

OFFSHORE

YACHT RACING & CRUISING

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THE MAGAZINE OF THE CRUISING
YACHT CLUB OF AUSTRALIA





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The new look OFFSHORE

For the past 16 years, OFFSHORE has been the official in-house magazine of Australia's premier ocean racing club, the Cruising Yacht Club of Australia, with circulation restricted to its members and to the libraries of other major yacht clubs. From August 1, OFFSHORE will become Australia's first national ocean racing and cruising magazine, sold on bookstalls throughout the country and available to all yachtsmen and yachtswomen.

OFFSHORE, always regarded as the best yacht club magazine in Australia, will continue to be the official magazine of the CYCA and will be sent to all members as it is published each quarter.

OFFSHORE will be a new-look magazine, full of news and highly informative articles on all aspects of racing and cruising offshore in Australia and around the world. Some of the world's best yachting journalists will be writing for OFFSHORE — Bob Fisher's first colourful and controversial column appears in this issue. An equally provocative columnist is John Brooks, a Past Commodore of the CYCA, international navigator and sometimes Qantas captain, whose "Biggles" column has become over the years one of the most readable sections of OFFSHORE.

A special feature will be devoted to the cruising yachtsman, with articles on where and how to cruise in Australian waters and overseas. The new OFFSHORE won't restrict its coverage to the type of offshore racing organised by the CYCA. We'll look at all aspects of popular big boat yachting around the world,

Naturally, as the official magazine of the Cruising Yacht Club of Australia, and published under its imprimatur, OFFSHORE will continue to reflect the views of Australia's most respected ocean racing club, to report on all aspects of the club's major activities and its plans for the development of ocean racing from 1987 and beyond.

Under a new agreement with the CYCA, OFFSHORE will be published on its behalf by well-known yachtsman and publisher Max Press with prominent yachting journalist, Peter Campbell as editor. OFFSHORE will be published quarterly, and in addition we will publish the prestigious programme for the annual AWA Sydney-Hobart Blue Water Classic,

The first changes to OFFSHORE will be apparent in this issue. August will be a bigger and better magazine. We hope you like your new look OFFSHORE.

OFFSHORE, Australia's first national Ocean Racing and Cruising Magazine.

Publisher: Max Press
Editor: Peter Campbell
Art Director: Rik Sullivan
Editorial enquiries:
PO Box 69, Crows Nest, NSW, 2065
Telephone: (02) 439-4514
Telex: BOATBO 74612
Fax: (02) 430-5060

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COVER - "Offshore's" first colour cover - the start of big things to come with our new look Offshore Racing and Cruising Magazine.

Pictures by David Clare, Rik Sullivan, Peter Campbell, Sandy Peacock, Richard Bennett, Rob Williams, Hugh Schmitt, Port Authority of Melbourne.

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THE INAUGURAL TWO-LINE START USED FOR THE 1986 SYDNEY TO HOBART YACHT RACE

By G. Marshall

OUR previous issue of "OFFSHORE" detailed the Club's Sailing Committee's views on how we envisaged the possibility of a "two line" start for the then impending December, 1986 start, in order to cope with the previous year's overcrowding.

As it transpired, we carried out the operation almost exactly as predicted. The front line stretched across the Harbour from the Dolphins at Shark Point (in the normal position we had used for so many years) and the rear line was laid 400 yards to the South West, and parallel to the front line.

To equalise the distance sailed from each line two turning points

were used at the Heads, one of which was the familiar tug off South Head, and the other, a red pneumatic buoy laid about 400 yards to the North East of the tug. To finalise the configuration, a sea-mark was positioned 2 miles offshore approximately South East of the Heads turning marks.

The full details of this arrangement were gone into in depth at the pre-race briefing and met with all-round approval (mock-up photos were projected onto a screen so that the skippers and navigators were left in no doubt as to what they might expect with this innovative departure from normal starting tradition).

Well, notwithstanding a certain

amount of tension amongst the volunteer crews on the four starting vessels and the buoy laying crews on the morning of the start, it went off extremely well. T.V. coverage from helicopters, as well as the numerous photos which were taken from the plane we had organised, confirmed the eye level impressions that it was a successful operation.

There were, however, problems which developed further up the course, particularly at the Heads, in the form of inadequate spectator control. This is a subject which is beyond the scope of the C.Y.C.A., but fortunately the Maritime Services Board, who have this jurisdiction, recognise the weaknesses and

AWA Sydney-Hobart Race fleet turns South at marker buoy at Heads.

are enthusiastically reorganising this aspect for next year.

Basically, there were too few of the white spherical spectator buoys which were used to mark the limits beyond which the spectators were not permitted. The buoys themselves were good, but because they were so far apart the course boundaries were difficult, if not impossible, to perceive. The Maritime Services Board has undertaken to use 50 of these buoys next year, whereas they only had 24 on the course this year. This will enable us to dispense with the use of red inflatables to supplement their buoys, as we did this year, and thus remove the confusion of some red buoys being used for spectator control, and some as competitor's rounding marks.

This mixture of buoys caused not only problems with spectators but lead to the unfortunate situation of a sizeable group of the rear-line "hot-shots" misreading the course beyond the Heads. A close interrogation of one of these competitors confirmed what some officials had seen. After rounding the tug, a sizeable group of these yachts followed their leader to the North and rounded the last spectator control buoy off North Head. This took them on a very tight course for about 500 yards instead of reaching off for the sea-mark, and explains their complaint that "we seemed to come out of the rounding at the Heads badly".

On showing the victim the diagram and the text which detailed this section of the course, it was freely agreed that there was absolutely no reason for them doing what they did. However, had the buoy in question been a white one (as it will be next year) instead of a red inflatable as used this year, then there would have been no chance of confusion.

Summarising, we have shown that a two-line start is a practicable solution to the overcrowding of previous years, and it now only requires some fine tuning to eliminate the bugs of spectator control which were evident this year. □



BIGGLES' COLUMN

By John Brooks



THIS is the year when the prospect of individual boat sponsorship and its ramifications is creating havoc amongst the traditionalists and, at the very least, making for lively arguments around the C.Y.C. bar. Many have been persuaded of the 'necessity' for this type of sponsorship and all but the most diehard conservatives are at least convinced of its inevitability. I was too until the arrival of another one of those weird Ocean Racing Council rulings which from time to time cause such chaos in the offshore world.

This time the O.R.C. has ruled that no club or organisation can refuse entry of a yacht to a race or series solely on the grounds that the boat's individual sponsorship conflicts, in the commercial sense, with the event's major sponsor.

To date, we have not been favoured with the reasoning behind this naive ruling, but in one unthinking splurge the O.R.C. has undone the work of those administrators who have been fortunate enough to obtain major sponsorship for their club, team or special event, and made the future of similar sponsorships extremely shaky.

Sponsors, naturally enough, will take a careful look at the likelihood of a guaranteed return for their money (they always do, anyway) before committing their support. If the public exposure which the event sponsor is entitled to expect is to be compromised, diluted, or otherwise upstaged by one of the competitors, then the value of the event sponsorship will be considerably reduced or, worse still, dropped altogether.

As one who knows just how hard to come by that sponsorship can be, I shudder at the cavalier manner in which the gentlemen of the O.R.C.

have put at risk our best efforts. The O.R.C., it seems, remains blissfully unaware that ocean racing, especially in Australia, cannot continue to exist in its present form, or to advance, without major sponsorship. The staging of big races or series is nowadays prohibitively expensive to single clubs or associations.

Major event sponsorship, however, will be a thing of the past if this ruling remains in force for any length of time. Although the O.R.C. had made an exception for the next Admiral's Cup, where no conflicting individual boat sponsorship will be allowed by the Royal Ocean racing Club, an application for a similar exemption by the C.Y.C.A. for the Sydney-Hobart race has been refused, although that sponsorship agreement was signed over a year ago.

Now look at the dilemma faced by the C.Y.C.A.. Should it allow individual boat sponsorship to go ahead under the new rules and risk the alienation of over a million dollars worth of sponsorship in cash or kind, all for the sake of the few boats (less than five, I would surmise) that can attract big individual

sponsorship and the dozen or so more who can slide the cost of a few sails through their own company accounts. I think not.

If the O.R.C. had dreamed this up as a way of stalling the introduction of 'open season' individual boat sponsorship, they could not have found a more effective method. So much for progress.

However, there is much more to the 'new look' Rule 26 than this inane O.R.C. ruling and we can only hope that, as in that other shining example of the O.R.C.'s genius for hip shooting, the Kevlar ban, this too will be rescinded. Hopefully with far less procrastination.

* * * *

THIS, with any luck, will be the last America's Cup anecdote printed anywhere in the world. Peter Kurts spent a few days on one of those luxury cruise liners that were as thick as flies off Fremantle before, during and even after the America's Cup, although in the case of the latter, it was not planned that way.

Then, he would have me believe, he shifted to the Nurses Quarters of a local hospital. Knowing that one of the 12 metre crews had been billeted in a vacant Nurses Quarters during the elimination trials, I was almost ready to accept this at face value until he added the following.

Each morning, Kurtsy claimed, the Matron would come around and call out "Have you got a nurse in there?" The answer invariable was "no".

"All right," came the rejoinder, "open the door and I'll throw one in." □



AUSTRALIA MAKES ANOTHER BID TO WIN ADMIRAL'S CUP

Australia is lining up for another challenge for the Admiral's Cup at Cowes, England, in July/August this year, with eight hi-tech, specially designed and built offshore racers contesting a 12-race selection series that started at the end of March with a preliminary series and was due to finish on April 24. Peter Campbell reports on the Australian contestants for the three-yacht team and on the likely opposition they can expect at Cowes.

PETER KURTS is one of the eight Australian owners seeking selection for the 1987 Admiral's Cup team. Kurts, the doyen of Sydney ocean racing yachtsmen, has represented twice previously in the Cup, in 1983 with *ONCE MORE DEAR FRIENDS* and in 1985. This year he is campaigning his new Farr 43, *MADELEINE'S DAUGHTER*.

The Australian team is being selected on the basis of the first two yachts on the series pointsscore, with the third boat being the yacht which fits into the Royal Ocean Racing Club's new team minimum rating total of 95.0' IOR. In other words the team could comprise two One Tonners and one higher rating boat, or two higher raters and one One Tonner, provided their total IOR ratings do not exceed 95.0'.

The line up of the Australian yachts for the series at Sandringham Yacht Club in Melbourne was:

BLUE MAX 2 (Glen Sargeant, Vic) Davidson One Tonner, IOR rating: 31.27'.

CONTRACTOR (John Taylor, Vic) Frers 44, IOR rating: 34.77'.

HITCHHIKER II (Peter Briggs, WA) Frers One Tonner, IOR rating: 30.63'.

JOINT VENTURE (Ron Elliott, Vic) Frers One Tonner, IOR rating: 30.55'.

MADELEINE'S DAUGHTER (Peter Kurts, NSW) Farr 43, IOR rating: 34.34'.

RONSTAN ULTIMATE CHALLENGE (Lou Abrahams, Vic) Dubois One Tonner, IOR rating: 30.75'.

ROSEMOUNT WILD OATS (Bob Oatley, NSW) Farr 43, IOR rating: 33.41'.



Admiral's Cup - Photo courtesy Beken of Cowes Ltd.

► SAGACIOUS (Gary Appleby, NSW) Farr One Tonner, IOR rating: 30.62'.

These ratings were those under which the yachts sailed in the first four preliminary races, with the rules allowing rating changes to be made before the major trials began on April 10.

The three-boat team, along with the team captain, were due to be announced at Sandringham Yacht Club on Friday, April 24. Team manager this year will be Tasmanian Bob Gear, Chairman of the Offshore Committee of the Australian Yachting Federation.

NZ TEAM NAMED

As the Australian trials were starting, the New Zealanders were concluding their Admiral's Cup selection series with five boats contesting the trials.

The Kiwi team, under the management of Don Brooke, comprises:

KIWI (Peter Walker), Farr 43, IOR rating: 34.3'.

GOLD CORP (Rike Dodson) Davidson One Tonner, IOR rating: 30.6'.

PROPAGANDA (Brad Butterworth) Farr One Tonner, IOR rating: 30.52'.

The team was chosen on an evaluation of the performances of the five contestants over an extended series of short and long races, with GOLD CORP winning five out of seven races, KIWI taking the 350 mile long race and PROPAGANDA winning the final Olympic course race, which gave her the third berth in the team ahead of her sistership, FAIR SHARE, sailed by Peter Lester.

GOLD CORP is the former crack 1985 Southern Cross Cup team yacht MAD MAX, extensively revamped since that series with a new keel and more sail area. PROPAGANDA is one of two identical Farr minimum raters built especially for before the trials, but both yachts had their share of rating problems before the trials. Nevertheless, the decision to build two identical boats has certainly paid off in keen competition. KIWI was the only higher rating boat in the fleet and her place was thus assured in the team, but she nevertheless has proved most competitive against the One Tonners.

ADMIRAL'S CUP "BEST IN WORLD"

According to Peter Kurts, who was captain of the Australian team in the last series at Cowes, the Admiral's Cup is the most colorful and international, and most competitive of all IOR racing, attracting the world's finest yachts in designs, construction techniques, sails and crew. "It is the showcase of all the best there is in offshore yacht racing," he told the recent offshore racing seminar at the CYCA in Sydney.

The Champagne Mumm Admiral's Cup (as it is now known) has grown since its inception in 1957 to become the world's leading championship for IOR-rated yachts. A fleet of around 60 yachts from 40 to 50 feet LOA can be expected in Cowes on the Isle of Wight for the

The rules of the Open Division concerning the type of advertising carried and the places on the yacht that it may be displayed are still fairly restrictive, but these are likely to be developed as the years go by. It is certain though, that the face of sailing, and in particular, the Admiral's Cup, has changed, and the result should increase the popularity at Grand Prix level and enhance the standard of the competition. It is likely too, that with the introduction of commercialism, the sport will be brought more effectively to a wider audience.

This year's event will be organised by the Royal Ocean Racing Club (RORC) in conjunction with the Royal Yacht Squadron (RYS) and assisted by the Royal Lymington Yacht Club (RLYC).

Famous landmark, The Needles on Isle of Wight.



1987 series which begins at the end of July. The biennial event, sponsored by Champagne Mumm, takes place out of the Cowes marina now owned by Ancastra. Some changes are planned for the marina including extensive dredging and improved shoreside facilities.

This year the event will take on a new image with the introduction of an Open Division for individually sponsored advertising entries. For the first time in the history of the event, yachts will be allowed to be named after a commercial company from which they may be receiving financial assistance. This relaxation of the sponsorship rule will be of particular benefit to countries like Australia and New Zealand who must send their teams half way around the world to take part.

Open Division yachts (with advertising names under IYR 26.2) will be accepted in the Champagne Mumm Admiral's Cup and their teams may win the Champagne Mumm Admiral's Cup. Individually, they may win any Champagne Mumm Admiral's Cup trophy or prize except those designated for non-advertising yachts. In the Channel and Fastnet race, Open Division yachts qualify only for prizes and trophies designated for the Open Division.

A special rule this year, however, states that no advertising shall conflict with the event sponsor. This is to be taken as meaning that no sparkling wine or champagne may be advertised by any yacht taking part in the Admiral's Cup 1987.

As far as advertising in the mari-

nas at Cowes and Plymouth, there will be restrictions on advertising by any company with any connection with a team or yacht in the event. The object of the restrictions will be to maintain a reasonable balance among advertisers.

LEADING CONTENDERS

BRITAIN:

At the last count 12 boats were entered for the British trials which commence in June. Six of these are new boats and all are in the latter stages of construction. First to start building was Mike Peacock's One Tonner JUNO, designed by Rob Humphreys. This boat incorporates a novel building method which dispenses with a hull to deck joint. This is made possible by laying up the two components together on one mould. Once the structure is complete the mould is dismantled and passed out through the main hatchway.

Andrew Hurst will be skippering the boat and first sailing trials will take place in Palma where the Germans are happy to let the British boat tune up with them.

On the Isle of Wight, Killean Bushe is building Alan Gray's new Farr designed One Tonner which is to be sailed by Rodney Pattison and Lawrie Smith. This boat is a development of the successful HIGH-LAND FLING which finished second in the 1985 One Ton Cup. She is very much of hi-tech construction using sophisticated materials. The majority of the sails will be supplied by Sobstad Sailmakers while Sparcraft is supplying the mast.

Graham Walker is having an Andrieu-designed 44ft boat built by the B&B Boatyard in France. She is the only boat being built to rate at 34.5ft and as the team "bigboat" she may have only Ernest Juer's boat against which to fight for a team place.

Saatchi and Saatchi advertising man, Dick Hedger, is chartering a One Tonner from the same drawing board as Walker. This boat is being built by Jeanneau and is a development of Andrieu's successful CIF-RALINE/INDULGENCE theme. The two boats will be using the resources of the British America's Cup team, with WHITE CRUSAD-



ER 1 and 2's crew being spread between them both.

Scratch boat in the trials will be Ernest Juer's 50-footer which Bill Green is building in Lymington. She has been designed by Rob Humphreys and is the first of a new breed of boat of this size. With a fractional rig, low freeboards and a One Ton-based deck layout, the design has not been compromised. Juer himself will be helming this exciting design that incorporates twin wheels located in a separate cockpit for the afterguard.

Barry Polley is putting together a new Beneteau First Class 12 with the assistance of Terry Parker, son of Owen. This boat was designed by Group Finot with a very light displacement, and incorporates a bulbous keel on a well proportioned hull. She will excel downwind in a breeze and should be well suited to reaching, of which there is often plenty on the Channel and Fastnet races.

Stuart Quarrie, of the National Sailing Centre, is the nominated British Team Manager, and he will be co-ordinating training and trials both on and off the water. A Team Coach is Bill Edgerton.

DENMARK:

Over the past six years Denmark has slowly been increasing its standing in the world sailing circuit. Last year the Danish Jeppesen-designed X-One Tonner, ANDELSTANKEN won the One Ton Cup in Palma, and the year before a near sister, EURO, was third individual boat at the Champagne Mumm Admiral's Cup.

Australian line-up at Admiral's Cup trials, Sandringham Y.C. Melbourne.

This year, the Danes have secured team sponsorship and are fielding some very competitive boats, once more all from the drawing board of Niels Jeppesen. First on the water was KRONE, the new prototype X-2 Tonner, which rates at 34.5ft. She has a full inventory of Diamond sails and a super-lightweight four spreader Sparcraft mast. Rigging is by Riggarna of Sweden. KRONE was sailing right up until Christmas, and come the Spring, the boat should be truly tried and tested for the coming season. There also is a new ANDELSTANKEN X-One Tonner which includes some refinements from the previous boat.

FRANCE:

With the creation of the "Open Division" class for sponsored boats, the French have gone Admiral's Cup crazy. Team sponsorship has been secured from a prominent French industrial company and the team will be coming to England fully prepared for the event.

First to secure individual sponsorship was Philippe Briand with his own designed 44-footer built by Beneteau. Corum, which puts up the prize for the second inshore race of the Champagne Mumm Admiral's Cup, is backing the project thus increasing the company's Admiral's Cup involvement. Briand himself will be sailing the boat along with many of the sailors who helped him take PASSION to victory at the 1984 One Ton Cup.

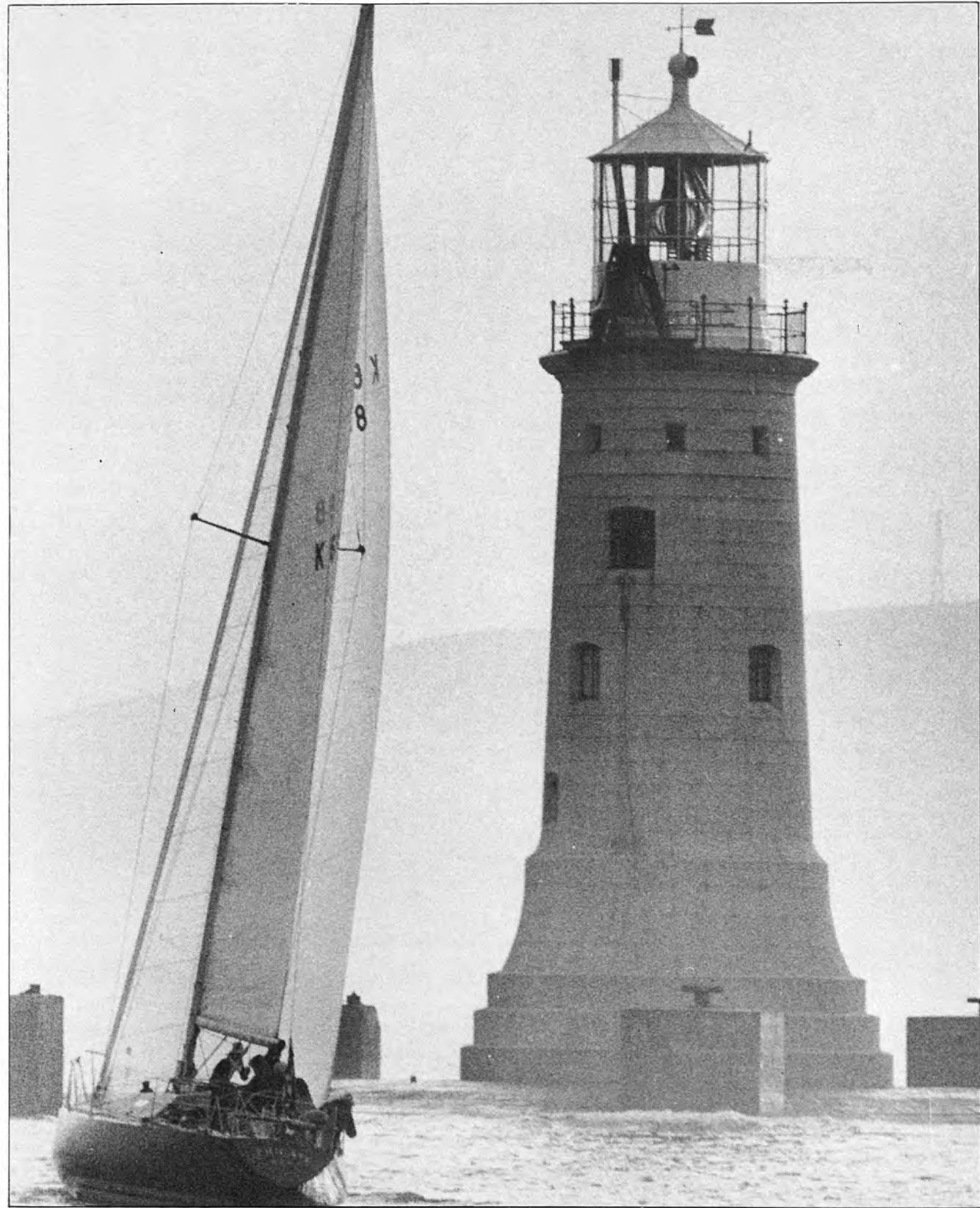
The rest of the trialists are One Tonners including three Beneteau

► First Class 12s and two Berret designs also built by this successful yard. One of the latter boats is sponsored by Cofica which backed the winner of the Half Ton Cup in 1984 and '86. The Half Ton sailors will be found among the crew of the

bigger boat including skipper M. Brioulet who will perform the same function as he did on the smaller boat.

Plymouth Lighthouse, near end of famous Fastnet, 600 mile race.

Winner of the Tour de France à la Voile last year was Bernard Caignaert, and as a prize, he has the honour of skippering a sister ship to Dick Hedger's Andrieu-designed Jeanneau One Tonner. Bernard is a very talented sailor still only in his



mid twenties. Two years ago he finished fourth in the Half Ton Cup sailing the Briand-designed Alienor d'Aquitaine.

The designers Joubert/Nivelt have a development of ESPACE DU DESIR being built at the Gibber Boatyard. This boat will be skippered by M. Gaffrezzic, while ESPACE herself will be campaigned by Jean Michel Carpentier. 1985 One Ton Cup winner, the Humphreys-designed JADE, which sailed for Britain in the last Champagne Mumm Admiral's Cup, is being sailed by M. Dick while Bruno Trouble will be sailing his ever-green COYOTE.

GERMANY:

There are three new boats being built in Germany, all to the designs of German Dutch duo, Judel/Vrolijk. Of the three new boats, CONTAINER and OUTSIDER are both One Tonners while the other is yet another RUBIN for Hans-Otto Schümann rating 34.5ft. All three boats are primarily built at the Schutz Verke yard and then finished off at the Yachtwerf Wedel boatyard.

Willi Illbruck will be giving the three new boats a run for their money with his PINTA which last year had a new hull fitted to the existing deck. To uprate the boat from the existing 33.3ft to allow her to be the big boat in a One Ton-based team, she will have a bigger rig added. However, with a relatively short waterline length it may be difficult for the boat to be competitive rating at 34.5ft.

German training for this year's event will take place in Palma, Mallorca. In the comfortable climate, they will sail against the Spanish, until their trials begin in Germany in May.

HOLLAND:

Peter de Ridder, the previous owner of the Judel/Vrolikj designed MEAN MACHINE, which finished fifth at the 1986 One Ton Cup in Palma, Mallorca, is currently having a Farr One Tonner built at Neville Hutton's boatyard in Lymington. Like all the new crop of Farr designs currently under construction, she is a development of SIRIUS IV, which was reputed to be the quickest boat at Palma last year.

IRELAND:

Jameson Whisky is chartering

Bob Butkus' new development of FULL PELT. After the regatta he intends to take the Dubois designed one tonner to the One Top Cup in Kiel. David Howlett, of Jade fame, will be onboard throughout the trials and Admiral's Cup itself, working the boat up in his usual thorough style. Irishman Robert Dix will be the principal helmsman. Butkus, an American, used to own Peter de Savary's VICTORY OF BURNHAM which represented Britain at the 1981 Admiral's Cup. NORWAY:

Norway will be fielding a strong team this year. Crown Prince Harold is building yet another new Farr One Tonner which must make this New Zealand born yacht designer the most popular Admiral's Cup designer to date. This boat will be launched by June and will have a Sparcraft mast with some hi-tech rigging from Riggarna. Crown Prince Harold's old X-One Tonner, FRAM 9, is now called KJAPP-FOT. These two boats will be joined by the Andrieu designed One Tonner HAGAR which competed at the '86 One Ton Worlds in Palma, Mallorca.

UNITED STATES:

Reichel Pugh has designed a new 44-footer for Randy Short. Short's team includes David Hulse who is looking after a four spreader Sparcraft mast, and ex-Laser world champion and America II tactician John Bertrand, who will be at the helm. This boat was put in the water for the start of the SORC at the beginning of March.

The 1987 USA Admiral's Cup team will be selected on June 6, following the completion of Brenton Reef series in Newport, Rhode Island. All yachts rating between 30.0 and 40.0ft have been invited to sail in the series although the team will be selected from yachts rating 30.0 to 31.0ft and 33.0 to 36.0ft. These size stipulations should resolve the compromise situation which the Americans suffered from in their last trials when they stated that their team would be selected on a points basis and all the top-scoring trialist were near the top of their stated rating band of 34ft. This put the team at a disadvantage against teams that had selected smaller boats which tend to fare better in Admiral's Cup-type competitions. □

PROGRAM OF RACES

FIRST INSHORE RACE (RYS Trophy) Distance: 30 miles.

Start: Thursday, July 30, 1000hrs near RYS, Cowes. Solent course.

CHANNEL RACE (RORC Trophy) Distance: 210 miles.

Start: Friday, July 31, from RYS line, Cowes. Finish Gilkicker.

SECOND INSHORE RACE (Corum Trophy) Distance: 30 miles.

Start: Monday, August 3. Triangular course in Christchurch Bay.

CHAMPAGNE MUMM RACE (Champagne Mumm Trophy) Distance: 30 miles.

Start: Wednesday, August 5. Triangular course in Christchurch Bay.

FASTNET RACE: Distance 605 miles.

Start: Saturday, August 8 from RYS line Cowes. Finish Plymouth, Devon. □

ADMIRAL'S CUP STOP PRESS

VETERAN Cruising Yacht Club of Australia member Peter Kurts is certain to again lead the Australian team to the Admiral's Cup at Cowes in July/August. After 10 races in the ANL selection trials in Melbourne, his latest Farr 43, MADELEINE'S DAUGHTER, has an unbeatable pointscore lead with two races to sail.

MADELEINE'S DAUGHTER, steered by Australia IV skipper Colin Beashel, clinched her team place by winning the 250 nautical mile Bass Strait race, her fifth win of the series. Kurts has represented Australia three times previously in the Admiral Cup — with LOVE & WAR in 1976, ONCE MORE DEAR FRIENDS in 1983 and DRAKE'S PRAYER in 1985.

With two races to sail, the second berth seemed likely to go to Lou Abrahams new Dubois One Tonner, RONSTAN ULTIMATE CHALLENGE, but third spot in the team was wide open between the Sydney boats SAGACIOUS (Gary Appleby), ROSEMOUNT WILD OATS (Bob Oatley and the Melbourne One Tonner, JOINT VENTURE. □

Sail logos for Round Australia

THE Australian Yachting Federation will grant special dispensation under International Yacht Racing Rule 26 to allow yachts competing in the Round Australia Bicentennial Ocean Yacht Race 1988 to carry their sponsor's logos on sails during the 7,400 nautical mile circumnavigation of the Continent.

Permission had already been granted for "naming rights" for sponsored yachts in what will be ocean racing's major feature event of the Bicentennial Celebrations.

The race will start from Sydney on Saturday, August 6, 1988, proceeding northwards in nine stages, with the fleet finishing their circumnavigation of the Continent in early December.

The AYF organising committee, under the direction of well-known ocean racing yachtsman David Kellett, has already received 19 firm nominations from yachtsmen in all States, as well as several hundred inquiries. Among the well-known yachtsmen who have indicated they will be definite starters are Bill Ferris, Dave Forbes and Marcus Blackmore from Sydney, Fred Neill from Adelaide, Neville Pickett from Launceston, Peter Gourlay from

NEW ZEALAND maxi CASTAWAY ENTERPRISE - sponsored 80-footer, which broke Brisbane-Gladstone race.

Melbourne and Graham Matheson from Brisbane.

There is already one entry from a woman skipper, Judy O'Donohue from the Whitsunday Yacht Club in North Queensland, while the Darwin Sailing Club has entered a yacht to be named Northern Territory Spirit.

Conditions of entry for the race remain unchanged, being open to fully crewed (minimum of four), monohulled yachts rated under IOR or PHRF. The minimum overall length for yachts entering the complete race is 36 feet, but entries may be accepted from yachts with a minimum overall length of 30ft for the first and second stages and the eighth to tenth stages of the race. Crew changes will be allowed at any stage provided that a nucleus of skilled crew is maintained aboard the yacht throughout.

The fleet will set sail from Sydney with the yachts competing in the CYCA's 1988 Sydney-Gold Coast Race, but while those yachts will finish at Southport, the Round Australia Race fleet will continue on to finish at Mooloolaba, north of Brisbane. However, the fleet will sail back to Moreton Bay to start the second leg from Brisbane to Cairns.

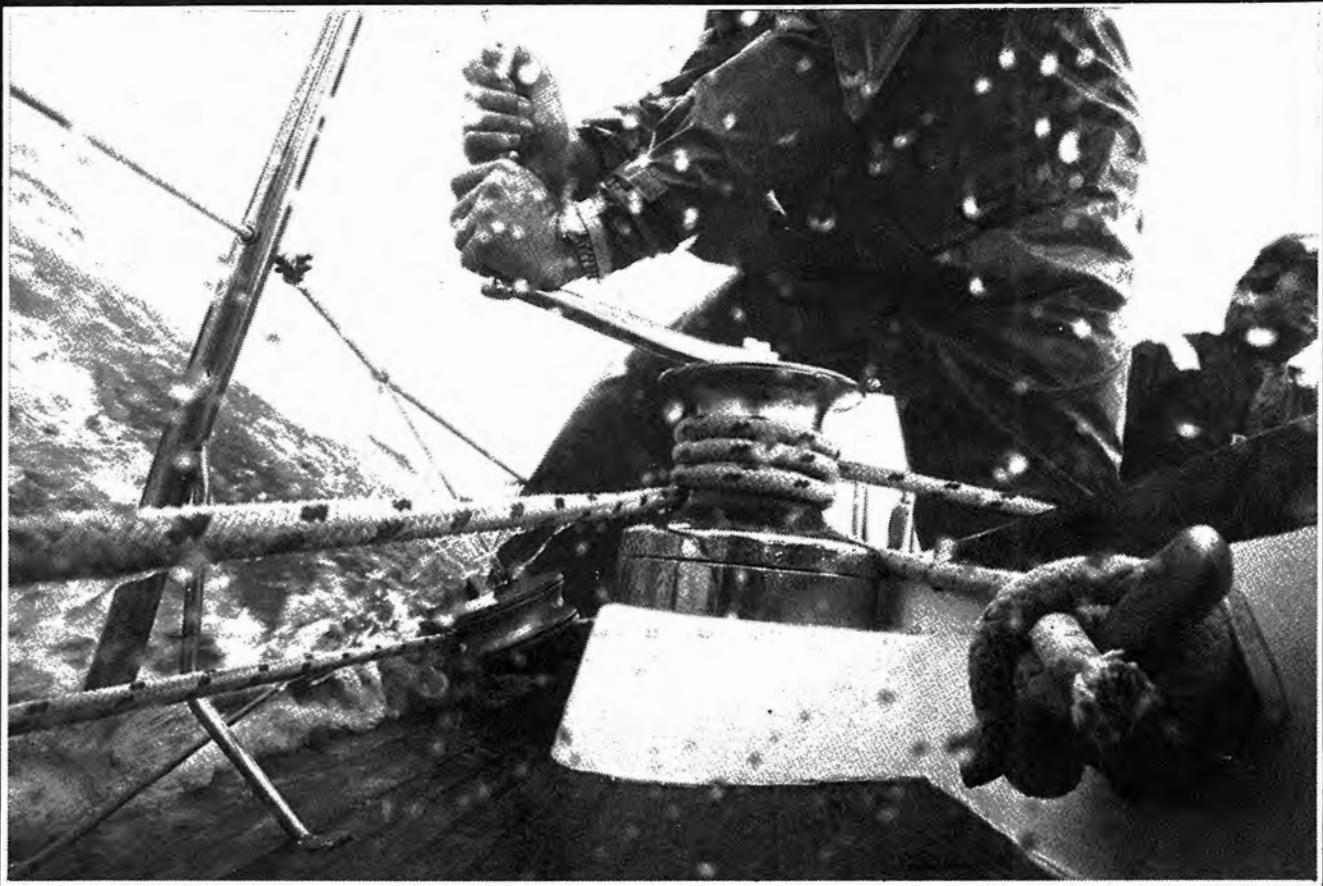
The nine stages of the Round Australia Bicentennial Race are:

1. Sydney-Mooloolaba — Saturday, August 6, 1988 — 465 nautical miles.
2. Brisbane-Cairns — Sunday, August 14, 1988 — 700 n miles.
3. Cairns-Darwin — Saturday, August 27, 1988 — 1400 n miles.
4. Darwin-Dampier — Sunday, September 11, 1988 — 865 n miles.
5. Dampier-Fremantle — Thursday, September 22, 1988 — 970 n miles.
6. Fremantle-Adelaide — Sunday, October 9, 1988 — 1340 n miles.
7. Adelaide-Hobart — Saturday, October 29, 1988 — 530 n miles.
8. Hobart-Melbourne — Wednesday, November 9, 1988 — 490 n miles.
9. Melbourne-Sydney — Saturday, November 19, 1988 — 640 n miles.

The race has the full support of the Australian Yachting Federation and the Australian Bicentennial Authority whose help has made the event possible. In a number of centres, the race will be a major part of the Bicentennial Celebrations.

A Race Secretariat has been established at the Middle Harbour Yacht Club in Sydney under the direction of Race Director, Geoff Foster, who can be contacted on (02) 969-1244 or by writing to The Race Director, Round Australia Bicentennial Ocean Yacht Race, P.O. Box 404, Spit Junction, N.S.W. 2088.





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Across the Wind

by Bob Fisher



THE world demise of IOR racing is causing pockets of concern. Questions are asked, wherever offshore boats are raced, as to why this is so. The rule was created to unify the handicap ratings of boats throughout the world in order that they might race against each other on a fairer basis and, initially the IOR was welcomed universally but now it is viewed with suspicion by the very people it set out to serve.

Like all rating rules, it was carefully examined by designers, who sought to build boats within its parameters which would be faster than any which had preceded them. That is the role of the yacht designers and their financial success is a measure of just how regularly they

can improve the breed from their drawing boards. To them the availability of modern constructional materials has meant that they can further improve the speed of the boats which they design, but with that comes a, non-rated, penalty. The boats cost disproportionately more.

That incurs a non-popularity penalty. Very few are prepared to pay the sums asked today for a competitive boat in any of the level rating classes. In Britain, a one-off half tonner complete with all the requisite go-fasts costs £60,000, and that is cropping costs wherever possible, and a one tonner is around £125,000 (it can be done for £75,000 by buying a production boat — a

International yachting journalist Bob Fisher (right) with America's Cup skippers Harry Cudmore and Buddy Melges.

First Class 12 for instance) and it is easy to understand why potential owners are few and far between; the rest have gone off to examine the possibility of a similar sized one design at a third of the price.

All will admit that there is nothing wrong with the IOR, except that it needs some additional controls and, possibly, two separate divisions; one for the grand prix racers and one for the rest; or an addition to the rule to include the moments of inertia of the boat (and try measuring that). If one was able to separate the boats built with exotic materials and not allow them to race in the other division, but not similarly limit the less ex-

pensive boats, there might be an increase in the number of boats racing under the IOR.

But while the ORC investigates ways of improving the lot of the owner of a conventionally built grp cruiser/racer, there are owners who have examined other rating methods and adopted a new style of racing and are having every bit as much fun as their compatriots who continue to race under IOR. Fastest growing of them all is the Anglo-French Channel Handicap System (CHS) whose strength (and weakness) is that it does not involve a measurer. Taking the measurements himself, the owner is pressed into an honesty that is metered by his culpability should he be later found to have been cheating. Sometimes however, through no real fault of the owner, the data transmitted to the Racing Office can be in doubt. The anomalies are often discovered by the computer but some can go undetected and it is these which make CHS slightly imperfect.

The greatest strength of CHS is that the calculations which are made from the measurements which the owner has taken are secret. No one, except those who work in the Rating Office, has any idea of the way in which the TCF is calculated from them and this means that boats are not being designed to take advantage of the rule. So long as that state of affairs remains, CHS will continue to flourish. And flourish it certainly has. Since its introduction, in 1984, its popularity has grown until, in 1986, there were 1,272 certificates issued and this year that number is expected to increase to over 2,000. In 1986 there were just eight more IOR certificates issued in Britain than in the previous year and the total was slightly under a thousand. By the end of this year, therefore, there will be twice as many boats able to race in CHS events as there are in IOR races.

One of the other benefits of the CHS is that it is inexpensive. The issue of a new certificate costs £25 and the revalidation, each year, is £20. A new IOR certificate for a boat of 40 ft overall is over £500. Perhaps this is why so many of those people with older IOR boats have decided to measure for CHS.

Even the relatively low cost of the CHS certification has not developed



SILVER MINX, heading for Hobart.

total honesty. There are people who will look up the TCF awarded to a similar boat and give that figure, to a race committee, as their CHS handicap and, likewise, race committees have done the same for some boats. This is in direct contravention of IYRU Rule 19.1 which states, 'Every yacht entering a race shall hold such valid measurement or rating certificate as required by the national authority or other duly authorised body, by her class rules, by the notice of race or regatta, or by the sailing instructions.'

CHS is constantly under surveillance at the Rating Office and anomalies are corrected and matters

PALADIN, sailing under I.O.R.



requiring some subjectivity, like the hull type factor, are reviewed in the light of performance. It is not, however a performance related method of rating and even if the Rating Office doesn't disclose the method of calculating the TCF, it is patently obvious that it is based on the speed producing factors of the boat; length, beam, weight, draft and sail area are the main ones with keel and rudder type, keel material and rig being secondary.

Penalties are imposed for exotic sail cloth, oversize spinnaker poles, oversize downwind sails, full length battens and, as of this year, the absence of guardrails. In addition the CHS certificate has an SSS (Stability and Safety Screening) factor for the yacht. The number is derived from certain basic design features of the hull and can be increased by improving certain safety equipment standards as well as some design features, like self-draining cockpits and the lack of openings into the boat. Race committees can then choose an SSS limit for their races in order to prevent unsuitable craft from entering — the J 24, for instance, does not get a sufficiently high SSS number to race offshore.

Slowly the spread of CHS racing is permeating on a truly international basis. There are close to 200 certificates issued in Hong Kong, where telefax to the Rating Office in England produces a faster service than the locals in Lymington can get by post! The Ocean Racing Club of Victoria are deeply involved in enquiries and there are questions about the system from New Zealand, Thailand (the King is particularly interested), Japan and Brazil now receiving attention.

The system is not perfect, but as value for money and for a way of encouraging owners of older boats to go racing again, it has no equal.

It also makes one wonder how those local handicap systems, run by enthusiastic and dedicated volunteers, are still operated, but no matter how good any handicapping system is, it will always have its critics and those who think they can provide a better one. It is thanks to the likes of at least one of them that the CHS system was evolved and doubtless there will be another when the life of this system is found to have run its course. □

THE Cruising Yacht Club of Australia has not only always been at the forefront of ocean racing in Australia, but it also is recognised as one of the trendsetters in International ocean racing, particularly in terms of the safety at sea factors.

Its major offshore races, notably the annual AWA Sydney-Hobart and the biennial AWA Southern Cross Cup attract international entries, as do its other races to the Gold Coast in Queensland and across the South-West Pacific to Noumea and Port Vila. In Sydney, the CYCA runs club races almost every weekend of the year, summer and winter, as well as the social twilight series in summer.

Yachting as a competitive sport is changing, however. Not only in Australia but worldwide. While the more socially-oriented series such as the Sunday winter races and the twilights grow in popularity each year, there is a marked swing away from IOR racing within the CYCA

members who are yacht owners, were asked their views on the 1987 racing calendar, their opinion of these events, their participation in proposed new events, the need for volunteers to assist in conducting the racing, their use of the club marina and slipway, and their general views on racing and sponsorship.

All members were asked their opinions on clubhouse facilities, the current social programme and proposed future functions.

With the results of the questionnaire in mind, particularly the views of yacht owners, "Sailing '87 and Beyond" was conceived to give the CYCA a guide to the future requirements of ocean racing, a guide that could well be of great value to other yacht clubs conducting ocean racing in Australia and overseas.

The seminar was made up of a number of addresses on IOR regatta trends in Australia and overseas, the IOR rule and other handicapping

SAILING '87 AND BEYOND

fleet. Again, this is not just a local trend, it is of worldwide significance.

With these trends in mind, and following a comprehensive questionnaire sent to members at the end of last December, the Board of the CYCA decided to conduct a special seminar of prominent people in yachting, particularly those with an active or administrative interest in ocean racing.

So, on March 12 this year, more than 40 yachtsmen assembled in the appropriately named 'Morna Room' at the Club to discuss 'Sailing '87 and Beyond'. There were international skippers and crew, administrators of yachting, IOR Measurers, yachting journalists, sponsors, race directors, sailmakers, boat builders and equipment suppliers — all enthusiasts for the development of ocean racing in Australia, and in particular for the enjoyment of sailing.

In the questionnaire, CYCA

systems and sponsorships and changes to Rule 26. Presentation of these papers was followed by the meeting being split into six groups, each producing their own action plan to implement where the CYCA should be heading in 1987 and beyond, and suggesting the infra-structure to carry out such a plan for progress in ocean yacht racing.

2 SEMINAR

THE following is a summary of the addresses given to the seminar followed by views put forward by each group, with a summary of their overall viewpoints compiled by Offshore Publisher, Max Press and also taken from the official minutes of the seminar.

Already, the sailing committee and the Board of the CYCA are taking action to implement many of the suggestions and recommenda-



WINDWARD PASSAGE, oldtimers like her might make a comeback under non-for handicapping for long offshore racing.

tions that arose from "Sailing '87 and Beyond".

After the welcome by Commodore Arthur Cooley, CYCA Rear Commodore Gordon Marshall outlined the worldwide decline in the IOR fleet from 11,000 boats in 1978 down to 8,000 in 1985. In Australia there was no real decline but likewise there had been no increase with the number still around 570 yachts. In New Zealand, the IOR fleet had fallen from 190 back in 1975 to less than 100 boats.

The Sydney-Hobart was on the way up in entries, with the Southern Cross Cup boosting the fleet every second year to produce a healthy growth, maintaining the race as still THE blue water classic.

Similarly, the new Gold Coast race had attracted a big fleet last year with 100 boats and more expected this year.

In contrast, there had been a marked decline in the popularity of CYCA long ocean pointscore races, notably after the Sydney-Hobart. In 1980 the average number of starters in a long race had been 32 boats a race, last season the average was 22 boats. Short ocean racing fleets were holding their numbers better, the average dropping from 60 boats in 1981 to 50 in 1987.

The increase in popularity of the Sunday Winter Racing series had been dramatic, the reasons being possibly that many people considered it more fun and perhaps because there were less family commitments than in summer. The average winter race fleet had increased from 84 in 1980 to 122 in 1986.

Well known sailmaker and yachtsman, Bob Fraser, said he believed consideration should be given to conducting races on the time and distance method used in the USA. He noted that the USYR Union had 26,000 members, 4,690 IOR rated yachts, 6,966 registered as one-design yachts and 327 as IMS-rated. Fraser suggested trying match-racing, one-design series and other different forms of offshore racing as he felt straight IOR racing had become "bloody boring".

Although under ideal conditions IOR could produce great racing, in the USA, racing under the PHRF (Performance Handicap Rating Factor) was two and a half times more popular than IOR.

Fraser also pointed to the problem owners faced when, after spending so much money to bring a good boat up to scratch they found they could not get enough regular good crew. He urged regular crew training programmes within the CYCA and other clubs to give that support to yacht owners.

Two-times Sydney-Hobart winner and Admiral's Cup team captain Peter Kurts spoke on the Admiral's Cup, describing it as the most colourful, international, highly competitive of all IOR racing, attracting the world's finest in designs, boats, sails and crews.

The Admiral's Cup maintained its international popularity because the event, run by the Royal Ocean Racing Club, was well organised and the Rorc was always trying to improve it, each year making adjustments and improving the racing. For example, from racing on the Solent, two Olympic course races were now sailed away from Cowes on Christchurch Bay and away from the congestion of Cowes Week.

SEMINAR 3

A USTRALIAN Yachting Federation Executive Officer, Tony Mooney spoke of various handicapping systems for offshore racing, while David Hundt, Chairman of the Ocean Racing Club of Australia explained the forthcoming and existing changes to Rule 26 which now allowed "naming rights" for sponsored boats. In his opinion, the use of a sponsor's name or logo on a yacht hull was fine, but not on sails. Race and regatta organisers might also need to have the right to exclude yachts with a conflict of interest between the sponsored yacht and the event sponsor. For example, Champagne Mumm would not allow a yacht named Laurent Perrier in the Admiral's Cup.

David Hundt said that three divisions of ocean racing had been authorised in the United States; amateur, Grand Prix and open divisions.

The first offshore race to allow an "open slather" on yacht sponsorship was the Brisbane to Gladstone race at Easter in which boat names were being allowed within the rules. However, any infringement of Rule

26 (such as flying a spinnaker with a sponsor's logo) would mean not disqualification or a time penalty, but only a fine of \$100.

After the keynote addresses, the seminar split into six groups to discuss what type of yacht racing the CYCA should aim at conducting in the future, the divisions and types, handicapping, sponsorship, and encouragement of cruising for members. These were their conclusions:

RACING PROGRAMME — Conclusions:

- Long ocean races should be held only up to and including the Sydney-Hobart race at Christmas.
- New venues and formats be introduced for long races, such as out to a sea mark and round Lion Island, or passage races to Port Stephens and Jervis Bay.
- Mini regattas be introduced, comprising a Friday night passage race and two short races on the Saturday.
- The SOPS races to have shorter legs to provide more crew work with consideration to running two races in a day to lift crew enthusiasm, particularly among young sailors.
- The season pointscore to be split.
- Greater inter-club co-operation as an essential ingredient to the development of ocean racing.

Action:

The CYCA Sailing Committee to prepare a programme for 1987-88.

CYCA to invite Middle Harbour YC, Royal Prince Alfred YC and Royal Sydney YS to a seminar to set the sailing programmes between the clubs.



HANDICAPPING — Conclusions:

The CYCA should keep working on IOR Mk111AA, but use the Illingworth System (with age allowance) until IMS can be adopted.

- Create more divisions for closer racing. Place greater emphasis on Divisional placings. Results can be published in Divisions.
- An Arbitrary handicapping system needed to rate boats, not crew.
- The IMS system of measuring and rating offshore racing yachts to be adopted in the future. (But this could be two years away)

Action:

CYCA Board to appoint a team to investigate an improvement to the Arbitrary handicapping system.

- Sailing Committee to create more divisions for closer racing and to adopt divisional results, including the AWA Sydney-Hobart Yacht Race.

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SOVEREIGN GETS GUN

SKIPPED by CYCA Vice-Commodore David Kellett, the red-hulled maxi yacht SOVEREIGN swept to her first major line honours victory in the Kern Sydney-Mooloolaba race just before Easter. In a devastating display of power sailing to windward in relatively light conditions, the Pedrick-designed 83-footer completely outsailed the fleet, beating the New Zealand maxi CASTAWAY ENTERPRISE by 19 hours.

Owned by Bernard Lewis, the yacht looked a strong chance of taking out the rare double of line honours and first on corrected time. But a 40-knot southerly came roaring up the coast the following day and once again the 480 nautical mile race was dominated by the smaller boats. Nevertheless, SOVEREIGN still finished sixth overall and first in Division 1.

The race was a beat to windward all the way from the Sunday start to the finish for SOVEREIGN and CASTAWAY ENTERPRISE, and to the Gold Coast for most of the fleet. Only the little Half Tonners picked up the freshening southerly as far south as Yamba on the NSW North Coast.

For the crew of SOVEREIGN it was a race of hundreds of tacks and headsail changes, with the big boat tacking in and out of the bays and around the headlands to make the most of every windshift and favourable current and tide.

With a crew of 26, the wait for the fast-finishing little boats became a Queensland repeat of Hobart's "Quiet Little Drink". But the wait was in vain, as firstly INDIAN PACIFIC, John Eyles new Davidson 36 displaced her from first place overall, then in came John Walker's eight-year-old Peterson 34, IMPECCABLE, runner-up in the last Sydney-Hobart, followed by the Dubois Half Tonner, FLYING CIRCUS.

Finally, more than 30 hours after SOVEREIGN had crossed the line, the 16-year-old Half Tonner SCAMPI A from Brisbane came surfing home before the by-now 40-knot southerly to win the race for her young owner Ross Perrins.

SCAMPI A is a Peter Norlin designed 30-footer built in Sweden and first imported to Australia by CYCA member Geoff Peacock.

Second place overall went to FLYING CIRCUS (Albert Hoggett) with IMPECCABLE (John Walker) taking third berth, followed by CARNAVAL, (Tony Hatch), INDIAN PACIFIC and SOVEREIGN.

CYCA member John Parker's ANOTHER CONCUBINE, the current Blue Water Champion, won Division 2, INDIAN PACIFIC took out Division 3, while Division 4 went to SCAMPI A.

With navigators setting courses that had most of the fleet tacking into the first line of breakers, many reported touching the bottom. Several did more than touch. SZECHWAN hit with a jolt and finished the race with crew at the pumps, while the Queensland 50-footer MADAME DE FARGE put her herself on the notorious Jumpin-nin sandbar off North Stradbroke Island. She ended up on her beam ends, the liferaft inflated and the crew taken off by motor rubber duckies from a RAN landing ship which answered skipper Andrew Campbell's May Day call.

MADAME DE FARGE was later hauled off the bar and taken in the Broadwater at Runaway Bay.

There was a sad note to the race

ANOTHER CONCUBINE - C.Y.C.A.



also. Well known champion Olympic class yachtsman and spar-maker, Mark Peelgrane, suffered a heart attack while sailing aboard SOUTHERN CROSS, owned by CYCA member Bill Gilbert. Despite emergency treatment by Dr Bill Sweetapple, who was also in the crew, Peelgrane died in the intensive care of Coffs Harbour hospital.

Mark, 28, was a three times former Australian champion in light weight sharpies and the current Australian champion in the Olympic Flying Dutchman class. He had been chosen to compete in the Pre-Olympic Regatta in Korea later this year.

In the Mooloolaba race last year, he skippered the Melbourne owned Half Tonner, RUZULU, into second place overall. □

ANOTHER CONCUBINE 1987 BLUE WATER CHAMPION

THE Cruising Yacht Club of Australia's prestigious Blue Water Champion for 1986-87 is John Parker's Farr One Tonner ANOTHER CONCUBINE. She clinched the championship, based on her best eight races during the summer Long Ocean Point Score (LOPS), by with a total of 924.25 points.

SILVER MINX finished second with 912.75 points, SOUTHERN CROSS a close third with 912.00 points.

ANOTHER CONCUBINE also won Division 1 (IOR), the LOPS overall pointscore (age allowance) and Division 1 with age allowance.

Under IOR ratings, the other division winners were: Division 2 — STORMY PETREL; Division 3 — IMPECCABLE. Under Arbitrary handicaps Division 1 went to UPTOWN GIRL, Division 2 to SOUTHERN CROSS and Division 3 to IMPECCABLE.

Under Illingworth handicaps (which include an age allowance) ANOTHER CONCUBINE won Division 1, STORMY PETREL Division 2 and IMPECCABLE, Division 3.

MELBOURNE TO OSAKA, RACE (for some)

When this was written, with the leaders still a long way to the finish of the 5,500 nautical mile race, the race had suffered the loss of one of the entrants crewman, another of the radical lightweights had pulled out with a de-laminating hull, and at least nine other boats had retired.

The majority had pulled out with rigging or steering problems with at least four hull structural problems. Nevertheless, many well-found yachts were still sailing on to Osaka, yachts that had been carefully prepared for this race and were sailed by experienced and competent seamen. Just before Easter, the Japanese-owned, Bruce Farr designed 16m sloop SDC Nakira Daio, sailed by American Warwick Tompkins and Japanese Kauru Ogimi had a commanding lead over the depleted fleet.

Still sailing along behind the leaders was Alstar, an Adams 16m cutter from Lake Macquarie skippered by

that remarkable yachtsman, Albie Burgin, now aged 71, whose long ocean racing career includes winning the Sydney-Hobart with his famous yacht Rival.

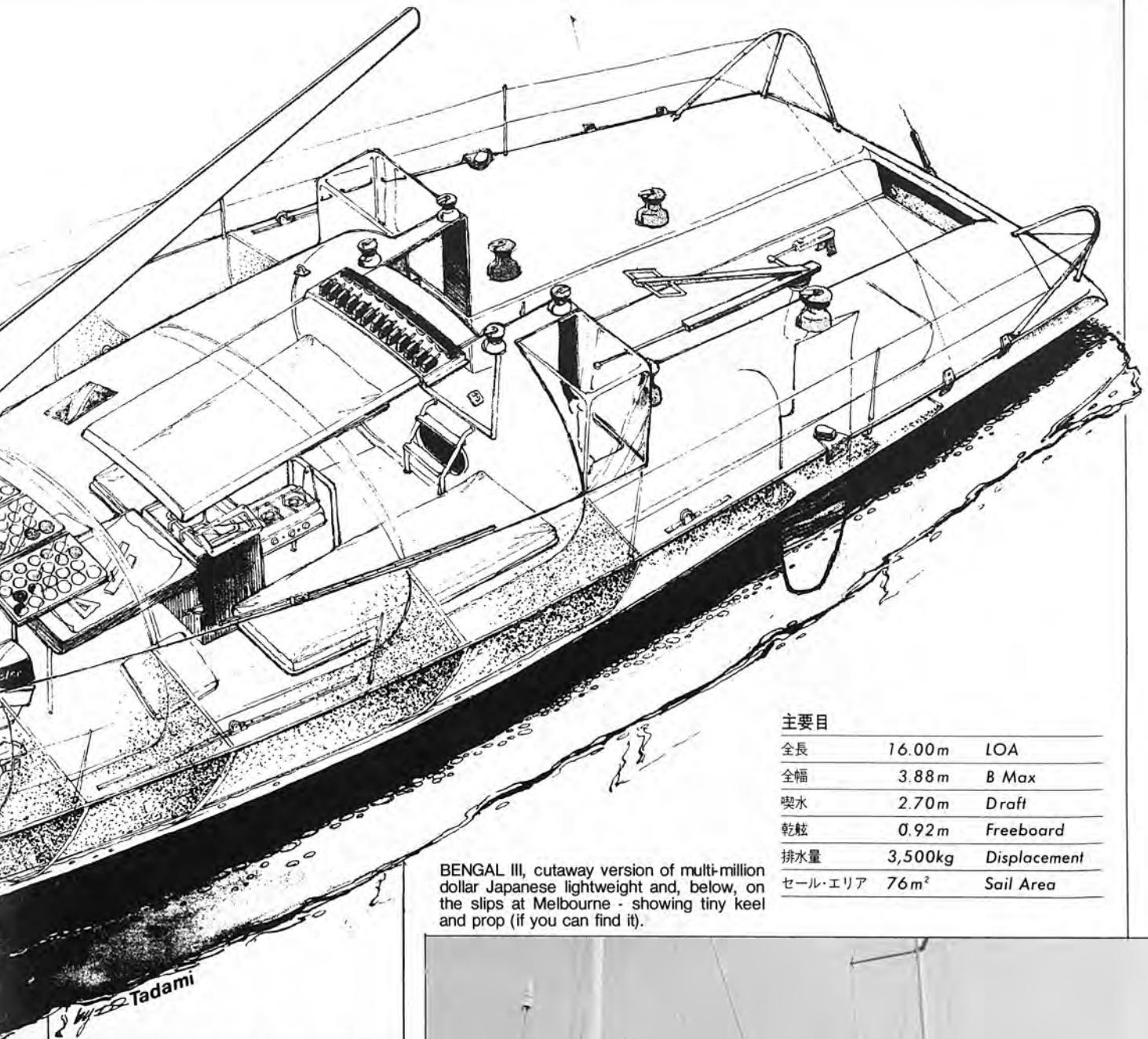
On these pages, Editor, Peter Campbell publishes an interview he did with Burgin before the Osaka race for the Melbourne "Herald", and also reports on the drama and pitfalls of this two-handed long ocean race. Published with kind permission of the Herald & Weekly Times is part of an interview by staff reporter Clark Forbes with Digby Taylor, the skipper who survived

the sinking of Castaway Fiji.

The fleet had not got beyond Australian waters when two of the ultra-lightweights designed and built especially for line honours got into serious trouble. Bengall III, the Japanese designed and built so-called "super yacht" began to crack up before she got further north than

Sydney and limped into port.

But worse was to follow as the two leading yachts, Japan's SDC Nakira Daio and New Zealand's Castaway Fiji headed northwards through the Coral Sea. In a dramatic incident, Castaway Fiji rolled over after her keel fell off, and subsequently sank. Skipper Digby Taylor



主要目

全長	16.00m	LOA
全幅	3.88 m	B Max
喫水	2.70m	Draft
乾舷	0.92m	Freeboard
排水量	3,500kg	Displacement
セール・エリア	76m ²	Sail Area

BENGAL III, cutaway version of multi-million dollar Japanese lightweight and, below, on the slips at Melbourne - showing tiny keel and prop (if you can find it).



survived 15 hours in the water after Sea Safety in Canberra was alerted by the Argos beacon and an EPIRB signal. His crewman, Colin Akhurst was lost at sea despite a wide air and sea search.

The \$500,000 computer designed Bengall III from Japan did not last even as far as north as Sydney before her hull began to crack up and her experienced crew headed for Sydney. The radical skiff like 16m sloop had been specifically designed and built for this race. She started to delaminate under the bows and crack near the mast area before sailing into 40-50 knot storms off the NSW south coast.



Sponsored by the Japanese syndicate which has bought Alan Bond's two 12 metres, the sloop had aboard Japanese yachtsmen Kenichi Horie and Susumu Korose.

The big drama began in the early hours of April 1 when Castaway Fiji was some 600 nautical miles east of Townsville, well on its way to Osaka and in second position behind Nakiri Daio. The Laurie Davidson designed 16m sloop had been built in New Zealand in only 12 weeks using the lightest possible exotic materials for the hull. It was sailed across the Tasman, reaching Melbourne only three days before the scheduled start. On the eve of the race, the crew were still working on the yacht. It was not slipped before the start and apparently no under water check was made of the hull.

The fact that one man survived is due to the provision of an Argos beacon which had been placed on board all competitors yachts and this not only automatically provided the yacht's position several times daily, but also had an easy-to-activate alarm button should be a distress or May Day situation arise. In fact two other yachts accidentally triggered their Argos'.

The alarm was activated about an hour after the yacht capsized, when Taylor managed to climb aboard the foundering sloop and throw the Beacon in the direction of Akhurst who was being swept away in the darkness. The signal was picked up by the next passing satellite about two hours later and within 20 minutes of it being processed by the Argos computer in France, Sea Safety in Canberra had been alerted. When Castaway Fiji failed to report at the morning radio "sked", Sea Safety called a marine alert which included an aircraft on a scheduled flight across the Pacific being diverted to the area. This aircraft then picked up the signal from the EPIRB which Taylor had also activated and a May Day situation was declared by Canberra.

The first aircraft to reach the scene was a French Navy Guardian surveillance jet from Noumea which sighted the half-submerged yacht and

S.D.C. NAKIRI DAIO, Bruce Farr designed winner of inaugural Melbourne to Osaka Two-handed Race.



dropped a life raft which Taylor managed to get into.

Later that afternoon an RAAF Orion and a National Safety Council plane reached the area, guiding the Sydney yacht Kirribilli to pick up Taylor and also extending the search for Akhurst. Taylor was subsequently transferred to the Malaysian container ship "Bunga Kesi-dang" and while an aerial search for

CASTAWAY FIJI - lost its keel and sank in the Coral Sea on way to Osaka.

Akhurst continued throughout the night and day, no trace was found of the missing New Zealand yachtsman. Later, a ship found the Argos beacon 63 miles from the last reported position of Castaway Fiji still transmitting its latitude and longitude.

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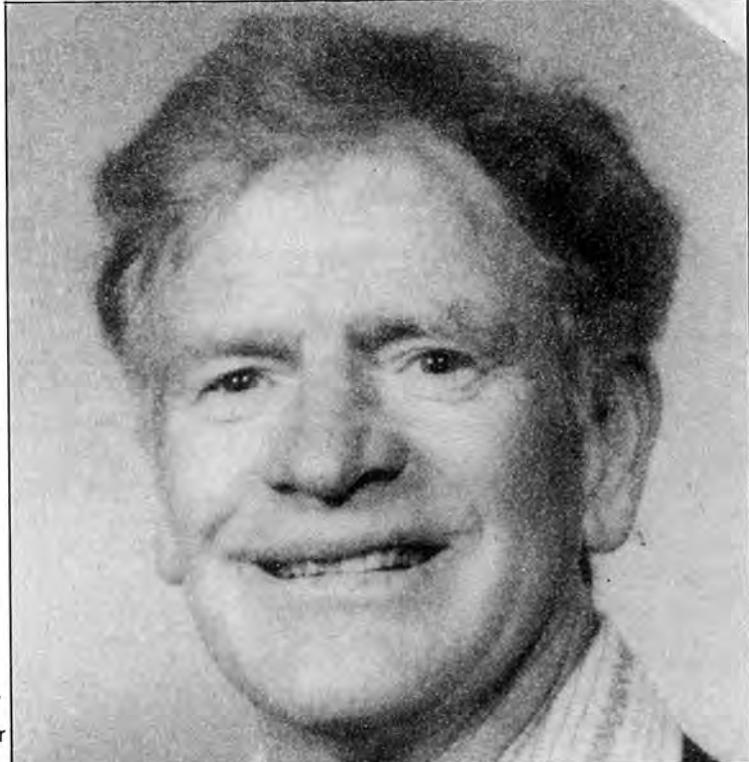
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AT 71, ALBIE BURGIN HEADS FOR JAPAN— TWO-HANDED!



Albie Burgin
and his cutter
ALSTAR.

SYDNEY-HOBART winner and cyclone survivor Albie Burgin is off on yet another ocean racing adventure — sailing his 16m cutter ALSTAR in the Yamaha Cup Melbourne to Osaka two-handed race. Before he left with crewman Greg Cowan, he was interviewed by Peter Campbell.

At the age of 71 most Australian men confine their sporting activities to a sedate game of bowls or golf, or watching the footie on Saturday. No so Albie Burgin, who in March sailed through wild gales in the Tasman Sea and Bass Strait to reach Melbourne aboard his 16m cutter ALSTAR.

On Sunday, March 21, ALSTAR was among a fleet of more than 60 yachts which set sail from Melbourne's Port Phillip in the inaugural Yamaha Cup ocean race from Melbourne to the Japanese port of Osaka. What is different about this race is that its for yachts sailed by a crew of only two, and that it's the firstever nonstop race over the 5,500 nautical mile longitudinal course from Bass Strait, through the Tasman Sea into the Pacific Ocean, passing through the Solomon Islands or east of Papua New Guinea, and on to Japan.

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FOR YOUR '87 DIARY
“Jupiter Gold Coast Race Saturday, 8th August”

course taking between 40 and 60 days to complete, taking the fleet through three seasons as they sail northwards.

To Albie Burgin, one of Australia's greatest old salts, the distance, the time at sea, the two-handed crew, and certainly not his age, will make no difference.

The retired builder from Belmont on Lake Macquarie, NSW, is out to win this race, adding to an illustrious career of ocean racing in the Pacific Ocean and the Tasman Sea.

Sailing with him is 28-year-old Greg Cowan, a professional deepsea diver also from Belmont who has already partnered the 71-year-old grandfather in two major short-handed ocean racing successes.

What are their race tactics for this unique race up the Australian East Coast, past Papua New Guinea, the Solomons, the Phillipines, Okinawa and finally to Osaka — passing through three seasons and a variety of weather changes? "To get to Japan as quickly as we can," Albie told me, adding that he aimed to break 40 days, which means averaging about 138 nautical miles a day.

Albie has already gone down in the record books in this fleet of international yachtsmen and women from nine nations, including entries from Australia, Japan, New Zealand, the USA, France, Britain, Canada, West Germany and Denmark.

At 71 he is the oldest competitor and has logged more sea miles in racing and cruising than other yachtsman in the fleet — more than 275,000 nautical miles in the past 35 years. He has cruised to Hawaii, Papua, New Guinea, the Solomons, many times to New Zealand, and has won just about every major race on the Australian East Coast into the South-West Pacific.

He won the 1961 Sydney-Hobart with Rival, the Sydney to Suva, Fiji, with Boomerang of Belmont, and

was navigator aboard the remarkable sloop Gold Coast Express when she swept unbeaten through the Clipper Cup fleet in Hawaii.

It was with Rival that Albie Burgin experienced — and survived — one of the most amazing experiences in Australian offshore racing. Rival was caught in 150 knot winds and huge seas at the centre of Cyclone Emily off the Queensland coast midway through the 1971 Brisbane to Gladstone ocean race.

As skipper Burgin tried to steer the 35-footer away from the dangerous lee shore, the wind and seas worsened, with massive waves crashing down on the boat and under storm jib only she clawed herself away from the coast.

"I was the only one on deck, lashed by a line to a wooden cleat, the cabin hatch battened down, the cockpit full of water, with Rival awash from stem to stern," the veteran yachtsman recalled. "We were coping until this enormous wave hit us, rolling Rival completely upside down and screwing out the mast."

"The wooden cleat to which I was roped ripped away as I went down with the boat, which was fortunate. I was under the boat and I knew if I tried to come straight up I could get entangled with the rigging and drown, so I kicked myself clear, but when I tried to reach the surface I realised I was waterlogged."

"Still under water I had to undo all the zips and bows of my wet weather gear and finally surfaced after about two minutes. It was some experience I wouldn't want to repeat."

When Albie did finally surface he was more than 30ft away from Rival, which had righted herself, the mast and rigging a tangled mass on the deck, with other crew members emerging from below to survey the damage. Albie swam to the yacht, was hauled aboard, eventually sail-

ing Rival into Gladstone under jury rig.

Those successes, and dramas, were all with fully crewed racing yachts and it has been only in the past few years that he turned his attention to short-handed ocean racing. "I'd certainly done many cruises with a minimal crew, and the concept of short-handed racing offered a new challenge," Albie explained.

So during the winter of 1985 Albie Burgin supervised the building of Alstar, designed by Joe Adams and modified by Burgin for his new programme of short handed ocean racing. Since launching the 16m aluminium cutter, Burgin has won his three major short-handed long ocean races — the two-handed Sydney-Coffs Harbour (NSW) race in record time, the two-handed Trans-Tasman race from Sydney to New Plymouth, and then, on his own, the singlehanded Trans-Tasman from New Plymouth to Mooloolaba, Queensland.

"I don't enjoy solo sailing, but I certainly get a kick out of two-handed ocean racing," said Albie, a freckled, ginger-haired man who certainly belies his age. "The race to Osaka will be a great challenge but Greg and I are confident that we will do well. We have a fast boat, ideally rigged for two-handed sailing, a boat that we know can stand up to galeforce conditions." Why take on such a voyage at his age? "My wife and daughters weren't too keen, but I enjoy short-handed ocean racing," he answered. "And after all, I've never been to Japan — so why not sail there and win a race in doing so."

And after the race to Japan and the cruise back to Australia for Albie Burgin, who in September will turn 72? "My next project will be to sail Alstar in the 1988 Bicentennial two-handed race around Australia," he said. □

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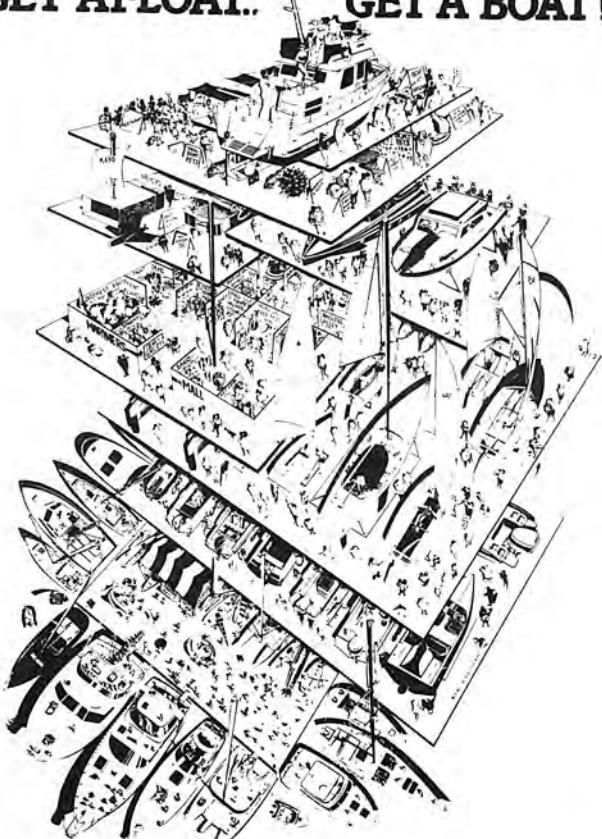
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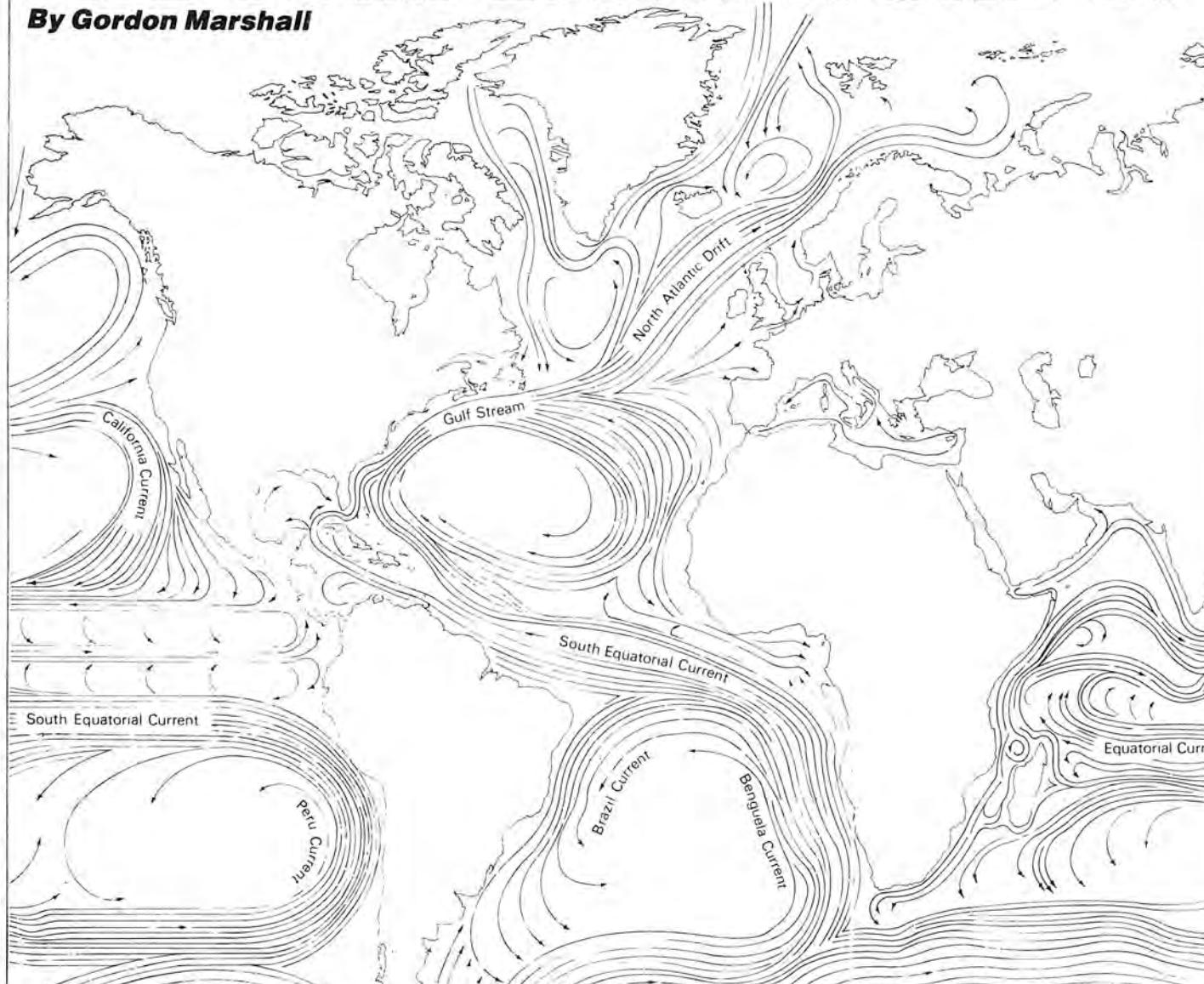
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AGENTS IN
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THE COMPLEX NATURE OF

By Gordon Marshall



ABOUT 10 years ago the C.S.I.R.O. Fisheries Division began detailed studies of the current off NSW's coast, hitherto known as the "East Coast Current" and generally understood as a broad south setting flow. They released a series of free drifting buoys which transmitted signals to be picked up by satellite which, in turn, were monitored in the USA. We, at the CYCA, became aware of this work and our Navigators' Club invited the Scientists from the C.S.I.R.O. to lecture us on their findings, which they did on a number of occasions.

As a better understanding of the ocean movement off our Coast developed, their studies became more refined to the stage where they are

now able to take infra-red photos from a great height and produce pictures which graphically show the surface flow. Skippers and navigators in our most recent Sydney-Hobart Race will remember the presentation by Dr. Creswell, who generously flew up from Hobart to brief our gathering, and showed us some detailed slides of the currents to be expected along the course.

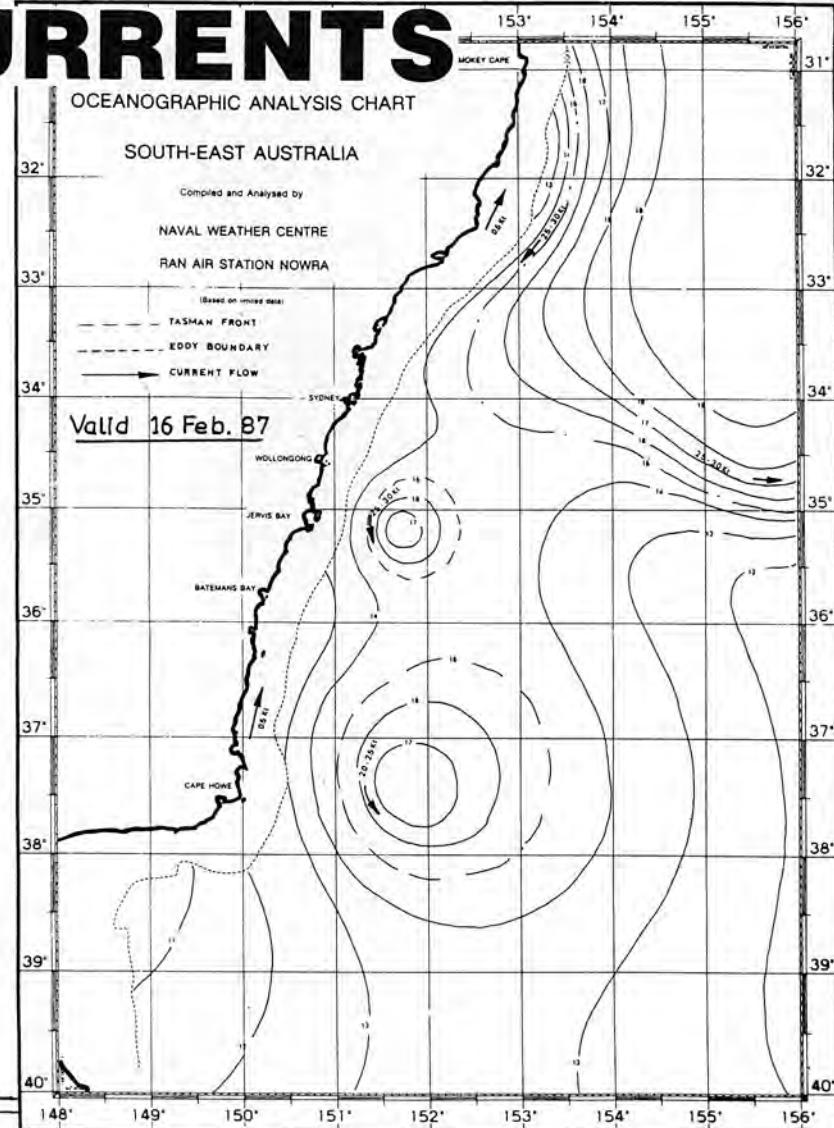
A further development in this field has been the production of Oceanographic Analysis Charts which are compiled by the Naval Weather Centre at the R.A.N. Air Station at Nowra. These are made available to our Club and can be freely viewed by interested yachtsmen in the CYCA Sailing Office where they are sequentially display-

ed. A copy of a recent chart is reprinted on this page so that you may appreciate the extent of the information.

In the light of the foregoing it becomes obvious that ocean currents, particularly along land masses, are not simple uni-directional water movements as generally shown on our charts, and it is not surprising that the phenomena is becoming evident in other parts of our globe.

Recent close study of the oceans of the Northern Hemisphere, brought on particularly by off-shore oil exploration, has uncovered similar information, and an article published in the Hobart Mercury late last year shows what is being discovered off Norway's Coast. □

OCEAN CURRENTS



Giant whirlpools found off Norwegian coast

OSLO. — Giant whirlpools, some almost 100 kilometres wide, have been detected moving along Norway's coast at speeds of up to four knots, posing serious threats to mariners, especially in the offshore oil industry.

Unlike the more dramatic maelstrom off Norway's Lofoten Islands, which in Jules Verne's fiction assumed grossly exaggerated destructive powers, these giant whirlpools have no obvious centre and are far more difficult to spot.

A member of the Norwegian Hydrotechnical Laboratory team, Professor Thomas McClimans, said the whirlpools, known to scientists as anticyclonic eddies, gathered enormous momentum, moving like rivers in a clockwise direction.

"We first documented the phenomenon in 1980 when doing environmental studies for oil companies operating on the Troll gas field off Norway's west coast," he said.

The whirlpools are caused by huge surges of fresh water flowing from northern

Europe's rivers into the Baltic, through the Skagerrak between southern Norway and tip of Denmark and into the North Sea. Prof McClimans said the water moves in large, barely detectable swells, capable of capsizing ships when, under rare conditions, it collides with undercurrents rising from the seabed, forming extremely steep, freak waves.

Two years ago, for instance, a Norwegian fishing boat snagged its net on the wreck of a British plane shot down over the North Sea during World War Two. Although the boat was stationary, water rushing past its hull gave its bewildered crew the impression it was being dragged backwards, presumably by a submarine. The boat radioed the coast guard for help, which in turn raised a military alert before it was realised the boat was in a

whirlpool.

Whirls, as Prof McClimans calls them, can also cause costly and dangerous delays in sensitive maritime operations as Norway moves into increasingly deep and hostile waters to develop new oil fields.

The special needs of the offshore industry make whirl prediction imperative, he said. He has been developing techniques to do so with the University of Bergen and the Meteorological Institute in Oslo.

Prof McCliman's research team has managed to reproduce whirls in the laboratory using a unique, five-metre wide model of the North Sea basin which revolves slowly to simulate the earth's rotation. This paved the way for a pilot whirl warning system launched two years ago. On February 17, 1984, the institute of Marine research in Bergen warned a whirl would soon hit the Troll gas field. Two days later a whirl surged through the area.

Whirls can now be predicted up to two weeks away.

TRADEWINDS AND TROPICS BECKON YACHTSMEN

SYDNEY'S Cruising Yacht Club of Australia is best known for an ocean race that often sends yachtsmen sailing southwards into the teeth of cold southerly headwinds and wild seas as they head for Hobart.

In May-June this year, however, the Club is sending more than 30 yachts and their crews northwards into warm tropical waters and the steady tradewinds of the Pacific.

On Saturday, May 30, an international fleet will set sail from Sydney in the Club Mediterranee Sydney-Noumea Race, the seventh race across the South-West Pacific from Australia to French New Caledonia.

The following day a smaller fleet will start from Brisbane, joining up with the Sydney fleet as the leaders near Amedee Lighthouse, south of Noumea, the finish for the 1040 nautical mile race.

Apart from the race itself, the CYCA has organised another Route du Paradis cruise taking visiting yachts to the beautiful Isle of Pines.

Race director Peter Rysdyk, who has just returned from a visit to Noumea, says life in New Caledonia has returned to normal, with new hotels being built, the food in restaurants better than ever, and Australian visitors as always popular with both the French and Kanaks alike.

"They are planning a great welcome for the Australian yachtsmen, both in Noumea and at the outer islands and on the East Coast," said Rysdyk, who not only visited Noumea, but Touho and Thio on the East Coast of New Caledonia, the Isle of Pines and Ovea Atoll in the Loyalty Group.

At the recently extended Cercle Nautique Caledonien, members will vacate their marina berths to allow the visiting yachts to moor right outside the clubhouse.

Club Mediterranee, sponsoring the race for the fourth time, can



Le Club, Le Casino Royal, Anse Vata Beach, Noumea

organise package tours for families and friends of Australian yachtsmen to stay at their famous resort on the outskirts of Noumea.

With the starts from Sydney and Brisbane on the weekend of May 30-31, the fleet should all have reached Noumea by June 8-9, with the trophy presentation set down for June 10.

On June 12, the visiting yachts will be joined by some 20 to 30 local yachts for a cruise to Ile Ouen where the once famous Turtle Club has re-opened, for a huge barbecue.

At dawn the following day, the fleet will set sail for the Isle of Pines where the crews and their families and friends will be given a bounya (feast) by the head chief of the historic island.

This will be followed by a bus tour of the island organised by the New Caledonia Tourist Commission and over the weekend reef diving and fishing will be organised.

Race director Rysdyk expects more than 30 yachts to start in the Club Mediterranee Sydney-Noumea race with a further 10-15 yachts leaving from Brisbane, where the

race is being organised by the Royal Queensland Yacht Squadron.

In fact, he returned from Noumea with four entries from New Caledonian yachts — BRER FOX, DI-ANCIK II, ESCAPADE and FLYING HIGH. ESCAPADE, a former Australian yacht now owned by Frenchman Marc Lavigne, has already reached Sydney in preparation for the race back to Noumea.

BRER FOX is the former Tasmanian yacht which has been rebuilt after foundering on a reef near Noumea and is now owned by another French yachtsman, Gilbert Sutter.

Australian entries already received by the Cruising Yacht Club of Australia include the former Sydney-Hobart winner PACHA, race director Rysdyk's own sloop ONYA OF GOSFORD, veteran Geelong yachtsman Geoff Wood's famous three-masted schooner ILEOLA, JO D'AFFAIRE from Queensland, the Sydney yachts INVESTIGATOR, ONAWA, PAR-MELIA and WODEN, along with ARENDAA and BEGA from Melbourne. □

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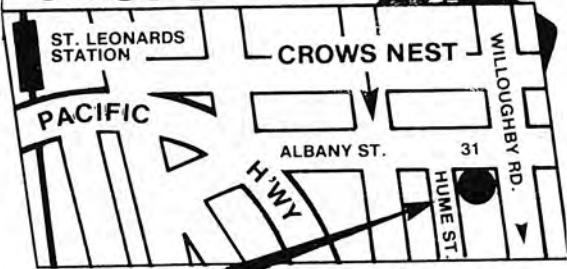
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ROUNDUP

BIG GOLD COAST FLEET

The world's largest racing maxi yacht, 'Sovereign', line honours winner of the Sydney to Mooloolaba ocean race, has already been entered in the Jupiters' Gold Coast Race.

The red-hulled 83-footer, finished 19 hours ahead of the next yacht, Castaway Enterprise, from New Zealand.

Owned by prominent land developer, Bernard Lewis, 'Sovereign' is one of 20 firm entries already received for the Gold Coast race, an unprecedented early response from yacht owners and indicative of the enthusiasm for this new race to Queensland.

The Cruising Yacht Club of Australia has placed a 120-boat limit on the fleet for the race, which this year has a new sponsor, Jupiters Casino and Conrad International Hotels.

'Sovereign' was designed by American naval architect, Dave Pedrick who co-designed Dennis Conners 'Stars & Stripes' with Brit Chance and Bruce Nelson.

Judging by her outstanding performance in the 480 nautical mile race to Mooloolaba, Sovereign will start favourite for line honours in the Jupiters Gold Coast Race in August. In reality this race is her first long passage race as she was an early retirement, with mast problems, in the last Sydney-Hobart race, shortly after her launching.

'Sovereign' has been built to race in the world's major offshore classics by Bernard Lewis, who previously owned the veteran 12-metre 'Gretel' and then the red-hulled 'Vengeance'. She will almost certainly head overseas after campaigning in Australia this year, with her programme including the race to Mooloolaba, Hamilton Island Race Week, the Jupiters Sydney-Gold Coast Race and then the South Pacific maxi yacht championship and the AWA Sydney-Hobart Race at the end of the year.

The entries received so far for the Jupiters Gold Coast Race include: 'Alpha Circus' (R.S. Graham,



NSW); 'Firetel' (Lawler and Taylor, NSW); 'Galatea IV' (R. and F. Huber, NSW); 'Granny Knot III' (Mike de Berg, NSW); 'Helmsman' (Rob Segaert, NSW); 'Liberty' (D.A. Boyes, Tas); 'Morning Tide' (John Lawler, NSW); 'Nadia IV' (Canberra Ocean Racing Club, ACT); 'New Horizons' (M. Kelaher, NSW); 'Onya of Gosford' (Peter Rysdyk, NSW); 'Russell Dean II' (M.J. Brown, NSW); 'Seabird' (B. Jones, NSW); 'Seahawk' (Jim Davern, NSW); 'Serendipity' (A. Mansell, NSW); 'Shenandoah III' (Julius Charody, NSW); 'Shogun'

SOVEREIGN - early entry for Jupiters Gold Coast Race.

(John Low, NSW); 'Southern Cross' (Bill Gilbert, NSW); 'Sovereign' (Bernard Lewis, NSW); 'Tradition' (David Gough, Tas); 'Yahoo II' (John Elgar, NSW).

The race organisers, The CYCA and Southport Yacht Club, have set the limit of 120 yachts following the remarkable popularity of the first race last August. A fleet of 83 yachts competed in the inaugural 380 nautical mile race, with the Sydney maxi yacht 'Apollo' taking line hon-

▷

ours and first on corrected time overall.

The majority of those yachts from New South Wales and Queensland are expected to compete again, and the CYCA has already received many inquiries from Victoria and Tasmania where yachtsmen have been enthused by reports on the first race.

The attractions of this mid-winter race northwards are not only the sail towards warmer weather, but the further races off the Queensland coast which will follow the main race.

The Jupiters Gold Coast Race will start from Sydney on Saturday August 8, probably again started by the

Premier of Queensland, Sir Joh Bjelke Petersen, who has been involved with the race concept since the beginning. A lavish presentation dinner is being planned for Jupiters Ballroom on Wednesday, August 12.

The race from Sydney will be followed by Southport Yacht Club's Mirage Resorts Gold Coast Series, a race up the Queensland coast to Mooloolaba and then the annual SCOR (Sunshine Coast Offshore Regatta).

"The Jupiters Gold Coast Race and the subsequent regattas have all the makings of becoming one of the major offshore racing series on the Australian calendar", race Director

Peter Rysdyk said. "Already we have indications of a fleet of well over 100 boats, particularly as this race caters both for yachts rated under either the IOR (International Offshore Rule) or the increasingly popular system of Performance Rating handicaps.

"We have set the fleet limit at 120 to avoid taxing the facilities of Southport's Broadwater to the limit. This will allow 60 yachts to be berthed on marinas — in order of receiving their entry — with the rest on moorings, but with a ferry service. The way we are receiving inquiries about the next race we look certain to have a 'full house' in 1987," Mr Rysdyk said. □

GOLD COAST SERIES

Southport Yacht Club Mirage Resorts Regatta will comprise a three race series conducted from August 13-16 which will follow the Jupiters Sydney — Gold Coast Race.

Races one and three are Olympic triangles measuring approximately 16-20 nautical miles in distance. These courses will be located in close vicinity of the Surfers Paradise — Main Beach shoreline providing a fabulous colour spectacle for beach goers, high rise dwellers and holiday makers. Race two is a 20-30 nautical mile offshore passage race, heading south along the Surfers Paradise

coastline to Point Danger and then returning to the finish off Main Beach.

A combined fleet of some 50-80 yachts are expected to compete in the Mirage Resorts Regatta and will include the maxi yacht Sovereign owned by land developer Bernard Lewis. Queensland will be well supported with the sleek-hulled 37 footer Boundary Rider once again pushing her larger rivals all the way around the courses.

Commodore of the Southport Yacht Club, John Cressey, said that the attractions of warm waters and

climate will appeal to many southern sailors anxious to escape from their cool winter westerlies. "The attraction of coming to the Gold Coast at that time of the year will ensure that the Mirage Resorts Regatta is a major event on the yachting calendar", he said.

Commodore Cressey said that the Mirage sponsorship was yet another major boost for yachting on the Gold Coast, following so soon after the opening of the Gold Coast Seaway which facilitated access to race in the ideal waters of the Pacific Ocean. □

CONRAD INTERNATIONAL HOTEL AND JUPITERS CASINO

THE \$200 million Conrad International Hotel and Jupiters Casino, sponsors of the 1987 Sydney Gold Coast yacht race, has set new standards for hotel, casino and convention facilities in Australia.

Located on Broadbeach Island in the heart of Queensland's Gold Coast, Australia's premier holiday destination, there can be no more spectacular setting. Set into 15 acres of landscaped gardens and parkland, the complex is an architectural masterpiece and a new and imposing landmark for Australia.



GAMBLING ashore after that offshore lottery of wind and waves.

Conrad International Hotel, with 622 guest rooms and suites, is Australia's largest hotel. In Jupiters Casino you will find an electrifying atmosphere 24 hours a day. The Pavilion Convention Centre has been specifically designed as a totally self-supporting convention and meeting facility. The 1000 seat International Showroom features dazzling production shows.

Recreation facilities include four illuminated tennis courts, a heated swimming pool, spas, a health club and a jogging track set into the landscaped gardens. Shopping is provided with exclusive boutiques

and stores located on the Arrival Lobby Level and Pool Level.

The complex is a brief thirty minutes from the Gold Coast airport or slightly more than an hour south of Brisbane's International Airport. The beach, which is patrolled by a surf life saving club, and the Pacific Fair Shopping Centre are both short walks across the island bridge. □



Jupiters Casino and Conrad International Hotel - sponsoring a great ocean race.



SEAPHONE NOW IN THE HAWKESBURY

Mariners cruising the Hawkesbury can now enjoy the benefits of reliable, high quality VHF radio telephone links between their craft and family and friends ashore, either in Australia or overseas, through OTC's SEAPHONE service.

"Thousands of pleasure craft cruise the Hawkesbury and there has been extensive campaigning from mariners for an improved radio telephone service in this area" said Jim Simpson, OTC's Product Manager, Maritime.

"Using a new remotely operated VHF installation at Mt. Millicent near Cowan, OTC has been able to extend SEAPHONE in the Hawkesbury River system" he said.

Hawkesbury SEAPHONE which already exists throughout the Broken Bay area and some 100kms offshore, has now been extended to include the very popular boating waters in America Bay, Refuge Bay and Jerusalem Bay, and into the Smith and Cowan Creeks area as far as Bobbin Head.

Upstream, SEAPHONE coverage extends throughout Berowra Creek and virtually all the way to Wisemans Ferry, while the Brisbane Water is now covered to the north.

"This new Hawkesbury SEAPHONE service is provided on VHF channel 02 which is translated

automatically to OTC's existing VHF channel 23. Skippers in the Hawkesbury should switch to VHF channel 02, listen as usual to ensure the channel is free, then call OTC Sydney Radio", explained Mr Simpson.

OTC invites skippers to test the new service by simply calling on channel 02 and letting the SEAPHONE Operator know their location and signal strength. This will help OTC accurately determine SEAPHONE coverage in the Hawkesbury.

Even better news is that SEAPHONE calls are cheaper now than ever before. OTC recently announced a tariff reduction of 67 per cent in minimum charges. The past minimum charge of \$3.90 for three minutes, has been reduced to a minimum of \$1.30 for a one minute call to anywhere in Australia.

For a free copy of the Hawkesbury SEAPHONE coverage map, mariners are invited to call OTC Maritime on (02) 230-4070.

If you would like further details, please call Jim Simpson, Maritime, on (02) 230-4138 (B)
(02) 713-1154 (P)
or Elizabeth Lette, Public Affairs on (02) 230-5719 (B)
(02) 699-6942 (P)
Friday, 10th April, 1987. □

OTC Seaphone Hawkesbury Coverage



G.M.E. FUSO MF403 HIGH RESOLUTION L.C.D. SOUNDER

Greenwich Marine Electronics Pty. Ltd. announce the release of the new G.M.E. Fuso MF403 L.C.D. Echo Sounder.

The MF403 is the first L.C.D. Sounder to give a screen resolution approaching that of a C.R.T. Recorder. This is achieved by utilising an L.C.D. Display with a super high resolution of 20,480 pixels.

The L.C.D. screen is easy to read in sunlight and the highly water resistant construction of the MF403 makes it ideal for both open boat or flying bridge installations.

The MF403 features 5 shallow and 5 deep water ranges. This coupled together with the shift function, allows the operator to zoom in on a

certain depth level and then display it on the full screen. Digital depth readout indicates the change of bottom contour on a continuous basis.

The MF403 offers an impressive range of features from battery voltage monitoring to adjustable keel and fish alarms. All modes of operation are easily selected via a watertight colour coded keyboard. Some of the standard features of the MF403 are:

- True white line bottom display
- Exclusive fish loop
- Surface water temperature measurement
- 7 Display speeds with scroll function and freeze.

The MF403 also offers 4 pages of

memory which allow you to store details of your favourite fishing spot for recall when required. The Sounder features automatic or manual operation and with a built-in simulator, the user can become familiar with his Sounder in the most ideal conditions.

Greenwich Marine Electronics Pty. Ltd., of Gladesville, have Branches in all mainland States and have some 800 dealers representing their products across Australia. With personal representation and an extremely strong and active Dealer network, G.M.E. customers can rely on excellent sales support and, most importantly, on-going Service support for all products on a National basis. □

JON FINDS A MOUNTAIN — AT SEA!

LONE sailor extraordinaire Jon Sanders appears to have achieved one of the objectives his idol, Captain James Cook, failed to do nearly two centuries ago.

The lean solo circumnavigator with the unkempt raven hair has charted a three-kilometre-high undersea mountain in the South-West Pacific.

The peak, which rears up from a five-kilometre-deep sea bed could be part of the so-called Great South Land that Cook unsuccessfully searched for in his 18th Century voyages of discovery in his ship the *Endeavour*.

Sanders, a 47-year-old former shearing contractor, found the peak with a sophisticated 12KHz Raytheon echo sounder he is carrying aboard his 14.5m sloop *Parry Endeavour*, in which he is attempting to shatter all records (mostly his own) by circling the globe three times non-stop and alone.

Scientists at the Centre for Marine Science and Technology at the Curtin University near Perth are thrilled about Sanders' discovery because it supports information from satellite data from a 1978 deployment of the United States Sea-Sat device, which used aircraft radar estimates of the height of the sea surface to infer the likely structure of the seabed beneath.

The director of the centre, Dr John Penrose, who was excited about the discovery when he phoned me about it, said the satellite data had guided the lone sailor's search.

"The charting of the peak has added to Jon's epic feats of navigation and seamanship with the substantial achievement of carrying out worthwhile science during this record-breaking voyage," the bearded boffin said.

Sanders found the underwater peak — which could be part of a mountain range — in the South-West Pacific basin region near 42deg. south latitude and 150deg. west longitude.

The circumnavigator said by radio-telephone as he headed towards Cape Horn for the second time on his current voyage, "It's a big bonus when I can combine doing laps of the world with real science."

Part of Captain Cook's brief from the Royal Society was to search for the Great South Land which 18th century philosophers believed must exist to balance the northern land masses already inhabited.

"Jon Sanders' echo-sounding results lie near where such a continent was thought to exist, thus linking his discovery with the search undertaken by Cook in the 18th Century," said Dr Penrose.

James Cook has always been Sanders' idol. His Quaker descendants have a direct link with the Cook family in Yorkshire, England.

The original Jonathan Sanders was born in 1696 near Whitby, birthplace of Cook, and he became a sailcloth manufacturer.

In 1839, George Sanders, son of Jonathan Sanders III migrated to South Australia under the Wakefield scheme, and he started the Sanders pioneering roots in Australia.

by Hugh Schmitt in Perth

A current English George Sanders still has a wooden tea cannister shaped like a travelling trunk, which was carved from one of Cook's wooden vessels, the *Adventure*. It was given to the Sanders family by Mrs Cook about the beginning of the 19th century.

The solo sailor, now in the 14th month (July) of his 23 month odyssey, is a life member of the Whitby Literary and Philosophical Society.

By the time this edition goes to press, Sanders should be approaching the Cape of Good Hope (Africa) in the gale-tossed Atlantic Ocean.

The remarkable navigator already owns 12 records for sailing single-handed in his S & S34 *Parry Banou*, in which he did a double non-stop circumnavigation in 1981-82.

That non-stop odyssey won him the rarely given — nine in all — Chichester Award, a Superior Achievement Award from the United States Institute of Navigation and the Epic Achievement Award

▷
Jon Sanders - off Fremantle in after first circumnavigation.





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► JON

from the State of Western Australia. The Queen also gave him an Order of the British Empire.

Shy — until he gets a few beers into his gaunt frame — and modest, the solo sailor is hard to pin down when you ask him why he is perambulating the world three times.

He claims the main reason is that "I like it out there." Another reason is, "People say I'm foolhardy to try it." But probably the real reason for putting himself in solitary danger for 23 months is that, as a non-achiever in his youth, Jon Sanders wants to put his name indelibly in the record books. He has already done that.

He will not re-provision during his 82,000 nautical-mile voyage, and when he called at Fremantle in late January — just before the America's Cup match — his mail was carefully scrutinised by Parry Corporation employees to make sure no food-stuffs were in the packets.

Sponsored by Cup defender Kevin Parry, Sanders expects to end his epic voyage on April 1, 1988 in Sydney — in time for the bicentennial celebrations.

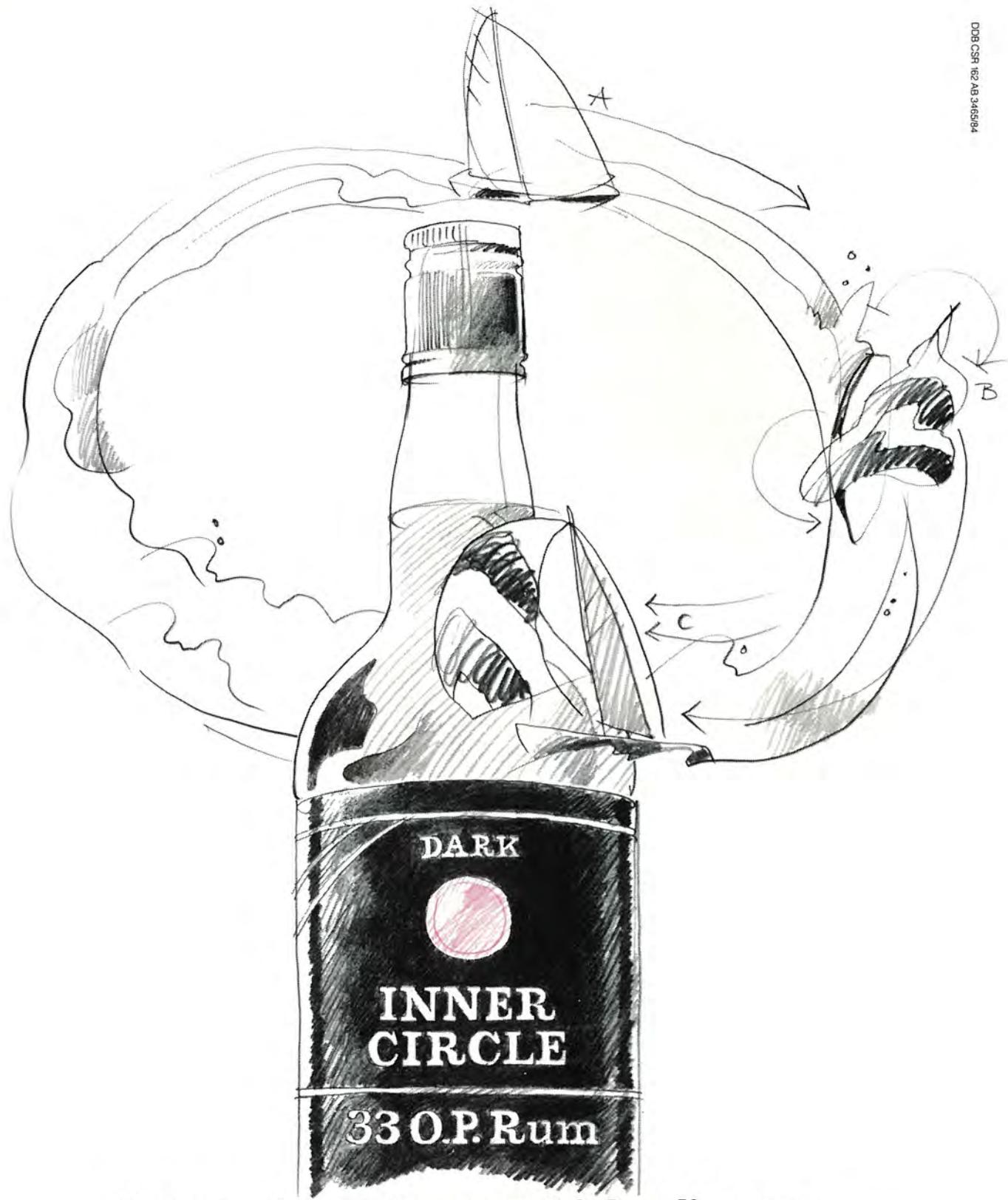
His voyage is being recognised as a bicentennial project.

When I spoke to him after his first "lap" he said the trappings of civilisation he missed most were "a nice juicy steak with a stubby of cold beer."

Though Sanders enjoys drinking beer, he is carrying no liquor on board Parry Endeavour, a 14.5m fibreglass sandwich sloop that was designed for the 1979 Parmelia race from Plymouth to Fremantle.

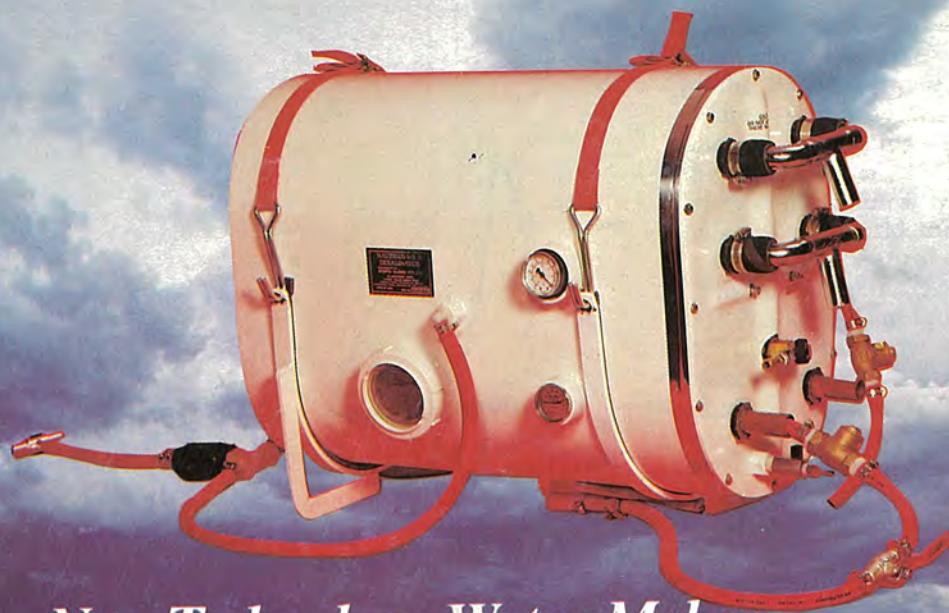
"I don't miss drinking," he said. "Booze and single-handed sailing don't mix...I might never drink again." □





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no cost. Therefore it is ideally suited for use on pleasure and commercial boats. In fact in any location isolated from supplies of fresh water.

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