

The Magazine of the Cruising Yacht Club of Australia

OFFSHORE

NUMBER 77

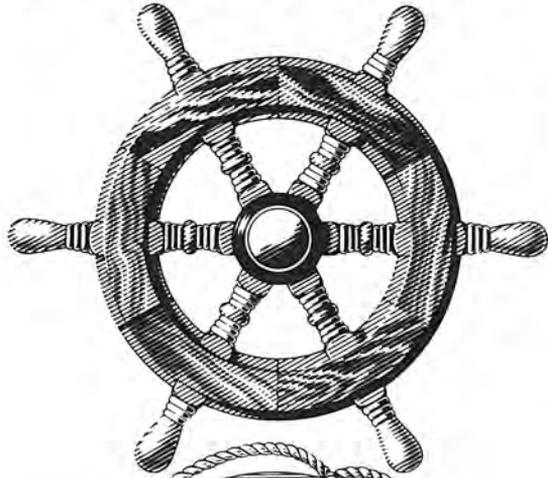
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OFFSHORE

Number 77

April-May 1984



Cover: The new Hamilton Island Race Week, set in the spectacular Whitsunday Islands of Queensland's central coast, promises to be a very popular ocean racing event on the Australian calendar, judging from enthusiastic reports that have come back from the series. A few modifications may make it even better (see stories by Robin Copeland and John Woodford in this issue). Photo by Sandy Peacock.

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Offshore Signals



CYCA Annual General Meeting

The Annual General Meeting was held on Monday, 21st May 1983 in the Blue Water Room. It was well attended and was conducted with uncharacteristically little discussion arising from the floor, perhaps because the Annual Report reveals a healthy Club which is running smoothly.

The five office bearers were elected unopposed. The are:

Commodore	John Brooks
Vice Commodore	Arthur Cooley
Rear Commodore, Sailing	David Kellett
Rear Commodore	Peter Hankin
Hon. Treasurer	David Don

In his maiden speech as Commodore John Brooks thanked retiring Commodore George Girdis for the tremendous amount of work and a job well done in his role as Chairman of the Development Committee over the past several years.

Six Board Members were elected from among seven nominees (pictures below).

The meeting was adjourned for the customary 'Commodore's shout' at approximately 8.05 p.m.

Commodore's Message

The Cruising Yacht Club of Australia is entering what has been described as a new era in its history. A ten year redevelopment project is in its final phase, a new sponsor has taken over the underwriting of the Sydney-Hobart Yacht Race and the sport of yacht racing generally has never been more buoyant, both in overall growth and in public awareness, the latter a legacy of the America's Cup victory.

The Club extensions are taking shape and are due for completion in August. The plan then called for a break until 1985, but our financial position is such that we will push on with the reconstruction of the ground floor of the old building, a phase which includes a ground floor bar and bottle department. The smoothness and efficiency of the last phase of the Club's redevelopment is a tribute to the years of work and planning by George Girdis and his Redevelopment Committee. The CYCA is very much in their debt.

Most Members have viewed with interest the change in Sydney-Hobart Race sponsor. AWA is an old friend of the CYCA. It has been involved for many years in pioneering the race radio communications system and has worked closely with Race Director Keith Storey in developing the most sophisticated yacht race communications system anywhere in the world. Now, however, it has become the major sponsor, with some exciting ideas for promotion of the Race. Already the level of co-operation and communication between AWA and the CYCA has reached a very high standard and we, as a Club, are committed to helping in every way with a smooth transition to the new sponsorship. It promises to be a great partnership and could become a model for corporate sport- ing sponsorship.

Following some hard work by Race Director Peter Rysdyk, another distinguished Company to join with the CYCA is Bayview Harbour Development, which will sponsor the inaugural Sydney-Gold Coasts Race in August, 1986. We plan to build this event into the number two CYCA race after the Sydney-Hobart, and as such it will become the opening event of the Club season.

I cannot pass from the subject of sponsorship without a hail and farewell to the former and long-term sponsor, Hitachi. The late Ken Caldicott and the CYCA, led by Joe Diamond, pioneered ocean racing

sponsorship, and it was very much to the benefit of the CYCA at a time when it was struggling with the burgeoning costs of running the event. Without Hitachi, the Sydney-Hobart Race probably would not be the spectacular event it is today, and Hitachi's help at a critical period in our history will long be remembered with gratitude.

For many years long range planning at the CYCA has consisted entirely of considering ways and means of implementing the redevelopment plan. Now that we can see the light at the end of that particular tunnel it is time to give some thought to our Club's future. To that end I will ask all Committee Chairmen to draw up a few guidelines in their area of responsibility and to combine them to form a long range plan for the Club. When the draft is complete we will publicise it so that you, the Membership, can take part in this process. It has been said that the best-laid strategic plan does not survive the first battle, but it does help to have a broadly based club philosophy and a few targets towards which the Club's Directors and Management can direct their efforts.

All of this makes it a time of change for the CYCA and a time when the Members must be prepared to participate in the process of guiding the Club in its traditional roles. The CYCA is the leading ocean racing club in Australia and one of the great ocean racing clubs of the world. However, the CYCA is not just about ocean racing. Its membership includes people with many and varied boating interests and many variations in just where the Club fits into their social lives. All must be catered for.

If a club can be defined as a gathering together of people with a common interest, there will be as many interpretations of that interest as there are members. Welding all of those interpretations together into a common philosophy represents a challenge of some magnitude. We have had considerable success at that in the past, but in a time of change just how successful the Club Directors and Management are at meeting that challenge depends largely upon the strength of two way communication with the membership. Now, more than ever, is the time to make yourself heard.

John Brooks, Commodore



John Brooks, Commodore.



Arthur Cooley, Vice Commodore



David Kellett, Rear Commodore (Sailing)



Peter Hankin, Rear Commodore



David Don, Hon. Treasurer



Alan Brown has served on just about every Club Committee except Publications. He is Race Director, Sydney-Noumea.



Tony Cable rejoins the Board for the ninth consecutive time; he has been Chairman of the Publications Committee for the past eight.



Les McClean joins the Board for the first time since joining the Club in 1967. He brings expertise on matters of running the dining room, bar and house activities.



Gordon Marshall retires this year as Rear Commodore. Sailing but remains on the Board of which he has been a member for the past fourteen years.



Jim Morris rejoins the Board after a year's leave. He has been a Rear Commodore and is an active racer.



Keith Storey rejoins the board of which he has been a member for many years. He is Sydney-Hobart Race Director and has supported the Club tirelessly with his MY Marabou in many activities, from mark laying to duties as Radio Relay Vessel Duty on passage races.

But if a boat were not very heavy, it might make her unsinkable, which is a great comfort in a storm at sea.

Sincerely,

Patrick Ellam

Ellam, Follett & Jones, Ltd.

Marine Consultants, Ventura, Calif.

Hobart Race radio coverage

Dear Sir;

I've never minded a bit of a stir, and from you comments on media coverage (especially radio) of the Hobart Race (*Offshore* February/March 1984 issue). I gather you like to have a dig or two yourself.

I'll bet "well known yachting personalities" and other radio stations with much touted yachting coverage respond in their own ways, but I'd like to put my side of it to you.

I reported on the Race for 2KY last Hobart, and if you'd tuned in to 2KWireless you'd have been in no danger of hearing a 'deafening silence' about the Race for the full duration. I'll leave others to judge whether my commentary was 'ill-informed', but I did file 23 reports which were broadcast during breakfast and drive time with 7.45 a.m. and 5.00 p.m. updates. Excerpts of some of these reports were re-broadcast during news bulletins, including flashes on *Condor's* grounding and result of the the subsequent protest, and on top of all that there was a 15-minute live interview one evening just before the big boats finished, covering a general outline of what it's like to sail in a Hobart.

My last report was broadcast on Saturday 31 December, giving line, overall handicap and Southern Cross Cup winners plus a quick review of what had been a very eventful race.

While I concede that yachties listening for reports on the Hobart don't always get the depth of coverage they might wish for, it's pretty hard to run through 170 yachts in five divisions plus line honours and Southern Cross Cup in about 60 seconds while keeping the interest of the non-sailors (who can make up the bulk of the radio audience for any station, I'm sure). I took the view, given the great number of sporting events held just after Christmas, that reporting line honours and handicap leaders with perhaps something general about one or two of the boats (say, the tail-enders) or an idea of how the fleet had spread was a reasonable mix for a one minute report.

I could be wrong about that. If enough people contact the radio stations to ask for more thorough coverage it would help them - and me. I'd be happy for plenty of people to take the time to give that sort of feedback and I'm sure that goes for 2KY as well.

It'll be interesting to see what the "CYCA publicity machine" might do to follow this up. I certainly have only praise for the help given in the Press Centre last year, especially for the ever-friendly Shirley Wilson, but I can't see what could help more than to have an accurate idea of what the size of the audience wanting more detailed reporting is. For my part, the information I'd like most is wind speed and direction updates of the fleet

Letters

Tasman Cup and JOG construction

Dear Sir,

After reading "The Aftermath of the Tasman Cup" in your September [1983] issue, I have a couple of suggestions.

The two most important things a boat can do are to stay afloat and right herself - no matter what. Both those conditions were fully satisfied in *Sopranino*, the first JOG boat, so maybe we should go back and see how it was done.

Before letting a boat join the club, we hauled her mast head down to the water, put her cotton mainsail and genoa (both soaking wet) in their bags and tied them to it. Then she had to right herself smartly, without hesitation.

Many of the early JOG races were at night and it was not unusual to be knocked flat. But when the mainsail hit the water, she would stop. And a second later, she would flip back upright, so the only problem was a mess in the galley.

May I suggest you start demanding that kind of adequacy from the boats allowed to enter JOG races.?

Soparino had enough buoyant material aboard to support the boat, crew and everything in her, plus 200 pounds. So it was impossible for her to sink, no matter what.

But she was very light (her hull weighed 420 pounds) and for heavier boats, such buoyancy may not be enough. Still there are two ways to prevent one from sinking: stop the water getting in, or provide temporary buoyancy inside.

The first approach just means having a carefully thought out hatch - big enough to get through quickly but small enough so that a man in it virtually blocks it - that cannot be opened accidentally and is kept shut in bad weather.

Abaft the main hatch, a slot in the same width and three inches high is enough for ventilation - or to talk through - and we had a hinged board to close that in an instant. Then the whole hull was watertight, except for two small vents.

Such a system must be designed to support the hull without straining it. And it must not be able to trap a man inside.

Offshore Signals

and a general idea of the sea and sailing conditions at the same time. That would be hard to arrange, I suppose, but if I had my druthers that's what I'd druther have.

Now let me get in a media beef of my own. Can't we convince the TV stations that a daylight finish to the Hobart Race can be great live entertainment? Think of 1982 and 1983! Then we could avoid the amazing scenes at the end of last year's Race when the ABC's signal from Hobart was cut five minutes before *Nirvana* crossed the line because of prior landline commitments of another channel.

Surely a bit of cooperation between managements would have let us see the whole finish. The black and white silent Laurel and Hardy movie (their first?) the ABC showed instead was a lousy replacement for a very exciting piece of TV, to sailors and non-sailors alike.

Yours sincerely,
Peter Cox

Photo credit to swimming cameraman?

Dear Sir,

I have for long admired Sandy Peacock's agility as well as expertise with a camera – one of the very few able to take a picture of a J24 championship start without anyone else in the crew being aware that he is doing it.

But I suggest that to jump into the water – presumably with his trusty Nikonos, from a few lengths astern, snap the picture of *Streaker* on page 16 of the February/March *Offshore* – then regain that vessel to complete his duties as crewman in the Hobart, it beyond even his capabilities.

The picture was in fact taken by *Australian Sailing's* Barry Tranter, print supplied courtesy of *Australian Sailing*.

Cheers,
Bob Ross
Editor, *Sailing*

Mandatory fitting of 6215.5 kHz

(Copy of letter to Vanuatu Race Director, Peter Rysdyk.)

I refer to your letter dated 21 February 1984 concerning the mandatory fitting of the frequency 6215.5 kHz by ship stations on yachts participating in ocean races by 1 July 1984. Careful consideration has been given to the matters raised.

Mandatory fitting of the supplementary distress, safety and calling frequency 6215.5 kHz applies only to vessels participating in what are internationally recognised as 'Category 1' ocean races. As you know, these races are long distance events and conducted well offshore. Participating yachts must be completely self-sufficient for long periods of time, capable of survival in heavy seas and be equipped to handle serious emergencies without the expectation of outside assistance.

Propagation characteristics of the various frequencies are such that in waters around Australia it is not possible to guarantee reception of distress, urgency and safety signals under all conditions unless the frequencies 2182, 4125 and 6215.5 kHz are all fitted.

The Department therefore recommends that all yachts are encouraged to fit these frequencies whenever they are operating in ocean waters.

I trust that the foregoing serves to explain the situation to your satisfaction.

Yours sincerely,
J.W. McPhee, for Secretary,
Dept. of Communications

A quarter million per copy

Glass Yachts Australia
13 April 1984

The Editor, *Offshore*,

I certainly agree with John Brooks' comments ['Biggles Column', *Offshore* March 1984, page 9] about the effectiveness of Bruce Farr's latest designs; however, it would be fair to point out that the NZ Southern Cross Cup Team yachts *Pacific Sundance*, *Geronimo*, and *Exador* were built on a one off basis and certainly cost about \$NZ250,000, which equates to about \$A180,000.

Here at Glass Yachts we have backed our faith in this design by investing in female moulds which ensure the accuracy and finish of the hulls as well as substantially reducing the final cost.

Our basic yacht – hull, deck, bulkheads, keel and rudder, in full Kevlar construction – costs \$64,780 and a fully fitted yacht excluding rig and sails costs \$111,742. I estimate a complete yacht with the best of everything would cost about \$160,000 tax paid.

Yours faithfully,
Gunter Heuchmer

Yacht security a growing problem

If Sydney is currently having an epidemic of house burglaries, the situation is evidently not much better regarding theft, break and enter and destruction of property on yachts. Figures released by the NSW Police for an average year are as follows:

Description	Stolen	\$Value
Motor boats	1124	5,326,268
Row boats/skiffs	3189	2,621,889
Sail yachts	149	702,588
Accessories	3220	1,782,378

The figures for the number recovered is not particularly encouraging, the percentages being as follows: motor boats, 12%; row boats/skiffs 5%; sail yachts 9%; accessories 8%.

A new security company specialising in marine protection systems is offering yacht owners systems for: intrusion detection; detection of removal of external equipment (eg. compasses, winches); intruder detection, featuring among other things a flashing strobe light to attract attention at night; monitored mooring lines; interfaced radio alarms for shore notification. Called Merv Christie Security Services, the company's proprietor of the same name has spent 15 years in the security business and the past five years devel-

oping and getting approval for his specialised systems for marine application. He is a supplier to the Water Police and claims to have incorporated the most advanced technological equipment for long term service to the boat owner, who has to contend with a salt environment. For more information, see advertisement in this issue of *Offshore* or contact: Merv Christie Security Services, 19 Mary Parade (PO Box 175), Rydalmere, NSW 2116 ☎ (02) 638-5445.●



Half Ton Worlds

The Half Ton World Championship will be held on 15-28 August 1984 at Troon, Ayrshire. It is being organised by the Clyde Yacht Clubs' Association which has appointed a Half Ton Cup Committee from its member clubs which will operate in close cooperation with the Offshore Racing Council. As at the beginning of April interest had been shown by Finland, France, Greece, Holland, Ireland, Italy, Norway, Sweden, USA and UK. For details: Half Ton Cup Committee, Clyde Yacht Clubs' Association, Aidenburn House, Kilcreggan G84 OHG, Scotland.●

Sydney-Southport Race

A new major event on the CYCA ocean racing calendar of the future will be the Sydney-Southport Race which Commodore John Brooks has said (in his Commodore's Message on page 2) will become 'number two after the Sydney-Hobart'. Details of the new event were announced by Queensland Premier Mr Joh Bjelke-Petersen at a press conference in Sydney on April 26th. The Race will be named the Bayview Harbour Sydney-Gold Coast Yacht Race and will be sponsored by the Bayview Harbour residential/marina development on the Gold Coast. Peter Rysdyk is CYCA Race Director for this event.

The Race, which will be made feasible by a project to stabilise the notorious Southport bar, will be the subject of an article in the June-July 1984 issue of *Offshore*.●

Lord Howe Silver Series

Silver ingots will be a feature of this year's Gosford Aquatic Club Lord Howe Island Race. Six ingots each with a value of \$500 will be offered to the various division winners of the two-race series consisting of the Broken Bay-Lord Howe Race and a new return race to be conducted under a handicapping system derived from results of the first leg.

Sylvania GTE is the sponsor of this popular race which, it is claimed by the organisers, is 'the only race where entries are refused'; the maximum permissible number of entries is twenty-five yachts, as no more can be comfortably accommodated in the island's beautiful lagoon.

This year's series starts on Saturday, 27 October with the return race (which, incidentally, is not compulsory) a week later. The Gosford Aquatic Club has said that there have been fewer than the usual number of applications for entry so far, and with the customary last-minute drop-outs, there may still be hope for aspiring applicants.●

Sydney Harbour Safety

A statement by Capt. M. O'Keeffe, Chairman, Port Jackson Consultative Marine Safety Committee.

The Port Jackson Marine Safety Consultative Committee was formed as the result of a deputation from the Merchant Service Guild meeting with the then Minister for Works and Ports on 18 July 1983.

The membership of the Committee is:

Chamber of Shipping; J.Fenwick and Co. Pty. Ltd.; Harbour Lighterage; Waratah Towing Co.; Urban Transit Authority; The Association of Licensed Charter Vessel Owners of N.S.W.; Boating Industry Association; N.S.W. Fishing Industry Training Committee; The Royal Australian Navy; The Merchant Service Guild of Aust.; Seamen's Union of Australia; Australian Institute of Marine and Power Engineers; Standard Bros. Launch Services Pty. Ltd.; Firemen and Deckhands Union; Water Police; Royal Volunteer Coastal Patrol; Off-shore Charter Vessel Association.

The committee is chaired by the Manager, State Navigation Services Branch MSB and there are two other MSB officers who are members, the Marine Safety Officer and the Manger, State Boating Service.

The Terms of Reference of the Committee are:

"To provide a forum for consultation between members and to advise the Board on matters of navigational safety, so as to enable it to manage the movement of vessels on Port Jackson, in order to maintain the safe and equitable use of the Port for all users".

Port Jackson is at times a very congested water area, and is used by vessels of many types. When groups of vessel operators with different interests, backgrounds and training compete for a scarce resource, conflict is almost inevitable. In Port Jack-

son this manifests itself in the form of collisions and near misses. The principal purpose of the Committee is to advise the Board on ways of reducing this conflict while at the same time causing the minimum possible reduction of liberties to any group.

Early in its existence it recommended the banning of sailboards from certain areas of the port. This certainly represented a loss of access to sailboard riders, but the Committee and subsequently the Board saw it as desirable because of the difficulty of controlling a sailboard and the inexperience of the majority of users. The door is still open to, and the Committee is pursuing, the possibility of exempting riders above a certain level of proficiency from the provisions of this regulation.

The Committee is presently considering such issues as:

- The establishment of a common radio frequency in all vessels connected with major aquatic events;
- unnecessary obstructions in the port;
- the problems of the tourist ferries in Middle Harbour and particularly near Spit Bridge;
- the effects of wash and its effect on speed limits; and
- the training of radar operators in commercial vessels fitted with radar.

The composition of the Committee does not favour the passing resolutions because of the imbalance between commercial and recreational interests. To date a great deal of time has been spent in Committee encouraging dialogue and an appreciation of the others' views between these two groups. A gratifying amount of progress has been made. Specific issues are passed to subcommittees which are made up, as far as possible, of equal proportions of the two groups with some 'independents' such as the Water Police or the RVCP.

The Committee's brief is to advise the Board of its views. The Board receives advice on these and related matters from a number of sources and takes note of all advice it receives in reaching a decision.

The Board has broad but not unlimited power in respect of the control of navigation. The banning of sailboards required a change of legislation, for example, and was dealt with by the Parliament in the normal way. The Board has the power to impose speed limits or remove navigational hazards without recourse to Parliament. Its principal power is the enforcement of the existing regulation.

It is recognised both in the Committee and in the Board generally that the majority of users of the Port are sensible competent people, and the Board has no desire to impair anyone's enjoyment of this beautiful harbour. Quite the reverse, it would



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Contact Peter Shipway ☎ (02) 32-9731

Cruising Yacht Club of Australia
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Offshore Signals

like to see it made safe and thus enjoyable for everyone. It attempts to do this by education, and a minimum of regulation. Unfortunately education sometimes only reaches the converted who are sufficiently interested to take note of it and then it maybe that additional regulation is the only way to achieve safety.●

NZ plans to retain SC Cup

Although the Southern Cross Cup has only recently been handed over to the New Zealand Yachting Federation, plans are being laid in New Zealand for the defence of the cup in December. At the official presentation ceremony held at the Royal Akarana Yacht Club in Auckland, it was announced that the merchant banking firm of Fay, Richwhite and Company had agreed to sponsor the trials and official defence. "Now that New Zealand has won the Cup, we are determined to ensure that we successfully defend the series next year," said Akarana Commodore Geoff Bullock.

The kiwis are looking at such factors as optimum boat size and crew experience, how much time needs to be spent in Sydney prior to the series, and modification of their trials procedure. And the defence this time will be organised without worries about funding.●



At the SC Cup presentation ceremony in New Zealand. From left: Commodore L. Tempero (Commodore, Auckland); Michael Fay (Fay, Richwhite & Co.); Geoff Bullock (Commodore, Royal Akarana Yacht Club); David Richwhite (Fay, Richwhite & Co.); Dick Jones, Roy McDell (NZYF).

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THE PSYCHOLOGY OF WINNING

John Bertrand discusses the *Australia II* campaign and its implications for winning—at anything

In February the successful Sportsman's Luncheon series at the CYCA continued with John Bertrand, skipper of the America's Cup winner, *Australia II*, addressing a sellout audience in the Blue Water Room. The talk is reprinted here, virtually complete, both because it is part of Australia's yachting history now and because it contains lessons that have a far wider application that just for those challenging for the America's Cup.

John Bertrand has become in Australia something of a spokesman on the psychology of winning, seen at many a seminar for businessmen and salesmen. He has proved that he knows more than a little about it. The following pages represent not only an insider's report of the Australian America's Cup campaign but contain a lot of wisdom about the importance of 'frame of mind' as an element of success in anything. Sportsmen and businessmen alike will find much of interest in his remarks.

Bertrand was introduced by CYCA vice commodore (now Commodore), John Brooks.

BROOKS: After *Australia II*'s victory in Newport last year, public interest was quite phenomenal, and in fact it has been compared to the centenary test. Public interest has hardly abated at all in the five months since John Bertrand and his boys took the cup away from the Americans — so much so that I noticed a week ago that someone was importing 'holy water' from Newport and selling it over here, and people were actually buying it. Which introduces the thought that if Australia loses the America's Cup in Perth, the West Australians have the entire Indian Ocean to sell.

Our guest speaker today spent something like two years of almost fulltime dedicated work to the America's Cup challenge — eighteen months were actually full time — and he might have hoped at the end of that that he could put his feet up and relax. Of course, in the five months since he won, that hasn't happened at all; if anything he's been busier than he was all September. I would hate to hazard a guess at the number of speeches that he's made, but to give you some idea of the sort of guy he is, many of those have been done for free, as today's is. He has supported all sporting appeals since then, and I think it's a great credit to him. He's been a terrific draw card for Olympic fund raising and everything else, and he's given of his time most generously in that respect. I'd like you all to welcome John Bertrand.



ROBIN COPELAND

BERTRAND: When we came back from Newport I remember getting a call from some farmers in the middle of Victoria, and this fellow asked if I could I come up and talk to them. He said "I and my mates can't quite understand what all this tacking is about." He'd seen us on the television. "Living 300 miles away from water we haven't really figured out which way a boat is supposed to go, let alone this tacking, and why you didn't cover, and what's this business about 'Bertrand should be tacking now'?" He said "First of all, before I say that, when you fellows won we put the boxing kangaroo flags on the back of the tractors, so we were all for you. But," he said, "this business of tacking — why don't you just go straight to the bloody mark and get it over and done with?"

What can you say to that? As John was saying, it captured everyone's imagination, obviously in this country.

I would like to give you an outline of its some of the behind the scenes activities. The public by and large don't have much of a feeling of the planning that went into the cup effort.

Quite obviously it was a difficult event to win; otherwise it would have been won many years ago. Again it blows me away when I realise the America's Cup had not been won since before the American Civil War, 132 years ago, so the amount of dollars and energy and effort that have been generated by various people trying to win it show that there are obviously some fairly tough logistical and planning problems overcome.

I think Alan Bond once said that the America's Cup [challenge] is only as strong as its weakest link, and that's dead right. It's not unlike running a successful business, and the various links are effectively the administration of the whole thing. That comes about with, for example, people like Bondy and Warren Jones who did a lot of the manoeuvring and the politicking that is

required, particularly over in Newport, and more importantly, all the homework that he did before he got to Newport. He had various folios, about an inch thick, on various subjects including the keel. Another folio was Tom Schnackenberg, and another was the mast — three areas that we thought we might have been vulnerable in. You only heard about the keel but there are other areas that we were ready to fight a rear guard action in, if necessary, because of the elasticity of the rules. That's what the America's Cup is all about. We know that the Americans have been looking at the deed of gift in absolutely every direction that you can believe and of course we did too. The whole thing had to be prepared because we didn't want to lose any race on protesting. We figured out quite a long time ago that you'd lose just as many points through loss of a protest as you do competing on the race track.

The last race was pretty tight. I saw 'The Assault' the other night, and I couldn't believe...I was exhausted after watching the film. Halfway through it, Hughie, who was sitting next to me, — Hughie Treharne, the tactician — was so uptight that he had to go out to the head! I said to Hughie, 'Hey mate, we win! I know we win!'

The other section of this whole technical gambit, that's including the keel and the sails and the hull shape, of course, and the mast and the spreaders and Kevlar ropes and all the bits and pieces that make up a formidable effort, or a lacklustre effort and in the past we have had boats that have been technically as good and sometimes superior in certain areas but have not been strong in other areas and the whole thing falls like a pack of cards. You come back being so called beaten and that whole technical side has to be figured out. That was by and large Ben Lexcen and Tom Schnackenberg, who pretty much worked from the deck up and those two people did an incredible effort. Certainly Ben's experience goes back a decade of 12-metre campaigning and so on.

The third area of the link of the chain is the people and particularly the crew selection and generally the squad. We have a squad of twenty-seven that went across, and one of the problems that all the syndicates had faced in the past is that we have always gone across with groups of people which are by and large too many people. One of the problems we have with a large group of people is that we have a hard time getting the communication going, or keeping it going. The next small-

John Bertrand at the Sportsman's Luncheon

est syndicate was something like sixty compared to twenty-seven with *Australia II*. Sixty was the Dick Grubb syndicate. I don't know how many they had with *Advance*. They had over 110, I believe, with *Victory 83*. And what the Italians had was rather elastic – it went from 70 to 120; that's typical maybe of the Italian approach.

So there's a lesson to be learned there, and that is tight administration and good communication and people more importantly, particularly for a long campaign, where we are operating out of our suitcases for four months. In a long campaign you really have to know what everyone is doing so that morale can be pumped up at all times.

Just to take you back a little bit, just a few quick words on Alan Bond. He is a very tenacious person and he doesn't know what it means to give up, there's no question about that, otherwise he would have given up many years ago trying to win that elusive trophy. He kept going. You can just imagine yourself; you've been beaten at something for three times in a row, and you come back as tenacious, or even more tenacious, for the fourth time. That really takes a lot of guts. Not many people, in my opinion, can do that – be beaten three times in a row and come back and go for it again. But Alan Bond did and all credit to him. Incredibly after losing the last race of the America's Cup in 1980 with *Australia I* versus *Freedom*, at Newport Bondy said, "I'm sure now we can do it. We now have enough resources, we have enough technology and enough knowledge to put together. Let's do it." He made his decision and he stuck by it and of course the rewards are there now. The man has created history in formalising four America's Cup Challenges and the final one successful.

He is certainly tenacious. I remember campaigning with him, not for a large amount of time, but with the *Apollo IV*, I think it was, the ex-*Williwaw* – actually it was Dennis Connor's boat – in one of the Admiral's Cup trials in Melbourne. I remember we had some terrific match racing

with Syd Fischer's *Ragamuffin*. We lost the mast on one round the bay race in the trials. Basically it crystallised at the deck. It was over-bending. The boat was second-hand; it had done too many miles, I guess, over the water. The next race we had to start at 6.00 o'clock in the morning on the opposite of Port Phillip Bay at Portsea for the preparation for the long race. I believe it was on a weekend, a long weekend, at the time, plus the transport drivers were on strike. So it was a pretty tough old problem. How do you even contemplate starting in the race the next morning. Bondy probably just didn't know how to throw the towel in. When we got back, first of all we went hard and fast on the mud before we could get onto the slips. It took about an hour. Then Alan raced up to the telephone booth and rang up various transport people to hire a crane. Of course, they were on strike, so it was an impossible situation. At any rate he eventually made it happen – bribed enough people, I guess – and just made it all happen. Low and behold, at 6.00 o'clock the next morning, the boat was over at Portsea with a sleeve mast, and the boat raced in the long race – fantastic. That's typical of Alan, typical obviously of his business interests and typical of his sailing interest, and it says a log about the man personally.

I felt it was very important when we were trying to break lose of this whole thing, to unshackle ourselves, and say "Okay, let's not try to compare ourselves for the Americans with what we believe they will achieve in 1983. Let's get to the level that we know our children will be achieving in the year 2000. And then, if we really pursue that philosophy and not be inhibited by our own thoughts and our own expectations, then the Americans are going to have a hard time competing against us." That's a pretty important turn-around in philosophy. I think that if people can pursue that philosophy, no matter what their endeavours, that will take them a long way.

Benny Lexcen is another character. He's been involved for a decade and is a highly talented individual. He has been working for Alan for many years and that's a perfect situation for him because he now has a mentor and he has someone to guide him. It's absolutely perfect for both Alan and Ben Lexcen. He is now involved in formulating the lines for future boats for the America's Cup defence.

Benny's a great one for the one-liners, and I remember we had an audience not unlike this except every person in the audience were people of the Press with TV cameras and God knows what. There were about two and a half thousand press passes issued to people at Newport during the summer, so there was quite obviously a lot of interest from the press. It was just at the time when Benny had come out of hospital

suffering with blood pressure in Newport. He'd been driven round the bend regarding the keel and accusations about who designed it and so on and so forth. At any rate he came out and he was up on the poop deck being interviewed by a couple hundred press people, and the loaded question was put to Benny, "What do you think of the New York Yacht Club?" Ben is pretty volatile at the best of times and he looked quite blankly at this fellow and said,

"Yes, it's an interesting grey old building." So I think that will be recorded forever.

We launched *Australia II* in Fremantle about fourteen months before we actually sailed in Newport for the finals, and that, in turn, was a problem in itself because we were sailing by ourselves before *Challenge 12* was launched about three months later. One of the things that I learned with the America's Cup campaign is that you can't buy time. You can buy everything else pretty much, but you can't buy time, and I consider that quality time. I have been involved in three previous America's Cup campaigns, and I remember quite clearly wasting a lot of time in reflection. I was involved in 1970 with Sir Frank Packer and in '74 with *Southern Cross* to a limited extent and 1980 with *Australia*, and in each of those programs it was very very difficult to get that quality time going all the way through the inception of the campaign right through to the end. And I was certainly determined that we would make every effort possible to maximise our time on the water even though people would consider it a long time – fourteen months, as it turns out – but it's not a long time with the type of program that you're looking at. One of those areas we had to work at very very hard was the whole technical onslaught.

That's so important to realise. If you're trying to achieve something, and you really want to achieve it, and there's a lot of pressure on you as a result, sometimes self-imposed or sometimes the result of your supporters or the press or, in this situation, the country, you've really got to cut all of that out of your mind and just go ahead and give it your best shot. And don't dwell on the consequences of winning or losing.

One of Benny's philosophies, and its dead right in this type of program, is that if it doesn't break, it's too strong. So that means that take a twelve metre out, and you are just waiting for something to break. There is a fabulous photo taken off Fremantle for example. It was on the first day issue envelopes that I'm sure everyone has seen, issued immediately after we won the Cup, of *Australia II* pounding into some seas going away from the camera. That was taken in about 35 knots of breeze in a rain squall. We just took the boat out, and we did it many times, just to see what would break. Twenty-five knots is the maximum



Ben Lexcen (foreground) works on *All's* mast; 'if it doesn't break, it's too heavy.'

upper range that you can sail these boats – that the rules allow these boats to be sailed – consistently. We were actually pressing this boat hard at 35 knots wind strength, and we were wanting to see what we would break and what we would not. In fact a few things broke, like the runners, blocks and God knows what, and we slowly beefed them up and got them stronger and stronger. Quite obviously not enough because we still had breakages up to the final race.

And the other area is that it was very very difficult to motivate the people behind it. Remember that you are really sailing in a vacuum anywhere when you are sailing by yourself. So sailing by yourself is a bit of a waste of time in all honesty. It's very very difficult to get everyone up and going. So I was keen about introducing philosophies where we would really keep these people going and really should to the limit. One of our problems is that we never won this before, and I think at the best of times, Australians tend to be intimidated, maybe, when they go across and see the United States and its incredible rich resources. Particularly when you are involved in something like the America's Cup, which is very much on the leading edge of development. From a technical point of view we have to compete against Boeing Aircraft Company and in some cases NASA (National Aeronautics and Space Administration). You can maybe be a bit overwhelmed by all that. So one of the philosophies that I think is interesting in general life – I know the kids really get on to this and a lot of people in business do too – is that I was keen to sail not as we have tried to do in the past, where we just tried to match the American level of finesse – that's really what it amounted to, finesse being the administration and technical areas and sails and whatnot – but to try to leapfrog that.

What we are trying to do is maybe simulate what Paul Elvström was able to do in the 1950's when he won four Gold Medals, I believe, in a row. He was well ahead of his time. Paul was basically ten years ahead of anyone else in the world. He was probably the greatest yachtsman that the world has ever seen."

One of the problems with it all is that we do limit our own horizons and with that, you restrict your final result, and remembering that we were operating in a vacuum, and we knew that our counterparts in the United States were already racing – the Americans were racing amongst themselves in Newport; the Italians, the British and the Canadians were already there a year before the event, training in the Newport waters, and we were just sailing around by ourselves, trying to see what equipment would break, amongst other things, in 35 knots of breeze. So we wanted to cut all our shackles, break out of this feeling of being involved in just trying to seek a certain standard, and to sail like our children will sail in the year 2000. That may sound just a little bit strange to some



TREHARNE

Good, better, best; never let it rest.

people, but what we are trying to do is maybe simulate what Paul Elvström was able to do in the 1950's when he won four Gold Medals, I believe, in a row. He was well ahead of his time. Paul was basically ten years ahead of anyone else in the world. He was probably the greatest yachtsman that the world has ever seen. He introduced swinging straps for the Finn Class boat, when people were still sitting on the side of the boat like gentlemen do; he introduced bailers to the boats when people were still, I'm not sure how, stopping and bailing the boat out. He was just ahead of his time because he didn't know anything different.

I felt it was very important when we were trying to break lose of this whole thing, to unshackle ourselves, and say "Okay, let's not try to compare ourselves for the Americans with what we believe they will achieve in 1983. Let's get to the level that we know our children will be achieving in the year 2000. And then, if we really pursue that philosophy and not be inhibited by our own thoughts and our own expectations, then the Americans are going to have a hard time competing against us." That's a pretty important turn-around in philosophy. It was very, very important with the whole program.

I guess it did start off with the whole keel – taking a punt. It wasn't so much of a punt as we did have the facility of using *Challenge 12* if *Australia II* turned out to be a slow boat. As it turned out, it was a very competitive boat, and we eventually chose that boat – not, maybe, as competitive as the press made it out to be. To give you an example, we raced *Challenge 12* for 2½ months on Port Phillip Bay, every day, and it was one of my responsibilities to figure out which boat should be taken on behalf of our syndicate. That was pretty much at the time when the *Challenge 12* syndicate was running out of money and we were chartering *Challenge 12*. It liter-

ally took us 2½ months to decide that *Australia II* was superior as a match racing boat. That's how close the boats were. We could sail, in some cases, for ten miles and there'd be about ten feet difference, when they had equal sails, and that was the key. The reason we chose *Australia II* was that she had superior tacking ability but surprisingly enough to the layman who watched the boats racing against *Liberty* in the final races, *Australia II* was slower than *Challenge 12* downwind in light winds pretty much all the time. That wasn't anything to do with wetted surface, but to the technical people it seemed to be something to do with the inertia. I remember Syd Fischer telling me about one of the one-tonners that he had, I think when he won the World Championship – *Stormy Petrel*. Apparently that was slow downwind, and one of the reasons was, Hughie Treharne reckoned, that it had such a low centre of gravity; it used to jerk all the time. Well, *Australia II* would certainly have a low centre of gravity. It was a very, very stiff boat. It didn't heel over very much. She used to jerk a lot going downwind and shake the wind out of the sails, and that was one of the reasons that we think the boat was slower than the more free flowing motion that *Challenge 12* had. That's with equal sails.

So we worked our bums off to develop the sails both upwind and downwind to overcome the technical problems that we had with *Australia II*. And again that was just trying to plug the gaps in our inventory and work very, very hard. That's one of the areas where Schnackenberg's genius came into the whole thing. So we worked very, very hard at the whole thing and we just tried to get to a standard which, unless we had one hell of a lot of bad luck, we were going to win. That was the feeling that we had. I think that's terrific. I think that if people can pursue that philosophy, no matter what their endeavours, that will take them a long way; particularly children of this nation, and I'm not being corny about that, I think it's fantastic.

Three months before the America's Cup is the cut-off date for making any major modifications to the keel, in particular. So why did we keep the skirt around the keel? It was quite obvious that we just wanted to drive the Americans nuts. It was a pain in the arse, in all honesty. But it was very important. Someone said to me "You strut your stuff", and that's very important, again, not to be intimidated by the incredible image that the Americans had built up about themselves as a result of 132 years of victory.

The other reflections that I had were on the four-minute mile. It took so long to break four minutes, and eventually Bannister broke through that psychological barrier more than a physical barrier. And immediately that happened, I think about half a dozen runners broke through the four-minute mile – again, it was just something

John Bertrand at the Sportsman's Luncheon

that people perceived as being an almost insurmountable barrier, which was, in our opinion, the America's Cup. Once it had been achieved, then it was easy – college kids were running through the four-minute mile, and now they're down to three minutes forty-nine. It's fantastic, making a mockery of the whole 4-minute barrier. It's not because people are getting much stronger, it's just how people perceive the particular problem in their minds.

So that was one of the things we worked on very aggressively right through the America's Cup campaign and certainly the first three months when we were sailing in a so called vacuum. When we sailed over there, I can assure you, not many people were interested in the America's Cup. Bondy had done it before, three times before, obviously with a lot of chest-beating and it was a bit of a yawn in all honesty, and they thought, "Oh, well, here we go again. Another Alan Bond challenge." So to motivate the people we had to be doing our own in-house stuff.

When we took the boats to Melbourne, we had terrific racing and we had great races against *Challenge 12* and we really started to learn a lot from it. We worked very hard on the whole computer study area. We effectively got to the point where we learned to interpret the computer work, more so than anything else. That was very good; it helped our decision making at later stages. We also selected the crew. We went outside the sailing fraternity to try to get the very best people, knowing that we were going to do a lot of sailing. The very best people that we could get involved in the program. We had people from the rowing fraternity – for example, a guy called Grant Richardson, who's the guy who had broken fourteen King's Cups. He has been to two of the Games and he was the stroke in the last Olympics at Moscow. A very, very fine athlete and one hell of a nice guy. These are the type of people that we got involved in the grinding on the boat.

We searched far and wide. We had the upper hand on the other challengers in that we were interviewing people all over Australia for probably six or nine months before the other 12-metre campaigns were put together. So I guess we had the pick of the bunch. Again we were trying to keep our program very, very small all the time so that we knew that was one of the problems we had overseas – the more people, the bigger the communication problem. I call it internal haemorrhaging, and that's basically what has happened with a lot of the other campaigns just past. You are not destroyed from outside, you destroy yourself from within, particularly in a high pressure environment such as the America's Cup. The larger number of people you have in the group, the higher probability you have of having arguments or the mix-ups and misunderstandings and breakdowns from within. And certainly we saw that. To give you an example, the *Victory 83* group pretty much defeated themselves from within. They had a boat which was very, very good. It beat us in the first race of the finals, and people said that we must have been sand-bagging. But in fact the boat was faster. We just couldn't do much about it. We had problems below two knots of breeze as we discovered



A rare 'day off' for the Australia II crew. Unlike many sailors, they were so fit and trim that they had to feign beer bellies with basketballs.

against *Challenge 12*. That, incidentally, was our strongest point against *Liberty*, but against *Victory* – she was very good and she did a nice job – and they just had a hair of speed on us all day and consolidated and sailed their boat very well. They didn't believe it; they didn't believe that they'd won it legitimately, because they were pretty much psyched out with the myth of the *Australia II* thing. Also they had so many people – 110 people – DeSavaray hadn't chosen the final skipper of the boat and as a result there were various factions within the group, and they just started to fight one another. In the end, in all honesty, they believed that they could not win because they weren't happy within with the group and they internally haemorrhaged. In the end they had people walking out in the final racing with us, which was just an amazing scene, and I've seen that happen in previous Australian challenges. It will happen in the future as long as people don't realise the problems with human relations within the group.

Again, a lesson in life that I've really learned from it all is that you can't really dwell on the negative or the positive of what you're trying to achieve; that's extremely important. I could have burned up a lot of energy myself contemplating 'would it be worth coming back to Australia if we lost?'. Or, conversely, what would it be like to come back to Australia when we win? Both those things, in my opinion, at that stage of the campaign, were totally counterproductive to trying to achieve that final success.

We really worked on that whole area in Melbourne, and we basically had a mini-

Newport. A lot of the crew lived in the so called 'customs house' in Newport (Melbourne), and we had a lot of in-house living so we could generate the environment, to basically test the compatibility of the people. And we made decisions on final crew based upon how people reacted amongst their own peer group. So it was not lost time on any of those fronts.

We took the boats then to Newport. Upon until the end of Melbourne we had generated a lot of communication with the *Challenge 12* group; when we got to Newport we were just on our lonesome with the other boats. I guess that was OK. We raced all summer, with an incredible record, as it turned out. We had no idea we were going to win so many races. I think we had 48 wins in 55 races against the foreign boats.

There were an incredible number of reasons for that. One is that all of the technical areas were very well covered. We figured out our sails; we were able to overcome our downwind problems, by and large. We had a terrific morale within the small group of people we had. We were sailing the boat better because we were more confident of what we were doing at each day. By and large we had more experience within the group.

We were always worried about the problem of how do you defeat the Americans on their home ground. We had this huge problem of never having won it before. I remember to this day, in 1980, being involved at the eleventh hour, getting onto *Australia I* in 1980, the confidence of the crew against the French. It was just fantastic; there was just no way that that crew was going to beat the *Australia* crew. Coming up against *Freedom* it was just the reverse. The people were basically psyched out; they were intimidated, they were quiet, there was nowhere the amount of confidence, exuberance, on the boat. In my opinion, the chances of success were cut by 20-30%. It was quite incredible.

We just focused in on the day at hand and sailed one day at a time. That's very very important. If you're trying to achieve something, and you really want to achieve it, and there's a lot of pressure on you as a result, sometimes self-imposed or sometimes the result of your supporters or the press or, in this situation, the country, you've really got to cut all of that out of your mind and just go ahead and give it your best shot. And don't dwell on the consequences of winning or losing.

That was my major push [in 1983] all the time; how do we get to the starting line against *Liberty*, as it turned out – whatever the boat was...we just called it 'the red boat' or 'the blue boat'...we weren't trying to characterise the boats at all, or the people, because we always heard about Dennis Connor, Halsey Herreschoff, Don Blackaller, all the myths associated and generated by the press about them. So we tried to make it all bland, and just talk about the red boat or the blue boat. In the end we became so brash that we just called them 'blue dog', or 'red dog'. The Aussies were coming of age, I assure you. It wasn't outlandish; we weren't talking to the press about this, and we weren't talking to our supporters about this; we were talking within our own peer group, on the boat, to get the scales at least level, and that was very important.

Pride was a very important part of the program. The whole music thing, the battle flag, raising it with a certain amount of pride; we bought the biggest loudspeakers we could in Newport, put them on the *Black Swan* (which was our tender), and every time we came into the dock we turned the music up maximum so that all of Newport could hear what we were doing and what we were about; it was not only just for the supporters, but for all the Newport visitors, and particularly the crew of *Liberty* and *Courageous* and all those people. And it was all pumped up with credibility; we had won so many races.



DAVID COLFELT

Hugh Treharne, unflappable tactician who also provided telling insight into *All's* final spinnaker designs.

We kept the skirt around the keel; from a technical point of view, if you have been involved with any of this you realise, three months before the America's Cup is the cut-off date for making any major modifications to the keel, in particular. So why did we keep the skirt around the keel? It was quite obvious that we just wanted to drive the Americans nuts. And that's really what it amounted to. In normal connotations if you hide something it must be good, otherwise you wouldn't be hiding it. It was a pain in the arse, in all honesty. But it was very important. Someone said to me "You strut your stuff", and that's very important, again, not to be intimidated by the incredible image that the Americans had built up about themselves as a result of 132 years of victory.

So we had to turn that around. That was very important.

I was speaking to the coach of the Dallas Cowboys yesterday; he's one of the winningest coaches in US gridiron football history. He reckons the mind, the psychology of the whole thing, the way players perceive themselves in gridiron, is 80% of winning. Once everything else is figured out, just how you perceive yourself in a situation is very very important. It's a major untapped variable that makes people either win or lose. I've won and I've lost based upon whether I perceived that I could do it or not.

There are other areas, forgetting the technicalities of the races which has been well reported. One of the areas we had to overcome was the feeling of incredible pressure on the crew and on myself. A lot of people have asked me how did I feel on particular days during the whole America's Cup onslaught, and how did we come from 3-1 down, and so forth.

For one thing, we had a tacking advantage with *Australia II*, there's no question about that. But *Liberty* was a highly competitive boat against our boat. We weren't surprised, because we had had such a hard time beating *Challenge* all those months in Melbourne. So we were expecting a good hard race. But we had a problem when it came to breakdowns. We also had not had the intense racing against the foreign boats as we did against *Liberty*; *Liberty* was being sailed better than any of the foreign boats that we had raced against before. They had better sails than the foreign boats; that's basically why we were able to beat the English, the Italians, and so on, relatively easily, and also they were pretty much psyched-out with the myth of *Australia II*. But we had to really close our minds off, and focus in; that was very important. Again, a lesson in life that I've really learned from it all is that you can't really dwell on the negative or the positive of what you're trying to achieve; that's extremely important. I could have burned up a lot of energy myself contemplating 'would it be worth coming back to *Australia* if we lost?', that's number one. Or,



BOB ROSS

Tom Schnackenberg, head of the syndicate's sailmaking brains trust which did so well at improving the sails that the Americans thought *Australia II* had been 'sandbagging'.

conversely, what would it be like to come back to *Australia* when we win? Both those things, in my opinion, at that stage of the campaign, were totally counterproductive to trying to achieve that final success. That's so important to realise.

So I was very concerned that, whenever we had our little crew meetings, and we had larger meetings, but we pretty much kept them down to 11-12 people, that we just focused in on the day at hand and sailed one day at a time. That's very very important. If you're trying to achieve something, and you really want to achieve it, and there's a lot of pressure on you as a result, sometimes self-imposed or sometimes the result of your supporters or the press or, in this situation, the country, you've really got to cut all of that out of your mind and just go ahead and give it your best shot. And don't dwell on the consequences of winning or losing.

What I would like to do is to just quickly go over the last race, and how we felt, and so on, and then open it up for questions.

The last race was pretty tight. I saw 'The Assault' the other night, and I couldn't believe...I was exhausted after watching the film. Halfway through it, Hughie, who was sitting next to me – Hughie Treharne, the tactician – was so uptight that he had to go out to the head! I said to Hughie, 'Hey mate, we win! I know we win!' So I can see how everyone was really uptight in this country. That's the first time that I've sat back and looked at it as a passer-by. Quite obviously it was a pretty tough old thing to come through against so called insurmountable odds. You've got to forget about the winning or the losing bit, that's all crap; just go for it. That's how we really got through.

We went from 3-1 to 3-2. We always had this winning attitude on the boat; we visualised ourselves as winning, and in my opinion, providing all the technical part is done, you cannot entertain any sense of reality if you haven't got a boat that's fast enough. You've got to be as fast or faster than the opposition if you're going to win a race. It's very difficult if you're slower. Also you've got to have all of the logistics organised. I was speaking to the coach of

(Continued on page 31)



BIGGLES' COLUMN

by John Brooks

"Hey Biggles, what are you doing in Melbourne, is there a beer strike in Sydney?"

The speaker is Toby Richardson, two metres of bleached, bony boat builder, decorated with a straggle moustache and possessing a wry sense of humour. Being in Melbourne for a few days – voluntarily I should add for the sake of interstate harmony – I had arranged to take a look at Lou Abrahams' new boat *Challenge III*, a 43' Frers design. It was about halfway through Toby's building programme which incorporates the latest in composites technology. It seemed like a good time to take a close look before the technology got covered up with paint and hardware.

Carbon fibre/Divinycell/Kevlar/S-Glass, all held together by the West System, the composite produces an outstanding strength/weight ratio and, in the case of *Challenge III*, has an average weight distribution of the order of 0.9 lb/ft². The hull stands upright, as yet without a keel, Frers' parentage written all over it, especially at the pointy end. Aft, Frers has achieved smooth flowing lines, without the tortured contortions around the rudder and skeg area which so puzzle people like me who cannot understand why aft girth stations cause so much havoc. The deck, standing on its side against the factory wall, displays the ebony sheen of the inner carbon layer. Three men can lift it.

Lou Abrahams arrives to check on the day's progress which, restricted by the delay in customs of some urgently needed materials, was mainly taken up with the installation of the auxiliary diesel. "If we move it back just enough to clear that frame, we can drop it down about three inches", muses Lou. Toby agrees; "Nothing a diamond saw and a can of epoxy can't fix", completely sanguine about the loss of a day's work. They discuss the details for a while, owner and builder absorbed in their project. Lou is planning on taking the new boat to Hawaii so they have a tight schedule.

Lou departs, Toby shows off more of his handiwork and points out some up-to-date features on the blueprints. *Challenge III* is a development of *Shockwave* but displaces less at 7,800 kg. It is slightly shorter at 12.97 m (42.55'), has almost identical sail area but will rate lower at around 33.2'.

The Zapspar masthead rig is similar to the packages in *Bandido Bandido* and *Shockwave* but differs from both in that it features a return to discontinuous rigging. The lower intermediate, for example, goes from mast to lower spreader and terminates there, the load being transferred to a single larger shroud which carries all the loads of the cap and intermediates from the lower spreader to the deck. It means less windage, less stretch and, hopefully, less rigs over the side.

Lou's Sydney-Hobart win must have fired up his ocean racing enthusiasm, never far from the boil, because this project is obviously an all stops out affair and is very professionally mounted. *Challenge III* looks to me about four months from completion but Toby insists that she will be out sailing in just over two, which shows how little I know about modern boat building.

I ask Toby if he will be going to the Clipper Cup, as he usually alternates between boat building projects and crewing at major regattas. He adopts the slightly injured tone of the perennially overworked and reports that he expects to start work on another new boat as soon as *Challenge III* is launched; another Melbourne owner is keen to launch a 45' Frers for next season. I can understand his eagerness, *Challenge III* is very much state-of-the-art in Australia, lacking as we do a big autoclave.

o o o

During a Southern Cross Cup season, what with the glamour of overseas heavies, the media adulation of the maxis and the excitement surrounding a big offshore regatta, it is easy to forget that the most difficult trophy to

win in Australian ocean racing is the CYCA's Blue Water Championship. Not only do you have to mix it with the heavies, you have to do it all season and be good at it all season. It takes continuous concentration of effort by both skipper and crew and this feat is sometimes obscured by the shooting stars of overseas entries at SCC time, or exciting new designs and the challenge they represent, a challenge which sometimes peters out in the long haul as the season draws to a close.

All of which may be a long winded lead-up to congratulating Les Green and his *Roperunner* team on finishing the season as Blue Water Champions. A Farr 40, *The Roperunner* was unlucky not to be selected for the 1981 New Zealand Admiral's Cup team soon after she was launched, but she came to Australia later that year with the Southern Cross Cup contingent. She was then bought by Les Green who sailed her into 6th place in the 1982 Sydney-Hobart.

This year she fought out the point-score initially with *Szechwan* and *Once More Dear Friends* and later with *Big Schott* after *Szechwan* dropped out of the running with a sprung mast. After a summer-long effort *The Roperunner* won the Blue Water Championship from Tony Pearson's *Big Schott* with John Pickle's third in *Piccolo*. It is interesting to note that the last two Blue Water Champion yachts have been at least three years old and skippered by their second or third owner, the other being *Scallywag* (née *Vanguard*, née *Smirnoff-Agen*). If that is not a good plug for the used yacht market, I don't know what is (you can fix me up later, Maurie).□

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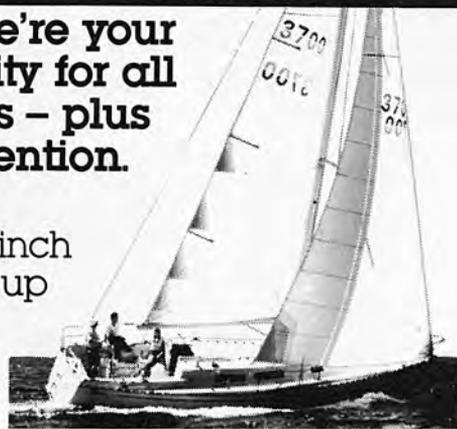
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INTRODUCING AWA: NEW MAJOR SPONSOR OF THE SYDNEY-HOBART YACHT RACE



AWA Sydney Hobart Yacht Race

**December 26th, 1.00 p.m.,
Eastern Summer Time**

...A date and a time that liberates adrenalin in the veins of crews manning the 150+ fleet of yachts that now are a regular feature of the start of the Sydney-Hobart Yacht Race. Hundreds of thousands of people all over this country, who give little thought to sailing from one year to the next, now commit an hour or two of their Christmas break to viewing the start of this major sporting event on their television screens. In fact, as a result of Australia's recent yachting achievements, and through the use of modern communications technology, the start of the Hobart race is now eagerly viewed across the globe.

Perhaps less well appreciated, 1.00 p.m. on December 26th is a time when the adrenalin is also raised in a dedicated team of specialists from AWA.

AWA no newcomer to the Hobart

For the past 15 years these AWA personnel have provided the communications link between the Radio Relay Vessel and the Cruising Yacht Club of Australia and the Royal Yacht Club of Tasmania. Last year hundreds of thousands of dollars worth of advanced equipment and services were again supplied by AWA to help collate the data from the twice-daily reports of competitors' positions. This required both a high degree of personal professional skills as well as the use of extremely sophisticated technology.

This service included the uses of the INMARSAT (International Maritime Satellite Organisation) facility which provided ship-to-ship and ship-to-shore communications via three satellites located 22,500 miles above the earth in 'geostationary' orbits over the Atlantic, Indian and Pacific Oceans.

The specially developed AWA Radio Relay Vessel ship terminal hardware was designed to meet the latest INMARSAT ship earth station specifications, capable of instant communications by telephone, telex, facsimile and high speed data transmission to anywhere in the world, but specifically to the CYCA and RYCT race facilities.



INMARSAT dome installed upon the Radio Relay Vessel plays a part in the world's most sophisticated yacht race radio communications.



Above: AWA's John O'Toole in the radio room of the Radio Relay Vessel. Below: Telecom telephones manufactured by AWA.



This 'totally effective' communications has been of great significance in good media coverage all over the world, but it has also been a major contributor to the unparalleled safety record of the Race, according to the CYCA Commodore John Brooks.

In 1984, with AWA becoming the Sydney-Hobart's major sponsor, the Company's role as the supplier of sophisticated communication equipment has been dramatically expanded. Mr Ron Stewart, Group General Manager of AWA, explained to *Offshore*: "It is highly significant that an Australian-owned company with such a 'high-tech' orientation can extend its diverse technical support to such a major sporting event as the Sydney-Hobart Race."

In addition to major financial support, Mr Stewart confirmed that AWA will sponsor the Race's Radio Relay Vessel, total ship-to-ship and ship-to-shore communications, navigational plotting, and such things as immediately computed handicap position calculations.

But does AWA do all of that too?

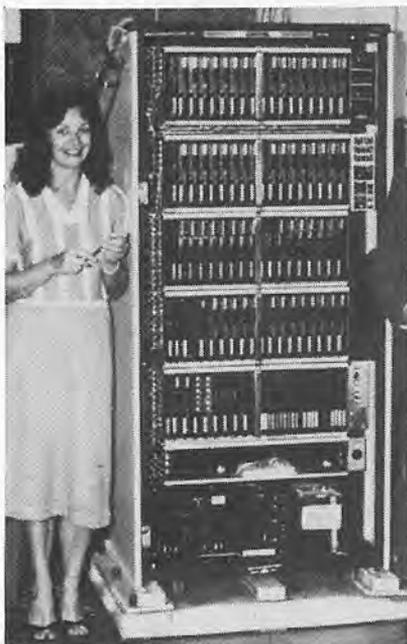
While AWA is maintaining an important and visible presence during the running of this year's Race, you may find it surprising just how much the same company is involved in your day-to-day sailing life.

For example, when you use the telephone to check on this year's Race weather conditions, or indeed for those of any other major CYCA or RYCT race, look at the underside of



AWA Sydney Hobart Yacht Race

the telephone receiver; there is an even chance you will find 'AWA' printed there. In this fiftieth year since AWA first became a major supplier of business and domestic telephones, the Company has consistently remained a major supplier of fundamental equipment to the country's telecommunications authorities – what more effective golden jubilee in which to become the principal sponsor of the Hobart Race.



Telecommunications

In the field of telecommunications AWA has pioneered such things as the basic telephone rotary dial, which is considered to be unique in the world. AWA's use of plastics that had never been used before was heralded as a world first. More recently, AWA's private telephone exchange systems and multiplexor equipment are achieving exceptional sales and technical successes.

Few readers will probably appreciate that the majority of your present intra- and inter-city telephone calls will in future pass through AWA-designed, developed and manufactured optical fibre. The first implementation of these state-of-the-art links are currently being installed in Sydney

AWA, New Sponsor of the Sydney-Hobart Race

and Brisbane, and they offer highly enhanced speed, accuracy, economy and clarity of communication.

And if you happened to be passing through the Company's extensive manufacturing facilities, you would be likely to find that your car's entertainment system, or air conditioning, for example, are also supplied right here in Australia by AWA, under the 'Clarion' brand name.

So too the radios, television sets and video cassette recorders, on which this year's race will be heard/viewed/recorded, are made and marketed by AWA-Thorn.



The Race of today, and AWA in broadcasting

When you listen to, view or record this year's Race start, and progressive results, it is highly likely you will be doing so via some part of the vast AWA broadcasting network. This encompasses award-winning stations such as Brisbane's QTQ 9, Sydney's top-rated 'easy listening music' station, 2CH, and other top broadcasters

throughout the country including 2AY Albury, 2GN Goulburn, 2GF Grafton, 3BO Bendigo, 4CA Cairns, and 4TO Townsville.

A bet on the outcome of the Race?

In company with many Australians, you may be having a quiet bet on the outcome of the Sydney-Hobart. While detailed discussions are still underway with the NSW TAB regarding formal wagering on this year's Race, you may realise that your typical on-course punting 'investment' is processed by AWA personnel and by sophisticated AWA communications and computer equipment. From Morphetville, Randwick, Rose Hill and Canterbury to the more exotic race tracks of Hong Kong's Happy Valley and Sha Tin, for example, it is once again AWA that totally supports your wagering.

And while watching the race, you will probably not give a thought to the fact that AWA's subsidiary, Electrical Equipment Limited – itself dating back to 1935 – is providing around-the-clock electrical supply, plumbing, domestic heating, communications and environmental measurement and control for your home and office comfort.



AWA-developed telephone betting terminals at the Victoria TAB Telephone Betting Centre. This year it may be possible to punt on the Hobart Race.



AWA, New Sponsor of the Sydney-Hobart Race

Tomorrow, from Tennant Creek to Outtrim and Viveash

While people worldwide will closely follow the start of this year's Race through existing satellite facilities, many in remote parts of Australia will not. The proposed Aussat domestic satellite system facility, due for launch in late 1985, will have the capacity to beam the start, progressive placings and final line honours/overall results to Australian viewers through the vast outback of this continent with the help of AWA. And in ensuring that Aussat is the total success it is hoped to be, AWA will be providing a highly technical and sophisticated monitoring system to supervise the performance of the satellite and help to guarantee it's full communications ability.

So from Tennant Creek and Coonabarabran, through Cape Everard and Gerangamete to Outtrim and Viveash, the nation's country viewers will be provided the same enjoyment of live television coverage as their counterparts in Australia's capital cities.

AWA and the latest computer technology

Another integral component of the total Sydney-Hobart system will be the use of advanced computer technology. Here a number of AWA computers, located aboard the Radio Relay Vessel, and at the CYCA and RYCT, will accept by satellite yacht geographic positions and will rapidly process these data to produce handicap positions for immediate distribution race officials and to the media.

No matter who you are, AWA computer systems are still likely to be helping you in many other ways, possibly even in your own business operations.

From the single terminal Corona personal computer to the two hundred terminal Sequel computer, one of the world's most powerful business systems, it is AWA that delivers the world's latest computer technology.

AWA has an unsurpassed reputation for design, manufacture and supply of a diverse range of computer terminals, multiplexors and speci-



AWA Sydney Hobart Yacht Race

alised information systems. Many members of this range will be used during the Hobart Race, but many more are designed for specific uses in government, industrial and commercial computer networks.



AWA's BARRA Sonobuoy represents the world's most sophisticated passive directional equipment.

Safety, efficiency and defence at sea

In supporting the exciting achievements of this nation and, most importantly, the safety of this nation's yachtsmen, AWA emphasises the importance of its low cost EPIRB radio buoy.

But the day-to-day safety and efficiency of Australia's merchant fleet is also catered for, by such AWA products as radar, depth sounders, advanced radio equipment and navigational aids, to name but a few of the more popular marine items supplied by the Company.

At the same time AWA plays an important role in the defence of our seaways, for example, by its production of the BARRA Sonobuoy, claimed by defence experts internationally to be the world's most sophisticated passive directional equipment of its kind.



Above: AWA's Corona personal computer is available in portable and desktop models. Below: the well known landmark of Sydney city, the AWA tower.





AWA Sydney Hobart Yacht Race

Safety in flight too

In the event that you are flying some crew members to Sydney to compete, or returning them from Hobart, or travelling yourself at some time between now and Boxing Day, for business or pleasure, AWA will be responsible for your safety through its many navigation systems at Australia's major, and many minor, airports.

Australia's air safety record is of the same exceptional standard as the safety record of the Sydney-Hobart Race, and AWA is proud of the safety role it has played in both.

You may be surprised to learn that all radio systems and navigational aids on board every regular supplier of air public transport in Australia are totally maintained by AWA, as indeed is a large majority of similar equipment used by commuter and general aviation operators throughout Australia.

Health ashore

When the big Race begins this year there will be a few people watching the event from their hospital beds. AWA offers their surgeons and physicians access to the world's most advanced computer based hospital systems; microcircuits for locally designed and manufactured cardiac pacemakers; public address systems for lecture theatres. And AWA will provide the specialised rental TV set on which they themselves will be watching the Race.



AWA technician designing electronic circuits.

AWA, New Sponsor of the Sydney-Hobart Race

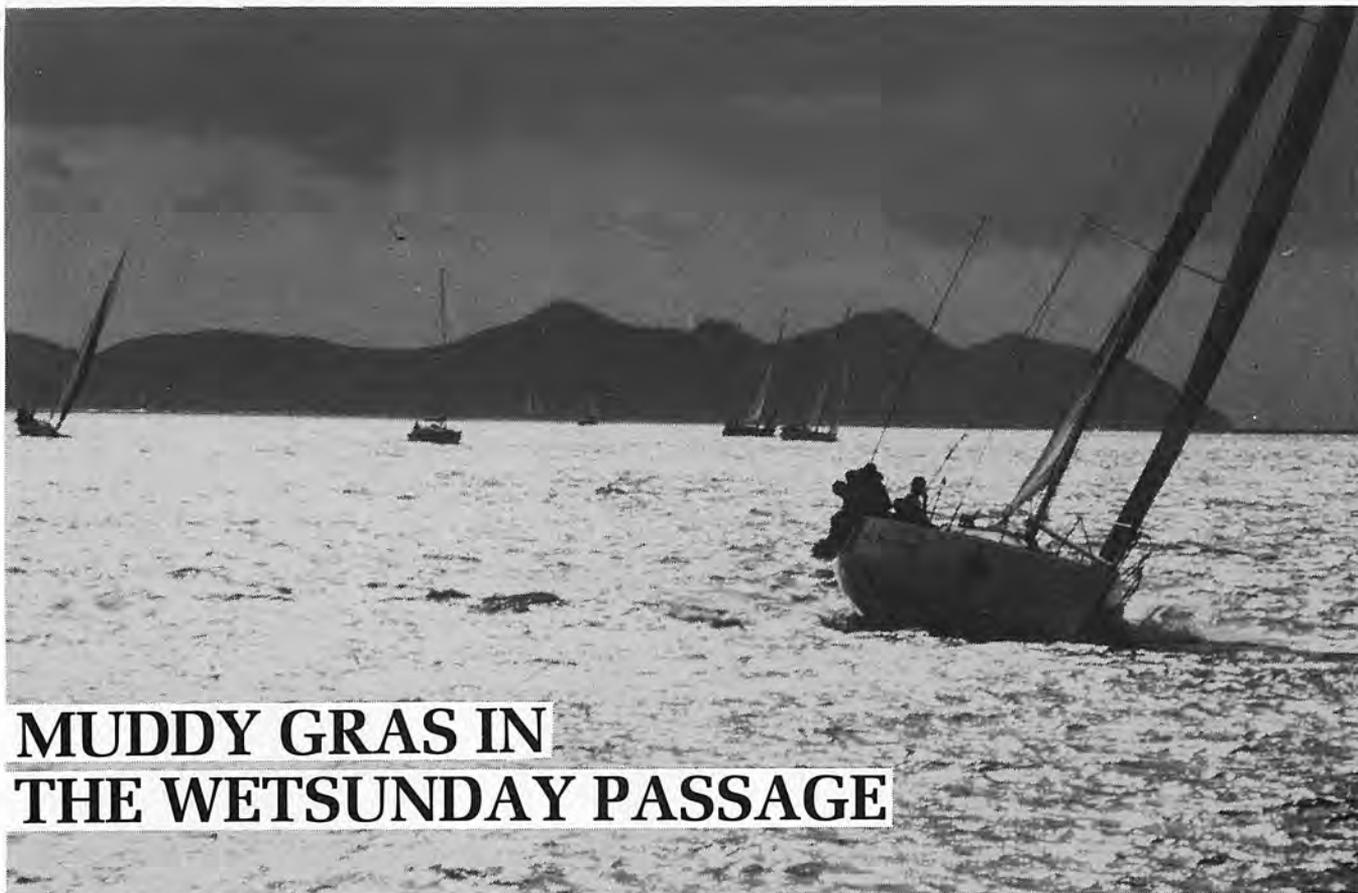


"Keep talking..." says the advertisement for AWA's marine products, which include a wide range of radio transceivers and an EPIRB beacon.

The finish

AWA is proud and pleased to be associated with the CYCA now as the formal sponsor of the Sydney-Hobart Race. So when you skipper your yacht across the finish line in the River Derwent this year, or if you are watching the finish at home, or on a cruise somewhere up the coast, you will be

more conscious than ever of AWA's presence in the foreground. Perhaps, too, you will now be more aware of the Company's behind-the-scenes activities in furthering both the interests and safety of yachtsmen and also the future progress of the community as a whole. □



SANDY PEACOCK

MUDDY GRAS IN THE WETSUNDAY PASSAGE

The inaugural Hamilton Island Race Week

by Robin Copeland

"Cloudless blue skies" the brochure said; "laze on deck beneath the stars". I had to reread the promises to remember the lines – only the facts have been changed to protect their memories. Hobart's six bunks on a leaky boat had nothing to compare with Hamilton's eight days of incessant rain.

They were right about the "expected prevailing southeast tradewinds" though, and for anyone who has spent time sailing in the trades we should have remembered they come hand in hand with squalls. Time is a wonderful moulder of memories, and now with the warmth of a coral fire in the cold dull suburbs of Sydney "the sprawling emerald island set in a turquoise sea" does tend to be a rosier recollection.

Gladstone was where it really all started (and who put the washing up liquid in the memorial fountain next to the yacht club on the eve of Anzac Day?). Yes, here we saw the heat. Cloudless blue skies and balmy breezes in abundance promised a Clipper Cup type series. Hamilton Island actually shares the same latitude as Hawaii, 20° 20' (just different visions!).

You could tell we were destined to have to enjoy ourselves when the two brokers, Maurie and Lawrie (Drent and Gubb), arrived on board with their own porta-paks of Bundy, with mutton bird premixes. Woody carried his premix in a pouch.

After the unveiling of *Apollo's* new stern at Brisbane we were wondering what go-fast trick they had in store for this race. We didn't have long to wait. At a predetermined signal from the press helicopter the entire crew disappeared below decks leaving a bewildered Squeaks (Ansett's Lyn Keep) alone at the helm.

A hairy gybing run up the unlit Cumberland Passage got the adrenalin pumping and for Bill Chesterman his blood running. An altercation with the spinnaker pole gave our own James Herriott, Jerry Humphries, a chance to stitch a scalp; it must have knocked some sense into Bill, however, as he stoically insisted on waiting for the finish where he offered himself willingly to the needle of the resident nurse. Further up ahead *Apollo* was seeking advice on the radio from Marine Hull's harrowed Managing Director, Fred Wilson, as to

whether, in light of the fact that they were hurtling downwind at an alarming speed in the darkened passage without a chart (the relevant one having escaped overboard for a premature burial at sea), the boat was still insured?

The release of 300 cans of free 'XXXX' at the the pre-race briefing endorsed the fact we were also at Hamilton Island to have fun. I remember someone telling me that the reason Queenslanders call it XXXX is because they couldn't spell beer. Which is a literal problem compared to the dilemma the ad guys for a certain American company must have found themselves when confronted with Castlemaine's latest sing-a-long 'I can feel a 4X.....'. Their client sells a product also called 'Fourex' – a contraceptive.

The first short race took us round South Molle and Daydream Islands. Not many were prepared for the Solent-like currents. An off-wind start with a three knot ebbing tide saw some vigorous back-peddalling with more than one other boat nearly having to harden up to claw round Achilles. 'Pinch by Winch' was an-

Hamilton Island Race Week



SANDY PEACOCK

The Harbourside Resort complex provides accommodation facilities, bar and restaurant for visiting yachtsmen.

other catchcry by the end of this race. Leaning against the shrouds whilst kite trimming, one unfortunate crew member had reason for wincing when a sudden gust had his 'eight-day clock' pincer in the Navtec rigging. He was removed by helicopter for care and sympathy at the nearest hospital.

Behind was more drama. Derek Strange of *Conquistador of Andes* had been felled beneath a mass of broken mizzen, the consequence of pre-start manoeuvring in the cruising division. Ahead, Syd Fischer's rejuvenated *Bumblebee 4*, now *Ragamuffin*, blows out her main in the freshening 25-30 kt sou'easter, whilst *Gretel* disappears over the layline seemingly reluctant to gybe; fortunately we don't succumb to their local knowledge tactics. The beat back is against the current which sends the fleet short-tacking along the shore line.

The next day *Taurus II* is fore-armed with Geoff Lee's 4, two reefs and a near last across the line, butting south into another squally 25-35 knot sou'easter against the tide. We're deafened at the start by this crazy chopper pilot hovering eye-level in his own reenactment of Vietnam revisited. Commands are lost in the cacophony. The huge effect of the currents are most evident in the passage between Lindeman and Shaw. Sailing inside a stationery *Scorpion* going nowhere at 6 knots we slide past only to be taken further inside by a tiny half-tonner.

No lazy lay days for these crews. The morning starts with windsurfing heats in Catseye Bay followed by dinghy jousting in the rain. This is to be one of *Apollo's* last victories as 'Curly', 'Speeze' and 'Mothballs' strain to uphold her honour. This too is to be the night of the XXXX follies.

There was no excuse; we had been warned. The local brewery unleashed a further 7200 cans of Perkins La Per, while Keith Williams ordained that the crews should eat meat – thirteen carcasses of lamb perfectly spit-roasted in garlic juices over specially constructed barbecues. A QLD in Qld. Airlie Beach's Rose, Susie Tutin, and her talented guitarist brother Tut, backed by a thousand watts of megawatt, provided another night of live entertainment which thankfully saved us from the turpitude of the talent contest that followed.

There's no lack of breeze for race three, and the beat back from Hayman finds us all hugging Hook Island, too close at times, as first *Surefoot*, then *Inch by Winch* and *Taurus II* hit uncharted foreshores. Not content with

the warning, *Inch* hits twice more. Finally our preoccupation with avoiding currents draws us into the lee trap of Whitsunday Island where visibility is soon down to 100 yards as the rain sheets down. The curtain rises and the fleet is going in all directions seeking its way back into the breeze again, much to *Di Hard's* disdain, which breaks a forestay. From whence *Gretel* finds more sails to tear is anybody's guess.

Back in the bar men from *Apollo* are paying off their bets to *Rags* which has finally stayed the distance. Golf Oscar Delta proclaims he is going for a full blown maxi, and the Parrot (Bruce Ramsden) announces he's on a new sea food diet – ('every time he sees food') – which may have been a reaction to Rob Mundle's accusation, at the sight of Rammo astride the two squashed tyres of a tiny Honda, that perhaps he should be cited for cruelty to a motor scooter. The longer race has taken its toll of the weary, and the band outnumbers its audience.

Race 4 and we've got Hughie Treharne on board. Three kamikaze starts by Warwick Rooklyn on *Apollo* fail to unnerve him, and we at last find ourselves in a position worthy of defence. This is a thirty-seven mile reaching triangle with a demanding first weather leg, wind against tide this time. A few boats take the dangerous course inside the rocks off Edward Island (next time to be made a mark of the course). It's still raining at Hamilton, so we hire a *Taxicat* to the mainland and Airlie Beach for the evening's entertainment at ex-CYCA member Kevin Collins' restaurant. Susie Tutin is singing 'I'm hip' while down the road Rolf Mische briefly endures a German Oompah band with



Jousting Hamilton Island style, with joustees standing on stern seats of aluminium dinghies.

SANDY PEACOCK

funny hats and slapping thighs. The grass is no greener (though not through lack of rain) so the following morning it's back to the island for the windsurfing finals and outrigger canoe races.

For us the series fizzles out at this point as *Taurus II* has been withdrawn from the 250 miler due to lack of interest. We're not Robinson Crusoe, as by the time the long race starts the 35-strong IOR fleet has been reduced to ten, a sad reflection on the stamina of the participants and an unfortunate snub for the organisers who have put so much effort towards making the series a success.

Anyway it does give the less sedentary a chance to explore, as the prodigal sun returns to dry the island out. At the northern end is a 160-acre fauna park where kangaroos, wallabies and emus mingle and feed with four different species of deer. The five-million litre dam within the park has quickly become the adopted home for almost every species of wild duck and water fowl in the Whitsunday Islands. After that it's time for tennis and a couple of games of squash. When we've finished the archery there's the gymnasium to contend with before finally falling into the spa.

By the time we leave on the Sikorsky, the brochure no longer lies and we depart reluctantly, with thoughts of what might have been. The series promises to be the best in Australia, only equal to the Clipper Cup in the Pacific, with true strong breezes (15-25 knots) at all times, good courses and a demanding mix of varying currents, lee shores and exhausting entertainment.



ROBIN COPELAND

Golden Plover, run by old CYCA member John DeVere, calls in for the festivities. This magnificent old ship specialises in windsurfing safaris in the Whitsunday Passage and is one of many famous yachts that have retired to the area, including Gretel, Bacchus and Solo.

Results (first 15 places)

IOR DIVISION

Place & Yacht (Owner)	Points
1. Hitchhiker (P. Briggs)	485
2. Too Impetuous (G. Lambert)	484
3. Scallywag (R. Johnston)	481
4. Surefoot (B. Tardrew)	479
4. Silver Shamrock (P. Cavill)	479
6. Agression (P. Daniel)	457
7. Ragamuffin (S. Fischer)	442
8. Apollo (J. Rooklyn)	429
9. Di Hard (B. Tardrew)	383
10. Inch By Winch (J. Goddard)	374
11. Sangaree (R. Flockhart)	352
12. Taurus II (G. Lee)	349
13. The Sting (R. McKendrick)	348
14. Apollo III (G. McHaroxby)	344
15. Thirlmere (S. Green)	338

ARBITRARY DIVISION

1. The Manly Ferry (M. Blackmore)	487
2. Eric III (M. Munro)	484
3. Fat Albert (B. Bagill)	459
4. Nimrod II W. Eadie)	456
5. Argus (C. Kimmorley)	453
6. Chapter 7 (H. Secoimb)	438
7. Chasseur (J. MacLean)	435
8. Friction (T. Patch)	382
9. Kookaburra (P. Knott)	356
10. Windforth (B. Linforth)	363
11. Sailmaker II (J. O'Dell)	292
12. Nirvana (P. Bevis)	(283)
13. Winterlude (P. Broadhurst)	280
14. Castoro Ten (A. Bloore)	278
15. Ariki (T. Wynne)	263



ROBIN COPELAND

Canoe races; here the 'press boat' features CYCA men Rob Mundle (in the stern) and Sandy Peacock (second from bow).



ROBIN COPELAND

Susie Tutin - soft sounds to great guitar played by her brother, 'Tut'.

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GLADSTONE TO HAMILTON, AND THE NEW ISLAND RACE WEEK COMES ALIVE

by John Woodford

We all make comparisons! The inaugural Gladstone to Hamilton Island Race and the Hamilton Island Race Week itself will be no exception. In this case, however, the comparisons will not be made with other races or series in Australia. Inevitably comparisons will be made with overseas series, series such as the Sardinia Cup, Antigua Week and the Clipper Cup. The similarities of Hamilton Island Race Week with these three is striking and will be discussed for months to come in the bars of many yacht clubs.

The Gladstone to Hamilton Island Race was an indication of the conditions to be expected during Race Week. It gave all yachts a taste of the weather, wind, tides and spectacular scenery.

Gladstone to Hamilton Island

The leg from Gladstone was sailed on a TCF basis with line honours going to Jack Rooklyn's *Apollo* sailed by Duncan Van Woerden. Handicap placings went to 1. *Scampi A* (Ross Perrin and Colin Loel, RQYS), 2. *Silver Shamrock* and 3. *Vicious*.

The start in Gladstone harbour was sailed into a light southeasterly and against a flood tide. The advantage went to yachts starting at the end of the start line opposite to the starter's boat and to yachts which worked very close to either shore. After rounding a Dayglo marker, set one mile beyond the Gladstone harbour channel markers, all yachts headed north before an increasing southeasterly.

This wind pattern continued to the finish providing a fast and enjoyable run of 305 miles in around forty hours. During these forty hours all yachts enjoyed the steady southeast winds of north Queensland and the spectacular offshore island scenery of the area by day and by night. The navigators also experienced the pressures and the joys of rounding or passing between unlit rocks and islands by night.

Perhaps two of the best anecdotes of the Gladstone to Hamilton Island Race both came from the yacht *The Manly Ferry*. Getting a yacht into a marina finger wharf under sail alone is a trick in itself. When the sail power is a wrapped spinnaker, the heavies, the purists and the camera nuts all



SANDY PEACOCK

Apollo leads *Ragauffin* during one race of the Hamilton Island series which saw some very exciting racing.

want to talk about it or take photos for hours. To divert attention from this the crew of *The Ferry* told the story of their new mast hand. When screamed at to 'bounce up the genoa', he looked around in amazement, and then when screamed at again, he accepted the order literally - reached down, grasped the genoa firmly in his arms and proceeded to bounce up and down on the foredeck.

Hamilton Island is being developed by Keith Williams as a major tourist attraction for both Queensland and Australia. No expense is being spared to ensure that the new resort is successful. Development to date includes: the construction of an airport (with Ansett Airlines), cut through a solid rock mountain and long enough to take wide bodied jets; accommodation for 2,000 people, nearly com-

pleted; a major hotel complex; marina facilities; full landscaping of the area.

As an example of the approach taken by the Hamilton Island Management to the future, an artificial beach inside massive breakwaters is planned at Catseye Bay. To overcome the large tidal differences which can spoil most beaches in the area, a weir gate will be constructed across the opening in the breakwaters to control the water level inside the artificial beach area - no small undertaking. The approximate size of the enclosed area will be 400 metres by 100 metres.

This same philosophy was evident in the way Keith Williams, Hamilton Island staff and the Race Committees went about their business of organising both the feeder race and the Race Week.

As for yachting facilities, Hamilton

Hamilton Island Race Week



DAVID COLFELT

The Hamilton Island development. (Left) Catseye Bay with its coffer dam at far end to provide all-tide water sports in the ocean off the resort beach. This is the site of the main resort/condominium development. (Right) Hamilton Harbour on the west side of the island is the site of the marina development. The \$22 million airstrip, built in conjunction with Ansett Airlines, can handle direct jet flights from the south.

Island already has a marina capable of berthing approximately 100 boats. It is promised that by the time next year's series comes around, the marina will accommodate in excess of 200 boats. The final marina complex will cater for all boating needs – chandlery, sailmaker, mechanical repairs, provisions, fuel etc. At the moment the marina has a yachtman's bar and a bar/bistro complex. It is planned to have five independent restaurants along the waterfront by this time next year. The major hotel complex, which is situated within walking distance of the marina (500 yds over a low hill) is only partly completed. Completion is planned for July. The hotel at this stage was operating a single bar and bistro alongside the 'Paul Hogan Pool'. Just as depicted in the advertisement, the 'Hoges' Pool' is magnificent and most yachtmen availed themselves of the luxury and most tried to imitate 'Hoges mate' as they floated in the sun 'working for Australia'!

Well-known sports personalities, Messrs 'Curly', 'Mothballs' and 'Speeze', showed pool patrons their individual volleyball skills whilst playing team water volleyball among themselves.

The entire Hamilton Island complex will take some years to complete. At present it provides a good venue for a yachting regatta. In the future it should offer a wonderful venue comparable to that of any other series. The central location of Hamilton Island within the Whitsunday Group and a series planned for April/May of each year ensure spectacular scenery, steady winds and hopefully – a little better than this year – fine sunny weather.

Possibly the most striking aspect of Race Week was the effort put in by the management and staff of Hamilton Island to ensure that visiting yachtmen enjoyed themselves in every way possible. During the lay days, activities such as sailboard racing, outrigger canoe racing and boat jousting competitions were organised for boat crews. Again the sporting giants, Messrs Curly, Mothballs and Speeze, came to the fore and managed to guide the crew of *Apollo* to many successful, if somewhat unorthodox victories.

The hospitality continued with Hamilton Island adding a free lamb on the spit barbecue to the free cans of beer offered by sponsors Castlemaine XXXX. If this degree of hospitality and amount of fun continues, Hamilton Island Race Week will be assured of bigger and more competi-

tive fleets in the years to come.

Out on the water the Race Committee had organised five courses to provide good tests of sailing whilst taking the yachts to all parts of the Whitsunday/Lindeman Groups. The starts were evenly divided between up- and down-wind starts (as were the tidal conditions).

The manoeuvres of the fleets prior to the first race indicated the competitiveness and excitement generated within the fleet at this inaugural series. The number of yachts which struck the starting boat *Achilles*, (an ex-navy mine sweeper with a million dollar facelift) caused the owner, Keith Williams, to comment that yacht starts were more hair raising than wartime action.

During the first race most of the yachts learnt the need to use the tides to their utmost. When working to



SANDY PEACOCK

Inch by Winch enjoys the exhilarating conditions of sailing in the Whitsundays.

windward against the tide, it soon became very obvious that yachts should use the 'touch and turn' technique of taking off shores. As one owner commented, this did mean that the crews did not need to take lunch — 'they could eat the oysters off the rocks'. The prize for most touches probably went to *Surefoot*, sailed by Ray Roberts, who admits to four solid bounces.

As the series continued, navigators used the tides to their best advantage and at times yachts passed between rocky outcrops which, at low tide, would be exposed. This aspect of the racing, coupled with the steady 20-25 knot southeasterly winds, made the series truly exciting. The only comments from crews as to improvements in the courses was the possible rearrangement of the programme to place the long race in the middle of the programme rather than at the end, the doubling of points for this race or the possible shortening of the race to perhaps 180 miles so that its length was not so disproportionate to that of the other four races.

A recommendation for pointsoring

The pointsoring system (100 points for 1st place, 98 for second, and then one less point for each place, with no points for non-start or non-finish) did require yachts to complete all races to have any chance of winning. This point scoring system could be reviewed to give a starter but non-finisher one less point than the last finisher. The existing system would allow a yacht to have, say, five 18th places (405 points) and beat a yacht with four 1st places and a non-finish (400 points). In series racing, a gear failure which prevents a yacht finishing one race should not prevent the yacht winning the series. In this inaugural series *Inch by Winch* (IOR) and *Sailmaker* (Arbitrary) did not gain points in the first race for different reasons. This effectively prevented them from any chance of winning the series.

The racing in the IOR Division was extremely close. With the four short races completed and only the single scoring 250 mile Coral Sea Race to be completed the points were:

Too Impetuous 388
Silver Shamrock 388
Hitchhiker 387
Surefoot 384
Sallywag 384

The Coral Sea Race saw *Di Hard* (which had not completed the third race and so lost any chance of winning the series) as winner from *Hitchhiker*, *Sallywag II* and



Game in Hamilton's fauna park getting supplemental feed from the mainland.

Too Impetuous. Just enough points for *Hitchhiker* to take out the series.

In the Arbitrary Division prior to the 90 mile Short Coral Sea Race, the point score read:

The Manly Ferry 391
Eric III 384
Friction 379
Nimrod II 366

This meant that *Eric III* had to win and the *Manly Ferry* had to come 7th or worse. *Eric III* sailing with all stops out did win the race, with the *Manly Ferry* gaining 4th and enough points to win the series.

Following the completion of the series and the presentation most crews took the opportunity to spend a cou-

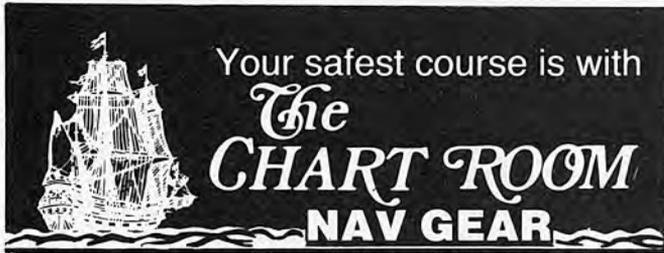
ple more days relaxing in what, with a change to hot, dry weather, was now considered as paradise.

The Hamilton Island Management and Race Committee left no stone unturned in attempting to make the Inaugural Hamilton Island Race Week a success. There is little doubt that this energy will continue and the future Hamilton Island Race Weeks will be a great success due to the good sailing conditions, the wonderful setting for the series and the social life ashore.

The Race Committee and Hamilton Island deserve full congratulations from all yachtsmen in organising this inaugural series. □



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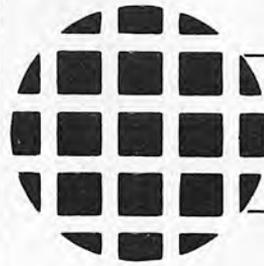
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ARE WE HEADING FOR THE PERMANENT DEMISE OF AGE ALLOWANCE?

by Gordon Marshall

When Offshore heard of the impending changes to next year's IOR handicapping due to the phasing out of Age Allowance, we asked Gordon Marshall to write the following article of explanation.

Gordon has been involved with the administration of Age Allowance since the very early days of its implementation, and he represents the CYCA at the Annual Australian Yachting Federation's Offshore Committee Meetings.

The April meeting of the Australian Yachting Federation's Offshore Racing Committee decided to eliminate Age Allowance from the handicapping of ocean racing for the season ahead, 1984-1985.

This decision was foreshadowed twelve months ago when they began to phase it out in the season just concluded.

The history of Age Allowance in Australia

The CYCA introduced its own Age Allowance back in 1965 and operated it quite successfully for four of five years before it was adopted by the AYF. It was initially implemented after conducting a detailed analysis of our fleet results in order to establish the rate of obsolescence, with the aim of keeping the older yachts racing with a modicum of chance of winning an odd race.

Our general attitude was that if older yachts won up to 25% of our races, then that was acceptable and desirable.

To prompt your memories back to this period, let's quote some old race results. In the 1965 Montagu Island Race, *Caprice of Huon* (with Age Allowance) was able to beat the original *Ragamuffin* into 2nd place in Division 1. At that time *Ragamuffin* was the current wonder boat, yet Age Allowance gave the much older *Caprice* a chance of winning when well sailed. A week or two later, in a Coogee Is. Race (we used to round Coogee Is. in those days), *Ragamuffin* achieved a 1st, whilst *Caprice* was 2nd. The succeeding placings were filled by *Mercedes*, *Koomooloo*, and *Bacchus*, in that order.

The system was subsequently modified slightly in the light of our operating experience, whereupon it was

adopted by the AYF as the Age Allowance for all Australian Ocean Racing in order to give uniformity to handicapping.

Since then, the Offshore Racing Council, which administers the IOR, became aware of the need to assist older yachts and therefore introduced its Mk 3A calculation to be operated in the tandem with straight-out Mk 3. This operated for several years as an optional system, though we in Australia continued without the 'A' of the Mk 3A, preferring to use Mk 3 together with the AYF allowance, which was markedly more generous.

In 1979, Mk 3 ceased being shown on rating Certificates and Mk 3A became obligatory by ORC edict. We therefore modified our local allowance so that a combination of both Mk 3A and the local allowance approximately totalled the original CYC/AYF allowance.

However, with the periodic changes and additions to Mk 3A, it became increasingly difficult to remodelify the AYF system, and in particular, the agreement of all States at the annual AYF meetings was hard to achieve. It

became a compromise between what we felt was necessary here in Sydney as compared to, say, what the Western Australians saw as suitable for their fleet. In retrospect, it is now apparent that the recent compromises which came from the National Conferences were not really ideal for most of the States. Thus the thought that the local (Australian) allowance should be phased out was born, and next season will see this eventuality finally occur.

Whether or not the Mk 3A rating, with its inbuilt Age Allowance, will be ideally suitable is a matter which should be examined on a fleet by fleet basis, taking into account the individual club's philosophies of maintaining the older components of their fleets. In order to do this, the advantages and disadvantages of Mk 3A should be recognised.

The advantages/disadvantages of Mk 3A

Mk 3A is roughly two thirds as generous as the old CYCA/AYF Allowance, but based on design criteria instead of straight out age. This design aspect of Mk 3A is to be applauded, though its

(Continued next page.)

TABLE: EXAMPLES EFFECTS OF NEW FORMULA ON RATINGS

Yacht	Actual		Last Year's		Next Year's			
	IOR Rating (feet)	AYF Age Date	TCF	Equiv. IOR Rating (feet)	TCF	Equiv. IOR Rating (feet)	TCF Drop	Equiv. IOR Drop (feet)
Too Impetuous	31.6	1983	.8181	31.6	.8082	30.6	.0099	1.0
Indian Pacific	30.4	1983	.8066	30.4	.7970	29.4	.0096	1.0
Once More Dear	30.2	1982	.8015	29.9	.7950	29.2	.0065	0.7
Taurus II	33.0	1981	.8243	32.3	.8210	31.9	.0033	0.4
Adrenalin	30.1	1980	.7941	29.1	.7941	29.1	Nil	Nil
Marloo	33.0	1979	.8210	31.9	.8210	31.9	Nil	Nil

By way of further explanation, and talking in terms of 'rating' (feet) rather than in TCF, the following is the situation of each of the yachts in the table.

Too Impetuous: Her next year's TCF will bring her 1.0' (rating) closer to *Adrenalin* and *Marloo*, 0.6' closer to *Taurus II* and 0.3' closer to *Once More Dear Friends*.

Indian Pacific: Same circumstances as *Too Impetuous*, above.

Once More Dear Friends: She will be 0.3' worse off compared to *Too Impetuous* and *Indian Pacific* but will be 0.3' advantaged relative to *Taurus II* and 0.7' better off with *Adrenalin* and *Marloo*.

Taurus II: She will be 0.6' worse off compared to *Too Impetuous* and *Indian Pacific*, 0.3' worse with *Once More Dear Friends* and 0.4' worse compared to *Adrenalin* and *Marloo*.

Adrenalin and *Marloo*: They will both be 1.0' worse off compared to *Too Impetuous* and *Indian Pacific*, 0.7' worse with *Once More Dear Friends* and 0.4' worse compared to *Taurus*.

Finally, all yachts with an Age Date of 1980 or earlier will be affected in the same way as *Adrenalin* and *Marloo*.

Note. For those of you who have difficulty wrestling with the sixth root calculation, it may help to observe that for ratings that we are dealing with in the foregoing examples, 9 points (.0009) of TCF is approximately equal to 0.1' of rating.

chronological steps are erratic and unpredictable. Consequently, none of us knows when the next adjustment will emerge, though we were hoping that another step would occur this year. Such was not the case.

By comparison, the CYCA/AYF Allowance has small annual increments which were automatically applied. This gave a predictability to the scheme, though not altogether on logical grounds.

There are those who feel that arbitrary handicapping, running in parallel with strict IOR racing, is one way to solve the problem, whilst others have voiced the thought that this will separate the older yachts into a 'second rate' category.

The possibility that Ocean Racing may generate into two separate divisions of *grand prix* and *old yachts* is one that each club and its boat owners should examine so that the ramifications can be evaluated. As far as the CYCA are concerned, decisions may need to be made at Sailing Committee level, and feedback from our Members may prove helpful.

Meanwhile, Age Allowance as we presently know it will cease next sea-

son, and we should now examine how this will be implemented.

Presently, yachts with an Age Allowance base date of 1980 or earlier are given a 1.2% reduction of TCF, whilst yachts of 1981 base date receive .8% reduction, and 1982 yachts receive a .4% reduction. 1983 or '84 yachts receive no Allowance.

If the Allowance was simply cancelled, all the TCF's would rise except those of 1983 and 1984 yachts.

The AYF reasoned that this was not the desirable way of achieving its end (no one would like to see their TCF rise) and instead decided that all yachts will have their TCF's reduced down to the 1.2% lowered level, now only enjoyed by 1980-vintage, or older, yachts. Thus the 1980 yachts will stay on their present TCF; the 1981 yachts will drop by .4%; the 1982 yachts by .8%; 1983 and younger yachts will all drop by 1.2%, as compared to last Season's calculation.

To achieve this, the old formula for TCF

Sixth Root of Rating - .96
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Nighttime breezes

*"The winds of the daytime wrestle and fight,
Longer and stronger than those of the night."*

Most yachtsmen are wary about the winds during the night, but those who master the often fluke conditions deserve to be well up in the races. The overnight wind structure can be rather complex, but a few basic rules go a long way to improve overnight performances.

It is probably best to understand the situation by firstly appreciating what the wind does at night over a land surface.

If the wind is not too strong (less than force 6, or 22 knots), then it's most likely to die away in the evening, only to reappear a few hours after sunrise. This disappearance of the wind at ground level is caused by the changing air temperatures within the atmosphere's first ½ kilometre. A temperature inversion develops from the earth's surface, as the ground (and the air in contact with it) cools at a faster rate than the air above. This leads to a situation where cold air underlays slightly warmer air – stable conditions, and consequently inhibitive to the turbulent character of the wind. That's why on a typical night it may be calm at the surface, but the clouds above will continue to drift by with the wind, the clouds being above the first ½ km of the atmosphere.

Over the land, nighttime cooling processes depend heavily upon the amount of moisture (humidity) in the air, allowing the earth's surface to radiate the stored daytime heat back into space. Over the sea surface, the situation is much more delicately balanced, with no great cooling process going on at night. The sea surface temperatures (SST) remain relatively unchanged during the night, and the situation needs to be looked at in more detail.

However, comparing the SST and the overlying air temperatures can be very useful in estimating the nighttime wind patterns. If the SST is greater than the air temperature, then the set-up is potentially unstable and the wind flow will probably persist well into the night. On the other hand, if the SST is less than the air temperature, then the situation is probably stable and the wind flow will be dampened.

Of course, the presence or absence of nighttime winds is not that simple; if it were, then a quick measurement of the respective temperatures would provide the wind forecast. Much more detailed measurements would be required, but it's possible to infer the likely night winds by simply knowing



the wind speed and direction, the time of year and your position relative to the coast. The winds are most changeable in coastal waters, the very place where most cruising and racing occurs. In the coastal waters (defined for this purpose as lying between the coast and about 10-20 nm seawards) the airflow takes on land or ocean characteristics depending upon whether the winds are offshore or onshore.

Sailing along the NSW coast, there are only a few regular prevailing winds, and it is not too hard to classify these winds as to their nighttime traits. The following table shows three prevailing winds for winter (late autumn to late spring) and an almost identical three winds for summer (late spring to late autumn).

TABLE: NIGHTTIME WIND STRENGTHS

WINTER Prevailing Winds	WINTER		SUMMER Prevailing Winds	SUMMER	
	Coastal	Offshore		Coastal	Offshore
NW-SW > 20K	2	1	NW > 20K	2-3	2
NW-SW < 20K	3-4	1	NW < 20K	3	2-3
S-SE > 15K	1-2	1	S-SE > 15K	2	1
S-SE < 15K	2	1	S-SE < 15K	2-3	1
NE > 15K	2	2	NE > 15K	2	2
NE < 15K	3-4	2	NE < 15K	3-4	2-3

The table shows that there are significant reductions in the mean wind speeds over coastal waters during the nighttime period. It must be stressed that the table is only a very broad guide, and every situation should be watched for signs that the nighttime winds will fall outside the different categories. The crossover between coastal and offshore areas also needs qualification; offshore winds will tend to have a wider coastal waters strip than onshore winds (due to the vastly different fetch involved).

Although the table is only a broad guide, it shows the benefit of sometimes slipping further seawards at night so as to keep the sails full. Combining this technique with a better sea breeze understanding. It is possible that trips along the coast should be looked at as oscillating 12-hour sections – closer in during the days (9.00 a.m. to 9.00 p.m.) and a

1. = Winds continue similar to daylight hours.
2. = Winds reduced to be as much as 50% of daylight hours.
3. = Winds severely reduced to be between 50% and 10% of daylight conditions.
4. = Very light winds – probably less than 10% of daylight conditions.

little further seawards at night (9.00 p.m. to 9.00 a.m.).

The question of 'the black nor'easter'

And, speaking of sea breezes, any thoughts about our 'black nor'easters' question raised last time?

In my opinion, the black nor'easter is not really a sea breeze at all! Things may start off during the morning as a sea breeze, but during the course of the day either an inland trough or low will deepen and move closer to the coast. As this occurs, the NE pressure gradient will tighten, giving the appearance of a strengthening sea breeze. However, it is the colour of the sky that sets these conditions apart. The approaching trough will, on most occasions, be accompanied with a deck of middle level cloud (perhaps with some rain to follow) and this will darken the skies - especially as the thickest cloud will be high in moisture (humidity) and low cloud will begin to pour in across the coast, giving a black appearance against the higher cloud. These conditions will be accompanied by a dropping barometer, and if the system matures, off the coast, into an intense low pressure area (in the following 12 to 24 hours), then the sighs and folklore have been worthwhile. □

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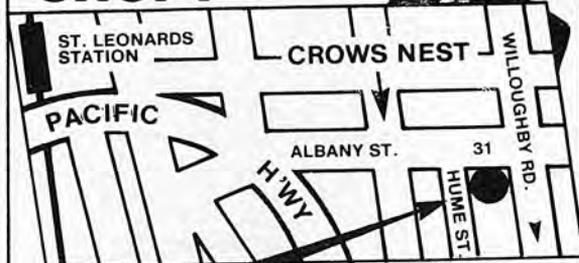
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(Continued from page 11)

the Dallas Cowboys yesterday; he's one of the winningest coaches in US gridiron football history. He reckons the mind, the psychology of the whole thing, the way players perceive themselves in gridiron, is 80% of winning. I was speaking to Bob Shearer the other day, and he figured 70% — those were unsolicited comments. Quite amazing. I feel similarly; once everything else is figured out, just how you perceive yourself in a situation is very very important. It's a major untapped variable that makes people either win or lose. I've won and I've lost based upon whether I perceived that I could do it or not.

And then when we went from 3-2 to 3-3, again there was no celebration on the boat. People were pretty excited about that, because they said "Well, the whole rationalization is if we blew it, we would be able to live with ourselves". Again we just used it as a stepping stone. It was only really after we won the America's Cup that we felt like celebrating. But we were so damned exhausted that everyone just went to bed and slept.

Coming from 3-1 to 3-1 to 3-3, it's interesting in that we weren't there to create history, we were there to win. So when we went from 3-1 to 3-2 there was no celebration on the boat at all even though we realised that at 3-2 we had created history; no Australian boat had ever won two races before. And if we went back to Australia — this was the story that was being told to me — we could still hold our heads high. But we just felt it was a stepping stone. And then when we went from 3-2 to 3-3, again there was no celebration on the boat. People were pretty excited about that, because they said "Well, the whole rationalization is if we blew it, we would be able to live with ourselves". Again we just used it as a stepping stone. It was only really after we won the America's Cup that we felt like celebrating. But we were so damned exhausted that everyone just went to bed and slept.

We effectively just hung in there as best we could; we made mistakes and Connor and his crew made mistakes, but we just hung in there and tried to bide our time. And we wouldn't have, in reflection, if we hadn't had 40-50 races under our belt. Because we'd been there and done it all before; we knew that if we bided our time...the idea was for them to make a mistake and for us to take the initiative, to take the opportunity when it came.

So the celebrations only came about two months after the America's Cup. That's how washed out we were. Immediately after the America's Cup, pretty much every crew member — to a man — came down with

some sort of flu. The crew had put in a lot of effort and they were pretty much physically and mentally exhausted by the whole thing.

On that final race, just to give you a quick outline, again within the elastic limitations of the rule, the *Liberty* people were able to remove I think something like 1500-1800 pounds of ballast and add a foot to the foretriangle. That really revved the boat up; it maybe got tippy but it didn't seem to matter because we were sailing in light winds on that final race. The boat was particularly fast and had just a hair of extra speed on *Australia II* to windward, pretty much all day, until we started tack. So that was a little unnerving itself, because when you get into a ...we tacked on *Liberty* and she was just slowly eking out from underneath us, and then we got into a bit of a header and it was her turn to such out to weather from us. We had a hard time just staying in the race. Our saving grace was that the breeze was very very shifty, up to 30°; that's always tough; it makes a nightmare of racing. We effectively just hung in there as best we could; we made mistakes and Connor and his crew made mistakes, but we just hung in there and tried to bide our time. And we wouldn't have, in reflection, if we hadn't had 40-50 races under our belt. Because we'd been there and done it all before; we knew that if we bided our



ROBIN COPELAND

time...the idea was for them to make a mistake and for us to take the initiative, to take the opportunity when it came.

Well it did come on that now famous square run. There were two reasons I think. One is that we were sailing probably beyond our normal potential; the crew just sailed the boat beautifully, the wind shift lookers — Jarra on the foredeck and Hughie Treharne and Colin Beashel and all the boys had just locked in beautifully for it — they knew it was a pretty important race. We just hit two shifts pretty much perfectly, two 15° shifts, and the *Liberty* crew were really spooked about our potential off wind, square running performance. We gained, I think, 57 seconds in only the first third of the leg. When we were locked in together it took us another third of the leg to gain about 20 feet.

You can never race a boat, or never compete in anything where you're waiting for the competitor to catch you.

John Bertrand at the Sportsman's Luncheon

So it's amazing, the relative performance of the boats; people talk about *Australia II* just being so fast down wind. Bruce Kirby, who is a very well renowned designer, who designed *Canada I*, has just put out a technical paper saying that it was quite obvious that *Australia II* was sand-bagging, which is shielding its true performance, all summer, because quite obviously the boat was so fast downwind they must have had the trim tab over one way and the rudder over the other way every time they raced *Canada I* and *Victory* and *Challenge 12*, and that was there conclusion. Of course the Americans just became a bigger and bigger problem in their mind; they were pretty much psyched out. They didn't sail as well; the general consensus on the boat was that they were waiting for us to catch them and of course you can never race a boat, or never compete in anything where you're waiting for the competitor to catch you, and they made a series of mistakes, one of them was that they gybed I think four times more than we did, and every time you gybe you lose about 40 feet, and that's 160 feet right there, and they missed a couple of the wind shifts, and we got right into them, and all of a sudden we had a boat race on our hands. That was in hindsight at the end of the race. It was a matter of just biding our time and sailing the boat very well, and that was a total crew effort; it was a fantastic atmosphere on the boat. I think that if the crew didn't feel that they could do it, were good enough, or better, then we wouldn't have.

QUESTION: Just how important was the keel? You mentioned that in the trials down in Melbourne that in some respects *Challenge* was superior to *Australia II*. Could you have won with *Challenge 12*?

BERTRAND: I think we could have won if we hadn't have had to come from 3-1 down. In other words, if we hadn't have had gear breakages and the normal hiccoughs initially, for sure we could have won with *Challenge 12*. But *Australia II* was a better match racing boat based on the fact that its tacking ability was better than we even thought in terms of the characteristics of match racing. But I doubt that we could have come from 3-1 down with *Challenge 12*.

The major variable in my opinion, in all the racing I've ever done, in Olympic games, World Championships, and America's Cup, it's just how good these guys feel. The way people conceive of themselves and how confident they feel is just so important. I can't overrate it at that level of competition. Normally, in just club racing the major variable is of course just pure technique, sails and hull. But if you work on your club racer for two years and you spend million bucks you'll figure all that out pretty quick.

QUESTION: When you came around the America's Cup buoy for the last time, and you took off from the course and then *Liberty* came around and tacked, you

John Bertrand at the Sportsman's Luncheon

tacked also and seemed to dive down on them. Did you?

BERTRAND: Yes, the idea there is...you see, part of the problem is that you are trying to get in phase with the other boat and get upwind of the other boat. When you've got two boats coming around the bottom mark, and this boat tacks fairly quickly, because he's eating a lot of bad air from the other boat, the first boat comes around and really lifts up hard to try to get a little bit to weather of the normal direction so he's generating a lot of turbulence onto the back boat, that's why the trailing boat tacks again. And the idea is that when the trailing boat tacks, the front boat tries to reach over his bow a little bit to get into an upwind, so called 'control', position. We were reaching pretty aggressively to try to do that.

QUESTION: [inaudible]

BERTRAND: I understand there was a fight on their boat when they went around the bottom mark going to the finishing line; that's why they missed the mark by about 50 feet; I believe they had an altercation, and yes, the press was pretty hard on the 'red dog'.

QUESTION: [inaudible]

BERTRAND: When you say superior, boats are made up of a whole lot of constituents – the actual hull shape, the keel shape, the mast, the sails. You just talked about de Costella; he's a human being, and he just happens to be faster than anyone else in the world at the moment. The reason that the Americans have been so good in the past is that they had figured out all the technical constraints, plus they've sailed their boat better than the Australians, or the French, or the Canadians, or whoever. This time around there was so much pressure on the Americans...it was never in Dennis Connor's plans to be beaten; he could never have conceived that. He then started to realise that he may not have technically out-developed the competitors – that's the reason for building (effectively) five boats; the *Freedom* syndicate built effectively five boats with all their modifications – it really came unstuck. You just don't have fights – fisticuffs – on twelve metre yachts in the America's Cup; it's just not on. So you can just imagine the total communication breakdown within that boat. That doesn't lead to very good racing. So what I'm suggesting is that, when the Americans were under extreme pressure, they weren't sailing their boat as well as they should have been.

It was interesting to me that after they lost the cup, some of the American crew members came up to me and were not that cut up about it, because of the bad morale on the boat. That's just amazing.

QUESTION: What are the plans for the future?

BERTRAND: At the current time there appear to be four syndicates in the United States: Dennis Connor has just launched one, and he has invited something like 50 yacht clubs to participate through the San Diego Yacht Club, and they're talking about a budget of \$12,000,000. They're going to build variations of different boats; the talk is that they hope to get their first boat to Fremantle next year. There's the John Kolius skippered boat coming out of the New York Yacht Club, one possibly out



TREHARNE

of the Chicago yacht Club, and another one from the New York Yacht Club through the *Courageous* group.

The Italians it appears are generating three challenges. What happened in Europe is that the *Azzura* crew and team generated as much press as the formula one motor racing team in Europe, and there are now apparently some 400 companies behind the three syndicates in Europe. In little old Australia we've got Alan Bond, who will be building two boats, I'm sure, and there's a syndicate in South Australia, and Sir James Hardy is basically the figurehead for that, and I'd like to see one out of Sydney. I'm sure that this country can generate more guts and determination than two syndicates, out of Perth and Adelaide; that's throwing down the gantlet to Sydney!

The Americans are no dodos; before we were racing against the New York Yacht Club; now we're racing against the stars and stripes. Now there's a lot more at stake.

QUESTION: Will any of the challengers be allowed to use the wing keel?

BERTRAND: Oh yes, the wing keel is perfectly legal, as it has been all the time.

QUESTION: There's a patent application...

BERTRAND: The patent is basically a stalling tactic. I doubt if that will hold water. I've just been advised that he's given it to the IYRU. There's no way that you can stop that; so they will all be sporting variations of that because of the terrific tacking ability.

One of the things that really threw us was that the tank testing results for the wing keel suggested that the boat should be significantly faster than the conventional boat, *Challenge 12*. But when we went racing our boat was stiffer, but for some reason it didn't blow away from the other boat. We could never figure out why; this was with equal sails. My only conclusion from that is that there's a lot of development left; the fact is that if Benny was able to conceptualise and make happen the boat as it was first time around, with a totally different keel and a slightly different hull shape to conventional keeled boats which have been developed over the last 20 years, that was a major leap forward itself. The chances of doing that are almost

infinitesimal. So next time around I'll expect the learning curve of the whole wing keel will improve very quickly. I would guess that *Australia II* will not be competitive against the new generation boats that will be developed by other countries as well as the United States.

QUESTION: When we were in the States we met a few people from various yacht clubs who were very keen for Australia to win the America's Cup because they couldn't 'get involved' in the race and because it was monopolised by the New York Yacht Club. Given the deed of gift, how do Australian States get involved? I always thought it had to be a foreign challenge.

BERTRAND: Let's say the CYCA generates a challenge – defence...let's get that right. It officially goes through Royal Perth Yacht Club. I'm sure a deal could be worked out where if the CYCA boat was successful, they could negotiate on the next venue for the defence.

QUESTION: So they're not challengers, they're defenders?

BERTRAND: They're defenders. All these boats that come from within this country are defenders.

QUESTION: [inaudible]

BERTRAND: Again, get back to Bondy's initial assessment of it; it's only as strong as its weakest link. If you haven't got the boat right, got the sails right, well then the psychology means nothing because you're not competitive. It's like racing a normal sedan against a formula one motor car. No matter how well you feel about yourself winning, it won't happen. However, if the homework is done in all the other areas, and hopefully after ten years of knowledge and four million dollars and two years of an incredible amount of effort by a large number of people, and that side of it is organised, then it gets down to racing two boats, and the major variable in my opinion, in all the racing I've ever done, in Olympic games, World Championships, and America's Cup, it's just how good these guys feel. It's why one runner on one day does an incredible time, and two weeks later faced with the same sort of build-up he can't make the same time. The way people conceive of themselves and how confident they feel is just so important. I can't overrate it at that level of competition. Normally, in just club racing the major variable is of course just pure

technique, sails and hull. But if you work on your club racer for two years and you spend million bucks you'll figure all that out pretty quick.

QUESTION: [inaudible]

BERTRAND: Well, there are the World Championships of which the Aga Kahn is the organiser, so if you've got a few spare bucks and you want to go and see some twelve metres in September, I think that Alan [Bond] is wanting a charter a boat, maybe *Challenge 12*, and part of the problem is that a lot of the people who sail – it's three and a half years apart, and people get old, and they want to do other things, and one of the things is to get the new

blokes up and going to a twelve metre experience. We can't be left behind if we're serious about defending that hard-earned trophy. So we're going to send some young people over to sail hopefully *Challenge 12* in the twelve metre championships.

QUESTION: I've heard over almost the last quarter of a century of Australia's previous challenges that once we've won it we'll never lose it because the Americans will have to come out and sail in our conditions. The question is 'are we unbeatable?'

BERTRAND: No, I think that that's really...if we have that feeling then we'll get hammered very quickly. The Americans are no dodos; before we were racing against the

New York Yacht Club; now we're racing against the stars and stripes. It's a very very formidable, emotional thing now. I've spoken to quite a lot of Americans over the last week in Melbourne, and they love a contest, and they'd liked – or they can accept – to see the underdogs coming through, the Aussies, and winning the Race. But now there's a lot more at stake. So, for example, Connor is getting a boat in twelve months time in Fremantle; that's going to be two years before the America's Cup. All of that will be unprecedented. The Americans will figure out how to work out the conditions pretty quickly, I would guess. □

BEAM ENDS

by Robin Copeland



π in the sky

Apart from bringing showers it seems April is also the month for meetings. Brookes and Gatehouse came down under and stopped in at the CYCA one evening to give us a look into their future of Electronic Instrumentation.

Rex Turner, MD of the UK-based firm, with Sales Director, Charles Kirkman, pulling focus on the overhead projector, told us all about the gadgets he has on his own Peterson 34' *Riot* to feel his way around the Solent.

An Apple computer with disc drives hooked up to a screen ("We still haven't worked out how to make it waterproof"); apparently R&D foots the bill for this disposable toy) gives a historical readout of just about everything you wanted to know but didn't dare ask. Throw into this mix-it's ability to predict tide strength and direction, record leeway for various sail combinations and angles, among other things it displays optimum gybing/tacking angles to the next mark.

Of course all this is terrific in England, where they have constant position updates from the Decca Naviga-



tion System, and in the States, where they have Loran. All is not lost though; up in the heavens right now is a system of 'stationary' satellites with a three-dimensional accuracy of 10 m called Navstar. I am told access to it currently costs about one quarter million dollars.

Combine Navstar with the computer's ability to store charts and display in colour (light blue shallow, dark blue deep water, etc.) a navigator who has a doctorate in computer science and engineering, and you might have enough left over to buy a boat.

Robin Kydd has got his system up and running and will be giving a workshop on Tuesday, 12th June at MHYC.

America's Cup 1987

The CYCA was also the venue for a press conference held by the America's Cup 1987 Committee. The committee was represented by Chairman and Past Commodore of the Royal Perth Yacht Club, Dr Stan Reid, and Bond's 1977 skipper, Noel Robins, as Executive Director. They have the job of ensuring Australia retains the Cup against a determined 25-yacht challenge. (USA 9, Italy 4, France 3, Canada 2, Japan 2, UK, NZ, Switzerland, Germany, Sweden 1 each).

It is intended that the Conditions of Race will not differ substantially from those used to govern the 1983 challenge. However it will be necessary to apply to the New York Supreme Court to change at least one part of the Deed of Gift; this is the rule applying to racing between the months of November and May. The Challenge Round will commence on 31st January 1987, and will be sailed in the open sea off the west coast of Perth and north of Fremantle Harbour.

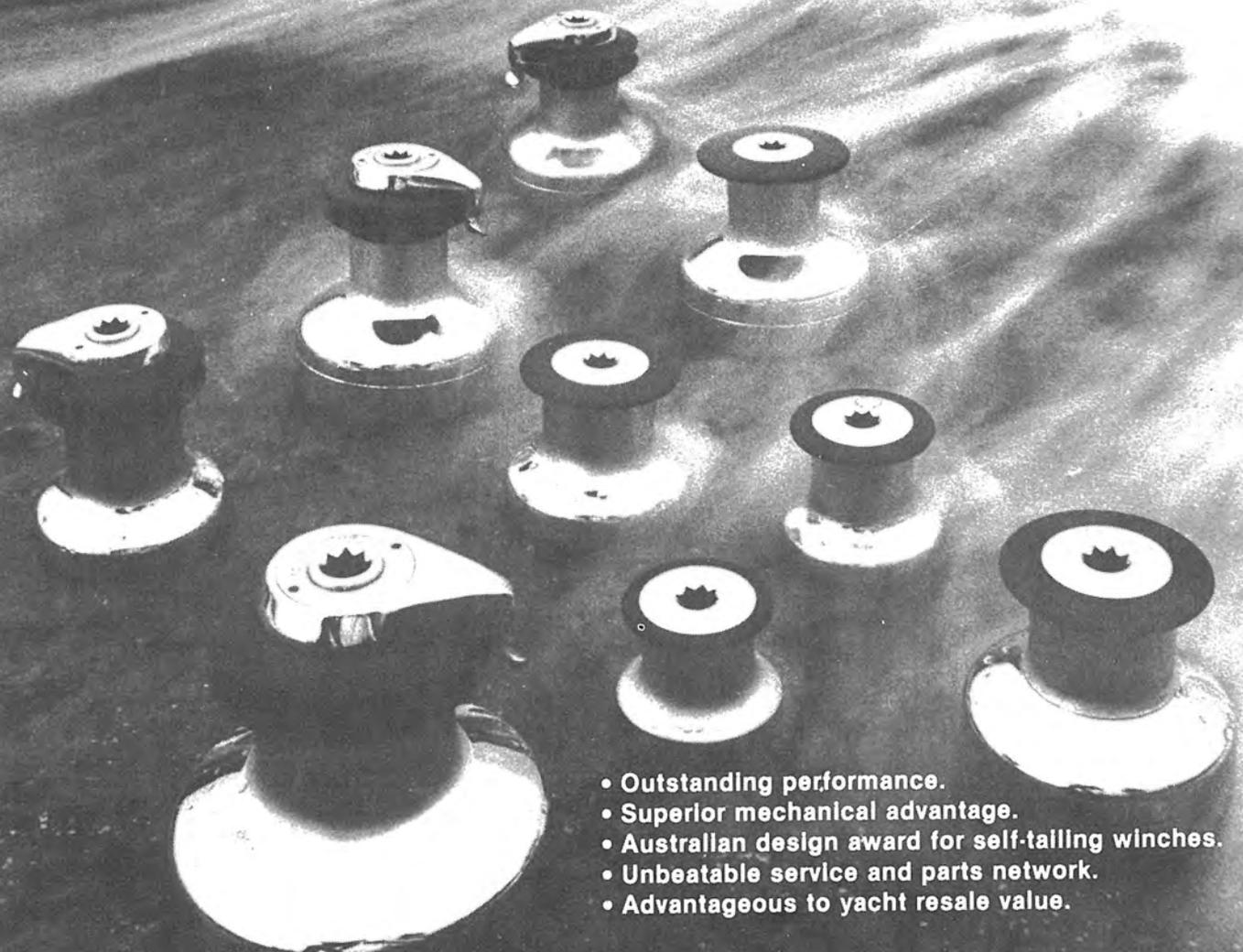
The proposed course of 24.1 nautical miles will comprise eight legs rather than six. Four windward and two leeward of 3.25 nm and two reaching of 2.20 nm. This change should make it possible for spectators to watch from the foreshores and Rottnest Island hopefully reducing the mass of spectator craft.

Noel Robins explained that research suggested winds at that time of year to be an average of 8 knots stronger than in Newport with a 92% chance of 15-20 knots from the SW and harsher short steep 3' seas.

The committee is still trying to engender enthusiasm for a syndicate from eastern Australia. They say it is desirable that defenders register their intention to participate in the defence by 30th June 1984, accompanied by a non-refundable entry fee of \$A1.00.



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