speed device such as paddlewheels or impellers used with VDO, SR Mariner, Seafarer and Brookes & Gatehouse instruments. It needs only the ship's 12-volt DC power supply, the input signal and a suitable mounting place.

The Maximeter is designed to be mounted on deck or at the mast, where it can be seen by all the crew. The 38mm high digits are in high visibility "day-glo" colours.

More information from Peter Green Shipchangers, 12 Polo Ave, Mona Vale, NSW 2103. Phone: (02) 997-5411

New Silva 5000 Electronic Compass

THE Silva 5000 is an advanced electronic compass developed by the world's foremost manufacturer of compasses - Silva Sweden AB. It provides a digital and analog compass course with selectable damping from 1 to 120 seconds. Difference between true and required course (total error over a time), CMG - course made good and tactical function.

The Silva 5000 comes with one of the finest and best fluid dampened transducers of fluxgate type available with electronic deviation to provide unsurpassed performance even in the roughest seas. Output for connection to Sat-Nav, tactical computer or repeater instrument.

The high contrast display and excellent night illumination gives easy reading even from an angle. Deviation table, required courses etc are easily programmed with large watertight pushbuttons and the values are stored when power is off.

The Silva 5000 is the latest addition to the well known Silva thousand series of highest quality marine instruments and



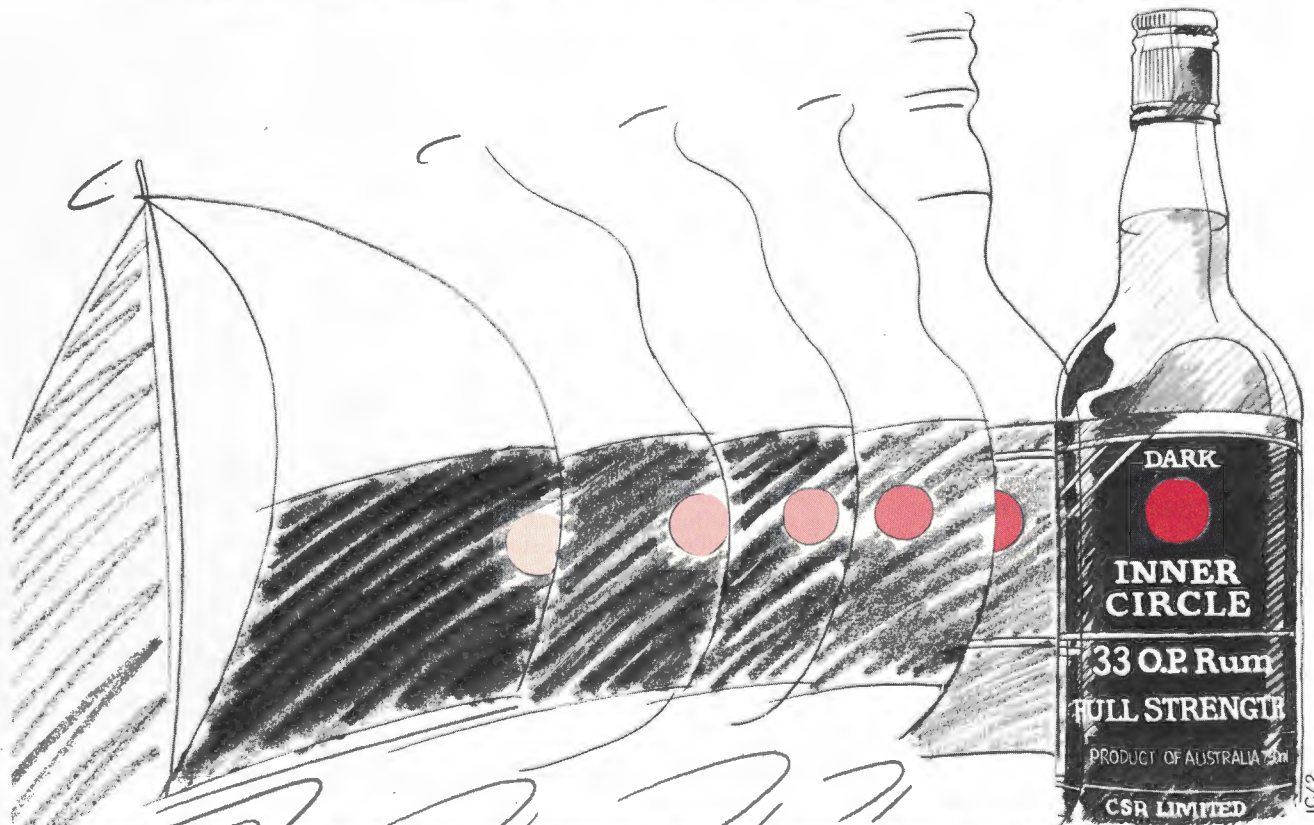
is priced around \$1400 from shipchangers and leading boat builders.

Distributed throughout Australia by Macson Trading Company, 44 Alexandra Pde, Clifton Hill, Melbourne, 3068. Phone (03) 489-9766. Agents in all states.

TWC Advanced Electronic Charging Regulator

CONVENTIONAL regulators are imprecise and restore battery charge levels to approximate 70% of maximum. This decreased charge leads to sulphation with a resultant decrease in battery life, charge inhibiting and eventual failure. The TWC regulator now

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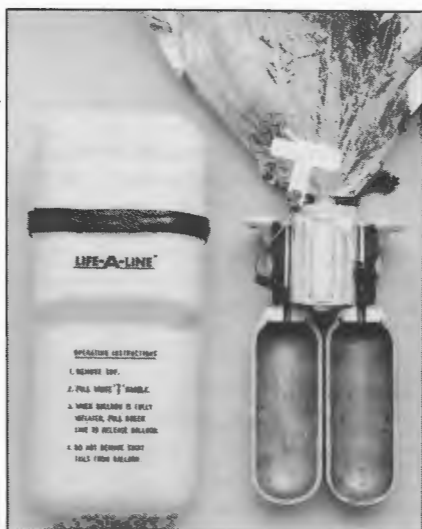
allows 100% charging eliminating under & overcharging, prevents cell gassing, prevents sulphation, increases battery life by 2-3 times if new, and allows full battery capacity use.

The heart of the device is a special microchip which monitors 'true' battery voltage, compensates for ambient temperature and circuit losses and computes information so applying the precise charging level required. Alarm functions are also incorporated indicating when system demands are too high or charging is insufficient to meet demand or a faulty alternator. Also an alarm is available for high circuit losses associated with large voltage drops demanding immediate investigation.

Further details from John Payne, Australian Marine Technology, P.O. Box 561, Gosford, 2250 NSW. Phone (043) 25-2054.

Emergency Signal, Radar Reflector

THE recent loss of life in the Melbourne/Osaka yacht race, the B.O.C. yacht race and the tragic circumstances surrounding the loss of two servicemen from the RAN Oberon class submarine Otama further highlights the



difficulties of finding personnel lost at sea. One of the most frequent comments made by people lost at sea, after their rescue, is that they could hear and see rescue vessels, but the rescue vessels could not see them. Hence the development of Life-a-Line, an emergency visual signal and radar reflective position locator.

Life-a-Line is U.S. Coastguard accepted as meeting Solas regulations for life rafts and life boat radar reflectors. But it is Life-a-Line's ability to give this detection capability to a person in the water that makes it so outstanding.

Life-a-Line is an emergency signal device designed and developed to assist in rapid location of personnel who have been lost overboard, forced to abandon ship or aircraft in seaways or other open waters.

The device consists of a small canister containing a collapsed - radar-reflective balloon (it looks like curled up aluminium foil), two cartridges of helium, and a line attaching the balloon to the canister.

When Life-a-Line is activated, the silver balloon fills with helium and rises to a maximum of 125 feet, depending upon wind conditions. Once deployed, the balloon resembles a small blimp with tails, which are also radar-reflective. The balloon can be seen with the naked eye at up to 3 miles range on a clear day. Boat, ship or airborne radars can 'see' the balloon by day, night or in fog.

Life-a-Line is available from Rossam Industries Australia Pty. Ltd., GPO Box 209, Sydney, 2000. Phone (02) 982-5778.

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TROPICAL Sailing Holidays offer cruising holidays in the Whitsundays for 7, 10, 14 or 21 days, with prices starting from \$495 per person, and what ▶



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In DigiCOURSE systems, the compass unit is remotely mounted outside the major magnetic fields of the hull and its cargo. It has nearly the accuracy and is more dependable than a gyro system at much less cost.



The compass reads itself opto-electronically and transmits heading data to one or more digital displays, rotary bearing repeaters and/or a variety of electronic navigational devices. Digital and/or rotary repeaters can be installed in the wheel house and any additional convenient locations like the afterdeck, navigator's table and the captain's cabin. No special tools or skills are needed to install a system 100 or 200, though the compass should be compensated by a competent compass adjuster.

Power requirements are flexible: from 12 to 32 VDC without adjustments.

With DigiCOURSE data conversion units, the compass signal can feed heading information to satellite navigation, on-board computers and course recorders, gyro repeaters, and auto pilots.



Additional information on the DigiCOURSE Systems and its components can be obtained from

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what's new

amounts to a 'chartering smorgasbord' of bareboat, skippered cruises for singles, skippered group or family charters and 4-wheel drive/sailing safaris.

According to Joe Pathe, a fleet of 10 new Beneteau yachts ranging from 28 to 42 feet, will be in operation within two years.

Contact Tropical Sailing Holidays on (02) 419-7544.

Penguin Marine Deck Hardware

THE world famous company Penguin Marine Hardware manufacturers of the Penguin range of deck hardware has joined the Barient-Sparcraft team.

This alliance gives Penguin a solid environment where product design, innovation and development can flourish. Penguin started the big boat block business back in 1979, when everybody else was paying attention only to small boats. By concentrating on requirements of big boats, Penguin quietly turned the industry around. They have now introduced many new sizes to their range to cater for boats between 30 feet up to the maxis.

Barient winches continue to be manu-

factured by Barlow Marine in Sydney while Barlow Marine handle exclusively the Sparcraft spars, spinnaker pole fittings and snap shackles and Penguin deck hardware.

Further enquiries to Peter Shipway, Marketing Manager, Barlow Marine, 52 Wentworth St, Granville, NSW. Phone (02) 637-9333.

Dick Hayes joins MacDiarmid Sails

SYDNEY J24 sailor, Dick Hayes, has joined MacDiarmid Sails. Hayes, who was most recently Advertising Manager for Australian Sailing Magazine, will assume responsibility for sales and marketing.

Dick's sailing experience extends to considerable one design sailing - having taken part in J24 world championships, while he has considerable ocean racing experience which includes Sydney to Hobart races, Sydney to Noumea, Clipper Cup (now Kenwood Cup) in Hawaii, Big Boat Series in San Francisco in addition to considerable time in race tuition. He is past president of the J24 Association.

Ian MacDiarmid has made a great impact on the Sydney sailing scene since

starting his sailmaking business just three years ago at Lane Cove. In recent seasons the MacDiarmid loft has grown to dominance in classes such as the J24, Dragon, Cavalier 28, Adams 10, Endeavour 26 and in skiffs in the 12s and 18s, while many club racers have benefited from the experience and speed the loft has developed.

Enquiries to MacDiarmid Sails, 32 Burns Bay Road, Lane Cove, 2066. Phone (02) 427-5565.

Solo Yachtsman's New Invention

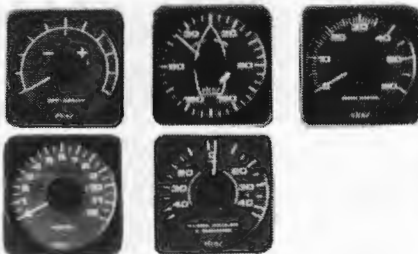
IAN Kiernan, the solo around the world yachtsman who sailed the Spirit of Sydney into sixth place in the BOC Challenge demonstrated a new invention, the McIntyre Water Scoop at the Sydney International Boatshow.

Jointly developed by Kiernan and yachting equipment experts Don McIntyre and Jack Christoffersen, the invention was tested by Kiernan during his 27,000 nautical mile solo voyage. The retractable water scoop greatly assists the solo or short-handed yachtsman in that it scoops sea water automatically filling the water ballast tanks essential in short-handed racing.

WHEN ONE SAILS OVER MILES . . .



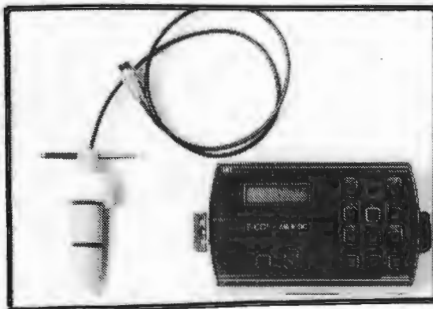
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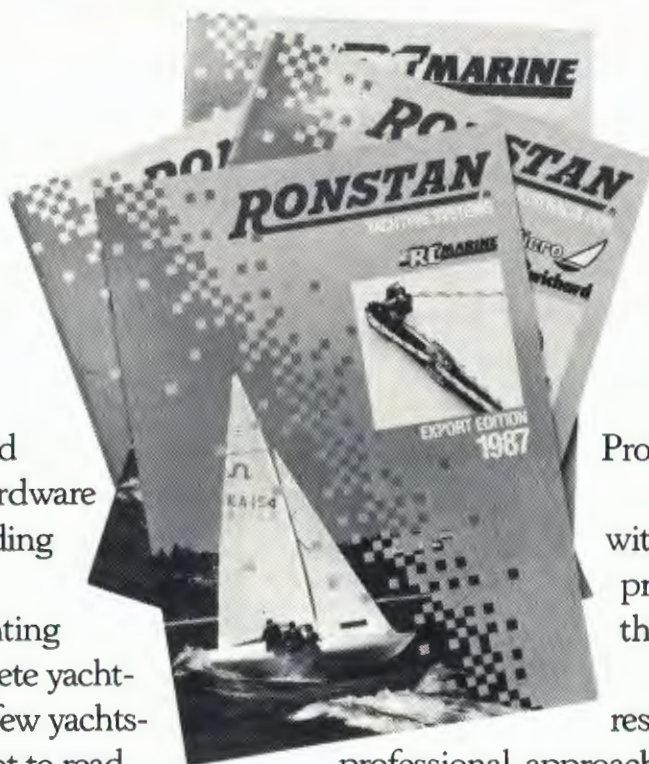
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P.O. Box 81 Sandringham 3191 Australia. P.O. Box 85-091 Sunnynook Auckland 10.

Racing Red

Young Endeavour Nears Australia...



SKIPPER of the Young Endeavour, Captain Chris Blake (left) with his executive officer, Commander Frank Allica, who will take over the brigantine for the Royal Australian Navy when she reaches Sydney in January. (Peter Campbell pic).

Captain Cook Would Be Proud

By Peter Campbell, who sailed aboard Young Endeavour, Britain's magnificent Bicentennial Gift to Australia, on the eve of her departure from Cowes in August. The brigantine is due to reach Fremantle in early November and will then visit all major ports in Australia.

CAPTAIN James Cook RN would have been proud of them — and SO will Australia when the youthful crew of the brigantine Young Endeavour sail her into Fremantle in early November.

Young Endeavour, Britain's Bicentennial Gift to Australia, left Cowes, England, on the start of her 14,000 nautical mile voyage to Australia on August 3. She is due in Fremantle on November 5.

After calling at ports around the Australian coasts, she will be handed over to the Australian Government as a sail training ship in Sydney on January 25, 1988, before taking part in the Parade of Sail on Sydney Harbour on Australia Day.

Aboard her on the long voyage to Australia, calling only at Rio de Janeiro, are 24 sail trainees, aged between 18 and 25 — 12 from Britain and 12 from Australia and half of them girls. The professional crew of 12 includes experienced British sail training ship officers and instructors and four Royal Australian Navy personnel who will take over command of the ship in Sydney.

In less than three weeks of sailing trials in the English Channel before Young Endeavour sailed for Australia the young men and women had developed into competent seaman (seapersons?), dashing aloft and out onto the yardarms with enthusiasm and self-assurance, scrubbing the deck and even peeling spuds in the galley with the same enthusiasm.

But then Captain Cook had to press-gang most of his motley crew for the Endeavour — the crew of Young Endeavour came running for the job. The 12 Australian sail trainees were chosen from 7000 original applicants from every State and Territory.

The chosen dozen represent a wide cross-section of intelligent, healthy and enterprising young men and women. Only a few had ever sailed before joining Young Endeavour, only two West Australian lads getting the chance to sail aboard a tall ship, the West Australian sail training ship *Leeuwin*, before flying to England.

Before Young Endeavour set sail from Cowes I was invited by her Captain Chris Blake, to spend a day aboard the brigantine during her final sailing trials on The Solent.

In overall length 115 feet (44m) Young Endeavour is about the same size as Cook's Endeavour, but that's where the similarity ends. The original Endeavour was a bluff-bowed, beamy Whitby collier, oak-planked and fully square-rigged.

Young Endeavour, while carrying square-sails on her foremast, is also fore-and-aft rigged. She is built of steel and was designed specifically as a sail training ship by England naval architect Colin Moody. The hull and rig design

incorporates many modern thoughts in safety, particularly since the loss with all hands of a sail training ship in the Atlantic in recent years.

While Captain Cook in his voyages of discovery in the Pacific with *Endeavour* had the then-ultimate in accurate navigation equipment such as a sextant and a chronometer, *Young Endeavour* has satellite navigation, radar, on-board computers, facsimile weather reports and marine radio capable of voice or telex communication around the world.

Built at Lowestoft, in East Anglia, *Young Endeavour* carries some 5,500 square feet of working sail on her main and foremasts, including three square-sails — a lower coarse, topsail, and top-gallant.

It was a rewarding experience, not only to sail aboard such a fine sailing ship, but also to meet the youthful crew who are now sailing *Young Endeavour* to Australia.

Take Braedon Earley, a 20-year-old from a cattle station on the Roper River, near Katherine in the Northern Territory. Tall and laconic, Braedon quickly established a reputation in the social circles of London with his colorful, Crocodile Dundee version of bull-throwing, crocodile and buffalo hunting in the Territory.

Braedon and his fellow young Australians were guests at a Buckingham Palace garden party and visited Mrs Thatcher at No 10 Downing Street, establishing a fine reputation as young ambassadors for their country. "They come from such a wide variety of backgrounds that they are giving everyone they meet a different insight into Australia and Australians," Australian High Commissioner in London, Doug McClland told me, during a visit to the Australian Admiral's Cup team at Cowes. The High Commissioner later sailed down the Solent aboard *Young Endeavour* when she left from Cowes, disembarking before the brigantine cleared The Needles.

As she departed, *Young Endeavour* fired a 21-gun salute from her two specially made brass cannons. The Royal Yacht Squadron fired 17 guns in reply as the Duke of Edinburgh took the salute.

Young Endeavour's voyage to Australia has followed the route of the First Fleet to Australia via Enerife in the Canary Islands, Rio de Janeiro and Tristan de Cunha. She did not call at Cape Town.

The 12 Australian sail trainees aboard *Young Endeavour* come from every State and Territory and a wide background of their own endeavours.

Anne Gibbon, 24, from Melbourne, a management trainee with BP Australia, quickly developed the qualities of a fine seamen, with no qualms about going aloft and out on the yardarms of *Young*

Endeavour to furl the square-sails. Born in Queensland, Anne has been an exchange student to the United States and sees in this voyage another opportunity to increase her personal awareness and develop new skills, capabilities and friendships.

Kevin Parkinson, 24, originally from Geraldton, WA, but more recently living in Perth doing a degree course in environmental health, initially had a slight advantage over his fellow trainees. He had sailed for a month aboard the WA sailing training ship *Leeuwin* before going to the UK to join *Young Endeavour*. "I came from a yachting town, but never took it up — I'm regretting that now," he told me as the *Young Endeavour* heeled under a freshening breeze.

The conversation ended as Captain Blake called for the trainees to go aloft to furl the coarse, the largest of the square-sails.

Navigator for the day was Lt. Louise Scullion, 25, one of the four RAN officers aboard *Young Endeavour* who will take over the command of the brigantine next year. The others include the executive officer, Commander Frank Allica, who will command the ship when it become's Australia's first national sail training ship. "My last job with the Navy was buying harpoon missiles and standard missiles for submarines and F111s — this will be something quite different, a real challenge," he told me.

Young Endeavour's navigator is Commander Gary Sproule, and the engineer is Chief Petty Officer Rod Wells, fresh from RAN patrol boats working out of Darwin.

Lt. Louise Scullion is no stranger to sailing — in fact, she is a world champion, having crewed for another RAN officer, Lt. Richard Longbottom, in winning the Laser dinghy world championship in England last summer.

At the wheel, her eyes alternating between compass and the huge sails above her, was Kate Ford, 22, originally from Tamworth and now a medical

student at the University of NSW in Sydney.

"I had done some sailing in catamarans and dinghies and when I was chosen I wondered how I would enjoy a long voyage on a big sailing ship, living in close quarters for several months," she said.

"But the people who selected the 24 young British and Australian trainees have done an exceptional job in their choice of compatible people who already are working as a team".

Like most of the sail trainees, both the Britons and Australians, Kate was seasick when *Young Endeavour* sailed down the Channel to the Island of Jersey. "We all felt miserable at times, but there was always a friendly arm around you if you were leaning over the rail being sick." Kate was drawn to the adventure of the voyage. She has already travelled overseas, spending a year in Denmark as a Rotary exchange student in 1983.

Just before she left Australia, her mother gave her a book which she says has continued to fascinate her — her great-grandfather's log book which he kept when he sailed to Australia in the 1830's. Kate is a young woman with a strong sense of history, regarding the voyage of the *Young Endeavour* as a way to represent a "country with a future as well as a past" as Australia celebrates its Bicentenary.

Among the young Britons aboard *Young Endeavour* are two Scots — James Fraser, 22, a soldier in the Scots Guards and Andrew Campbell, 23, a bearded young man from the Highlands. Andrew pipes *Young Endeavour* in and out of port, and for the visit aboard by the Queen for her launching, James wore his ceremonial red jacket and traditional busby helmet — and he is taking them is his sailbag to Australia.

Another young Briton who quickly made himself popular with his fellow sail trainees is Sean Stevens, a 22-year-old fisherman from Bonchurch on the Isle of Wight. When *Young Endeavour* anchored in Beagle Cove on the Cornish coast of the way back from Jersey, it was



SAIL trainees aboard the *Young Endeavour*, out on the yardarms as they furl the square sails aboard the brigantine. There are 12 British and 12 Australian youngsters aboard the ship, soon to reach Australia. (Peter Campbell pic).

GIRLS make up half the 24 trainees aged between 18 and 25 who are sailing aboard Young Endeavour on her maiden voyage to Australia. (Peter Campbell pic).



Sean who organised the fishing — and a catch of 80 mackerel for breakfast.

One young woman who is continuing her professional career aboard the brigantine is 24-year-old Adrienne Brown, a Journalist from Brisbane. Adrienne, who worked with the Sunday Sun as a general reporter, is sending articles back to Australian newspapers and magazines, and also doing voice reports for ABC radio during the voyage to Australia.

"I was completely green when I joined the ship, but I didn't get seasick on the voyage to Jersey," Adrienne told me, "It's been brilliant aboard so far, but

I'm falling asleep on my feet after the night watches. Everyone gets on so well. They could not have chosen a more comfitable crew".

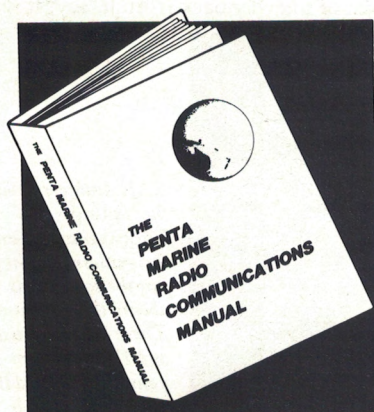
And what will she gain out this Bicentenary adventure? "I have got to become more tolerant, tidier and with a greater sense of discipline," she said. "There are pluses on all sides, in learning to sail, in astronomy and navigation. I'm getting my sea legs but the first time I went up the 100-foot mast I was terrified — it's a helluva climb".

The other Australians among the sail trainees are: Karen Braithwaite, 23, a teacher from Melbourne; Tiffanie

Cowan, 20, a physical education student from South Australia; Paul Mainwaring, 21, a medical student from Sydney; Carolyn Morey, 19, an outdoor education student from Canberra; Trevor Upson, 23, a clearance diver from Brisbane who has just completed nine years service with the RAN; Andrew Shelverton, 22, a merchant navy cadet from Hobart, who is studying for a Diploma of Nautical Scienc at the Australian Maritime College in Tasmania;

Tom Warner, 18, an economics student at the University of Western Australia, a former school captain of Christ Church Grammer, at Claremont, WA.

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ABOARD the Young Endeavour during sea trials on The Solent in England it's all hands on deck to trim sails and later aloft to furl the square sails on the brigantine. (Peter Campbell pics).

And how does the modern-day Captain Cook, in the presence of Captain Chris Blake, see his new crew of *Young Endeavour*.

Captain Blake, who has been commanding sail training ships in England and Hong Kong for the past nine years commented: "They are shaping up very well, they've had lots of sailing and a lot of social entertainment and have handled themselves well at each scene.

"They are all very presentable young men and women representing their two countries", he said "They are also very compatible — I don't care if they cannot sail, so long as they get on well together. They have been involved with painting and rigging the ship — they worked alongside the unionists fitting out the ship.

"How are they shaping up? I've been sailing for 28 years and have not shaped up yet but by the time they leave the ship they'll be experts is sailing a square-rigged ship.

"All of them have above-average intelligence and have quickly adapted to life aboard ship and to the working of the ship. Certainly they are far superior crew than Cook would have had on the original *Endeavour*.

"Usually they came with sore heads via the press gangs who banged them on the head, brought them aboard and they were sent almost immediately. These youngsters came running to sail aboard



the *Young Endeavour*.

"But, Captain Cook would have been proud of these young Britons and Australians."

Young Endeavour is due to reach Fremantle and stay in port from November 6-9. She then sails for Albany, staying there from November 9-10.

She will then visit Port Lincoln from November 16-18, Portland November 22-24, before sailing around to Newcastle and staying there from November 27-29.

Young Endeavour will be in Brisbane from December 2-5 before sailing south again to Southport from December 6-8, then Coffs Harbour from December 9-11.

From there she will sail to Launceston, being in port there from December

16-18 before sailing to Adelaide where the crew will spend Christmas.

From there *Young Endeavour* will call at Robe on December 27, reaching Melbourne on December 31 and staying there until January 5.

She will arrive in Hobart on January 10 and sail for Sydney in the Tall Ships Race on January 14.

Young Endeavour will be handed over by the British Government to the Australian Government on January 25 on Australia Day, under her new flag, and will take part in the spectacular Bicentennial Parade of Sail on Sydney Harbour.

Her Australian sail training programme, under the control of the Royal Australian Navy, will start almost immediately.



SOVEREIGN, Bernard Lewis' maxi, took line honours in the second annual Jupiters Gold Coast Race, but light winds off the NSW North Coast stymied her bid to break Apollo's race record. (Ian Grant pic).

OCEAN racing towards the warmer winter sun may become an obsession with southern blue water sailors within the immediate future.

Queensland's Pacific shore based clubs, Southport and Mooloolaba, are about to realise the promotional potential of their facilities following highly successful racing last August.

There is no doubt that the Sydney-

Gold Coast Race, sponsored this year by Jupiters Casino and Conrad International Hotel, has confirmed its acceptance by the keenly-competitive ocean racing sailors:

This classic over 380 nautical miles attracted entries from New Zealand, Tasmania, Victoria, A.C.T. New South Wales and the host State, Queensland.

The standard of the fleet particularly in I.O.R. showed that the timing of this

race has proved ideal for owners keen to have a long-race shakedown and two short course regattas added to their boat-tuning plan for the summer '87-'88.

...and in the protest room!

Included in this year's fleet was the impressive Bernard Lewis-owned, Dave Kellett-skippered maxi *Sovereign* and a representation of some of Australia's best I.O.R. performers.

Among them were several high-performance Davidson-designed Three Quarter Tonners, Tony Dunn's 1986 AWA/Sydney-Hobart race winner, *Extension*, John Eyles' XXXX/Ansett Hamilton Island race week champion, *Indian Pacific*, the consistent *Singapore Girl* (Tony Poole) and Bruce Staples XXXX/Southport classic and Australian Airlines Brisbane-Gladstone race winner, the Farr 40, *Witchcraft 11*.

CREW members of Russell Dean II relax offshore at Southport Yacht Club after their ordeal in galeforce winds off Cook Island on the NSW North Coast. At left is radio operator Audrey Brown, wife of the skipper, who kept a constant radio contact with race headquarters at Southport. (Ian Grant pic).



Adding the competitive nature of these ocean racing combinations to the proven standard of Bill Currie's *Once More Dear Friends* now sailed from Melbourne, New Zealand's record-breaking Davidson 55 *Starlight Express*, Graham Lambert's *Too Impetuous* and Southport's remarkable 11.2 metre light displacement maxi-chaser, *Boundary Rider*, and Sydney-Noumea race winner, *Nadia IV*, confirms the popularity of this new end-of-winter racing programme.

In the week leading up to the Jupiters race up the northern rhumbline to the playground of the Pacific, Queensland's Gold Coast, several top Sydney sailors set their boat-on-boat bets with the standard wager being the normal jug of Bundy and Coke.

Veteran Jack Rooklyn and his sailing master, Graeme "Friz" Freeman, were in the Bar at CYCA on race morning and held little concern for the bar talk on *Sovereign's* assault on the famed Gerkin's (*Apollo*) race time of 49hr.19min.41sec set in the inaugural race last year.

Friz took a break from the Kookaburra 12 metre camp to play a major role in *Apollo's* unique line honours/corrected time double.

Sovereign was freely tipped to lower



ABOVE: Sydney sloop Dr Dan moves northwards in a light southerly off the coast of Sydney. LEFT, Sydney-Hobart race winner Ex-Tension clears Sydney Harbour after, BELOW, the melee at the start of Jupiters Gold Coast Race. (Pics by David Clare and Ian Grant).

the race time by some hours, but there was one thing wrong — they forgot to advise "Hughie" to lay on the correct wind speed and direction.

When David Hilton, heir to the Hilton Hotel Family and vice president of Casino operations at Jupiters on the Gold Coast, fired the start signal from *HMAS Freemantle* at 1400 hrs there was next to no wind. *Sovereign* started in clear air down the line while *Bushfire* (Michael Spies) and *Bacardi* (John Gould) were best served from the committee boat end in the 79 boat fleet. *Sovereign*, with Tokyo Olympic gold medalist Peter ("Pod") O'Donnell picking the



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Jupiter's Gold Coast Yacht Race



SEAQUESTA managed to get clear of the melee at the start of the Jupiters Gold Coast Race as she headed down Sydney Harbour and out to sea. Skippered by Peter Nicolson, Seaquesta finished fourth overall. (David Clare pic).

eyes out of the wind was, as expected, first to clear North Head.

Ex-Tension, with the crafty Max Tunbridge and Lawson Abbott playing their role in triple T (TACTICAL THINK TANK) headed *Dr Dan* (Rod Muir), *Evelyn*, (John Fraser) and *Starlight Express* (Ian Treleaven) as they took a fix on Barranjoey Head.

Sovereign put some distance on the fleet while the soft Eastly held but after dusk it was a different story. "We were parked 400 metres to sea of the land breeze off Terrigal and there was a progression on Nav lights sailing straight up the beach. Big displacement boats just stick in that sort of stuff and there is very little you can do about it," said Dave Kellett later.

"When the morning mist cleared we were not in great shape — perhaps 30 boats were ahead of *Sovereign*. Even the comfortable cruiser/racer *Polar Bear* was in front of us, and what they said certainly did not lift our enthusiasm."

The first morning sked placed *Dr Dan* ahead of *Starlight Express* and *Evelyn*, with *Indian Pacific* holding time on the fleet. But there was intense frustration in the first 15 hours with many falling into the theme of the sponsor Jupiters Casino-Trade the yacht's wheel for a thrill of a flutter and 24 hour-a-day excitement and with a bit of luck your ship could come in.

Some gambled and lost while others caught outside the wind line spat their chips.

Offshore racing can be a lottery as *Sovereign* proved in her first Jupiters race, with all chance of a record lost with only a 5.5 knots average logged in the first 15 hours to Crowdy Head. Finally she hit back to reveal her true speed potential.

"Our sewer staff will always remember this race with sail changes on each side of the unusual squally pattern," said Kellett. During one particular squall of deep black cloud, rain and bags of wind,

came the question shouted from the foredeck to the rear-guard; "Hey, Kellett check your bearing. Are you bloody sure we are not heading south, this is Bass Strait weather."

Despite blowing out her No 1 genoa on Sunday night and the No 2 early the next morning, *Sovereign* was back on target for the record when she weathered South-West Solitary Island. But a little north of Yamba she was dumped for another four hours and *Apollo's* race time lived for another year.

Sovereign completed the course in 51-52-25, 2-32-44 outside *Apollo's* time.

The two Davidson sloops, *Starlight Express* and *Dr Dan*, ended their private match racing duel split by only 40 minutes to take the minor line honours placings. They were followed by *Boundary Rider* just under four hours later. Skipper Jim Inglis said, "You just had to be at the right end of the line squalls".

"Each time one came through *Starlight Express* and *Dr Dan*, particularly north of Cape Byron, put a lot of distance on us. They carried spinnakers off the front of the squall while we had two-sail working gear to handle the scraps of the back."



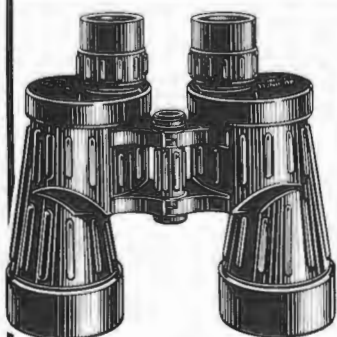
BUSHFIRE makes the most of the gentle seabreeze as she reached northwards towards the Gold Coast. Skippered by Geoff Bush, Bushfire finished eighth overall. (David Clare pic).

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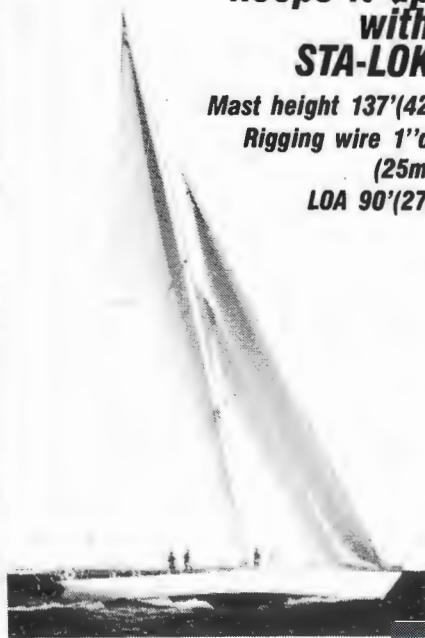
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Jupiter's Yacht Race

Boundary Rider produced another great performance, confirming she can handle all conditions. The 37-footer, designed and built by Jim Inglis set the yachting circles in a whirl last Easter when she completed the 308 nautical mile Australian Airlines Brisbane Gladstone race in a little over 29 hours, to set the third fastest time ever behind the former *Whitbread Maxi*, *Castaway Enterprise*, and *Starlight Express*, who broke *Windward Passage's* one year old record of 28hr.57min.6sec.

As expected the IOR struggle proved exciting with *Indian Pacific*, *Two Impetuous*, *Witchcraft 11*, *Marloo*, *Ex-Tension* and *Singapore Girl* correcting out with a good chance on Monday's PM sked.

Too Impetuous finishing almost seven hours behind *Sovereign*, correct out with a good average of 7.77 knots to be best in Div 1. *Indian Pacific*, finishing another two and a half hours astern, corrected out at 7.80 to the best in Div 2, while *Singapore Girl*, 21st over the line, pro-



LIGHT winds off Sydney Heads as *Ex-Tension* and *Marloo* move slowly out to sea in search of the south easterly seabreeze. (David Clare pic).

duced the fastest overall corrected speed 7.90 knots.

But in unusual circumstances all three Division winners who produced great

performances on the water had to face the protest jury, for different reasons.

Lambert and Eyles survived but Poole (*Singapore Girl*) was penalised 20% for

Mirage Resorts Regatta

After the storm fed winds which blew home the Jupiters race tailenders, Southport Yacht Club officials were confident of fair sailing breeze for the three race Mirage Resorts regatta.

Sailing conditions were far from perfect. However, this did not affect some clever tactical racing in the soft unpredictable wind pattern.

John Eyles suffering from a combination of withdrawal symptoms from a hard fight in the protest room and the dreaded power of Bundy and Coke, withdrew from the series with some rumour that *Indian Pacific* was sold. However, the withdrawal of *Indian Pacific* and her major sparring partner, *Ex-Tension*, failed to affect the racing standard.

The baby of the Zulu ocean racing tribe, *Imazulutu*, skippered by former world 18ft skiff champion Peter Sorensen who won the 1986 Rookie of the year award for his wins in the Mooloolaba YC Kawana Waters-Ansett Sunshine Coast Ocean racing championship and the Southport YC Quality Inns Series last year was in the fleet to defend his title.

Sovereign, *Starlight Express*, *Boundary Rider*, *Singapore Girl* and a small but very competitive JOG Fleet offered some interesting comparisons in sailing performance, in the 24 boat IOR 27 Arbitrary and 7 JOG division fleets.

Imazulutu, the high performance Steinman Quarter Tonner is the pro-

totype of a new dimension of yacht regatta racing with a proposed deal between Innovator Bill Dodds and Bob Ansett to launch BUDGET - A - ZULU at regatta venues.

Sorensen, who had not been at the helm in a major race for 12 months, showed he was hot to trot when he sorted out the way to go was to sea where the wind was more constant.

These tactics paved the way for a runaway win of 12½ minutes from the former Harold Cudmore Holland Holt Half Tonner *Silver Shamrock* (Richard Gregory) and *Magic Dragon*, Allan Mitchell's Whiting 31.

A feature of this absorbing race was the line honours battle over a shortened course between *Sovereign* and the light displacement *Boundary Rider*. *Sovereign* became stuck in the flat winds allowing *Boundary Rider* to establish a 3 minute advantage with only six miles to sail from Point Danger to Burleigh Bluff. A late race, two sail reaching wind which picked up from 4 to 12 knots allowed *Sovereign* to sail a minute a mile faster gave her line honours by three minutes.

Similar late race winds proved the difference between *Imazulutu* and the high performance Petersen designed *Marloo* (George Girdis). Girdis did everything right, including taking full use of the ebb flow-out of the Seaway to set up his winning chance, but while she had minimal opportunity to use the freshening wind *Imazulutu*, back in the fleet, was advantaged on her faster sailing angle. Sorensen won the race by 18 seconds, reflecting the importance of longer use of the sea breeze.

Silver Shamrock kept her title pro-

spects alive in the three race to count series with a creditable third for 2-3 score card, compared to *Imazulutu's* 1-1 and the Michael Spies-skippered *Duncanson Bushfire* best of the others on points with a 6-4.

In the best wind of the series, a 10-12 knot northerly, *Sovereign* sailed the 8 nautical mile course in 59 min 20 sec. She was shaded of a dual honors win by *Witchcraft 11* (Bruce Staples) with *Singapore Girl* third.

Imazulutu with her 6th placing finished the series with 292 pts and a successful defence of her 1986 title win. A fifth placing allowed *Bushfire* a two point split for second ahead of *Silver Shamrock* who finished with 277 pts.

The Arbitrary title finished in a deserved win for former world Hydra catamaran skipper Col Metcher. Metcher, who recovered a small Swarbrick sloop from a desolate beach on the central New South Wales coast, skippered the rebuilt sloop to an outright win in the series.

The Metcher skippered *Starlight* with 1-2-10 for 285 points to finish two points clear of *Boundary Rider* (13-1-2) with Paul O'Hare's *Flyaway* relegated to third on countback after finishing equal with *Boundary Rider*.

Southport's specialist smallboat sailor, Noel Leigh-Smith, sailed the Atkinson *Desperado* (rating .6727) to a three point win over the modified *Masrm Time and Money 111* (.6797) skippered by Mark Livingstone. The new Mal Jones Atkinson *Two Desperados*, which won the first race of the series to finish with 1-4-4 lacked the upwind speed to match the leaders.

Jupiter's Gold Coast Yacht Race

not observing a safe distance at sea after sunset.

While all of the Racing Rules drama was unfolding in the Southport Yacht Club committee room, a real life drama was happening in atrocious weather conditions east of Cook Island on the north New South Wales coast.

Out of a pitch black wet and windy night came the voice of a concerned woman at sea. Race controller Doug Lee, who maintained a 24 hour listening watch, alerted all area rescue operations when he heard: "We are out of control in establishing our position and are concerned of the lee shore and exposure to the Windarra Bank and maybe Fido's Reef."

"Heavy squalls are coming through and we are down to No 4 and two reefs

in the main. The sea is Milky white, the wind is 40 knots and building with each squall."

The voice of Audrey Brown aboard *Russell Dean II* gave indication she was tired like all other four crew members including husband Michael, John Laird and John Brown (no relation).

"We have had bad weather for 18 hours and all of our time has been taken up with keeping the boat moving - sleep has been impossible", she said. But their Cole 31, was designed to survive and common sea safety prevailed in decision-making on board.

"Please issue a Pan Alert on our behalf," Audrey asked by radio. At 3.30am the Gold Coast Seaway Tower established radar contact and confirmed

the sloop was in safe water 20 nautical miles off the coast. After an anxious night, *Russell Dean II* berthed at the SYC marina at 11.30am.

Audrey Brown said later: "That was my worst experience at sea. It was frightening, but comforting to know the officials had the fix on our position".

The second Gold Coast Race was an exciting race, but with wild moments at sea and the torment of an unpredictable weather pattern. But competition indicated at the Gala presentation at Jupiters Casino that they would race again next year.

Jupiters, realising the exposure potential and the amazing growth rate of this race, will again be the major sponsor in 1988.

Mooloolaba SCOR

Mooloolaba Yacht Club's successful Kawana Waters — Ansett Sunshine Coast Ocean Racing championship always attracts a good standard fleet and this year's series was no exception.

Included in the I.O.R. Division were *Ex-Tension* (Cark Ryves), *Indian Pacific* (Tim Chambers), *Singapore Girl* (Tony Poole) and the Farr 40's who finished first and second in the Australian Airlines Brisbane — Gladstone race, *Witchcraft 11* (Bruce Staples) and *The Gambler* (Ian Kenny).

The 1986 champion *Imazulutu*, rating .6577, the second lowest in the 16-boat fleet, was favoured to win following her Mirage Resorts regatta success.

This year MYC officials, headed by Tim Moore, arranged a new racing format for SCOR to co-incide with the fleets contesting both the Jupiters and Mirage Resorts events. For the first time in the history of SCOR the racing started away from Mooloolaba with the Southport-Mooloolaba race for IOR and Performance Handicap divisions.

When the morning fog lifted the fleet experienced perhaps one of the toughest medium distance ocean races contested off the Queensland coast. An unstable trough to the east dumped torrential rain, lightning, hail and a tough 20-25 knot headwind on the fleet.

Starlight Express, reefed down to suit the conditions, gained line honours in a little over 15 hours beating *Boundary Rider* by 2 hours with *The Gambler* third.

Imazulutu was one of the first to withdraw in a drama-packed race. There was a fullscale rescue mission for the crew of the Mooloolaba sloop *Mail Box* which was abandoned at sea during torrential rain and high winds after striking Boat Rock off Cylinder Beach,



STARLIGHT EXPRESS chased Sovereign to the Gold Coast but had line honours all to herself in the SCOR series at Mooloolaba, as well as gaining other trophies.

Stradbroke Island.

Mail Box lost her keel in her brush with the Rock and her crew, under skipper Leigh Atkins, bailed with buckets for 2½ hours before abandoning ship at sea. They were rescued by the crew of *Elusive* skippered by Peter Loganzo.

Terry Passey skipper of *Foolish Behaviour* said "it was a miracle no others hit the Rock. We were forced to take evasive action ourselves.

"The conditions were some of the worst that we have raced in. As we slowly slugged north the colder, wetter and windier it got."

Ex-Tension again revealed her strong wind sailing reputation to finish 14 minutes clear of *Singapore Girl* with three mins to *The Gambler*, to take the major points in IOR while *Boundary Rider* overcome a .9100 rating to score a dual honours win in Performance Handicap from Mooloolaba's *Pabati 111* (Tony Woodcock) and the Pittwater sloop *Perfect Vision* (Jim Anning).

Singapore Girl continuing on with her fine performance only to lose the Jupiters race overall IOR on protest kept this hot IOR fleet honest in the short course races off Mooloolaba.

She never won a race, but with placings of 2-2-2-3- led *Ex-Tension* on

points into the final. However, the tactical skill of Carl Ryves, who relentlessly pressured *Singapore Girl* at the start of the final heat, sailed in perfect 10-12 knot east south-east winds, paved the way for the Hobart champion to win the series. She finished second behind *Imazulutu* and four minutes clear of *Singapore Girl*.

Perfect Vision, rating .7650 compiled a 3-2-5-7-7 to win the Performance Handicap Division over *Boundary Rider* and *Valiant* (David Boyd).

As expected, the JOG series featured another exciting boat on boat match race between *Desperado* and *Time and Money 111*.

Noel Leigh-Smith with placings of 1-2-1-1-2, finished on 27.75 points to edge out *Time and Money 111* (2-1-2-2-1) 26 points with Mooloolaba's *Image* (3-3-3-3-3) 20 points.

In all races over excellent courses the crews enjoyed the tight racing format with buoy-rounding mistakes generally affecting the overall placings. *Imazulutu*, who had her back to the wall after withdrawing from the Southport-Mooloolaba race with rig fitting failure, won three of the five races but her 8th placing in race four ended her title chances.

FREMANTLE Sailing Club is planning a unique group of ocean races and cruising rallies from Australia to Bali in May-June, 1988 as an Australian Bicentennial event. Fleets of racing and cruising yachts will converge on the tropical island from Fremantle, Dampier and Darwin in Australia to meet with yachts from Singapore and Djakarta.

The Bali Circuit, planned to be a biennial event in the Indian Ocean, is being organised by Fremantle Sailing Club in association with Darwin Sailing Club and the Hampton Harbour Boat and Sailing Club at Dampier. In all, nine race/cruise passages are scheduled, with fleets for monohull yachts, multihull yachts and cruising yachts starting from:

- Fremantle — Saturday, May 21, 1988
- Dampier — Thursday, May 26, 1988
- Darwin — Thursday, May 26, 1988

All fleets are expected to reach Benoa Harbour, Bali, about June 1-2, and the combined fleet will take part in a gala rally off Benoa Harbour on Monday, June 6. Yachts from Djakarta and Singapore are also expected to compete in the Sail Rally and in other sailing events off Bali for the visiting yachts. Several Tall Ships are also expected to be in Bali at the time.

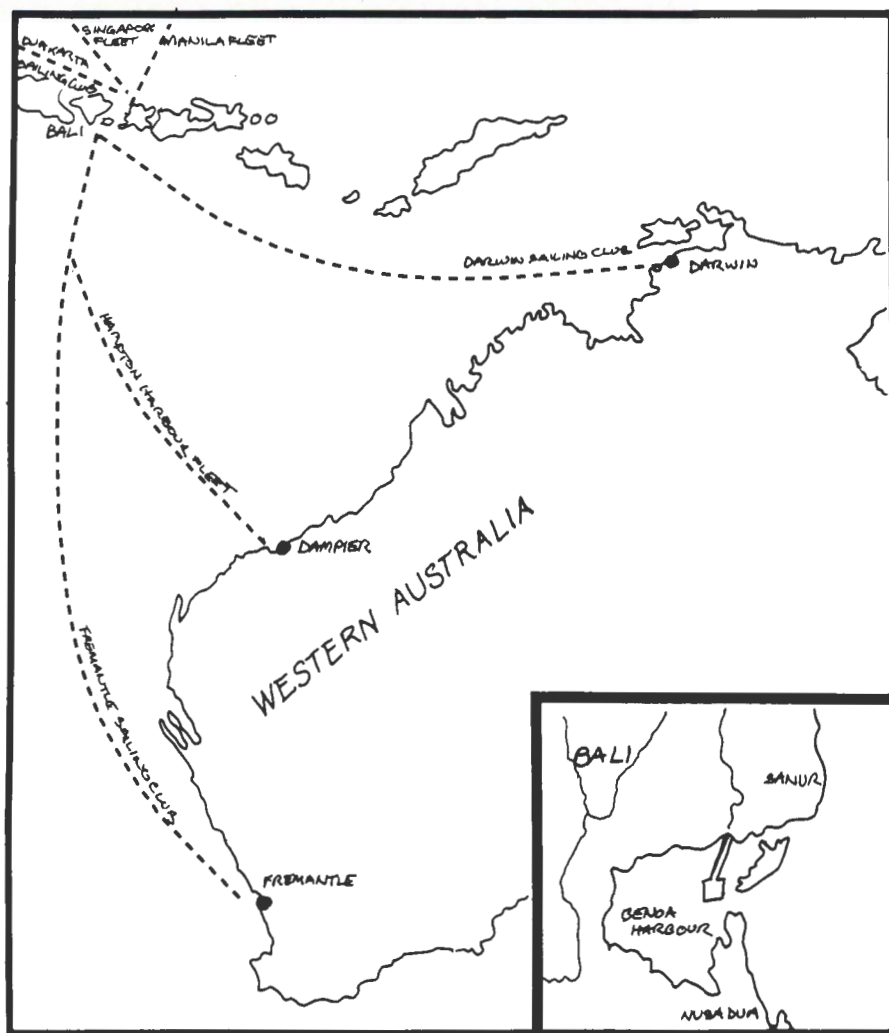
The racing and cruising fleets will be subject to Category 1 safety regulations, with a minimum LOA of 9.15m for racing and cruising monohull yachts. Multihull yachts must be ocean going vessels complying with minimum stability requirements of the AYF and meeting Category 1 safety rules.

All yachts will be required to meet minimum crew requirements of three for cruising yachts, five for racing multihulls and for racing monohulls, five for yachts up to 10.7m LOA and six for larger racing yachts.

What makes this race unique is that not only will it be the longest ocean race/cruise passage out of Australia to a foreign country, but it will be the only event in the world where yachts will depart from five ports in three different countries for one destination — Bali.

In addition, the racing fleet from Fremantle will sail a course that will link them with the yachts starting from Dampier. The course for both racing monos and multis from Fremantle will be from Fremantle to Northwest Island to a Cardinal Marker off Port Hedland and thence to the finish in Benoa Harbour, a total distance of 1620 nautical miles. The cruising fleet from Fremantle will sail direct to Benoa, a distance of 1450 nautical miles. The Port Hedland and Darwin fleets will also sail direct.

Dispensation from IYR rule 26 is being sought to allow the names and logos to be displayed on hulls, sail



Bound for Bali in 1988

By Peter Campbell

covers, spinnakers and crew clothing.

Apart from being such an interesting race off the West Coast of Australia as part of the Bicentenary, the Bali Circuit will be an important practical test for the extensive communication and sea safety planning being undertaken by Fremantle Sailing Club for the 1989-90 Whitbread Round-the-World Race. For the first

time in the history of gruelling race, Fremantle will be a stopover (in place of Cape Town) with the FSC responsible not only for hosting the fleet but also taking over communications as the fleet crosses the Indian Ocean.

Further information on the Bali Circuit, 1988, can be obtained from Fremantle Sailing Club, Success Harbour, Marine Terrace, South Fremantle, WA 6162. Phone: (09) 335 8800.

Couta Boat Outsails E22s, J24s

The Transfield, run over seven heats by Royal Brighton Yacht Club, was taken out by *Kate*, a restored 'Couta' boat.

Kate sailed by the fearsome combina-

tion of James Mort and Bill Davis, and crewed by an assortment of well known yachting identities, sailed a consistent series in the best 'Couta' boat tradition — one hand for the boat and one for the can.

A broken gaff in heat 5 would have cost *Kate* the series had second place getter, *Double Exposure*, not broken her boom in the final heat. Coincidentally a well known sailmaker crewing on *Kate*, ▷

had been sailing on *Double Exposure* the previous day.

Third place was taken by the irrepressible Barry Bennet sailing *Hi Hopes* by one point from J24 *Little Town Blues*.

With entries of approximately 50 yachts, including Ocean Racers, Etchell 22's, J24's and Couta boats, the race officials laid good lines and courses which contributed to an enjoyable series sailed in convivial spirit.

McDonald Wins Own Trophy

Dashing ex-Royal Melbourne Yacht Squadron Commodore John McDonald won the J.H. McDonald winter series run by R.M.Y.S.

John instigated this series in the late sixties. Entries of around 100 yachts attest its popularity and his victory is a most fitting tribute.

The pursuit handicap format of the McDonald series caused a number of interesting incidents between yachts that don't normally meet on the race course and attracted quite a large spectator following from the St. Kilda Breakwater.

John Leggoe took second place with *Halcyon*, from Ralph Worth's *Antares*, by a narrow points margin.

First Light to Apollo Bay

Charles McMillan's Nelson/Marek One Tonner *First Light* won overall I.O.R. honours in the 1987 Melbourne to Apollo Bay race.

First Light had a comfortable 3.25 min. margin over Glen Sargent's Davidson One tonner *Blue Max II* placed second. Peter Goodman's Db1 *Audacity* placed third, holding out *Drake's Prayer*, skippered by David Hales, by only 30 seconds.

The Channel Handicap Division was won by Robin Hewitt's big Lexen design *Yoko* from *Audacity* and *Black Magic*.

Yoko also took out the V.Y.C. Division from Len Kint's Farr 2 Tonner *Nitro* and *Breakaway* sailed by G. Troon.

Line Honors went to Sandy Kelso's Mini-Maxi *Helsal II* who finished comfortably ahead of *Drake's Prayer* and *Yoko*.

Chutzpah Takes Winter Series

The Ocean Racing Club of Victoria's 'Club Marine' I.O.R. Winter series was won by Chutzpah, Bruce Taylor and Hank Schite's Davidson 3/4 Ton design.



LINE ABEAM as Big Schott, Nadia IV and Another Concubine power to windward as they head to sea in recent CYCA short offshore race. (David Clare pic)



HALF TONNERS crossing tacks on Sydney Harbour. Record fleets of yachts are currently racing offshore and inshore with Sydney clubs showing a marked upsurge in interest in the sport. (David Clare pic)

The series sailed in predominately light airs, consisted of five 'Olympic' course races and the Melbourne to Apollo Bay Ocean race.

Chutzpah's placings of three firsts, a second and a fourth to count gave her a comfortable eight point margin ahead of Gino Knesic's evergreen Db1 *Savage*, which placed second.

In this series, dominated by Three-Quarter Tonners, Mike Walkers new Steinman 3/4, *Chris' Choice* was placed third just ahead of the Db1 *Audacity* owned by Peter Goodman.

First division was won by *Drake's Prayer* sailed by David Hales, by one point, from Charles McMillan in *First Light* with Glen Sargent's *Blue Max II* third.

Second divisions result were the same as the overall.

In the Channel Handicap division *Savage* reversed the I.O.R. result by taking victory two points ahead of Chutzpah. Third was Rob. Sill's veteran Dubois 40 *Black Magic*.

Another interesting feature of this series was the trial of the new Australian I.O.R. T.C.F. within the fleet results, this was for observation with no trophy awarded. Under this system the first eight placed yachts were the same as in the I.O.R. section, although some positions within those eight changed.

Offshore Racing Grows in Papua New Guinea

PAPUA New Guinea will be represented in the Southern Cross Cup by veteran *Di Hard* which has campaigned for PNG in the Admiral's Cup and in two Southern Cross Cup series.

The second yacht will be *Indigo* which is now owned by a PNG Syndicate and previously sailed for Holland in the Admiral's Cup. A Dubois 44, *Indigo* is currently undergoing trials and crew training in PNG waters in company with *Di Hard*.

A third yacht to complete the team is to be named, but is expected to be chartered in Australia following selection trials for the national and state teams.

Nissan Coral Sea Classic

ORGANISATION is well advanced for the 1988 Nissan Coral Sea Classic which is expected to see a fleet in excess of 40 yachts cross the Coral Sea in the main event — the Cairns to Port

Moresby Yacht Race.

In designing the four-race series the organisers have adopted a new format which should have considerable appeal to the IOR racing fraternity and to the adherents of cruising. There is plenty of hard competitive racing, but this is supplemented by some unique adventures and some superb cruising.

The races and their start dates are as follows:

Townsville-Cairns 23rd April, 1988
Cairns-Port Moresby 4th May, 1988
Port Moresby-Samarai 11th May, 1988
Samarai-Townsville 25th May, 1988

The series commences one week after Hamilton Island Race Week and offers substantial cash prizes in addition to trophies. The stopover in Cairns will allow yachts to compete in the popular one-day Fitzroy Island Race.

The break in Port Moresby will provide crews with a colourful introduction

to Papua New Guinea. Crews will have the opportunity to attend a sing-sing and see the spectacular dress of native people performing their traditional dances.

Crocodile steaks will be served during a trip to the Kokoda Trail and a visit to the famous Bomana War Cemetery is on the calendar of events.

The stopover in Samarai will allow yachts a few days to cruise among the beautiful islands in the Milne Bay area which is one of the finest cruising grounds in the South Pacific.

In addition to major cash prizes and trophies to line and handicap placegetters in each race, yachts will compete for a series handicap prize of \$10,000 and trophy.

The Nissan Coral Sea Classic is an Endorsed Bicentennial Activity.

Enquiries are being received from as far away as the United States and the organisers are confident that the 1988 Nissan Coral Sea Classic series will become recognised as a major international event.

Application forms are available from the Race Director, Royal Papua Yacht Club, PO Box 140, Port Moresby, Papua New Guinea.

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Flying Fifteen	Nationals 2nd
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Ettchell 22	Vic States 1st
Star	Nationals 1st
	Blue Star 1st & 2nd
	Pre-Olympic Selections 1st & 2nd
Finn	National 2nd
Finn	Pre-Olympic 2nd
125	Nationals 4 Heat Wins
125	Vic State 1st & 2nd
Corsair	Nationals 3rd, 4th, & 5th
Corsair	Vic State 1st, 2nd & 3rd
Sharpie	Vic State 3rd
470	Vic State 2nd
Fireball	Vic State 2nd
420	Vic State 2nd
Sabot	Vic State Jnr 2nd
Wright 10m	Petersville Series 2nd O'all YC
Sea-U-Later	Melbourne to Hobart 1st IOR
Freedom 33	Cock o' the Bay 1st Overall
Savage 42	Melb to Devonport 3rd Div 1 ARB
Peterson 30	Melb to Devonport 1st Div 2 IOR
Sea-U-Later	Sovereign Series 1st Overall

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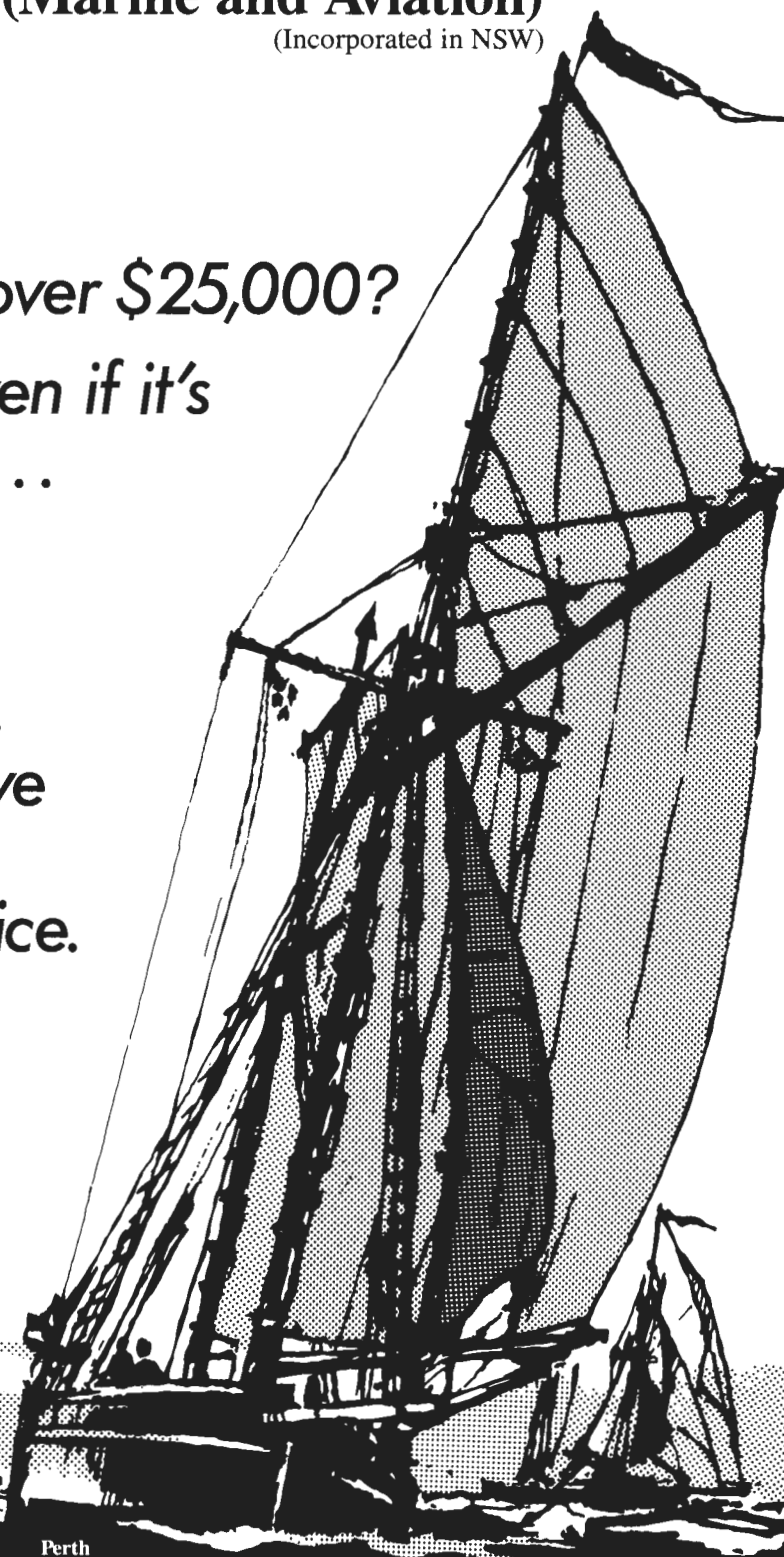
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Australian TCF (IOR)



Yachting Administrators worldwide are concerned that IOR fleet numbers are declining.

While at the top level IOR racing is flourishing, development under the rule in design and construction technology has caused rapid competitive obsolescence of older boats.

Owners of uncompetitive older yachts, realising they have little or no chance of success, are faced with three options: Get a new boat, compete with little chance of success or do not compete at all.

The first option may be impossible due to expense, the second abounds with futility and the third, unpalatable as it is, a direct consequence of the other two.

The AYF's Offshore Committee have developed a handicap system designed to enable well sailed and equipped older IOR yachts to compete more equitably with newer 'Grand Prix' type boats.

Under this system, the subject yacht's existing IOR rating is modified by a series of secret formulae applied to various elements of IOR measurement to offset the performance-rating benefits enjoyed by newer designs.

The AUS TCF (IOR) subsequently calculated is intended for use in Australian events and would not apply to International regattas.

The measurement modifications are applied in the following areas:

- Freeboards
- Propeller factors — both installation and type
- Displacement
- Sail Area/Displacement ratios
- Stern overhangs

How many of these 1983 IOR racers will be competitive under CHS?

- Allowance for masthead rigs and, progressively, those approaching them

- Compensation for hull shape with regard to reaching performance
- Compensation for stability induced by crew weight.

Under these modifications a maximum decrease of 13% of the yacht's existing IOR rating is allowed. The TCF derived from this rating is then compared to the TCF the yacht would have under the Age Allowance system used by the CYCA and ORCV last season. The lower of these TCF's is then allocated to the subject yacht.

The objective of the group that developed this formula was to allow older cruiser/racer type yachts to be amongst the first three place getters in about one third of the races in which they participate.

The AUS TCF (IOR) was tested over the six race Club Marine IOR Winter Series run by the ORCV.

Table 1 shows the first 20 placegetters under AUS TCF with their corresponding IOR places and points awarded under both systems.

— Do We Need It?



**By
Rob Williams**

Adams 40 now a rating rule to race on.

Name	AUS Points Place	Points	IOR Points Place	Points
Chutzpah	1	491	1	494
Savage	2	478	2	482
Audacity	3	475	4	474
Chris' Choice	4	473	3	477
Drake's Prayer	5	464	5	469
First Light	6	461	6	468
Nuzulu	7	451	8	451
Fire & Ice	8	451	7	453
Apollo II	9	450	12	430
Lawless	10	438	13	427
Challenge II	11	435	10	442
Blue Max II	12	431	9	442
Shenandoah II	13	431	19	418
Challenge III	14	425	11	433
Highway Patrol	15	420	15	426
The Roperunner	16	416	17	423
Black Magic	17	415	18	419
Good News	18	414	16	425
Maxwell	19	412	14	427
Aquila	20	401	24	388

In the overall results, AUS TCF did not show any tendency to lift the placings of older yachts too dramatically with reference to their IOR finishing places.

As one would expect, the changes in the higher positions were affected less than those further down the table. *Apollo II*, the leading older boat that significantly improved its place, gained 20 points under AUS TCF and finished within 1 point of seventh place.

In individual heats two of the older IOR yachts placed in the first three under AUS TCF. *Apollo II* won race 2 and *The Sting* finished third in race 5.

It is obvious that AUS TCF successfully met the objectives of the group that formulated it.

Whether it is the most suitable cure for the malaise affecting our Offshore fleets is another matter entirely.

By increasing the competitive level of older IOR yachts, and ignoring those cruiser/racers of non-IOR origins, we are applying a bandage where a transplant is warranted.

There are strong feelings in the local yachting community against the wide spread introduction of AUS TCF. It is felt that any local adjustments made to IOR will prejudice the development of our IOR fleet causing us to be less competitive at an International level.

Ross Lloyd, the manager of North Sails Victoria, was very concerned about the necessity to continue our IOR fleet development. He felt it would be wrong to give older yachts an artificial competitive edge that may result in potential owners deciding not to proceed with the construction of new yachts.

The articulate, and often outspoken, owner of *The Roperunner*, Peter Robinson stated that "messing around with an International rule is a travesty, you either race under it or you don't" and that local variations of the IOR "sponsor mediocrity not excellence."

The requirement for a yacht to be IOR rated to be eligible for AUS TCF is

also of great concern.

This is an expensive and futile proposition when considered by the owners of cruiser/racers designed without any consideration of IOR.

The manager of Hood Sails Melbourne, Col. Anderson, feels what is needed is an inexpensive rule that encourages people to race and provides equitable handicaps.

The only realistic alternative to AUS TCF currently available is the Channel Handicap System which is very popular overseas and has had the effect we are looking for: increase of fleet numbers.

Of the total entries in the ORCV series, 48 were under IOR and 53 were under CHS. Of the CHS entries, 24 did not enter IOR.

This high degree of initial acceptance shows the yachting community's perceived need for this type of handicap.

ORCV stalwart Robert Green felt that CHS had more to offer than AUS TCF due to its wider appeal. He attributed this to the nature of CHS, its measurement formula's effect on TCF's and its relatively low cost.

While AUS TCF fulfills the objectives set for its use, which reflects great credit on those who formulated it, there seems little reason for its widespread introduction when there is an International rule, in existence, that provides us with more extensive benefits.

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Channel Handicap

By Rob Williams

THE purpose of any yacht racing handicap system is to offer all competitors equal opportunity of success. The complexity of this problem is highlighted when one considers the diversity of the types of yachts racing at most Australian Yacht Clubs.

Two basic types of handicap systems are available and are currently in operation. One system handicaps the yacht on its past performances, the other handicap is derived by a measurement formula that reflects the yacht's perform-

Black Magic - competitive again - follows Highland Fling and Jade.



- The Answer?

ance potential.

Both systems have their own particular negative elements.

Performance based systems, despite the accuracy of data and constant review and refinement of the mathematical for-

mulae used, remain arbitrary. Competitors can manufacture a favourably low handicap by recording a series of performances below the potential of their yacht and crew to enhance their chance of success in more prestigious events.

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This practice is not in the interest, or the spirit, of our sport but nonetheless is a fact. Accurate performance handicaps are also valid within the yacht's normal racing fleet and are often found inaccurate when different fleets compete in the same event.

The measurement type systems used recently are by nature developmental in that they encourage design and construction optimisation to attain the highest possible performance abilities for the desired handicap.

The attitude, and degree of preparation necessary to be competitive in this type of racing, the tendency of yachts to lose their competitive edge quickly and the time and funding necessary to campaign these yachts successfully preclude this level of competition from the majority of yachtsmen.

The Channel Handicap System provides a realistic alternative to systems of both types currently in use. In essence it is a measurement rule, denying the possibility of performance manipulation, that removes design optimisation by maintaining a secret measurement formula.

The concept of Channel Handicap appeals in that by taking into account both the age and design characteristics of each yacht, duplicity of usage and lengthened competitive life is ensured. The apparent penalties incurred, under the rule, for the use of exotic materials and complex rigs also help to limit the cost of owning a competitive yacht.

The Ocean Racing Club of Victoria has been running a Channel Handicap Division concurrent with the 1987 Club Marine IOR Winter Series.

In Table 1 comparative placings are shown for the leading yachts under CHS with their fleet positions under IOR.

These placings are allowing for a one race discard after the five inshore Olympic course races.

Not all yachts in the fleet were entered under both handicap systems so the test of Channel Handicapping's effectiveness is not illustrated by the nominal positions but rather the change in relative positions between the two systems.

TABLE 1

Yacht	CHS	IOR
Savage	1	2
Chutzpah	2	1
Black Magic	3	20
Fire & Ice	4	7
Challenge III	5	9
Good News	6	15
Aggro	7	29
Midnight Magic	8	25
Lawless	9	17
Shenandoah II	10	19
Pheonix	11	21
Appollo II	12	10

Savage, the modified Van De Stadt Db1, gains enough under CHS to reverse positions with the Davidson ¾ Ton *Chutzpah*.

Veteran Dubois 40, *Black Magic*, overtakes much newer IOR designs to fill third place.

Non IOR Adams 40 *Aggro* is placed seventh, when under IOR she has no chance.

In this series the same yachts share the first two places under both IOR and CHS, illustrating that CHS is not inequitably hard on newer IOR and has enabled well sailed yachts of older IOR vintage and non-IOR design to be more competitive.

Table 2 shows the corrected time comparisons of a variety of yachts,

competing under both CHS and IOR, assuming they each complete the course in 100 mins.

A lower relative difference indicates boats more favourably treated under CHS. It is interesting to note that among those most relatively advantaged are the Adams 40 and the Farr 1104 and 2 Ton designs. The latter two designs were most harshly dealt with by IOR rule changes in the late 1970's.

One surprise is that *Appollo II*, the veteran Ocean Racer, has a higher relative difference than all but *Chutzpah*, this may be due to the improvements made on the yacht over the years.

CHS appears to interpret performance potential in a similar way to the IOR without going easy on Go-Fast boats. The Adams 11.9m *Turbo* gives *Challenge III* 8.21 mins. under IOR and 7.37 mins. under CHS — no gift.

To illustrate the magnitude of the effects of CHS time correction factors against those of IOR, a sample of yachts has been selected. Farr 37 *Good News* has been chosen as scratch boat with an elapsed time of 100 minutes and all margins relate to time allowed to the subject yacht by *Good News*.

TABLE 3

Yacht	IOR TCF	MARGIN mins.	CHS TCF	MARGIN mins.
Good News	.7740	—	1.051	—
Piccolo I	.7699	.53	1.008	4.27
Pheonix	.7609	1.72	1.023	2.47
Silhouette	.7401	4.58	.992	5.95
Chutzpah	.7327	5.64	1.016	3.44
Savage	.7318	5.77	1.004	4.68
Lawless	.6971	11.03	.942	11.57

The largest gain by far is that of *Piccolo I* with over 3.7 min-100. The other positive changes were between .5-1.5 mins/100. *Chutzpah* lost 2.2 mins/100 while *Savage* lost about 1.1.

It can be seen from the above that the majority of T.C.F. differences whilst being significant are not extreme except for *Piccolo I* which is good news for other Farr 1104 owners.

From the O.R.C.V. Trial during the winter, and the outstanding support it is getting overseas, CHS can provide Australia with a handicap system that will fill the gap that has been opening between the existent measurement rules and performance handicapping.

Yachtsmen who do not wish, or cannot afford, to own a no compromise racing yacht will not be limited to Performance handicap racing.

Ideally, CHS will provide equitable handicap racing to mixed fleets, containing from One Design Racers like J24's to Maxi's.

Channel Handicap System offers yachtings over-worked, and largely unheralded, group of administrators a real aid in furthering the growth of our sport and the enjoyment of its participants.

TABLE 2

Name	Design/Type	IOR min.	CHS min.	Relative Difference
Turbo	Adams 11.9m	89.54	120.90	35.02%
Aggro	Adams 40	82.61	105.90	28.20%
Challenge III	Frers 43	82.37	112.60	36.70%
Scorpion	Farr 2 Ton	81.71	106.50	30.30%
Appollo II	Lexen 45	81.21	112.50	38.53%
Midnight Magic	Nantucket 43	80.55	105.50	30.97%
Black Magic	Dubois 40	79.18	105.82	33.64%
Good News	Farr 37	77.40	105.10	35.79%
Piccolo I	Farr 1104	76.99	100.80	30.93%
Pheonix	Davidson 37	76.09	102.30	34.45%
The Sting	Kaufman 37	74.74	101.80	36.21%
Silhouette	S&S 39	74.01	99.20	34.04%
Chutzpah	Davidson ¾ Ton	73.27	101.60	38.67%
Savage	Db1 Mod	73.18	100.40	37.20%
Shenandoah II	Compass 38	70.28	94.30	34.18%
Zulu	Steinman 33	70.20	96.30	37.18%
Padam	Duncanson ¾ Ton	70.01	94.60	35.12%
Lawless	Green ½ Ton	69.71	94.20	35.13%
Eastern Morning	S&S 34	69.14	93.70	35.52%
Astarte	Cole 31	65.92	90.70	37.59%

Average Difference 34.77%



STUART WALLACE, 1987 Ampol Yachtsman of the Year.

AUSTRALIA may have lost the America's Cup and managed only third in the Admiral's Cup, but obviously there is no shortage of international sailing talent in this country, judging by the remarkable line-up in the 'fleet' for the 1987 Ampol Australian Yachtsman of the Year Award.

The 1987 winner, Victorian Stuart Wallace, received his award from the original winner, Jock Sturrock, another Victorian, at a star-studded luncheon at the Cruising Yacht Club of Australia in Sydney on October 15. Star-studded, not just by the winner and the 13 other nominations, but also by the many previous winners who flew in from around Australia for this 25th Ampol Australian Yachtsman of the Year presentation.

The CYCA Morna Room looked like a Who's Who of Australian yachting going back two-and-a-half decades, with something like 75 per cent of past winners present. Jock Sturrock, Australia's first Olympic yachtsman and first skipper of an America's Cup challenger (*Gretel*, 1962) was there, so too was Iain Murray, John Bertrand, Ben Lexcen, Colin Beashel and Sir James Hardy, all of America's Cup fame, along with earlier winners such as John Cuneo, David Forbes, Mike Fletcher and Syd Fischer.

Almost all of the nominees for the award, chosen by a panel headed by the editors of *Modern Boating* magazine, were at the luncheon, to see Jock Sturrock present yachting's most prestigious trophy to Stuart Wallace.

Wallace, the Australian Yachting Federation's youth racing coach, who earlier this year was named Victorian Yachtsman of the Year, was chosen for his performance in becoming the first Australian to win the world championship in the singlehanded Laser, the world's most competitive dinghy racing class.

But it was a tough choice for the selection panel with 16 world champion sailors among these 14 finalists nomin-

16 World Champions in Ampol Award Fleet



PAUL BURNELL, inaugural Youth Award winner.

ated for the 1987 Ampol Yachtsman of the Year:

- The crew of *Kookaburra III*, who defended the America's Cup in 1987.
- The winning Australian team in the Hog's Breath 1000 Hobie catamaran marathon in Florida, USA — Ian Bashford, Bill Sykes and Bob Muggleton, all from NSW.
- Steve Shimeld (NSW) — world Moth class champion.
- Stuart Wallace (Vic) — world Laser class champion.
- Paul Burnell (Tas) — world Cadet dinghy champion for second successive year.
- Simon McKeon and David Churcher

(Vic) — successful defenders of the Little America's Cup international catamaran challenge.

- Brett and Kathy Dryland (WA) — world Hobie 18 champions.
- Glen Coulton (Vic) — world Flying 15 champion.
- Trevor Barnabas (NSW) — world 18-footer champion.
- Paul Eldrid (WA) — world Mirror dinghy champion.
- Barry Watson (NSW) — world Contender class champion.
- Brad Shafferius (NSW) — world A class catamaran champion.
- Jessica Crisp (NSW) — IYRU world women's champion in sailboards; IYRU youth champion in girl sailboard section; member of world Windsurfer champion team.
- Winning Australian team in Windsurfer world team championship — Jessica Crisp, Stuart Gilbert, Chris Lawrence, Greg Butchart (all NSW).

For the first time, a special Ampol Australian Youth Award was made at the luncheon, the winner being young Tasmanian Paul Burnell, the world champion in the International Cadet dinghy class for the second consecutive year. Like the Laser, the Cadet is a class that spawned many international and Olympic sailing champions, not the least being Jock Sturrock.

There were three finalists for this Youth Award — Paul Burnell, Jessica Crisp and Paul Eldred, each of whom was also nominated for the major Australian Yachtsman of the Year Award.

Ampol Australian Yachtsman of the Year

- 1963 Jock Sturrock
- 1964 Bryan Price
- 1965 Sir William Northam
- 1966 Trygve Halvorsen
- Magnus Halvorsen
- 1967 Craig Whitworth
- Bob Miller
- 1968 John Cuneo
- 1969 Carl Ryves
- 1970 David McKay
- 1971 Syd Fischer
- 1972 John Gilder
- 1973 David Forbes
- 1974 Peter Hollis
- 1975 Kevin McCann
- 1976 Tom Stephenson
- 1977 John Bertrand
- 1978 Brian Lewis
- 1979 Mike Fletcher
- 1980 Peter O'Donnell
- 1981 Sir James Hardy
- 1982 Mark Bethwaite
- 1983 John Bertrand
- Ben Lexcen
- Alan Bond
- 1984 Chris Cairns
- Scott Anderson
- 1985 Iain Murray
- 1986 Colin Beashel
- 1987 Stuart Wallace

basing his yacht in the east and flying drugs to Europe. His case went to court but was thrown out for want of evidence. He, incidentally, was the cousin of one of Australia's top politicians, a fact that makes one wonder if strings weren't pulled to bail him out.

In both the above cases the people involved were not true cruising types. They bought a boat with the intent to run drugs under the cloak of innocent sailors. Granted, the average customs officer could scarcely be expected to know the difference, but there is still no justification in throwing a net over all of us in the hope of catching one or two in thousands.

Why not use us? Why not open, instead of close, the line of communications between the boating fraternity and customs officers. Treat us as people who want drug trafficking stopped as much as any other citizen and things might happen. Only recently I witnessed what might have been a suspicious situation on a Barrier Reef island and tried to communicate with a customs plane that

Customs

flew over the next day. It did not answer. Are we below their dignity or was their radio turned down? Either way you can bet your boots we were being buzzed with suspicion, not as a potential ally.

But let's say we are all running drugs. What will a bright orange and black sign do to stop us? The trafficker with a minimum of grey matter does not sail into port loaded to the gunwales with drugs. He offloads on an island or an isolated part of the coast before clearing in then he returns to collect and distribute his cargo. By then his boat has the seal of approval on its topsides, a fact that will detract most customs officers. In this context labelling might well encourage traffickers.

Then there is the problem of visitors illegally going ashore before clearing customs. As noted earlier, this is nearly always the product of ignorance and is best fought with education prior to arrival, not a sledge hammer after the event. A simple answer here would be to demand more action from our high commissions overseas. It is my experience that an Australian consulate will not bother to personally answer questions about customs. Invariably I have been stopped at the front counter where a friendly but thoroughly uninformed teenage girl flounders in ignorance. At best an inquirer is handed a customs brochure which, granted, tells all but

does not make the situation sound as severe as it really is. It is not touristic but nor is the law against prematurely leaving the boat underlined.

Supposing, though, that education continues to fail. What does a label on the topsides *after* the event achieve? How does it stop visitors prematurely going ashore? The simple answer is, it doesn't, so again we find no evidence supporting its use.

Another problem the label is aimed at is that of boats overstaying their allotted one year in Australia and especially of their being sold without payment of import duty and taxes. But again the question; how does it prevent this? The errant visitor determined to avoid our outrageous fifty five percent duty will simply remove the label and do his best to blend into the background, finding a buyer when it is judged that the heat is off. It's a dumb thing to do but no dumber than the means of preventing it.

There are two ways of preventing this. One is to reduce the duty to a sensible level so that it does not encourage duty evasion and the other is to catch the *buyer* through registration. All Australian boats must be registered one way or another so why can't illegally imported boats be traced after the event and the new owner slugged? Like buying a stolen car, you soon learn to check the history before parting with hard earned cash.

So what good is going to come of the new labelling law? Darned if I can see it and my view is shared with a number of boarding officers I have interviewed. They are as annoyed as anyone because it creates more work for them with no promise of achieving its end while promising friction between visitor and officers. They say it was a political decision arrived at without reference to them. Like generals behind the lines, the politicians have sent down orders that are blind to reality and only make the battle more difficult.

Like all good democracies, we offer alternatives to this despicable law. But such is their nature that one must reassess the meaning of the word 'democracy'. One alternative is to visit customs ports only, checking in as you go and never stopping at any anchorage or non-customs port; the other is to put up a bond of fifty five percent of the boat's value, returnable on departure. This is rather like the Australia Card logic. Sure, it is not compulsory as long as you don't mind surrendering all your born rights.

Sadly, law is rapidly taking the attitude that everyone is guilty until proven innocent and the new customs labelling law is a classic example. It shames me to be Australian and obliges me to suggest that foreign visitors find other places to visit on this side of the Pacific.

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THE double victory (line honours and corrected time) by the Canberra Ocean Racing Club's **Nadia IV** in the 1987 Club Mediterranean Sydney to Noumea yacht race is another milestone in the short history of this unique club.

Formed in 1984 by a small group of dedicated inland-water sailors, this club, with its first yacht, the veteran racer **Mercedes IV**, was seventh across the line and sixth on corrected time in the gale-ravaged 1984 Sydney to Hobart race. At the end of that season the club had won the Cruising Yacht Club of Australia's Blue Water Championship and the Illingworth Trophy.

The club also received the ACT Sports Team of the Year Award and two members won individual awards, I was named the Canberra Yachts Club's Yachtsman of the Year, and for'ard hand Ulli Tuisk won that club's Crew of the Year trophy.

At the end of the successful 1984-85 season, the club decided to sell **Mercedes IV** and look for a new boat which would be more competitive and also provide a further sailing challenge to the crew. The Farr 40 design had impressed most of us, particularly after **Indian Pacific** had won the 1984 Hobart race. I was asked to find a boat and within a few days had found that **Nadia IV**, after

a successful first season, was for sale in Perth.

We found racing the fractionally rigged **Nadia IV** much more demanding than **Mercedes IV** and this gave our ex-dinghy sailors a chance to prove themselves. This they did, and in our first season with **Nadia IV** gained second overall and a Division one win in the 1985 Montagu Island race, winning the CYCA's Division one (IOR) LOPS and Illingworth trophies, and placing third in the Blue Water Championship.

Last season started off badly for the club. A broken mast 50nm from the start of the Sydney to Vanuatu race and another broken mast during the 1986 Montagu Island race halted our momentum for big points in the CYCA's early offshore races. By any standard, the 1986-87 season was a success. Third place in the CYCA's Division one (IOR) LOPS and Illingworth trophies, second

Canberra's Ocean Racers

in Division one Arbitrary, a creditable 16th in the Sydney Hobart race and fourth in the AWA Ocean Racing Championship added to the long list of this club's achievements.

by Teki Dalton

This inland club had its beginning during 1979 after a Queanbeyan solicitor, Jonathan Bell, took part in a cruise to Lord Howe Island on the 45ft **Meltemi**, which had been chartered by the Pacific Sailing School. Bell was so impressed by the yacht that the owner of **Meltemi**, former Cruising Yacht Club Commodore Bill Psaltis, suggested to him that he should form a syndicate of members of the Canberra Yacht Club to



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buy his boat and involve the members in ocean racing.

Meltemi, a Sparkman and Stephens design, is a classic yacht and provided its part owners with many miles of ocean racing and cruising. Its four Sydney-Hobart races under the Canberra banner were not spectacular, 22nd on corrected time in 1982 being the best of them, but the third place in the 1983 Sydney to Noumea race was an outstanding success.

Not only did **Meltemi** provide the Canberra sailors with an opportunity to go ocean racing and cruising, it gave many of them the chance to meet other ocean yachtsmen and be part of the 'offshore' scene.

Nine of the original **Meltemi** syndicate members, Gunnar Tuisk, his brother Ulli, Jon Bell, Mike Matthews, John Fereday, George Littler, Jack O'Halloran, George Snow and I met at the end of January 1984 and agreed to form the Canberra Ocean Racing Club.

I was authorised to contact yacht brokers throughout Australia for a boat suitable for ocean racing and cruising. The meeting also asked O'Halloran, a lawyer, to advise on a suitable constitution. O'Halloran suggested a modified ski-club constitution and this was accepted. Steps were also taken to legally incorporate the new club.

We were looking for about 24 members and a club arrangement was an ideal way to run the boat and administer all the functions. It also provided a buffer between the boat and the members so that they felt they were members of a club that owned a boat, not just part-owners of a boat.

At the end of February 1984, the club had found its boat. **Mercedes IV**, a famous yacht which had represented Australia in the 1975 Admiral's Cup and with a good race record, was for sale in Sydney at a good price. I flew to Sydney for an inspection, and, armed with a lot of photographs, presented them to a meeting of members and potential members. The purchase was approved and the club had its boat at the beginning of March 1984.

The financial arrangements are simple. The club joining fee then was \$100 – it is now \$500 – a returnable debenture of \$4000 – now \$5500 – and a commitment to pay calls made during the year, which are about \$300 each quarter, depending on the rate and cost of maintenance or replacement items.

An essential part of the club was to provide the members with equitable use of the boat throughout the year. This involves preparing a crew roster for all the races during the season and providing for a balance of experienced and new crew members. Members may book the boat for short cruises or social days providing it does not clash with the racing or maintenance program.



NADIA IV, the Canberra Ocean Racing Club's latest and most successful yacht, took the line honours and corrected time double in the Sydney-Noumea race. She will represent the Club in this year's AWA Sydney-Hobart race. (David Clare pic).

The club has always had a steady turn-over of members. The switch in 1985 from **Mercedes IV** to **Nadia IV** saw several members leave because their interests were cruising rather than racing even though **Nadia IV** was perceived by us to be very suitable for both. At present we have four Sydney members and we have found that the mix of Canberra and Sydney membership to be of benefit to the club's management and sailing program. **Nadia IV** now regularly competes in the CYCA summer twilight series, races which are difficult to fully crew from Canberra.

Yachting observers believe the Canberra club members to be the most dedicated sailors in Australia. Over the last three years the Cruising Yacht Club of Australia's race program was for 30nm races on alternate Saturdays and overnight races of 90 to 170nm starting at 8 pm on the other Fridays.

For the Saturday races crew members who do not sleep on the boat at the CYCA on Friday night have a car journey leaving at 6 am on Saturday and the return trip that evening. For the overnight races the crew must leave Canberra by lunchtime on Friday to join the boat in time. Some crew members and their families and friends have a harbour cruise on Sundays and return to Canberra that evening.

For many years the Canberra ocean racers found some difficulty being accepted by Sydney sailors. At the Cruising Yacht Club of Australia, where many of the Canberra crew have joined as country members, they were regarded by many as 'a group of public servants paying to sail' and even worse

'they wouldn't get a ride on a boat if they didn't own it'. For a long time we were looked upon with the suspicion that we were 'taxation' spies in the last bastion of private enterprise, the Cruising Yacht Club. It was my view that we didn't have to defend our presence in the yacht clubs of Sydney by explaining who we were and how we made our living, but rather how we behaved as individuals and succeeded as a group of people with a common interest.

At the end of the 1984-85 season this attitude was beginning to soften, even though many regarded the high 1984 Hobart placing a bit lucky. However, the consistently high placings in the long offshore races since then and the fact that, in the last three seasons, the club has not been out of the top trophy winners lists, have been regarded not as lucky but the result of good organisation, dedicated and competent crew and the ability to start each race with a well found boat. By now, the club concept was being understood and respected by other yacht owners and their crew. □

TEKI DALTON

A bookseller in Sydney and Canberra for 32 years, Teki Dalton taught himself to sail in 1963 on the now waterless Lake George. He sailed a Gwen 12 and a Contender on Lake Burley Griffin until the early seventies and after a break to devote some time to business and family, joined the Meltemi syndicate in 1979.

He was chosen as the regular skipper for Mercedes IV and Nadia IV and was responsible for the last three summers race and crewing program.

Sovereign's Double in Range Rover Regatta



BERNARD Lewis' maxi yacht *Sovereign* was outright winner of the Range Rover Regatta taking both line honours and IOR first place in the two races of the inaugural Regatta to Port Stephens and back to Sydney over the October long weekend.

Sovereign set a cracking pace up the coast coming in approximately seven and a half hours ahead of *Nadia IV* which took second place on handicap as well as second across the line in both races.

The first race of the Range Rover

MAXI yacht *Sovereign* looms out of the darkness to lead the fleet to sea in night time start to inaugural Range Rover Regatta from Sydney to Port Stephens and return. (David Clare pic).

SPONSOR'S product got pride of place ashore at Port Stephens where the yachties, their families and friends, enjoyed Range Rover hospitality after the race from Sydney.



Regatta started at 7pm on Friday with 32 yachts lining up on a perfect spring night on Sydney Harbour. Winds were light with 4 knots from the west gradually building up over the night to a 13 knot nor'easter pushing *Sovereign* north to finish at 9.48 on Saturday morning.

Canberra Ocean Racing Club's *Nadia IV* crossed the line at 5.22pm followed by John Eyles' *Indian Pacific* at 9.39pm.

The return race from Port Stephens started at 2pm on Sunday October 4, with a brisk 15 knot nor'easter which switched to the north west before beating up to 30 knots. Winds then steadied during the night with *Sovereign* having a fast reach down the coast then beating up the Harbour to finish in just eight hours and 58 minutes at 10.58 on Sunday night, setting a time which will be hard to beat in next year's Regatta.

Nadia IV crossed the Harbour line at 2.02 am on Monday with *Indian Pacific* only 37 minutes behind *Nadia IV*.

An elated David Kellett, sailing mas-

ter of *Sovereign*, said, "After the weekend's racing we are feeling optimistic about the Southern Cross Cup trials and confident about a berth in the Australian Southern Cross Cup Team. Our performance on long and short races is very encouraging.

"With seven of the crew of 21 being trainees who will do the Tall Ships Race with us in January, *Sovereign* performed exceptionally well in the varied conditions in both 90 miles races," Kellett added.

The two race Regatta was the first time Range Rover has been involved in sponsorship of ocean racing. The Regatta combined the best in yacht racing



ROUGH seas at the entrance to Port Stephens as the crew of Cruising Division ketch *Wine Dark* drops sails. (Jackie Dean pic).



with excellent partying opportunities at Port Stephens for crew and families.

Range Rover and the Cruising Yacht Club hosted a beach party on Saturday night, complete with bush band, then crews were treated to a beach breakfast on Sunday morning with a jazz band playing on the beach while crews prepared the return race to Sydney. □

LEFT: Photographer Jackie Dean's big flashlight illuminated *Indian Pacific* as the sloop sailed towards Sydney Heads after the night time start to the Range Rover Regatta.

BELOW: These members of the crew of *Sovereign* had good reason to celebrate after the maxi yacht's double victory in the race to Port Stephens. The 80-footer also won the double in the race back to Sydney. (Jackie Dean pic).

RANGE ROVER Regatta sponsors turned on a champagne breakfast for yachtsmen, their families and friends during trophy presentations at Port Stephens. More than 500 people came to the postrace party. (Jackie Dean pic).



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SYDNEY yachtsman John Parker has gone into Australian ocean racing's "hall of fame" by winning the 1987 AWA Ocean Racer of the Year award, a remarkable feat considering he is only entering his fourth season of sailing.

Parker won the award for his sensational season as skipper of the yacht *Another Concubine*, his second yacht which he co-owns with his 23-year old son Phillip. In fact, it was his son who got him into the sport of yachting at a comparatively late age in 1984 when he convinced him to buy his first yacht, the Three Quarter Ton class named *Concubine*.

Parker was so impressed that he was soon planning to compete seriously which resulted in 1985 in the launching of his new state-of-the-art Bruce Farr designed 40-footer named, logically enough, *Another Concubine*.

Parker surrounded himself with a largely experienced crew and promptly won his way into the New South Wales team for the 1985 AWA Southern Cross Cup but hull and rigging failures, so typical in new boats, then kept him from featuring in the placings.

Last season, with the bugs ironed out, Parker and crew including co-skipper and son Phillip got the yacht to reach its potential, beating all comers in several major events during the season. Most



John Parker

Ocean Racer Of The Year

notable were the Cruising Yacht Club of Australia's Bluewater Championship and the 1986 AWA Ocean Racing Championship, regattas contested by the cream of Australia's ocean racing fleet.

The AWA Championship culminates in the bluewater class of the Southern Hemisphere, the AWA Sydney Hobart Race. As the yachts sailed down the east coast of Tasmania in the last stages of the Race, *Another Concubine* led narrowly from a tightly-packed fleet. As her crew neared the Derwent River and the finish they suddenly had victory torn from their grasp by being becalmed, a not uncommon experience in the Race, as the rest of the fleet closed in on them. In the end they finished 6th overall but still won their division on Illingworth handicap which takes in age allowance.

Ironically it was the winner of the 1986 AWA Sydney Hobart who won the second award, the AWA Rookie Ocean Racer of the Year. The Rookie award goes to the most impressive performer in their first year of ocean racing and in 1986 it was clearly Tony Dunne, owner and skipper of the new 37-footer *Ex-Tension*. After some years in smaller harbour races Dunne finally made the move offshore and what a debut — winning the Hobart classic on his first sail south. □

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OFFSHORE

Understanding Winches

By Peter Shipway



All winch manufacturers list basic specifications in their catalogues with such things as height, drum and base diameter, weight etc. being easily understandable. However, there are some specifications that need explanation to the every day sailor. The two most prominent are gear ratio and power/velocity ratio.

Gear ratio is simply the number of turns required on the winch handle to turn the winch drum one complete revolution. For example, the two speed Barlow or Barent No.27 has a first gear ratio of 2.1:1 and a second gear ratio of 8.4:1. This means in first gear (when you turn the handle anti-clockwise) you need to rotate the winch handle 2.1

times to turn the drum once and consequently in second gear (when you turn the handle clockwise) you need to rotate the handle 8.4 times to turn the drum once.

Larger winches are usually fully geared. However, in smaller two speed winches the first gear often has a gear ratio of 1:1 in first gear. This means it provides direct drive instead of a geared reduction in first gear, in other words one turn of the handle represents one turn of the drum.

Gear ratio is easy to understand, but power or velocity ratio is a little more difficult to comprehend. Power ratio calculates theoretical mechanical advantage. Power ratio tells us the

number of pounds of pulling force developed for every pound of pressure exerted on the lever (a standard 10" winch handle). The key word is theoretical. If a winch with a power ratio of 20:1 were 100% efficient, the 10 pounds of input force on a handle would produce 200 pounds (10x20) of pull by the winch. However, due to friction, no winch is 100% efficient. The best way to reduce friction (and thus improve efficiency) is to replace metal-to-metal sliding contact with roller bearings.

The formula used for finding the power ratio of a winch is

$$\frac{2 \times \text{Handle length} \times \text{Gear ratio}}{\text{Drum Diameter}} = \text{POWER RATIO}$$

As you can see from this formula, a larger handle gives more power ratio while a shorter handle produces less power (but more speed because the circumference of the circle travelled by the winch handle is shorter).

The higher the power ratio, of course the longer it will take to wind in the line. This may not be as important on a cruising boat as a racing boat, but if it does make a difference it could be worth the extra investment of buying a two-speed or even a three-speed winch. The high gear (lower power ratio) can then be used for most rapid operations and the low gear (highest power ratio) used when the going gets tough. It's like switching to low gear in a car when driving up a steep hill — the engine delivers more power, but the car goes slower. With a winch you simply reverse the direction of your grinding.

We at Barlow/Barient have gone further than Power Ratio providing Power Advantage Ratio (PAR). PAR at long last gives you a realistic way to evaluate a winch's true output. PAR is not theoretical, you can't calculate PAR, you must measure it! We introduced PAR through necessity as we found that the improved and new designs were pulling more than older models even when they had identical Power Ratios.

The PAR number tells you that if you apply 100 pounds of force to a standard 10 inch winch handle, you will be able to pull the PAR number of the winch in pounds. For example a Barient 36 has a PAR value of 5700 which means that if 100 pounds input is applied to a Barient 36 then that winch will pull 5700 pounds. Consequently, if 50 pounds is applied to a handle you will get one-half of the PAR $5700 \div 2 = 2850$ pounds.

All of the PAR values for our winches were determined in the Barient laboratory in San Francisco by measuring the actual output force developed by each winch as it is subjected to a 100 pound pull on a 10 inch winch handle. The rope used is wire, instead of line to attain the best repeatability.

How much line can be pulled in with each turn of a winch handle? This is a question we are often asked. It can be calculated by the formula:-

$$\pi (3.142) \times \text{DRUM DIAMETER}$$

GEAR RATIO

Therefore, the higher the gear ratio of the winch, the less line pulled by each turn of the handle.

For example, take two winches A and B both having a drum diameter of 4 inches.

WINCH A	1st GEAR	2nd GEAR
Gear Ratio	3.4:1	9.5:1
Power Ratio	17:1	48:1
Line pulled/turn	3.7"	1.3"
WINCH B	1st GEAR	2nd GEAR
Gear Ratio	2.5:1	7.4:1
Power Ratio	12.8:1	37.7:1
Line pulled/turn	5.0"	1.7"

If both winches are turned at the same speed Winch B, with the lower gear and power ratios, is faster by approximately 30 percent, that is 30 percent more line is pulled in with each turn of the handle.

How big should a winch be? The very quick and easy answer is that it should be big enough, yet fast enough, to do its job properly and efficiently. If it's a real struggle for a crew to grind in the last few inches to trim the genoa, then basically the winches aren't powerful enough or the crew isn't strong enough. It's easier to get your winch selection correct in the first instance rather than have all muscle and no brains in the crew.

If the luff tension of the genoa cannot be adjusted readily, again the halyard winches aren't powerful enough. In other cases a winch may be powerful enough but geared incorrectly, so that it is too slow in one gear and not powerful enough in another. The problem is most critical with genoa sheet winches which can be excruciatingly slow if too much grinding is required in the highest (and slowest) gear ratios.

The same with secondaries which may be used for spinnaker trimming, the fast speed (1st gear) is not powerful enough to trim the spinnaker except in very light air and the more powerful second speed is so slow that it is impossible to trim fast enough to avoid a collapse. A winch with a big spread of gear ratios may be fine for a halyard, since there is little premium on speed of the final adjustment, but for genoa and spinnaker trimming a more efficient winch with closer gear ratios would be better.

One solution for the above is 3 speed winches widely used on larger yachts and those grand prix racers. Most 3 speed winches incorporate a mechanism that allows the winch to be locked in 1st and 2nd gear for spinnaker or light air trimming. For example with the Barient 3 speed winches by simply pulling out a button on the 3 speed lever the winch is locked in 1st and 2nd gear only but with a simple push of the shift lever the winch is set for automatic shifting between 1st, 2nd and 3rd gears.

In addition to selecting your winch size, you must also consider the drum material. Aluminium winch drums are heat treated and hard anodized. They are black in colour and have the advantage to the racing yacht of being light in weight. It is generally recommended not to use wire on aluminium winch drums.

Chrome-plated bronze drums are silver in colour and very rugged. They are suitable for all uses. The gold winch drums seen on traditional wooden yachts are polished bronze drums. The most rugged drum material of all is stainless steel — used on larger winches where the loads are extreme.

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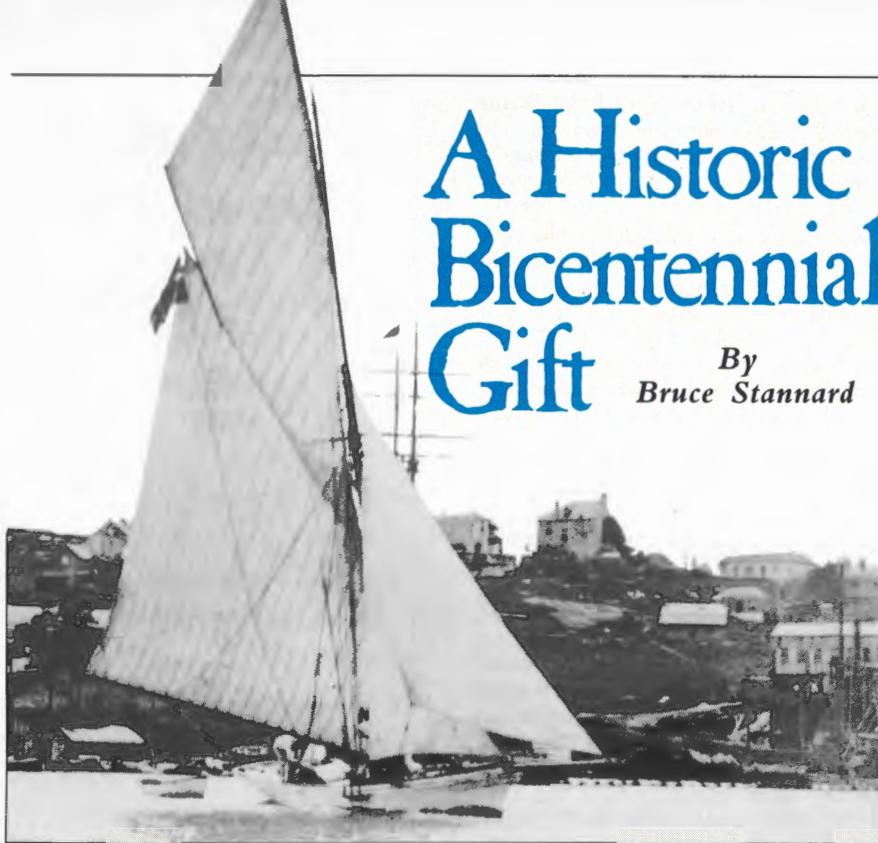
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A Historic Bicentennial Gift

By
Bruce Stannard

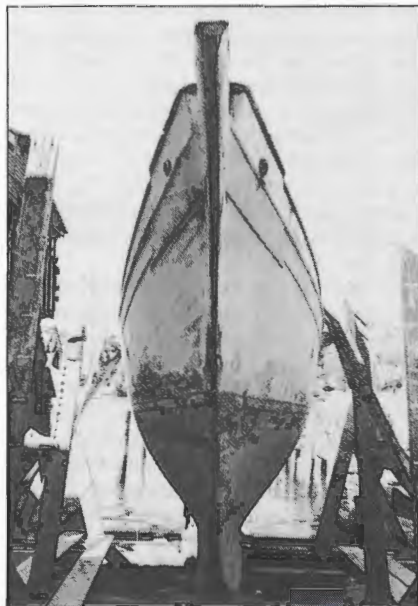


In 1887, Robert Logan, the white bearded Grand Old Man of New Zealand yacht design and boatbuilding, sent one of his most beautifully crafted vessels down the ways at his famous yard on Auckland's north shore. She was the magnificent 39ft gaff cutter Akarana, the Kiwi flier whose graceful, gilded clipper bows, adorned by the burnished black figurehead of a Maori maiden, was to sail her way into the trans-Tasman history books. In the following year, Akarana touched the finest yachts Australia could muster when she won two of this country's most coveted sporting prizes, the centennial regattas in both Melbourne and in Sydney. It was a feat made no less remarkable by the fact that although she had neither head nor galley, Akarana had to cross the turbulent Tasman, on her own bottom, to deliver her challenge to the colonial cracks in Australian waters. She was the epitome of the classic, narrow-gutted, plank-on-edge concept that marked Victorian yachting as a time when fearless go-for-broke sailors set clouds of sail on towering masts. The cutter craze came and went as swiftly as the boats themselves and today, save for Akarana and a handful of others, mostly in New Zealand, they have vanished completely.

All of which is why Australians, conscious of the previous little that remains of our maritime heritage; will applaud the imagination and generosity shown by New Zealand Prime Minister David Lange recently when he announced his government's intention to acquire Akarana and fund a pinsta-

The classic New Zealand built gaff cutter Akarana reaches out of Sydney's Lavender Bay under a cloud of sail.

kingly detailed restoration prior to handing her back to the Australian people as a bicentennial gift. Akarana, whose name derives from the Maori word for Auckland, is to be taken home on July 4 for seven months of non-stop work by John Salthouse, one of New Zealand's most distinguished wooden boat builders. Salthouse and a team of wooden boat specialists will concentrate



Akarana on the hard in Sydney prior to her return to Auckland for restoration.

on the restoration of the Kauri hull while other craftsmen at the Royal New Zealand Navy concentrate on making the enormous Oregon spars. The colossal racing boom is believed to have measured 44 ft, five ft longer than the boat itself, while the club topsail, set on top of the gaff-rigged main, towered nearly 60 ft above the deck. In racing trim, Akarana set two jibs, one behind the other with the first of them tacked down at the end of a bowsprit that thrust outboard fully 12ft from the stem. With a spinnaker up she carried close to 2,200 sq ft of sail, almost twice the sail area of a modern 39 footer.

Akarana is listed on the Royal Sydney Yacht Squadron Register of 1888 and she is known to have successfully competed against the cracks like Magic, Waitangi, Peri, Oithona, Sirocco, Sao and Meteor. In his book *Little Ships of New Zealand*, Ronald Carter records that although Akarana rated only 5 tons in New Zealand, she was declared six and a half tons in Australia because of a rule alteration and she was therefore forced to race in the 10 tons and under class. Even so, Carter says, she won first prize of £140 at the Melbourne Centenary regatta on Hobson's Bay. Carter records that when Akarana sailed to Sydney (on her own bottom) she competed in the Anniversary regatta here in the 20 tons and under class and "saved her time quite easily from the then Sydney crack yacht, Sirocco."

In her original condition, Akarana was literally a showpiece for New Zealand craftsmanship. After her twin victories in the centennial regattas she became one of the star attractions at the Great Exposition held in Sydney in 1888. She was a racing machine par excellence and in her austere, dark varnished saloon with no bulkheads and just two black leather chesterfield style couches running up into the eyes of the boat, she was the forerunner of the modern stripped-out ocean racer in which virtually every creature comfort is sacrificed for greater speed afloat.

When the restoration work is complete, Akarana is likely to go on a national tour which may see her competing in races in all state capitals. Akarana is also expected to be given pride of place at the New Zealand exhibition at Expo '88 in Brisbane where she will go on display alongside Kiwi Magic, New Zealand's fibreglass hulled America's Cup challenger. Akarana will return to a permanent home in Sydney as the flagship of the Australian National Maritime Museum which is under construction in Darling Harbor and will open in October next year.

Anyone who has photographs or details which might assist the restoration is asked to contact the museum's deputy director, Gavin Fry on 27 9111.

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Julian Everitt - Backlash 1987

Julian Everitt has further developed this design to be more competitive with reference to the Big Boat place in IOR teams with total rating restrictions.

Underwater he has added a NACA 63 high aspect ratio keel, 1.3 ft. deeper than the old keel, and a thinner 12% NACA 4 series left section for the Canard.

A new fractional rig gives an additional 128 sq.ft. upwind and 40 sq.ft. downwind.

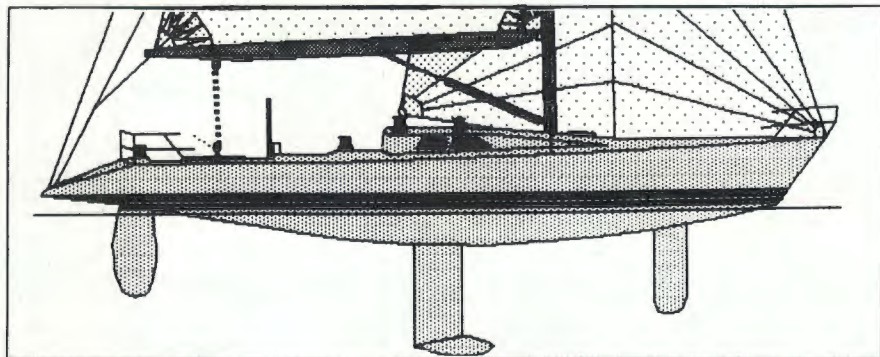
The yacht's IOR rating will increase to 34.2 ft. as a result of these changes.

CONTACT:

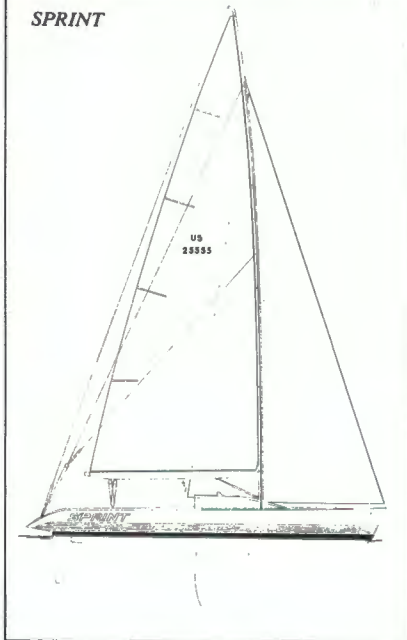
JULIAN EVERITT YACHT DESIGN
128 HIGH ST. COWES
ISLE OF WIGHT U.K.



By Rob Williams



SPRINT



JOUBERT/NIVELT 42

This design took overall IOR honours at the 1987 SORC. The yacht, named Sprint, was rating 32.95 ft. in this series.

She was built in Ontario by Scorpio Yachts utilising elements from all over

SURVEY ONE - QUARTER TON

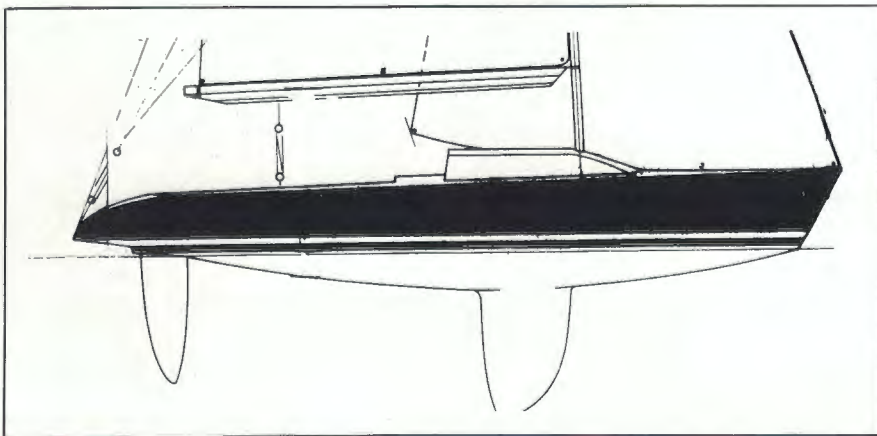
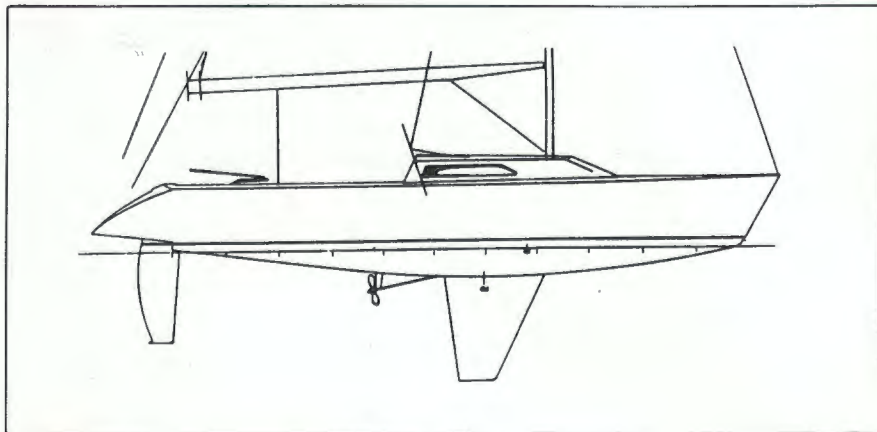
This boat is designed with a slight orientation to light air performance.

It features fine sections fore and aft with a narrow beam at the waterline. The easily driven hull has a relatively conventional beam aft which precludes the necessity of transom stacking by the crew.

Another version of this boat is planned with a 15cm. increase in overall length for heavy air optimisation.

CONTACT:

SURVEY ONE
31 PAISLEY ROAD RENFREW
SCOTLAND
PA4 8JH.



NISSAN - QUARTER TON

This design is based on the 1987 ORC rules and will have a working CSF factor.

The boat has a fuller afterbody than the successful Attacke design and has an elliptical keel with a small bulb for lowering centre of gravity and end plate effect. It is to be built in R Glass and carbon fibre.

CONTACT:

GEORG NISSAN YACHT DESIGN
BLOMKAMP 7
2000 HAMBURG 53
WEST GERMANY

the world. Her keel was from Precision Foils of Tampa, Florida USA, her rudder from Herve in France and her mast from Reckmann in Germany. Sails were by North.

DIMENSIONS:

LOA 12.72m BMAX 3.895m

DSPL 6365 kgs. B 3.72m

CONTACT:

JOUBERT/NIVELT

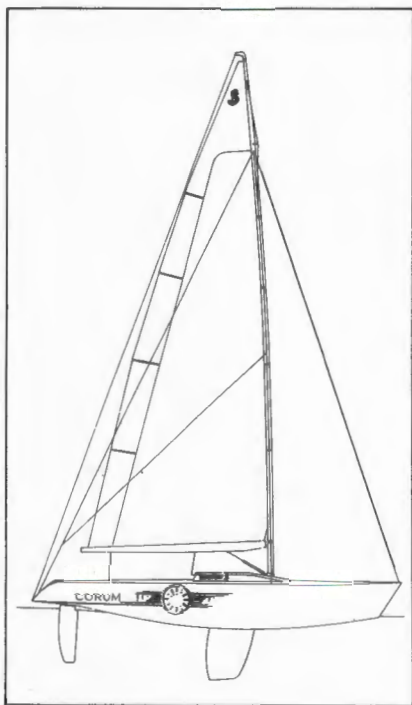
YACHT DESIGN

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USA



BRIAND 44FT DESIGN

The yacht Corum, sponsored by the Swiss watchmaker, was built to this Philippe Briand design.

The boat was built by Beneteau Custom in unidirectional prepreg with honeycomb core and carbon reinforcement.

Corum's keel, with integral bulb, and high aspect rudder were developed from Dassault Aviation computer modelling and were built by Speedwave.

Her sails were from AMG, an offshoot of the French Kiss 12 Metre campaign.

DIMENSIONS

LOA 13.3m DSPL 7300 kgs

BMAX 4.0m BEAM 3.86m

SAIL AREA 97 sq.m.

CONTACT:

PHILIPPE BRIAND

LE DESIRE

AVENUE MEVILLAC,

LA VILLE EN BOIS

17000 LA ROCHELLE

FRANCE

Farr One Tonner Top Yacht at Admiral's Cup

English yachting writer and author Barry Pickthall, takes a close look at *Propaganda*, the Bruce Farr-designed One Tonner which led the New Zealand team to victory in the recent Admiral's Cup and which also was the top-scoring individual yacht at Cowes.



DISPLACING a level of preparation of planning not seen at Cowes before, New Zealand's three-boat team of *Propaganda*, *Goldcorp* and *Kiwi* won the Champagne Mumm Admiral's Cup from 13 other nations, beating Britain by a significant 84 points and leaving the Australians trailing third by a further 178 points adrift.

Just how did the New Zealanders achieve such a brilliant result against the strongest line-up in the history of the Cup? Their best previous result was in 1985 when they finished third to the German and British teams. In fact, their planning for victory in 1987 started immediately that series ended, but wasn't just a straight-forward road to success.

"We won this event 24 months ago with planning, dedication and a full year spent maximising the performance of our boats" Bevan Woolley, skipper of the top scoring One Tonner *Propaganda*, proclaimed in Plymouth after the Fastnet.

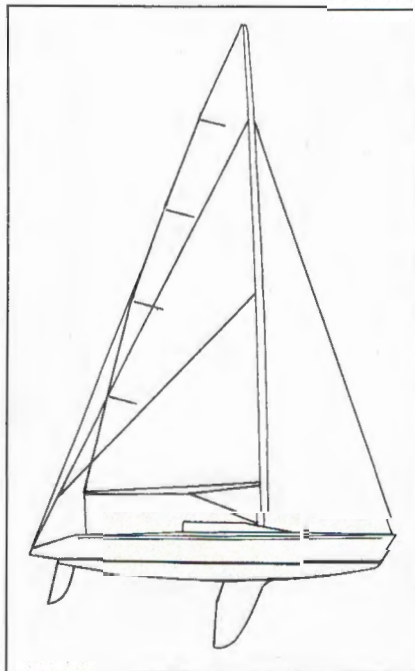
Six months before, however, the picture did not look at all bright for this Bruce Farr design. Launched at the same time as her sistership, *Fair Share*, built for fellow New Zealander Del Hogg, both yachts, dubbed design 1/82 by Bruce Farr, ran into a controversy over their ratings.

Far from being One Tonners, the two boats came out of measurement 0.6ft higher than the 30.5ft limit — a figure that stubbornly remained despite 4 re-measurements! Bruce Farr could not believe it, and though it was found later

that the builder had constructed the two composite hulls lighter than planned, this went little way towards explaining the massive discrepancy.

In the end, both crews were forced to cut 500mm of lead from the bottom of their keels and fit wooden shoes to the foils in order to compete in the New Zealand trials. As a result, the two fought over third place in the team, never able to match the performance of the Lawrie Davidson designed *Goldcorp* or larger Farr drawn *Kiwi*. It was only after the trials when *Propaganda's* rating was checked once more, that her measurement anomaly was finally solved. Faced with a serious CGF (stability) problem, the computer spewed out a new rating close to 30ft, well below the One Tonne limit which allowed her crew to replace 44mm of lead under the keel. As the result, *Propaganda's* rating went up to 30.59ft and transformed her performance.

"We're still not quite sure why the two boats were initially so far off their design rating" Geoff Stagg, who runs Farr International, stated after the Admiral's Cup. "We can only assume that the boat's undistorted lines lend themselves to measuring discrepancies if



the equipment is not set up correctly."

The controversy did a great deal of damage to Farr's credibility 'Down-under' and as a result they lost four other orders. "It was not a happy time for anyone, but thanks to Bevan Woolley in particular, who had a great deal of faith in our beliefs, the programme did not go off the rails" Staggs said.

Woolley and his crew were rewarded for this perseverance with first place

scores in the 200 mile Channel Race and second inshore event, culminating their Admiral's Cup campaign with a 4th placing in the Fastnet to give them a 30pt lead in the overall standings over a second Farr One Tonne design — *Jamarella* — racing for Britain.

The two boats were not of the same design. Woolley and Hogg had called for a boat with an enhanced reaching and running capability while *Jamarella's*



owner, Alan Gray, specified the need for top performance up-wind. Her design, No. 1/85 which was copied for the Dutch entered *Mean Machine* and Australia's *Swan Premium II*, was developed from the lines of *Sirrius IV*, the boat robbed of a win in last year's One Tonne World's in Spain after she fell into a calm patch and dropped from 1st to 18th in the high scoring long distance race.

Some of *Sirrius'* famed light air performance was sacrificed in the interests of greater speed in moderate conditions as well as improve her running and reaching abilities by developing a new keel design, adding fullness to the forward sections and providing a cleaner run aft. The design was also 0.25ft longer on the waterline than *Propaganda*, 300kg lighter and carried less sail. Both shared the same swept back trapezoidal keel and rudder designs however, shunning the current popularity for elliptical foils which Farr slates as being mere marketing ploys that only work well off the wind.

Ironically, the performance of the two designs did not match Bruce Farr's expectations. Far from being slower down wind than *Propaganda*, *Jamarella's* consistent ability to outsail the New Zealand One Tonner in all conditions except when two-sail reaching, prompted owner Alan Gray to suggest that Farr's office may have muddled the plans when the two designs were sent out in the post!

"Yes that has us baffled, and I can only suggest that sails (*Jamarella's* main-sail was cut fuller than *Propaganda's*) and the greater experience of *Jamarella's* principal afterguard, Rodney Pattisson and Lawrie Smith, must have played a part" Staggs said at the end of the series.

But the Admiral's Cup is not won on a single performance. It is a team event and in this age of hi-tech professionalism, one slip can knock a country from the top. There was no better example of this at Cowes than the performance of West Germany. Victors in 1983 and '85, their formidable team approach made them pre-series favourites to retain the Trophy for a record third successive term this time. Instead, they finished 5th behind Ireland whose team included a last minute charter (*Sardinia Cup* winner *Full Pelt*) and a re-vamped Castro design that failed to make the British team two years ago. □

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Currently, the Kannad 406 is undergoing type approval from the Australian Department of Communications and is expected to be released shortly.

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Showroom: 2nd Floor, 66 Spit Rd, Spit Junction, NSW, 2088

THE world's top keelboat sailors will be in Australia in the Bicentennial Year to contest world championships for the International Soling, J24 and Etchells 22 classes. The Soling worlds, with 1988 the Olympic Year, will have particular significance with up to 50 yachts from at least 15 nations competing in the series on Melbourne's Port Phillip.

At least all the Soling skippers who contested the recent Pre-Olympic yachting regatta in Pusan, South Korea, plus several more will be coming to Australia in January to contest this major lead-up regatta to the 1988 Olympics. Several of them, particularly the Americans, will also contest the Etchells 22 worlds off Palm Beach, Sydney, and possibly the J24 worlds on the Manly Circle, off Sydney Heads.

The three world keel boat championships set down for January-February 1988:

- Solings — January 3-12, Royal Brighton Yacht Club, Melbourne. Racing on Port Phillip.
- Etchells 22 — January 14-21, Royal Prince Alfred Yacht Club, Sydney. Racing on Palm Beach Circle.
- Etchells 22 — January 30-February 4, Royal Sydney Yacht Squadron, Sydney. Racing on Manly Circle.

The Soling worlds will be a lead-up to

the Australian Olympic selection trials, also being conducted on Port Phillip by Royal Brighton Yacht Club. The selection trials for Solings and Stars are due to start on January 15 and continue through to January 30. Selection trials for the other Olympic classes — Tornado catamaran, men and women's 470 dinghy, Flying Dutchman, Finn and Division II sailboards — will be held in Adelaide from January 8-24.

While interest in the three-man Soling as a club class has diminished in recent

World's Best Here For Soling, J24, E22 Worlds

SOLINGS racing in heavy seaway in the 1987 Pre-Olympic regatta off Pusan, South Korea. Almost every one of the crews which competed will be in Australia in January for the 1988 world championships on Melbourne's Port Phillip. (Peter Campbell pic).



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ETCHELLS 22 fleet racing on Sydney Harbour — up to 45 yachts are racing each Saturday as they prepare for the world championships in January. (David Clare pic).

years with the growth in popularity of the E22 (Melbourne and Port Lincoln have had the only regular racing fleets) the 1988 Olympics has seen a revival in the class in Sydney as well. Each weekend a small group of Soling enthusiasts is training and racing out of Middle Harbour, led by Jamie Wilmot who campaigned in Europe during our winter.

In Melbourne, the driving force behind the Soling fleet, which normally races out of Sandringham, is Gary Sheard, the Soling skipper in the Los Angeles Olympics. Gary and Andy Allsep were the two Australian skippers (and promoters of the 1988 worlds) during the Pre-Olympics at Pusan.

They certainly did a fine job as everyone of the 19 crews will be in Melbourne in January. Most of them shipped their boats direct from Korea to Australia. Countries represented at Pusan were U.S.A., Sweden, Denmark, the Soviet Union, West Germany, New Zealand, Finland, France, Spain, Japan, Norway, Italy and Greece.

According to Gary Sheard there will be three Italian, three West German and three Finnish boats in Melbourne, possible three United States boats. The East Germans, current world champions, are also expected, along with the Russians. "We expect a fleet of 50 boats — it will be the strongest fleet of Solings for a world championship in Australia — in quantity and quality," Sheard told me at Pusan.

John Kostecki, winner of the Soling class in the Pusan Pre-Olympic regatta, is a definite starter, as is former world champion Dave Curtis, who finished sixth at Pusan. Kostecki sailed a fine series in the weather-shortened series at Pusan, notching placings of 1-6-5-1-2. A former Laser and J24 sailor, Kostecki, From St Francis Yacht Club, San Fran-

cisco, has been sailing Solings since 1984. He finished second in the 1987 worlds at Kiel, Germany, won the North Americans and the gold medal in the PanAmerican Games.

He plans to also contest the Etchells 22 worlds, and possibly the J24s, a programme also envisaged by the veteran Dave Curtis, a former world champion in all three classes.

Huge fleets of E22s

THE popularity of the Etchells 22 has grown dramatically in Australia, primarily at the expense of the Soling and Dragon classes, and interest is exceptionally high with the worlds off Palm Beach in January. There are now E22 fleets racing regularly with clubs in all State capitals, each conducting selection series for the worlds. Under the rules 25 percent of a fleet are eligible for the world championships.

In Sydney and on Pittwater, the selection trials comprise club races and the NSW championships, the latter alone could attract 60 to 80 boats. Currently, the Royal Sydney Yacht Squadron club races each Saturday are attracting up to 45 E22s, providing close and spectacular racing. Among the helmsmen doing well early in the season have been well known ocean racing yachtsman Graeme "Frizzle" Freeman, steering *Black Tracker*, and *Steak 'n Kidney* 12-metre helmsman Phil Thompson, steering the as-yet un-named KA 248. Thompson finished third in the 1985 E22 worlds, won by Iain Murray.

Murray has also been sailing at times with the E22 fleet in Sydney but it's not known whether he is campaigning towards the 1988 worlds. Mark Bethwaite, a former world champion in Solings and J24s and two-times Olympian, is also campaigning an E22.

E22s expand in S.A.

The Dragon and Soling fleets in South Australia are under siege from the ravages of nature and the Etchells, writes Geoff Kingston.

It has got to the point in the Dragons where skippers are turning to newspaper advertising — apart from the usual word-of-mouth approach — in a bid to scare up crews.

There is a population of about seven boats but there are only five that race regularly and despite the apparent increase in interest in the class in WA and Tasmania, Bob Lanyon, State champion for the past two years in Triton, cannot anticipate a rekindling of interest in SA.

The Solings are also struggling. There is now a fleet of seven centred in Port Lincoln, which made an unsuccessful bid to stage the Olympic Trials.

The loss of that regatta appears to have taken the sting out of the enthusiasm of many in the class, which is looking to a summer of club racing.

The class hopes to send a boat to Melbourne for the Worlds and Olympic trials, and State champion Ross Haldane (Merrijig) believes Greg Allison could be interested in putting a campaign together.

While the Dragons and Solings are suffering the Etchell fleet is expected to increase to 21 this summer. Paul Smith, who recently returned from the World championships in Boston where he finished 30th in a fleet of 54; and in a series in which he 'drew' the oldest boat, is hopeful that four SA boats will make it to Sydney for the Worlds in January.

The quota for SA is four and there are five boats with strong claims — current State champion Dave Morphet in *Mel*; David Henshall sailing *Excalibur*, Geoff Boetcher with *Armalite*, John Parrinton in *Summertime Dream*, and Smith in *French Stick*.

OFFSHORE CALENDAR

INTERNATIONAL

DECEMBER

- 16th-26th AWA Southern Cross Cup, Sydney
26th AWA Sydney-Hobart

1988

JANUARY

- Southern Cross Series — Sydney-Hobart
2nd King of the Derwent, Tasmania
9th Bruny Island Race
11th Round Tasmania Race, Hobart
31st-10 Feb. Mil Milas, Chile

MAY

- Weymouth British Olympic Selection

JUNE

- Carlsberg Singlehanded, Plymouth-Newport, USA
17th Round Ireland Race Bermuda Race
21st Bali Circuit — from Fremantle, Dampier, Darwin to Bali

JULY

- 11th-22nd European Offshore Champs/Cork Week
30th-13th Aug. Kenwood Cup, Hawaii

AUGUST

- 6th Round Australia Bicentennial
8th Two handed Round Australia

SEPTEMBER

- 1st-10th Prince Henry Cup, Lisbon, Portugal
20th Sardinia Cup
First Race Olympic Regatta, Seoul, Korea
Quebec-St. Malo Multihulls

1989

MAY

- 6th Auckland to Fukuoka, Japan
Route of Discovery

SEPTEMBER

- 2nd Whitbread Round the World Race

AWA SOUTHERN CROSS CUP SERIES 1987

- 12th Dec. Invitation Race
16th Dec. 24nm Olympic
17th Dec. 24nm Olympic

- 18th Dec. 180nm Offshore
21st Dec. 24nm Olympic
26th Dec. Sydney-Hobart



NATIONAL AND SYDNEY

NOVEMBER

- 1st RSYS — Dragons — Selection Series for Sayonara Challenge Cup
6th MHYC — MMM5000 Night Race (Short Offshore Triangle — lit marks)
7th RSYS — Spr Series
No. 1 Division — Duke of Gloucester Cup
No. 2 Division — Carleton Cup
E22 — 7th Heat World C'ship Elim
SOR — Heat 7
CYCA — Cruise, Sydney Harbour venue
MHYC — Inshore Race
8th RSYS — Dragons — Selection series for Sayonara Challenge Cup Challenger
13th CYCA — Long Offshore, 180 mile Cabbage Tree Island and return (Halvorsen Bros. Trophy)
14th RSYS — Spr Series
E22 — 8th Heat World C'ship Elim
MHYC — Inshore Race
21st RSYS — Spr Series
E22 — 9th Heat World C'ship Elim
CYCA — Short Ocean Race
MHYC — Mosman daily cup Regatta (mainly jog) — passage to Port Hacking returning Sunday — Inshore Race — Cock of the Club Trophy
27th CYCA — Grand Prix Offshore Series & Southern Cross Cup
Selections, Race 1: 90 mile — Seamark Island (Founders Cup)

- 28th RSYS — Spr series
E22 — 10th Heat World C'ship Elim
SOR — Heat 9
MHYC — Inshore Race
Anchor Wetsuit Trophy, Port Phillip, Sandringham YC
29th RSYS — E22 — State C'ship on Sydney Harbour & Manly Circle (11th and 12th Heats World C'ship Elim)
Grand Prix Offshore Series & Southern Cross Cup team selections. Race 2 — 27nm.

DECEMBER

- 2nd RSYS — E22 — State C'ship on Sydney Harbour & Manly Circle (13th and 14th Heats World C'ship Elim)
4th Grand Prix Offshore Series & Southern Cross Cup team selections. Race 3 — 27nm.
5th RSYS — Spr Series
E22 — 15th Heat World C'ship Elim
J24 — State C'ship on Manly Circle
CYCA — Short Ocean Race
MHYC — Inshore Race
Grand Prix Offshore Series & Southern Cross Cup team selections. Race 4 — 27nm.
6th RSYS — E22 — State C'ship on Sydney Harbour & Manly Circle (16th Heat World C'ship Elim)
J24 — State C'ship on Manly Circle
Grand Prix Offshore Series & Southern Cross Cup team selections. Race 5 — 27nm.
7th J24 (State C'ship on Manly Circle)
9th CYCA — Twilight Race (last before Xmas)
12th RSYS — Squadron Regale — non pointscore all classes & divisions
CYCA — Short Ocean Race (Invitation)
16th CYCA — AWA Southern Cross Cup — Race 1 (24 miles)
17th CYCA — AWA Southern Cross Cup — Race 2 (24 miles)
18th CYCA — AWA Southern Cross Cup — Race 3 (180 miles)
MHYC — Club Marine Challenge — Race 1 (20 miles)
19th MHYC — Club Marine Challenge — Race 2 (15 miles)
20th MHYC — Club Marine Challenge — Races 3 & 4 (each 10 miles)
21st CYCA — AWA Southern Cross Cup — Race 4 (24 miles)
26th CYCA — AWA Sydney-Hobart (630 miles)
Cock of the Bay, Port Phillip, ORCV
Solving class Aust ch ships, Port Phillip, RBYC
27th RSYS — Christmas C'ship Regatta
Ynglings — Australian C'ship
Stella Folkboats — State C'ship
RPAYC — Pittwater to Coffs Harbour (310 miles)
Melbourne-Hobart and Melbourne-Devonport starts, Portsea, ORCV
28th RSYS — Christmas C'ship Regatta
29th RSYS — Christmas C'ship Regatta
30th RSYS — Christmas C'ship Regatta
31st RSYS — Christmas C'ship Regatta
Dragon — Prince Phillip Cup, Botany Bay
JANUARY
1st — Dragon — Prince Phillip Cup, Botany Bay
Coffs Harbour-Southport, SYC
2nd Dragon — Prince Phillip Cup, Botany Bay
MHYC — Endeavour 24S — Australian Championship
Championship Regatta Week.
King of the Derwent, RYCT
3rd — Dragon — Prince Phillip Cup, Botany Bay
MHYC — Championship Regatta Week — Race 1
3rd-10th Soling World Championships, Port Phillip, RBYC
4th — Dragon — Prince Phillip Cup, Botany Bay
MHYC — Championship Regatta Week — Race 2
4th-6th XXXX Gold Coast Regatta
5th RSYS — J24 — Australian C'ship, Manly Circle
— Dragon — Prince Phillip Cup, Botany Bay

WORLD SAILING CHAMPIONSHIPS IN AUSTRALIA 1988

- J24 Class — Sydney, Jan 30 - Feb 4, 1988.
Solving — Melbourne, January 3-12, 1988.
Mistral Sailboards — Sydney, January, 1988.
Fireball — Adelaide, Jan 6-12, 1988.
420 — Lake Macquarie, Jan 8-17, 1988.

2nd

- E22 — Sydney, Jan 11-23, 1988.
World Youth Championships — Sydney, Jan 18-28, 1988.
18-Footers — Sydney, Jan 31 - Feb 7, 1988.
505 — Sydney, Jan 31 - Feb 17, 1988.
Contender — Brisbane, Dec 28, 1988 - Jan 12, 1989.

6th MHYC — Championship Regatta Week — Race 3
RSYS — J24 — Australian C'ship, Manly Circle
— Dragon — Prince Phillip Cup, Botany Bay
MHYC — Championship Regatta Week — Race 4

7th RSYS — J24 — Australian C'ship, Manly Circle
— Dragons — Prince Phillip Cup, Botany Bay
MHYC — Championship Regatta Week — Race 5
Twilight Race

8th RSYS — J24S — Australian C'ship, on Manly
Circle
Twilight Races resume
Dragons — Prince Phillip Cup, Botany Bay
MHYC — Championship Regatta Week — Race 6

9th RSYS — Sum Series resumes
J24 — Australian C'ship, Manly Circle
— Dragon — Prince Phillip Cup, Botany Bay
MHYC — Championship Regatta Week — Race 7

10th RSYS — J24 — Australian C'ship, Manly Circle
— Dragon — Prince Phillip Cup, Botany Bay
MHYC — Championship Regatta Week
Petersville Regatta, Port Phillip

10th-
16th

11th RSYS — J24 Australian C'ship, Manly Circle
— Dragon — Prince Phillip Cup, Botany Bay
RPAYC — E22 — World C'ship, Palm Beach
Circle

12th RSYS — J24 — Australian C'ship, Manly Circle
— Dragon — Prince Phillip Cup, Botany Bay
RPAYC — E22 — World C'ship, Palm Beach
Circle

13th RSYS — J24 — Australian C'ship, Manly Circle
CYCA — Twilight Races resume
RPAYC — E22 — World C'ship, Palm Beach
Circle

14th RSYS — J24S — Australian C'ship, Manly Circle
Cruise to Jarvis Bay to meet Tall Ships Race
MHYC — Twilight Races resume
RPAYC — E22 — World C'ship, Palm Beach
Circle
Tall Ships Race, Hobart to Sydney, RYCT/CYCA

15th J24 — Australian C'ship, Manly Circle
Cruise to Jarvis Bay to meet Tall Ships Race
RPAYC — E22 — World C'ship, Palm Beach
Circle

15th-
30th

16th RSYS — Sum Series
SOR — Heat 10
Cruise to Jarvis Bay to meet Tall Ships Race
MHYC — Inshore Race — Chaos Cup (Bedlam
Point and return)
RPAYC — E22 — World C'ship, Palm Beach
Circle

17th MHYC — Adams 10 State & Australian C'ship,
Manly Circle — Races 1 & 2
RPAYC — E22 — World C'ship, Palm Beach
Circle

18th MHYC — Adams 10 State & Australian C'ship,
Manly Circle — Races 3 & 4
RPAYC — E22S — World C'ship, Palm Beach
Circle

19th MHYC — Jog International Series and Bruce &
Walsh SORC Jog Race (30 miles) — Race 1 (Ocean
Square on Manly Circle)
Adams 10 State and Australian C'ship, Manly
Circle — Race 5
RPAYC — E22 — World C'ship, Palm Beach
Circle

20th CYCA — Twilight Race
MHYC — Jog International Series and Bruce &
Walsh SORC
Jog Long Race (80 miles) — Race 2
RPAYC — E22 — World C'ship, Palm Beach
Circle

21st RPAYC — E22 — World C'ship, Palm Beach
Circle

22nd-
24th

23rd MHYC — Jog International Series and Bruce &
Walsh SORC 2 races, Manly Circle (8 miles & 11
miles) Jog Races 3 & 4 Bruce & Walsh Heats 1 & 2
RANSA — RANSA Regatta
Portsea-Flinders Race, ORCV

24th MHYC — Jog International Series and Bruce &
Walsh SORC 2 races, Manly Circle (8 miles & 11
miles) Jog Races 5 & 6 Bruce & Walsh Heats 3 & 4
— 152nd 1988 Bicentennial Royal Sydney
Anniversary Regatta

25th RSYS — J24 — World C'ship, Manly Circle
MHYC — Jog International Series and Bruce &
Walsh SORC
Ocean Race off Macquarie Light (20 miles)
Jog Race 7 Bruce & Walsh Heat 5

26th RSYS — J24 — World C'ship, Manly Circle
— Tall ships Grand Parade of Sail on Sydney
Harbour, 1st fleet re-enactment

27th RSYS — J24 — World C'ship, Manly Circle
CYCA — Twilight Race

28th RSYS — J24 — World C'ship, Manly Circle

29th RSYS — J24 — World C'ship, Manly Circle
CYCA — MSB Sydney — Newcastle Bicentennial
Race/Cruise

30th RSYS — J24 — World C'ship, Manly Circle Sum
Series
SOR — Heat 11
MHYC — Inshore Race

31st RSYS — J24 — World C'ship, Manly Circle
Dragon — Selection series for Sayonara Challenge
Cup Challenger
MHYC — Int. 505 South Pacific Championship,
Sydney Harbour

FEBRUARY

1st RSYS — J24 — World C'ship, Manly Circle
MHYC — Int. 505 South Pacific Championship,
Sydney Harbour

2nd RSYS — J24 — World C'ship, Manly Circle
MHYC — Int. 505 South Pacific Championship,
Sydney Harbour

3rd RSYS — J24 — World C'ship, Manly Circle
CYCA — Twilight Race
MHYC — Int. 505 South Pacific Championship,
Sydney Harbour

4th RSYS — J24 — World C'ship, Manly Circle
MHYC — Int. 505 South Pacific Championship,
Sydney Harbour

5th RSYS — J24 — World C'ship, Manly Circle
MHYC — Int. 505 South Pacific Championship,
Sydney Harbour

6th RSYS — Milson Memorial Cup, Lion Jug Trophy
(SOR Heat 12) Iduna Shield (JOGGP Race) Sum
Series
MHYC — Int. 505 South Pacific Championship,
Manly Circle
Edwards Cup, Hood Summer series, IOR, RBYC

7th RSYS — Dragon — Selection Series for Sayonara
Challenge Cup Challenger
MHYC — Int. 505 South Pacific Championship,
Manly Circle

10th CYCA — Twilight Race
MHYC — Int. 505 World C'ship, Manly Circle
MHYC — Int. 505 World C'ship, Manly Circle

11th MHYC — Int. 505 World C'ship, Manly Circle

12th RSYS — Sum Series
No. 1 Division — Milson Silver Jug
Hood 23 — Australian C'ship

13th CYCA — Short Ocean Race
MHYC — Int. 505 World C'ship, Manly Circle

14th RSYS — Dragon — Selection Series for Sayonara
Challenge Cup Challenger
RSYS v RPAYC Flag Officers team racing series
MHYC — Int. 505 World C'ship, Manly Circle

15th RSYS — Dragon — Gold Cup Series
MHYC — Int. 505 World C'ship, Manly Circle

16th RSYS — Dragon — Gold Cup Series
MHYC — Int. 505 World C'ship, Manly Circle

17th RSYS — Dragon — Gold Cup Series
CYCA — Twilight Race
MHYC — Int. 505 World C'ship, Manly Circle

20th RSYS — Dragon — Gold Cup Series
RSYS — Sum Series
Hood 23S, (Australian C'ship)

SOR — Heat 13
Dragon — Interport Teams Series
CYCA — Passage to Pittwater via Offshore Park
MHYC — Inshore Race

21st RSYS — Dragon — Interport Teams Series
CYCA — Short race off Pittwater, Passage to
Sydney, via Offshore Mark
MHYC — Annual Match Racing Challenge with
SASC (Daydream Shield)

22nd RSYS — Dragon — Interport Teams Series

24th CYCA — Twilight Race
MHYC — B & T Media Race

27th RSYS — Sum Series
No. 1 Division — John Muston Memorial Cup
Half Ton — Thelma Plate
SOR — Heat 14
CYCA — Cruise to Broken Bay/Short Haul
Passage Race
MHYC — Inshore Race
No. 2 Division — H.M. Felton Trophy
No. 3 Division — Jazoon Trophy
MHYC — Boat supplies two handed race
Botany Bay and Return (26 miles)

MARCH

2nd CYCA — Twilight Race
CYCA — Short Harbour & Ocean Night Race
MHYC — Club Marine Challenge Series
Night Race to Pittwater (20 miles) — Heat 1

5th RSYS — Sum Series
MHYC — Club Marine Challenge Series
Double Header Triangles off Palm Beach
Heats 2 & 3 on Palm Beach Circle
RYCT — Sayonara Challenge Cup Elimination
and Challenge

6th CYCA — Sail for Cancer
RYCT — Sayonara Challenge Cup Elimination
and Challenge

7th RYCT — Sayonara Challenge Cup Elimination
and Challenge

8th RYCT — Sayonara Challenge Cup Elimination
and Challenge

9th CYCA — Twilight Race
RYCT — Sayonara Challenge Cup Elimination
and Challenge

10th MHYC — Twilight Race
RYCT — Sayonara Challenge Cup Elimination
and Challenge

11th RSYS — Twilight Race
RYCT — Sayonara Challenge Cup Elimination
and Challenge

12th RSYS — Sum Series No. 1 Division — Fairfax
Cup, No. 2 Division — Intercolonial Cup, Half
Ton — Tarring Cup, Dragon — ERA Cup.
CYCA — Hunterford Hill Short Offshore Race
Regatta (2 x 12 mile), 1 x 30 mile and 2 x Short
Haul Races)
MHYC — Special Night Race off Manly
Triangular/Sausage Course off Manly (Lit Marks)
Jog (42 miles) IOR (72 miles)
Inshore Race



13th CYCA — Hungerford Hill, Short Offshore Race Regatta (2 x 12 mile, 1 x 30 mile and 2 x short Haul Races)
 MHYC — Ansett Pro-Am Ladies Harbour Race
 16th CYCA — Twilight Race (Last)
 MHYC — Media Race — Inshore
 19th RSYS — Sum Series
 SOR — Heat 16
 CYCA — Cruise, Sydney Harbour Venue
 20th RPEYC — Small Boat Regatta
 MHYC — Sydney to Mooloolaba Race (480 miles)
 Squadron Cup (overnight) Port Phillip, RMYs
 Stan Gibson Memorial Race, Port Phillip, HBYC
 21st RSYS — Sum Series
 26th Easter Cruise
 CYCA — Short Ocean Race
 MHYC — Inshore Race
 RSYS — Easter Cruise
 27th RSYS — Easter Cruise
 28th RSYS — Easter Cruise
 29th RSYS — Easter Cruise
 30th RSYS — Easter Cruise
 31st CYCA — Cruise to Jervis Bay and Ulladulla

April
 1st RSYS — Easter Cruise
 CYCA — Cruise to Jervis Bay and Ulladulla
 Australian Airlines Brisbane-Gladstone, QCYC

2nd RSYS — Easter Cruise
 CYCA — Cruise to Jervis Bay and Ulladulla
 MHYC — Womens Australian Sailing C'ship, Sydney Harbour — Heat 1 & 2
 RSYS — Easter Cruise

3rd CYCA — Cruise to Jervis Bay and Ulladulla
 MHYC — Womens Australian Sailing C'ship, Sydney Harbour Heat 3 & 4
 RSYS — Easter Cruise

4th CYCA — Cruise to Jervis Bay and Ulladulla
 MHYC — Womens Australian Sailing C'ship, Sydney Harbour — Heat 5
 RSYS — Easter Cruise

5th CYCA — Cruise to Jervis Bay and Ulladulla
 RSYS — Easter Cruise

6th CYCA — Cruise to Jervis Bay and Ulladulla
 RSYS — Easter Cruise

7th CYCA — Cruise to Jervis Bay and Ulladulla
 RSYS — Easter Cruise

8th CYCA — Cruise to Jervis Bay and Ulladulla
 RSYS — Easter Cruise

8th-17th Hamilton Island Raceweek, Whitsunday Yacht Club, Qld

9th RSYS — Easter Cruise

10th MHYC — Inshore Race
 CYCA — Three handed race to Lion Island
 16th RSYS — Sum Series: Dragon — Archie Robertson Trophy
 Hood 235 — Richard Connelly Memorial Trophy
 CYCA — Short Offshore Regatta (Royal Club's Trophy) (4 x 12 mile and 2 x Short Haul Races)
 MHYC — Inshore Race — Crews Race
 CYCA — Short Offshore Regatta (Royal Club's Trophy) (4 x 12 mile and 2 x Short Haul Races)
 23rd RSYS — Varuna Trophy Race
 J24 — Port Jackson C'ship
 MHYC — Keith Graham Trophy Series at Gosford
 Passage Race to Pittwater
 Nissan Coral Sea Classic: Townsville-Cairns, 23rd April
 Cairns-Port Moresby, 4th May
 Port Moresby-Samarai, 11th May
 Samarai-Townsville, 25th May
 24th RSYS — J24 — Port Jackson C'ship
 MHYC — Keith Graham Trophy Series at Gosford
 Double header on Brisbane Waters
 25th RSYS — Trans Tasman Challenge Cup Series
 26th RSYS — Trans Tasman Challenge Cup Series
 27th RSYS — Trans Tasman Challenge Cup Series
 28th RSYS — Trans Tasman Challenge Cup Series
 29th RSYS — Trans Tasman Challenge Cup Series
 30th RSYS — Trans Tasman Challenge Cup Series

MAY
 1st CYCA — Winter Racing Starts
 RSYS — E22 — Kopsen Cup Teams Racing Series
 MHYC — Ladies Skippers Winter Race
 CYCA — Winter Series
 8th RSYS — 1988 Squadron Cruise
 14th MHYC — Winter Series
 RSYS — 1988 Squadron Cruise
 CYCA — Winter Series
 15th RSYS — 1988 Squadron Cruise
 16th RSYS — 1988 Squadron Cruise
 17th RSYS — 1988 Squadron Cruise
 18th RSYS — 1988 Squadron Cruise
 19th RSYS — 1988 Squadron Cruise
 20th RSYS — 1988 Squadron Cruise
 21st RSYS — 1988 Squadron Cruise
 Winter Series Starts
 MHYC — Winter Series
 Bali Circuit, Fremantle SC:
 Fremantle-Bali - starts May 21
 Dampier-Bali - starts May 26
 Darwin-Bali - starts May 28

22nd CYCA — Winter Series
 25th RSYS — Annual Prizegiving
 28th RSYS — Winter Series
 MHYC — Winter Series
 CYCA — Winter Series

JUNE
 4th RSYS — Winter Series
 MHYC — Winter Series
 Moet Champagne IOR Series & Half Ton Cup
 CYCA — Winter Series
 5th RSYS — Winter Series
 11th RSYS — Winter Series
 MHYC — Winter Series
 12th CYCA — Winter Series
 18th RSYS — Winter Series
 MHYC — Winter Series
 Moet Champagne IOR Series & Half Ton Cup
 CYCA — Winter Series
 19th RSYS — Winter Series
 25th MHYC — Winter Series
 CYCA — Winter Series

JULY
 2nd RSYS — Winter Series
 MHYC — Winter Series
 Moet Champagne IOR Series & Half Ton Cup
 CYCA — Winter Series
 3rd RSYS — Winter Series
 9th MHYC — Winter Series
 CYCA — Winter Series
 10th RSYS — Winter Series
 16th MHYC — Winter Series
 Moet Champagne IOR Series & Half Ton Cup
 CYCA — Winter Series
 17th RSYS — Winter Series
 23rd MHYC — Winter Series
 CYCA — Winter Series
 24th RSYS — Winter Series
 30th MHYC — Winter Series
 Moet Champagne IOR Series & Half Ton Cup
 CYCA — Winter Series

AUGUST
 6th RSYS — Winter Series
 AYF — Round Australian Bicentennial Ocean Race
 Leg 1 Sydney — Mooloolaba
 CYCA — 1988 Sydney-Gold Coast Race Start
 CYCA — Winter Series
 7th RSYS — Winter Series
 13th Winter Series Dinner Dance
 CYCA — 1988 Winter Series Ends
 14th

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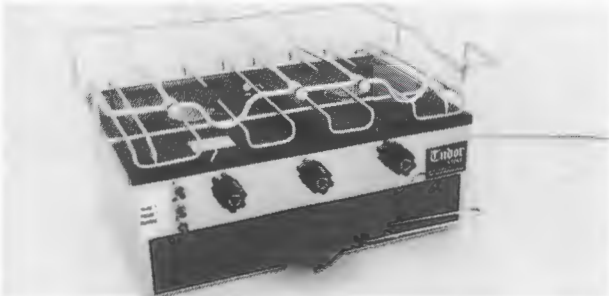
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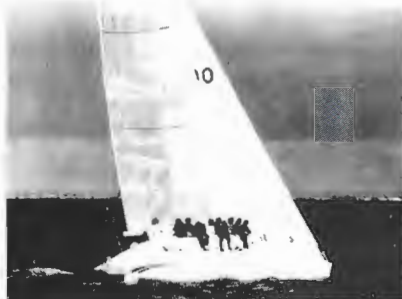
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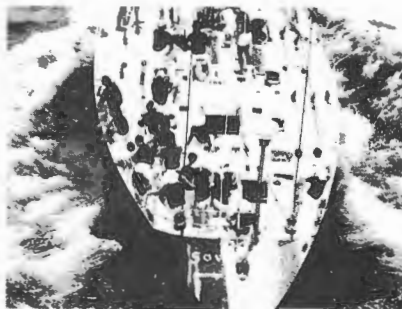
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Farr top designer in Admiral's Cup

BRUCE Farr, the innovative New Zealander who led the trend into fractional-rigged, light displacement ocean racing yachts in the mid-1970s climaxed a brilliant design career when his One Tonner, *Propaganda*, achieved the prestigious position of top individual yacht in the 1987 Admiral's Cup.

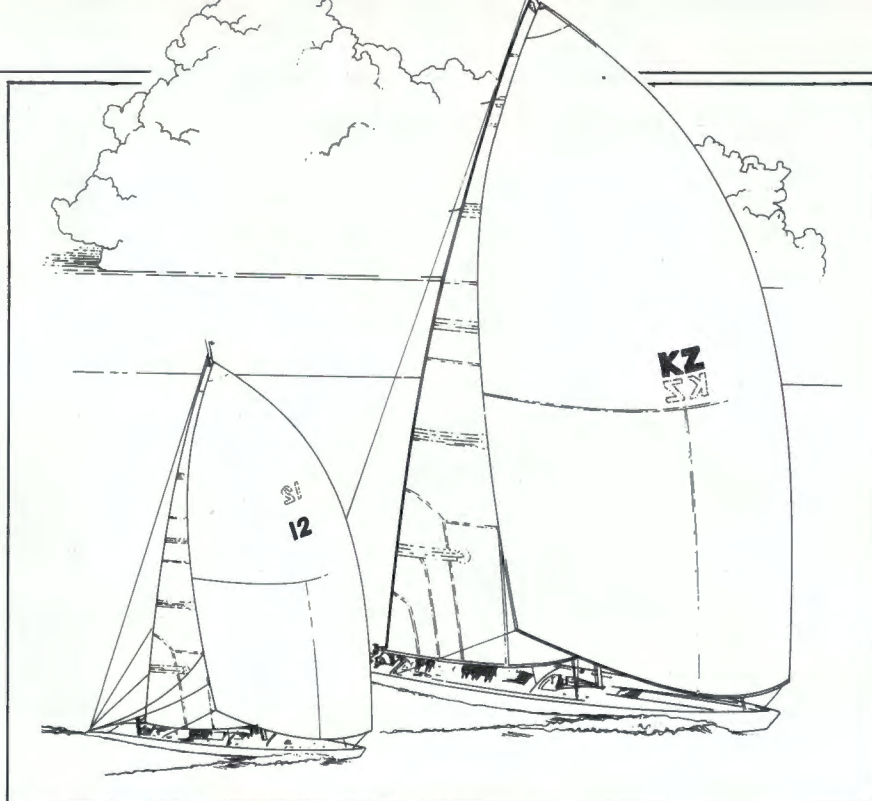
Propaganda was one of six Farr designs racing in the smaller fleet of 14 teams totalling 42 yachts — and four of them finishing in the top 10 in the pointscore at the end of the five-race series. Apart from *Propaganda*, Britain's *Jamarella* was second, New Zealand's *Kiwi* seventh and Australia's *Swan Premium II* 10th in the pointscore in an outstanding performance by any one designer.

This year 20 designers were represented among the 42 yachts, the same number in the bigger fleet of 1985 which saw the influx of the European designers with their light displacement, fractional rigged One Tonners. That significant trend towards a greater variety of yachts continued this year, although there were no significant breakthrough designs as there were in 1985.

The changes in one decade of ocean racing and the design of ocean racing yachts is underlined when one puts the fleet of 1979 and 1987 side by side. In 1979, three designers, Doug Peterson, Ron Holland and German Frers were the creators of 82 per cent of the fleet. In the 1987 fleet, with twice as many designers represented in a smaller fleet, the best that any designer could achieve was Judel/Vrolijk with 17 per cent of the fleet. The three top designers of 1979 could only offer one boat between them in this year's Cup line-up.

New talent and new ideas are an essential to any design experience and while no longer deeply involved in IOR boats, the original triumvirate of 1979 are still highly successful designers, both in and out of the IOR rule. German Frers, in particular, has dominated the maxi around-the-buoys fleet since 1979 and his latest *Kialoa V* for Jim Kilroy won the Newport Maxi Series.

Frers has also designed the new maxi for Australian Rod Muir being built by McConaghy Boats in Sydney. This yacht will not only have a fractional rig but also a radical 12-metre style deck layout where 12 crew can be put on the grinders, and a hull construction which will produce a hull weight less than half of the *Kialoa 86*.



THE New Zealanders are deadly serious about their Challenge for the America's Cup in 1988 with a 90-foot waterline super-maxi sloop and plan to launch their challenger in February, irrespective of the outcome of the legal wranglings before the New York Supreme Court. At left, boat-builders complete the wooden mould for the 100-foot-plus hull, and above, an artist's impression of how the super-maxi will compare with a 12-metre.

Bruce Farr with six designs, was the next highest represented designer in this year's Admiral's Cup while Frenchman Philippe Briand had four and Ed Dubois three. Interestingly, Dubois is the only designer who has been consistently represented in the past five AC series. He burst into prominence in 1979 with the design of the Australian team winning

yacht *Police Car* and this year he had *Swan Premium I*, the Australian team yacht, and two Irish team boats, *Jameson Whiskey* and *Irish Independence Full Pelt*, the top Sardinia Cup yacht of 1986.

Overall individual placings and points for the top 10 yachts in the 1987 Champagne Mumm Admiral's Cup were:

Yacht	Team Skipper	Designer	Rat.	R1	R2	R3	R4	R5	Pts
<i>Propaganda</i>	NZ B. Wooley	Farr	30.59	19	1	1	6	4	527
<i>Jamarella</i>	UK R. Pattison	Farr	30.54	14	2	4	24	3	497
<i>Original Beckmann</i>	DEN P. Jespersen	Jeppesen	34.51	1	12	14	9	12	457
<i>Plettfjerner</i>									
<i>Sidewinder</i>	USA J. Bertrand	Reichel/Pugh	34.99	3	20	5	2	14	452
<i>Irish Full Pelt</i>	IRE T. Power	Dubois	30.49	13	15	18	21	9	427
<i>Goldcorp</i>	NZ R. Dodson	Davidson	30.58	34	6	10	8	11	425
<i>Kiwi</i>	NZ P. Walker	Farr	34.47	8	19	3	5	20	413
<i>Indulgence</i>	UK H. Cudmore	Andrieu	34.52	16	8	7	7	25	393
<i>Juno</i>	UK A. Hurst	Humphreys	30.50	31	7	16	43	2	391
<i>Swan Premium II</i>	AUSTG. Appleby	Farr	30.55	25	9	8	19	16	391

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Of course the cost per unit varies depending on the desired quantity and complexity of printing. An order for as little as one thousand units, printed in three different colours and including art make-up,

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orders usually work out much less.

So as a marketable promotional aid at a nominal RRP* of around

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K'nI'va Sun Visors can generate handsome profits.

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original Australian K'nI'va Sun Visors

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You'll see why K'nI'va (Can-I-have-a) sun visors are the market leaders.*

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The K'nI'va Company

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