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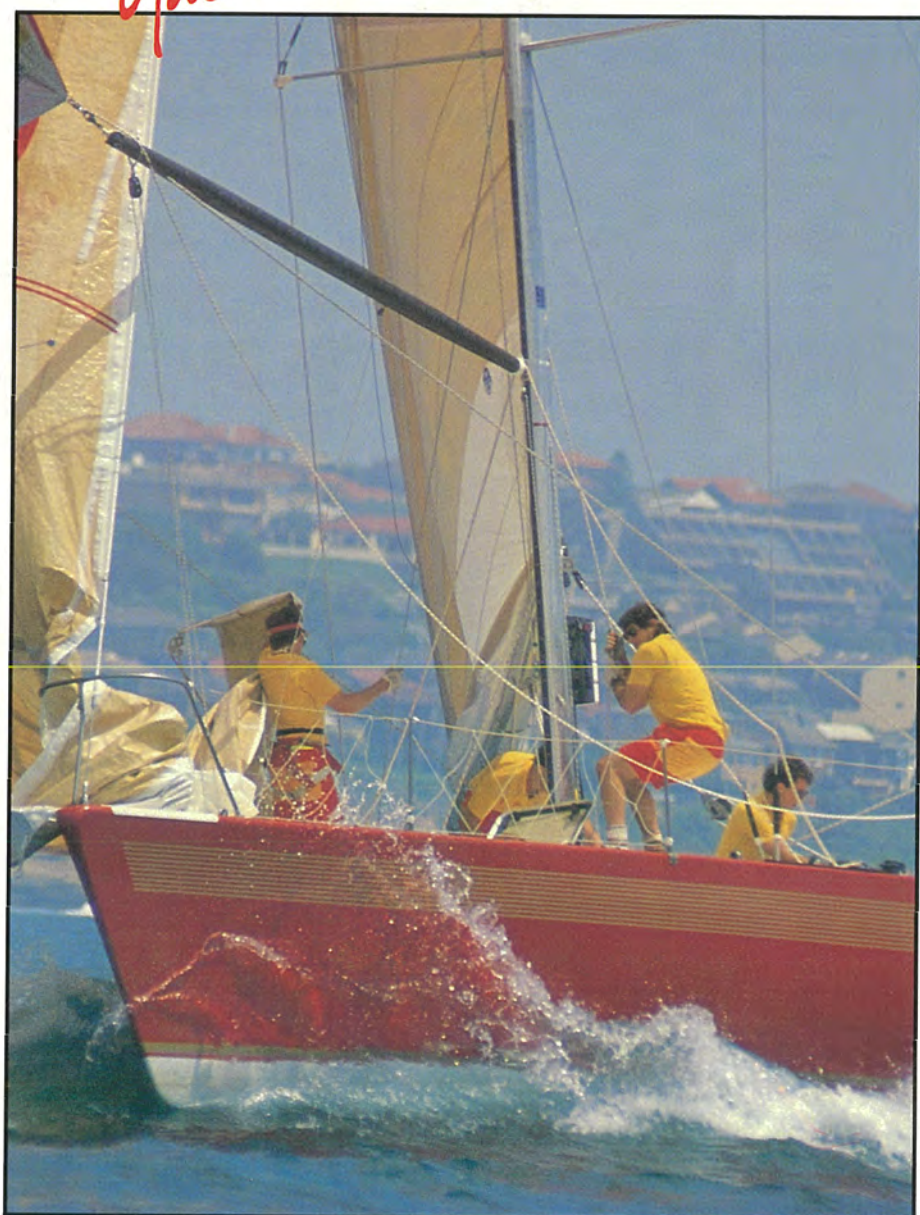
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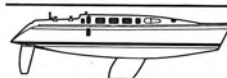


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COVER PIC — Australia's fastest 50-footer *Heaven Can Wait*, owned by Warren Johns, is heading north in the Caltex Sydney-Mooloolaba race and on to the XXXX Hamilton Island Race Week before sailing across the Pacific to represent Australia in the Kenwood Cup in Hawaii. (Pic Hans Schlupp).

Offshore

Publisher

MAX PRESS

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Art Director

GREG MEEK

Production

JERRY HALABY

Photography

DAVID CLARE

Published by

NATIONAL
PUBLICATIONS L

191 Arthur St, Homebush West, 2140.
(PO Box 297, Homebush, 2140).
Phone: (02) 764 1111 Fax: (02) 763 1699.
Subscriptions: (02) 764 1111.

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Offshore magazine — National Publications, Max Press, (02) 764 1111.

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Phone: (01) 949 0354.

Distribution: Network Distribution Co.,

54 Park Street, Sydney 2000.

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* The cover price of \$4.95 (SNZ\$6.50) is the

recommended maximum charge for this

publication. ISSN 0819-7479

Typeset and printed by Rotary Offset Press Pty Ltd, 119

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CYCA & NorTel announce...

ASIA-PACIFIC IOR-IMS CHAMPIONSHIP

THE Cruising Yacht Club of Australia has again taken the initiative in ocean racing programming in the Southern Hemisphere with plans for the inaugural NorTel Asia Pacific Ocean Racing Championship in December this year.

The innovative regatta, culminating with the 1990 NorTel Sydney-Hobart Race, is aimed at producing the outstanding individual racing yachts under both the IOR and IMS handicapping systems.

The Asia Pacific Championship will be the first such competition for IMS measured yachts in South East Asia or the Pacific Basin countries. With more than 100 yachts now measured in Australia and interest increasing rapidly in New Zealand, Japan, Hong Kong and Noumea, the CYCA is confident a large

and competitive fleet will contest the Championship.

NorTel, who became sponsors of the Southern Cross Cup international teams series and the Sydney-Hobart classic last year, are eagerly supporting the new concept as it embraces more widely their marketing sphere for telecommunications equipment in Asia and the Pacific.

By Peter Campbell

This year is a non-Southern Cross Hobart race, but if successful the CYCA may look at making the event an annual championship, particularly with the growth of interest in IMS.

The championship will be strongly promoted throughout South-East Asia and the Pacific, with launchings in

Sydney, Hong Kong, New Zealand and Hawaii.

The Hong Kong launch will be during the Corum China Sea Cup this month, the Hawaii promotion during the Kenwood Cup in August. Australia will have teams competing in both the China Sea Cup and the Kenwood Cup, with CYCA Commodore David Kellett the manager of the Kenwood Cup team.

"We already have international interest in the championship from yachtsmen in Singapore for a charter arrangement, and certainly hope to attract boats and/or crews from Hong Kong, Japan and Hawaii," CYCA general manager John Terry told OFFSHORE.

"With offshore racing yachts in Noumea now being measured for IMS certificates, we can look to competition from there as well.

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NorTel Asia-Pacific Championships planned for December by the CYCA will provide boat-for-boat racing like this encounter between One Tonner Sagacious, Prime Factor and Ultimate Challenge during the NorTel Southern Cross Cup. Asia-Pacific series will be an individual championship, not a teams event, with divisions for IOR and IMS rated yachts. (Pic — Peter Campbell).

"In particular, we would like to have the New Zealanders back here with their enthusiasm and skills in ocean racing, if not under IOR then certainly again proving themselves strong competitors with IMS rated boats.

"The NorTel Asia Pacific Ocean Racing Championship is designed to produce the champion yachts and crews racing under IOR and IMS in South-East Asia and the Pacific.

"There will be overall winners under both rating categories and as well as division winners."

Dates set for the inaugural NorTel Asia Pacific Ocean Racing Championship are:

Friday, December 14: Long ocean race off NSW coast;

Sunday, December 16: Short ocean race off Sydney;

Saturday, December 22: Short ocean race off Sydney;

Wednesday, December 26: NorTel Sydney-Hobart race, 630 nautical miles.

The CYCA will also host on Wednesday, December 19, a special NorTel Invitation Twilight Race for all ocean racing yachts in Sydney Harbour, including interstate entries for the Sydney-Hobart and interstate and international yachts contesting the Asia Pacific Championship.

"This will be a spectacle on the Harbour that will almost rival the Sydney-Hobart start, with a huge fleet of ocean racing yachts racing around the buoys," John Terry forecasts.

NorTel Sydney-Hobart

The CYCA is also well advanced with its planning and promotion of the 1990 NorTel Sydney-Hobart Race, with the Notice of Race expected to be distributed within a few weeks.

Apart from the competitive edge of the bluewater classic itself and the Asia Pacific Ocean Racing Championship, the CYCA plans to promote the enjoyment for owners, their crews and families and friends in the return cruise to Sydney and other ports.

"The CYCA sees the NorTel Sydney-Hobart Race not only as the world's greatest ocean race in terms of competition and seamanship, an event which attracts yachtsmen and women from all parts of Australia and from countries around the world, but also an ocean classic that offers unique pre-race social

enjoyment and great cruising waters for the sail home," John Terry added.

The CYCA and the Royal Yacht Club of Tasmania and sponsors, NorTel, will again organise the prize giving dinner which proved such a success after the last race, with most crews strongly represented with yacht tables. The clubs expect up to 650 people after the 1990 race.

Two other innovations of the 1989 race will be continued this year — the crew participation lapel badges and the "best and fairest" crew award, with the inaugural award going to *Achilles II* radio operator Lou Carter.

"This year we will emphasise the cruise home in company — the lovely voyage through Tasmania's southern waterways to the Dunnalley Canal, the fun and food of the Spring Bay Crayfish Derby at Triabunna, the scenery of Wineglass Bay and the East Coast seen in the cruising mode.

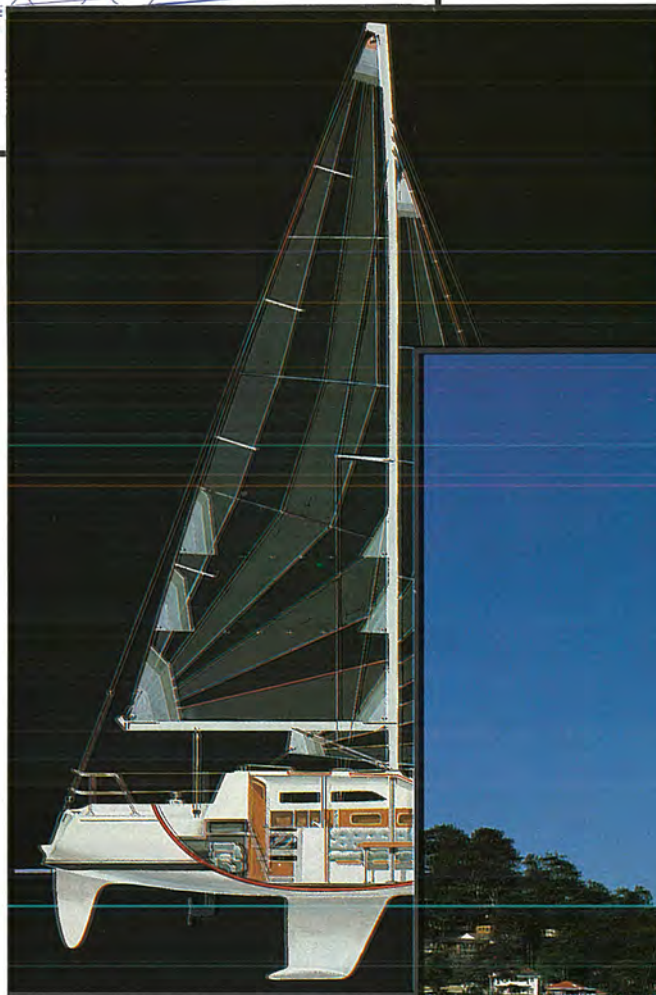
"Then we are organising a stopover after the Bass Strait crossing at historic Boyd Town in Twofold Bay with a huge family barbeque on the beach for the cruising crews and families and friends who have motored down the NSW South Coast to join them.

"There are the other fine ports where yachts can make a stopover on the cruise back such as Ulladulla and Jervis Bay, again meeting their families and friends," Terry added.



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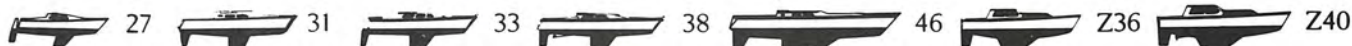
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H E A D I N G N O R T H

WHAT better place to be this autumn and winter than the Whitsundays of Far North Queensland, either competing in the Ansett XXXX Hamilton Island Race Week starting April 21 or sailing north from Sydney in the inaugural East-West Airlines Whitsundays Race which starts May 26. Pictured is the famous Whitehaven Beach party, the social event of Hamilton Island Race Week.



By
**Peter
Campell**

THE hype of the NorTel Sydney-Hobart and other Christmas-New Year racing has settled and yachtsmen from all Eastern States, along with New Zealanders, are steering their offshore racing plans northwards to Queensland's warm waters for the autumn and winter.

The Caltex 27th Sydney-Mooloolaba race set the pace on April 3, followed by the Australian Airlines Brisbane-Gladstone over the Easter weekend, then XXXX Ansett Hamilton Island Race Week and the Coral Sea Classic.

For the more cruiser/racer types, the CYCA will be conducting the inaugural East-West Airlines Sydney-Whitsunday Race in May-June, then in August it's again the Jupiters Gold Coast Classic.

In the West and North, the Fremantle-Bali Race is again in May and the Northern Territorians, along with others from other States and overseas, are heading off in the Darwin to Ambon race in July.

For some it's even further afield —

for the Winter

Australian teams are heading to Hong Kong for the Corum China Sea Classic in April and then to Hawaii in August for the Kenwood Cup. It's all happening to the north and here's the calendar of major yachting over the next six months in Australian waters, the Coral Sea, the Pacific and Indian Oceans and the Timor Sea.

• Tuesday, April 3: Caltex Sydney-Mooloolaba Race — Middle Harbour Yacht Club.

• April 7-20: Corum China Sea Race Series — Royal Hong Kong Yacht Club and Manila Yacht Club.

• Friday, April 13: Australian Airlines Brisbane-Gladstone Race — Queensland Cruising Yacht Club.

• Tuesday, April 17: Gladstone-Hamilton Race — Port Curtis Yacht Club.

• April 21-29: XXXX Ansett Hamilton Island Race Week — Hamilton Island Yacht Club.

• Coral Sea Classic series of races, Cairns to Port Moresby — Cairns Cruising Yacht Club.

• Saturday, May 26: East-West Airlines Sydney-Whitsundays Race — Cruising Yacht Club of Australia.

• August 3-16: Kenwood Cup International Teams Series — Royal Hawaiian Ocean Racing Club and the Waikiki Yacht Club.

• Saturday, August 4: Jupiters Classic Sydney-Gold Coast Race — Cruising Yacht Club of Australia.

• Saturday, May 12: Fremantle-Bali Race — Fremantle Sailing Club.

• July 28: Darwin-Ambon Race — Darwin Sailing Club.

CONDOR GOES



COAST WATCHING

TWO times Sydney-Hobart line honours winner *Condor*, which made a comeback to ocean racing in the recent NorTel Sydney-Hobart, headed an expected fleet of between 60 and 70 in the Caltex Sydney to Mooloolaba ocean race on Tuesday, April 3.

The race to Mooloolaba, north of Brisbane, was the start of the annual autumn trek northwards by yachtsmen, ending with the XXXX-Ansett Hamilton Island Race Week from April 21-29.

David Kellett, skipper of *Condor of Currabubula*, as the 24.3-metre sloop is now known, has planned a northern campaign for new owner, northern NSW grazier Tony Paola, cruising to Hamilton Island for Race Week after the Mooloolaba Race.

Paola and Kellett brought *Condor* back

into racing for the NorTel Sydney-Hobart race after she had languished in a shed in Auckland for two years following the business collapse of her previous owner, Englishman Bob Bell. In fact, her last racing in Australia until her recent return was Hamilton Island Race Week in 1987.

The two-times previous line honours winner of the Sydney-Hobart had a luckless race south this time, ripping her mainsail, damaging her mast and finishing well astern of line honours winner, *Drumbeat*.

"This will be *Condor's* first Sydney-Mooloolaba race, but she contested the 1986 Hamilton Island Race Week when owned by Bob Bell," said skipper Kellett, Commodore of the Cruising Yacht Club of Australia. "For our northern campaign we have fitted new spreader

bases on the mast and she will be carrying a new mainsail from Norths."

Kellett skippered *Sovereign* twice to line honours in the Mooloolaba race and looked a near certainty to take the double of line and handicap in 1987 until the half tonners came charging home on a southerly front.

"The Mooloolaba race is a great race northwards, but a totally different one to the Sydney-Hobart," Kellett added. "In the Hobart seamanship is a major factor in success, but the Mooloolaba race requires tactical and navigational skills as we sail so close to the coast."

Favourite to win on corrected time was *Heaven Can Wait*, Warren Johns' Farr 50 which was topscoring individual yacht in the NorTel Southern Cross Cup, sailing for Great Britain.

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1989 Fastnet-Race 1st Great News
1989 St Thomas Maxi Series 1st Sovereign

1989 Newport Maxi Series 1st Sovereign
1989 Sydney-Southport 1st Witchcraft
1989 Hamilton Island Regatta 1st Thunderdome (partial)
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Class D 1st Illusion
1989 Southern Cross 1st Individual Yacht
Heaven can Wait



ENGINEERED FOR SPEED. ENGINEERED TO LAST.

Offshore's Queensland correspondent Ian Grant looks at the history of the famous Brisbane to Gladstone Race which starts for the 41st time on Easter Friday.

QUEENSLAND'S classic middle distance Offshore coastal classic, the Australian Airlines sponsored 308 nautical mile Brisbane-Gladstone, continues to capture the competitive challenge from Australia's best bluewater sailors. They enjoy the demanding challenge from the geographic nature of the course which presents three vastly different tactical offshore racing applications.

The first 42nm leg to weather the Moreton Bay exit of the Fairway Buoy off Caloundra has the history of testing the best in racing against the elements of tide and wind.

When they clear the bay the challenge continues as the general East Coast Current has tacticians constantly monitoring water temperatures to avoid bunting the southerly set during the ocean racing leg of 251 miles to fix on the Port Curtis Fairway Buoy, the entrance to Gladstone's magnificent Harbour.

However, as the 41-year-history of this great race indicates, many races have been won and lost in the last 15 nautical miles through the Wild Cattle Leads, past Gatcombe Head and Boyne Island to the finish off the Auckland Point Wharf.

The history of the Gladstone Race, the third oldest behind the Sydney-Hobart and the annual Melbourne to Devonport across Bass Strait has attracted some remarkable feats of seamanship since John Bourne skippered the gaff-rigged 28-footer *Sea Prince* to victory in the first race of 1949 right through to last years equally impressive smallboat performance of Pittwater's *Leroy Brown*, skippered by former Australian diamond champion Wally Wardle for owner Warren Weickmann.

Two great Old Salts of the sea, Ivan "Skipper" Holm, and his trusty navigator Doug Kemp will be spending their 42nd consecutive Easter vacation away from family and friends, racing on Holm's self-built and designed ketch *Laurabada*.

Laurabada, launched in 1953, will be tracking on the rhumbline north for the 38th consecutive race. Both of these performances must rank as a world record in the history of ocean racing.

The incidents recorded in *Laurabada's* log include the great battle for line honours when she won in a nail-biting finish over Peter Docker's *Sayonara* by 41 seconds in 1967.



ONE of the most famous winners of the Brisbane-Gladstone race was Jack Rooklyn's *Apollo*, but the race also proved her nemesis when she was wrecked on Lady Elliott Island halfway through the 1980 race.

Bluewater Classic

Perhaps the most graphic of all Gladstone Race log entries was recorded in the 1980 race.

Wreck of *Apollo*

Drama headlines captured the national media news desks when the Jack Rooklyn's *Apollo*, the first big boat design from Bob Miller, (Bex Lexcen) was caught inside the shore dump off Lady Elliot Island on the second night of the race after she had covered 223 nautical miles of the course.

Every bump in that dark night against the coral bombie reef inflicted serious wounds to the timber hull and by dawn *Apollo* had fought her last battle for survival.

Apollo was one of the many great champions who have been attracted to the challenge of this testing race. Another equally-famed Australian offshore racer was Vic Meyers steel cutter *Solo*, which powered with storm-fied Sou-easters set an elapsed time of 34-52-50 to take line honours in the 1958 race. Her rating of .7973 allowed the Sydney-Hobart line honours winner of the same year to take the race on

corrected time recording a remarkably fast 27-48-37.

The Wistari Era

Noel Patrick, Gladstone's seafaring jeweller, has left his personal impression in race history.

He created *Wistari*, a lightweight plywood sloop designed and built to a "shoestring" budget, with the specific aim of winning the Gladstone Race.

Wistari, a masthead 35 footer, in her 25 races from Brisbane to Gladstone holds the very consistent major place scoreboard of 1-1-1-1-2-4-5 recorded in generally fresh spinnaker-running winds.

Small boats sailed by tactically smart crews have dominated the races corrected time with *Sea Prince* setting the standard from race one.

Norseman, built at Norman Wright's Bulimba Yard for Allan Wilson, is the subject of waterfront bar conversations when ever Old Gladstone Race sailors meet. The noted downwind flyer still holds the best race average, recording 1-1-1-1-1-3-4-6-4-4 in the years she raced.



WARM-WEATHER racing in the tropical warmth of Far North Queensland and the Whitsundays will attract thousands of yachties north this autumn and winter. But the crew of Indigo might have been wise to wear T-shirts for some protection against the sun. (Pic — Brian Cassey)

T-Shirt Territory

AUSTRALIAN Blue Water sailors are blessed with some great offshore racing waters requiring varying demands of technique and endurance, but very few can compare with the picturesque and competitive waters of Far North Queensland's world-famed Whitsundays. There is no greater way to end a tough summer of racing in cold, inhospitable southern waters than to sail the tropics in a tee-shirt.

Hamilton Island Yacht Club, born out of an idea influenced by Keith Williams, gave Australia the XXXX-

By Ian Grant

Ansett Race Week which, in its short history, now rivals the atmosphere of Antigua in the Leeward Islands of the West Indies.

XXXX-Ansett Race Week has many advantages over Antigua for the Regatta racing Australian offshore sailor as it is programmed to offer great racing in very demanding waters at the end of the popular East Coast circuit, with the Caltex Sydney-Mooloolaba and Austra-

lian Airlines Brisbane-Gladstone offshore races bringing yachts from the south.

Race Week, despite some predictions that it would not succeed due to geographic distance from the main offshore racing ports of Sydney and Melbourne, has become a unique feature on the Australian yachting calendar with many of the best offshore combinations recording wins in the Whitsundays.

All this has been made possible by a hard working committee of three blue water racing enthusiasts, David Hutch-



HAMILTON ISLAND yacht harbour will be packed to capacity with boats later this month for the annual Ansett XXXX Hamilton Island Race Week. Among the yachts returning for the 1990 regatta will be last year's overall IOR winner, *Canon Express*, this year skippered by Neil Statis, pictured by David Clare racing off the island last year.



en and Leon O'Donoghue from the Whitsundays, and Melbourne's Brighton based yacht broker, Warwick Hoban. This committee has been criticised by a minority but congratulated by the vast majority for their combined effort to give Australians a very high standard regatta.

Olympic gold medallists, world champions and Sydney-Hobart race winners have all been attracted to contest the tough series of racing which tests endurance on the water and post-race staying power during the onshore parties.

Warwick Hoban, with his clever modification of the North American formulated Time on Distance correction factors to suit local Whitsunday Waters, has made a major contribution to the success of Race Week. The modified system, designed to offer fair mixed fleet competition, has produced great

racing to decide the regatta champions in all divisions.

Sydney Hobart Race Winner, the self proclaimed "King" of the New South Wales waterfront, John Eyles, is the only skipper to win twice at Race Week. His Davidson Three-quarter Tonner *Indian Pacific* has defeated high standard fleets representing clubs from Australia and New Zealand for deserved wins in this tropical racing paradise.

West Australia's world two ton champion *Hitchhiker*, skippered by Peter Briggs, won the first XXXX-Ansett Trophy while Sydney-Hobart race champions John Eyles (*Indian Pacific*), Gary Appleby (*Sagacious*), Olympic Star Class gold medallist Dave Forbes with *Great News* represent the talent who have been successful at Race Week.

Warren Johns and his crew of Middle Harbour sailors, including Jamie Wil-

mot, world 18 footer champion Michael Walsh and Fraser Johnson, produced unmatched upwind power in the cyclone-affected 1989 Race Week to register a fine win with *Beyond Thunderdome*. Johns will be back this year with his Farr 50, *Heaven Can Wait*, on its way to the Kenwood Cup in Hawaii while *Thunderdome* returns this year under the charter of Neil Statis, with sailing master Tony Poole, to defend the title under the banner of *Canon Express*.

Record fleets are expected in all divisions with the Japanese "sled" *Marishiten* (Katsuhiko Takeda) entering a modern day Coral Sea battle with the recently launched Kel Steinman designed "Sled", *Bobsled*, with the Short brothers sailing team for owners Geoff Bush and Nick Feros.

The maxi *Condor of Currabubula*, skippered by Sydney Hobart race winner David Kellett will return to Race Week along with a very competitive group of IOR yachts including Royal Prince Alfred's *Leroy Brown* (Warren Weickmann).

In contrast the smallest entry in the IOR fleet will be the Runaway Bay Yacht Club Quarter Tonner, Doug Brown's *Quarterflash*. *Quarterflash*, recovered as a write-off after being dropped in a marina accident at Southport, has been restored to outstanding racing condition and owner skipper Brown will use Race Week as a full scale evaluation to prepare *Quarterflash* for the World championship in Spain later this year.

Wayne Turner's Cairns catamaran *Top Gun* will race in the multi-hull fleet with seven times Australian Cobra Cat skipper Darryl Beattie as one of her principal helmsmen. *Top Gun* holds a unique record of being undefeated for line honours over the testing courses.

XXXX-Ansett Race Week 1990 will open on April 21 with the 25 nautical mile South Molle-Daydream Island Trophy Race. The fleet will then contest two 15 mile Olympic Triangles on Sunday April 22 followed by 150 mile Coral Sea Race on Tuesday April 24, the 25 mile Ansett Challenge on a course south-east of Hamilton Island on April 27, and the Lindeman Island Trophy 22 miles on Saturday, April 28.

This is certainly a great way to wind up a tough summer of racing in an atmosphere unparalleled on the Australian seaboard with a happy mixture of hard boat-on-boat racing on the water and equally tough bloke-on-bloke raging on shore.

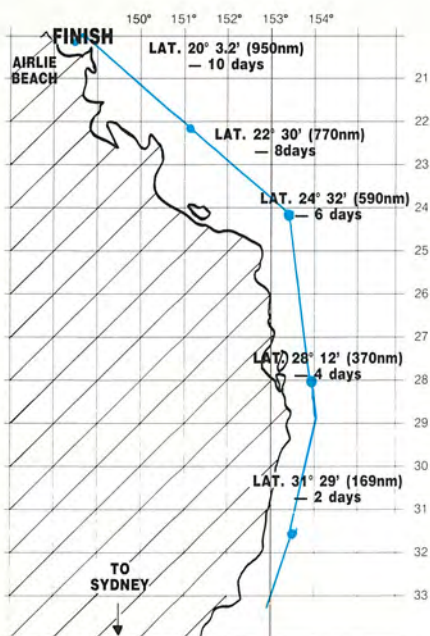
Most of Australia's bluewater sailors feel their personal log is incomplete until they have raced in Queensland's Tee Shirt Territory and enjoyed the many highlights of this regatta, including the Whitehaven Beach Party on Whitsunday Island.

Racing North Under CRUISE CONTROL

By Peter Campbell

CRUISING to Far North Queensland this late autumn-early winter will take on a new meaning with a special race/cruise competition for yachts northward bound in the Cruising Yacht Club of Australia inaugural East-West Airlines Sydney to The Whitsundays Race.

The 957 nautical miles of sailing in "cruise control", enjoying the superb coastal waters of Northern New South Wales and Queensland, is a first for the CYCA, Australia's senior ocean racing club, in that there will be no division for IOR racing yachts. There will be divisions only for IMS, Performance Handicap and Cruising yachts, but each will be a competitive division at its own pace.



CRUISING Yacht Club sailing office staffer Christine Delconte with one of the interesting half-models which will be trophies for the East-West Airlines Sydney-Whitsundays Race in May. **AT LEFT** is a coastal chart showing the "way points" which yachts in the Cruising division have been set to make cruising north a competitive exercise. (Pic — Peter Campbell)

With the rapid international growth of enthusiasm for IMS handicapping, this will be the longest race in the world so far held under the new system, which is designed to encourage cruiser-racer yachts into offshore racing.

In fact, it will be the longest coastal passage race held in Australia, adding to the list of ocean races organised each year by the CYCA to cater for varying types of yachts — from the grand prix international ocean racer to the comfortable cruiser/racer and cruising yacht.

"The East-West Airlines Sydney to

Whitsundays Race is a great way of sailing north for the winter, cruising in company and under the safety umbrella of the CYCA, with the added incentive of competition," says Race Director Alan Brown.

The Race is non-stop and Brown has devised an innovative incentive for cruising yachts to keep pace with the more competitive racing yachts. He has set waypoints along the route for cruising yachts to achieve in set times calculated on an assessment of their potential speed under sail and/or motor.

The first waypoint will be Latitude 31.29, abeam of Tacking Point, 169 nautical miles north of Sydney. For a yacht with a 34ft waterline its time to achieve that distance will be 38 hours 38 minutes. For a 40 LWL yacht it will be 35 hours 38 minutes and for a 45ft LWL yacht 33 hours 35 minutes.

The second waypoint will be Lat 28.12, 370nm north of Sydney and abeam of Danger Point, just over the border. The achievement times will be: for 34ft LWL — 84 hours 36 minutes; 40ft LWL — 78 hours; 45ft LWL — 73 hours 32 minutes.

The third waypoint will be at Lat -24.32 off the Breaksea Spit and 590nm north, with achievement times being: 34ft LWL — 134 hours 55 minutes; 40ft LWL 124 hours 23 minutes; 45ft LWL 117 hours 16 Minutes.

The fourth will be at Lat 22.30, off Port Clinton and 770nm north, with the achievement times being: 34ft LWL — 176 hours 4 minutes; 40ft LWL — 162 hours 20 minutes; 45ft LWL — 153 hours 3 minutes.

With entries not closing until May 1, the CYCA has already received more than a dozen paid-up entries from yacht owners in all Eastern States. Race Director Brown expects a fleet of at least 30 yachts to start from Sydney Harbour on Saturday, May 26, with the leaders

finishing at Airlie Beach on Whitsunday, June 3.

This is the day, 220 years ago, that Captain Cook sailed through and named the famous group of islands off the Queensland coast. The arrival of the fleet from Sydney also coincides with the annual Whitsunday Yachting Festival.

East-West Airlines and the Club Crocodile resort at Airlie Beach are offering special packages for friends and families to fly north to join the yachts, and a part from the usual array of trophies, the CYCA has been donated two prizes which will be drawn at the trophy presentation with all finishing yachts eligible.

One prize is one week's charter in the Whitsundays aboard a yacht or motor cruiser from Queensland Yacht Charters at Airlie Beach. The second is five days family accommodation at the Hyatt Regency at Sanctuary Cove.

Among the well known yachts expected to compete include the famous Sydney-Hobart line honours winner *Apollo*, now based in the Whitsundays and the comfortable racer/cruiser *Four Seasons*, from the CYCA, which won the Cruising division of last year's Sydney-Noumea race.

Canberra Yacht Club has entered *Shanti II*, while Victorian entries include

two Carbineer 46s, *Ketchup* (Danny Laskey) from Royal Brighton Yacht Club, and *Sabaloo* (Lou Sandrin), from Sandringham Yacht Club. An early Tasmanian entry is the cruising ketch *Tiqvah*, which owner Peter Askey-Doran sailed in the Noumea race.

Sydney entries in the Cruising division include John Barton's comfortable 46-footer *Rushcutter*, the classic Camper & Nicholson-designed ketch *Fortlet*, now owned by John Maconochie, and the well-fitted *Restless II*, a Swanson designed cutter owned by Geoff Loft from the Royal Prince Alfred Yacht Club. Another Pittwater entry is Ian O'Hara's *Foreign Affair* from the Royal Motor Yacht Club, Broken Bay.

The former WA and Sydney-based 60-footer *Freight Train*, now owned by CYCA member Damien Parkes but racing under the burgee of the Whitsunday Yacht Club, is another entrant and likely to be one of the pacesetters in the racing divisions.

The fast 45-footer, *The Doctor*, owned by Ian Mansell, is an entrant in the IMS division, as is *Gusto*, a Salthouse-designed 39-footer owned by Hugh Denison.

Brian Hayden has entered his Swanson 36, *Jager*, in the Arbitrary division as has another CYCA member, Bill Bailey with his Northshore 38, *Relish III*.

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PEOPLE have long been predicting the demise of IOR yachts, although more recently the popular view is that they will become a rare, grand prix class. Let debate end. The latter has already occurred.

With the exception of Alan Bond's *Drumbeat* we have no maxis left in Australia. And she's overseas, probably not to return to our waters after sailing for Australia in the Kenwood Cup.

In the 50s we have Max Ryan's *Cyclone*, hopefully improved by her major modifications, including a milled keel designed by Iain Murray and presently on her way to the South China Sea Series before the Kenwood Cup in Hawaii.

John Calvert-Jones and Dave Forbes' *Great News* is up for sale, while Warren John's says his *Heaven Can Wait* will not be returning to Oz after Hawaii.

In the revitalised Two Ton class, Peter Kurts' *Madeline's Daughter* is up for sale and Kurts will presumably replace her with a new boat. But there is no sign of any opposition to him in this size boat. Come back Bob Oatley with a new *Wild Oats*.

In the One Ton class, our best boat *Southern Cross* is up for sale. *Sagacious* and *Ultimate Challenge*, their owners undoubtedly disappointed at missing out on the team for the Kenwood Cup, are both due for replacement for the next Admiral's Cup trials. *Prime Factor* is too vulnerable in light airs and hopefully



Rick Dovey

Not the Customs House Again!

Bob Brady will go for a new boat too. Our top boat in the last Admiral's Cup, *Joint Venture*, was sold immediately after the Cup. At least Ron Elliott can be expected to build again.

That's the IOR scene at the head of the fleet today folks.

That leads to some pretty pressing questions, particularly about the Sydney-Hobart and Southern Cross Cup. The lack of maxis means little to the competitors in the Hobart but it means a lot to the public and the sponsor because it is the race to be first to get to Hobart which attracts most publicity.

Southern Cross Cup

Undoubtedly, IMS will keep the fleet numbers viable and give great racing.

But what of the next Southern Cross Cup? Let's face it, if the British hadn't made it this time by chartering two yachts, it would have been a very low key affair.

There is a real problem there and the Cup is under threat through the expense of getting overseas competitors here.

Governments will not help, the tax from just one 50-footer comes out at more than was allocated by the Federal Government to the Olympic sailing team in 1988.

The bite will undoubtedly fall more and more on sponsors, existing and new. But that is not a pleasant prospect as our recession worsens and sponsorship dollars dry up even more.

Old Digger Alec Campbell Returns to Gallipoli

ALEC Campbell, at 91 years of age one of the senior Members of the Royal Yacht Club of Tasmania, has been chosen among nine Tasmanians in the contingent of World War I veterans to return to Gallipoli for the 75th Anniversary on April 25.

The sprightly veteran of early Sydney-Hobart races and many cruises around the Tasmanian coast, including the circumnavigation of the island by *Kintail*, is the last surviving member of the 15th Battalion.

He still enjoys a sail, joining an old ocean racing mate, John Bennetto, for a fresh weather sail aboard *Mirrabooka* on the Derwent this past summer. That was to have been a race, but the race was cancelled because of galeforce winds — Alec, John and the crew still took *Mirrabooka* out for a pre-Sydney-Hobart test sail.

"My last actual race was three years ago aboard *Neil Gwynn* in the Cruising Yacht Club's Veteran Yacht Race on Sydney Harbour, with another old salt,



CREW of *Kintail* included, back row, Hugh Watson, John Bennetto, Malcolm MacRae, and front row, skipper Duncan MacRae, Les Chatterton, Norman Coombe and Alec Campbell.

"Boy" Messenger, at the helm," Alec recalls.

Alec Campbell, brought up in Launceston, joined the AIF in Tasmania as a patriotic and fearless 16-year-old seeking adventure. The family story is that his father agreed to him going to the War on condition that he continued his education when he returned. This he did — again the story goes that he went back to Scotch College for one day after the War.

In fact, Alec did further his education after the War — but not until after

World War II — graduating from the University of Tasmania with a Bachelor Economics degree at the age of 55.

He sailed his first Sydney-Hobart aboard *Kintail* when she finished fourth overall in the 1947 race, altogether sailing in five Sydney-Hobarts in *Kintail*, *Terra Nova* and *Neil Gwynn*. It was aboard *Kintail* with Duncan MacRae that Alec completed an historic circumnavigation of Tasmania under sail in the early 1950s — believed to be the first by a racing yacht.

Peter Campbell

CYC Promotion

There are two positive moves. The CYC is putting effort into promoting the event overseas. And the Club's Sailing Committee is considering a reduction in the minimum limit of the rating band for the Cup to allow Three Quarter Tonners back in, something I believe would be a good thing because our range of Three Quarter Tonners is pretty strong.

For overseas people they would be cheaper to charter and crew, which may help attract international teams. Locally, they will definitely help lift the standard of teams and maybe get more State teams competing again which can only be a good thing.

The dwindling of the IOR fleet also has a severe effect on the number of competitors of the next Admiral's Cup selection trials now less than a year away.

Right now there are no new IOR boats in the pipeline and unless new owners turn up you can already pick the 'finalists' for the next Admiral's Cup team. That is providing ORCA holds the trials in Australia. Kurts' new boat will be the Two Tonner. *Cyclone* will be the 50-footer unless Calvert-Jones and Forbes provide opposition. The One Tonner will depend on new boats built by Appleby, Abrahams, Elliott or Peter Briggs.

I say 'providing ORCA holds the trials in Australia' deliberately. In Hong Kong recently I spoke with Keith Jacobs who is planning to replace his present *Bimblegumbe* with a new Two Tonner. Keith is eligible and would love to sail for Australia, but only if the trials are held in England. Consider his costs of shipping to Australia and then England and it's obvious why.

The other pertinent fact is that Warren Johns is sending his 50, *Heaven Can Wait* to the USA after the Kenwood Cup to sail the 50ft circuit and says the yacht will never return to Australia. But according to Warren he will be sailing the AC, hopefully for Australia if he's wanted.

Deciding where to hold the trials will be a tough one for ORCA.

IOR Boom in Japan

In contrast to the dwindling IOR fleet in Australia is Japan where their progress is staggering. At last check they were planning to send no fewer than nine state of the art IOR yachts to the Kenwood Cup.

They already have two top 50s, including *Bengal V* and *Will*, the latter second in class at the last Admiral's Cup, as well as the Two Tonner *Librah* which was second individual yacht at the same regatta.

No fewer than four new boats are being built in New Zealand and a new

Davidson 45 is being built locally.

While they have got the yachts they are still short of experienced people and many of the crews will be international mixes with Australians already in demand, including three from the Fraser sail loft who will be honorary Japanese in Hawaii.

For about 10 years now we've been hearing how the Japanese are to become a world power in offshore yachting. At last, it's about to happen.

Exotics for JOGs

The debate over the use of exotic materials in the construction of yachts is certain to be revived following the decision by the Australian JOG Association not to ban any materials.

The decision, made at the JOG annual conference in February, followed close on the heels of an announcement by the RORC that exotics were banned immediately for small IOR yachts, Three Quarter Ton and less.

The use of exotics, such materials as carbon fibre and Kevlar in hulls and titanium in deck and rig fittings, has been hotly debated since they began to enter the IOR scene in the mid 1980s. There is no doubt they have been responsible for much of the escalation in prices since then.

But they do make faster yachts and in development classes that's what it's all about.

Arguments against any ban in the growing JOG fleet include the fact that the JOG rule is a development rule, that exotics can be carefully used without making costs totally unrealistic, that they can increase hull integrity and so safety, that policing of any ban is difficult and that basically people should be able to build what boats they like.

In addition, the JOG scene is better prepared to handle exotics than other rules. Division One, the out-and-out custom boat division, attracts the boats designed and built to the rule, and the exotics. Then there are two other divisions, equally competitive but with cheaper boats. Division Two is for production boats, Division Three for the older and heavier displacement boats.

To date, only one JOG boat has been built from exotics — *Box Office*, the present national champion. But no doubt more are to come.

And next season promises to be a very big year in JOG following this year's record fleets, more than 30 yachts competing regularly in the Crisis Couriers Grand Prix and capping it all off the State title in which more than 40 yachts competed. All indications are that the fleet will keep growing next season, helped by Sydney's hosting the National championships in January.

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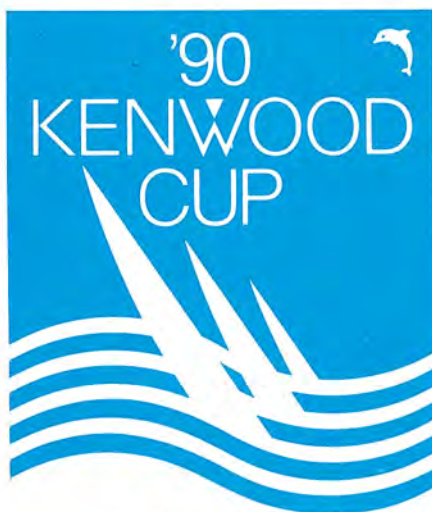
Controversial team for...

ALAN Bond's maxi yacht *Drumbeat*, line honours winner of the recent NorTel Sydney-Hobart race and Australia's two newest and fastest 50-footers, Warren Johns' *Heaven Can Wait* and Max Ryan's *Cyclone*, will represent Australia in the 1990 Kenwood Cup international teams racing series in Hawaii.

Gary Appleby's One Tonner *Saga-cious* was originally named team reserve and, with *Heaven Can Wait* and *Cyclone*, in Australia's three-boat team for the Champagne Mumm World Cup, which is restricted to yachts rating IOR 30-40.5' inclusive. However, Appleby subsequently withdrew from these roles and the Ocean Racing Club of Australia invited Lou Abrahams to join the World Cup team with his Sydney-Hobart winning One Tonner, *RFD Ultimate Challenge*.

All four yachts have been top performers during the past Australian summer, particularly in the Southern Cross Cup and Sydney-Hobart Race and the Australians will certainly be among the favourites for the Kenwood Cup.

Sailed in fresh to strong tradewinds around the islands of Hawaii between August 3 and 16, the Kenwood Cup this year has been extended to a six-race series. Organisers expect a 25 per cent increase in fleet numbers, including a strong group of 50-footers and ultra-light displacement boats competing in the San Francisco to Hawaii TransPac and Canadian yachts competing in the Victoria to Maui Race.



By Peter Campbell

ALAN BOND's maxi *Drumbeat* heads Australia's Kenwood Cup team for Hawaii, along with 50-footers *Heaven Can Wait* and *Cyclone*, but Sydney-Hobart winning One Tonner *RFD Ultimate Challenge*, will take the maxi's place in Australia's World Cup team, sailed in conjunction with the Hawaiian series. (Pics — John Robeson, Peter Campbell)

Major changes to the race format this year include the dropping of the long and, at times, frustrating Round the State Race and the adding of an extra race. The final long race will be a 390 nautical mile race from Honolulu around Kaula Rock and return. Apart from the teams events, there now are divisions for both IOR and IMS rated yachts.

Australian teams have won the event three times, the 1988 victory also giving Australia vital points towards winning the 1987-89 Champagne Mumm World Cup of ocean racing.

The World Cup is based on national team results in four major international regattas, the 1989 NorTel Southern



Cross Cup, 1990 Kenwood Cup, 1990 Sardinia Cup and the 1991 Champagne Mumm Admiral's Cup. Going into the Kenwood Cup, Great Britain leads with 101 points from Australia 99, Hong Kong 98 and the Soviet Union 97 points, with no other nations so far competing in the best three of four regatta series.

Announcing the 1990 Kenwood Cup team, the Ocean Racing Club of Australia said it was confident of the team's ability to defend the Kenwood Cup and maintain Australia's dominance in international ocean racing.

However, selection of the team has not been without controversy, with many yachtsmen surprised at the omission of the One Tonner *RFD Ultimate Challenge* which veteran Melbourne yachtsman Lou Abrahams sailed to overall victory in the 1989 Sydney-Hobart, beating the other yachts chosen in the Australian team.

Ultimate Challenge was third topscoring individual yacht in the Southern Cross series in which *Heaven Can Wait*, then sailing for Great Britain, was the highest scorer with the Hong Kong 50-footer, *Foo 2*, second. *Ultimate Challenge* beat *Cyclone* on corrected times in three of the six Southern Cross Cup races.

The team was chosen by an ORCA panel which based its judgment on performances in the Southern Cross selection series for the Australian and New South Wales teams and the NorTel Southern Cross Cup itself. *Ultimate Challenge* did not contest the trials, nor did *Drumbeat*, the only competitors being NSW-based yachts.

RFD Ultimate Challenge will be skippered by Lou Abrahams as an individual entry in the Kenwood Cup Regatta, with Gary Sheard the principal helmsman. Her placings, however, will count towards Australia's World Cup point-score.



MAX RYAN, owner of *Cyclone* with the CYC burgee will carry in the Corum China Sea Series and in the Kenwood Cup, sailing for Australia. (Pic — Peter Campbell)

Drumbeat designed by American Dave Pedrick, will be skippered by America's Cup yachtsman Peter Gilmour, who steered the yacht to her line honours victory in the Sydney-Hobart as well as three line and handicap wins in earlier races of the Southern Cross Cup. *Drumbeat* is now in New Zealand for a refit before going onto Hawaii.

Heaven Can Wait, a Farr 50, is contesting the Caltex Sydney-Mooloolaba race, the XXXX Gold Cup in Brisbane and the XXXX Ansett Hamilton Island Race Week in April before going to Hawaii. Principal helmsman will be Jamie Wilmot.

Cyclone, a Frers 50, will sail in Hong Kong before going to Hawaii, as a member of Australia's first ever team for

the Corum China Sea Series. Her skipper is now Tamanian Chris Harmsen.

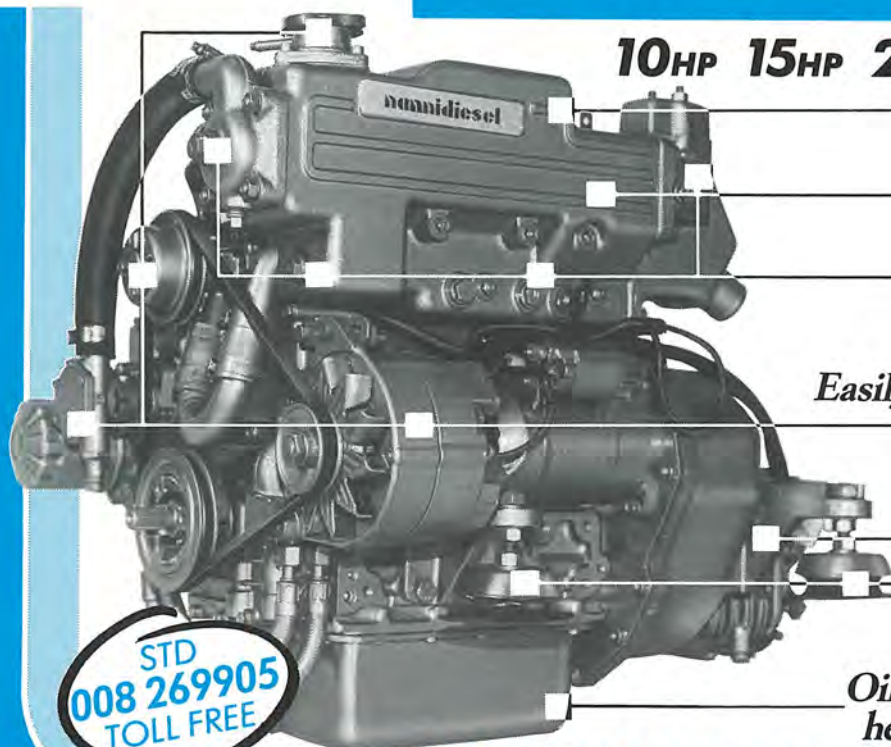
Also sailing for Australia in this five race series, which includes the famous China Sea Race from Hong Kong to Manila, are the new Farr 65, *Brindabella*, owned by Canberra yachtsman George Snow, and John Eyles' Davidson 36, *Fujitsu Dealers*, better known as *Indian Pacific*.

While in Hong Kong, *Cyclone* will take part in a special match-racing series against *Foo 2*, which as *Jamarella*, was topscoring yacht in last year's Admiral's Cup before coming to Australia to sail for Hong Kong in the Southern Cross series.

The Corum China Sea Series starts on April 7 with the first of two races in nearby waters before the 650 nautical mile China Sea Race from Hong to Manila. The series ends with two in-shore races in Manila Bay on April 18-19.

Team manager of the Australian Kenwood Cup team will be David Kellett, Commodore of the Cruising Yacht Club of Australia and Chairman of the Australian Yachting Federation's offshore committee, while team manager for the Australian team for the Corum China Sea Regatta is Teki Dalton, owner/skipper of the well-known ocean racer *Nadia IV*.

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THE ULTIMATE LIMIT OF STABILITY



AMPLE positive stability enabled this Farr 40 to recover from a wild broach in 40 knot winds soon after the start of the 1988 Sydney-Gold Coast race — but provided photographer Geoff Errington with this classic pic.

AT the November 1989 meeting of the ORC the decision was made to raise the IMS minimum limit for positive stability from the current 95 degrees to a new minimum of 103 degrees (effective from June 30 in Australia). In addition to this it was decided that, as of June 1992, a yacht will only be permitted to enter an IMS race if her IMS upper limit of positive stability is not less than the minimum shown below:

Cat 0 — 120 degrees
Cat 1 — 115 degrees
Cat 2 — 110 degrees
Cat 3 — 105 degrees
Cat 4 — 103 degrees

By Scott Jutson

The basis for this decision was the 1985 USYRU report from the Joint Committee on Safety From Capsizing which was initiated following the 1979 Fastnet. The committee sought to determine the heel angle beyond which a boat, left to herself, will turtle rather than come back up. Using an extensive data base of real life capsizes, oceanographic data, tank testing and hydrostatic modeling of different hull forms they were able to determine how long a boat would stay over given different stability

limits. Allowing for a wide range of variables, including how long one can hold ones breath, a tolerable lower limit of 120 degrees was decided upon.

For most yacht owners the term "positive limit of stability" is new terminology and substantial questions exist as to what it means and how to deal with it. Two things need to be considered: first, the fundamental mechanics of righting moment and secondly, the curves of stability.

Righting moment is a restoring force based on the interaction of the boat's centre of gravity (a fixed value) and the boat's centre of buoyancy (defined as the

geometric centre of the underwater volume of the hull) which moves as the boat heels. (See diagram 1). The horizontal distance between these two multiplied by the displacement is the righting moment. As the boat heels the arm increases to a maximum around 40 degrees after which it diminishes until it becomes zero and thus your positive limit of stability has been reached. At this point the righting moment becomes negative keeping the boat upside down till such a time as outside assistance is rendered or a helpful wave comes along.

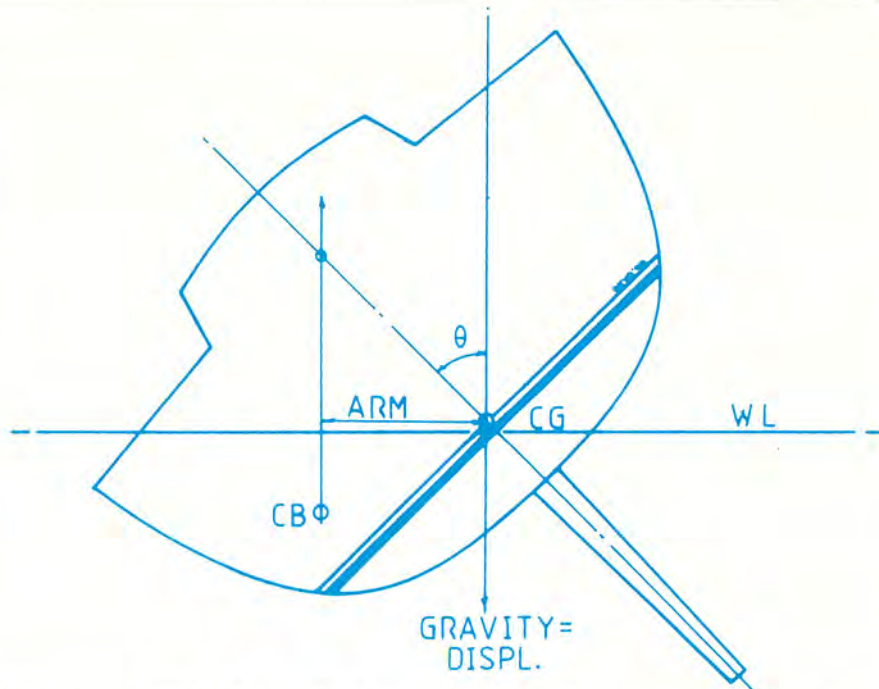
The plotted curve of stability shows the rise and fall of righting moment for a given vessel. What is shown here (diagram 2) is a graphical representation of what the IMS program computes. The line of 0 stability in this case is at 110 degrees that being the limit of positive stability. Until now designers of racing yachts have not concerned themselves too greatly with this tedious plot despite the fact that all marine regulatory agencies (Lloyds, DNV, USL etc) insist upon it as a fundamental aspect of a submission due to its basic relationship with safety. So the IMS is to be applauded for inserting some basic naval architecture back into the yacht designer's brief.

Now the question remains: is this a good change? Well, safety at sea is like motherhood, so the answer is mostly "yes", but two important areas need to be explored. First, how is our fledgeling Australian fleet affected and second, how can we bring the disenfranchised (and by now disoriented) IMS owner back into the flock? To answer the first question we looked at the top twenty places in the 1989 Hobart. They are listed in order of finish with their IMS limit of positive stability noted:

1. Challenge II	102°
2. Mini Jumbuck	126°
3. Haupia	108°
4. Continental	123°
5. Mirrabooka	115°
6. Uptown Girl	122°
7. Never a Dull Moment	114°
8. Doctor Who	111°
9. Mercedes IV	121°
10. Inch By Winch	120°
11. Arabesque	122°
12. Solandra	130°
13. White Swan	116°
14. Stormy Petrel	112°
15. Australian Maid	121°
16. Turkey Shoot	115°
17. Hyperdrive	111°
18. Hammer of Qld	104°
19. Sunseeker	133°
20. Advisor Research	122°

While most of the fleet remains unaffected, several yachts will face modifications to comply with the new IMS limits of positive stability, including *Challenge II*.

It should be noted that the overall

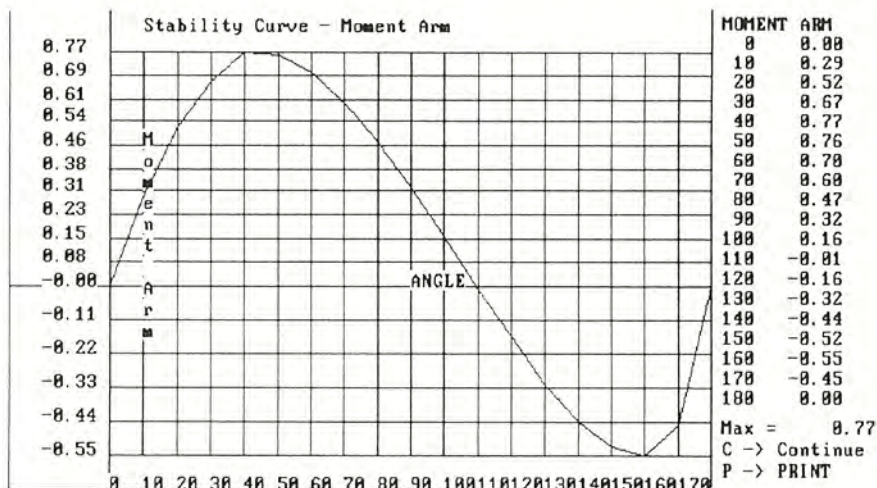


IOR winner, *RFD Ultimate Challenge*, has a limit of positive stability of 123 degrees. Safe and fast it seems — perhaps progress does exist? It seems it does inasmuch as the advanced composite construction and superior engineering inherent in the modern IOR yacht has produced boats with large reserves of stability due to a very low centre of gravity. This is the result of very light shell and rigging with almost 70% of the displacement below the waterline in the form of keel and internal ballast. This style of boat did not exist in the 1979 Fastnet but it does fit the latest thinking in cruiser/racer stability.

Anyway, let's assume your in the sin bin. What options do you have to reach conformity without sending your boat backwards down the performance ladder? The most obvious solution is a new keel or a bulb and this is generally what

is required in cases where a yacht is more than a few degrees out. This is because it is much tougher to gain a few degrees of ultimate stability than it is to gain a few degrees of IOR righting moment corrected (RMC) which can normally be had with some bilge lead.

What is the best keel solution? We were given the opportunity to assess this with the quick and pretty J35 *Haupia*. Her stock keel was an old fashion trapezoid with a substantial sump and a healthy root chord. However, she could only muster 108 degrees of positive stability despite all these wholesome attributes. The new keel, designed primarily with the 115 degree limit in mind, is quite different. To squeeze every ounce of performance out of it we've used high volume laminar flow cross sections which has allowed for an overall reduction in thickness and wet-



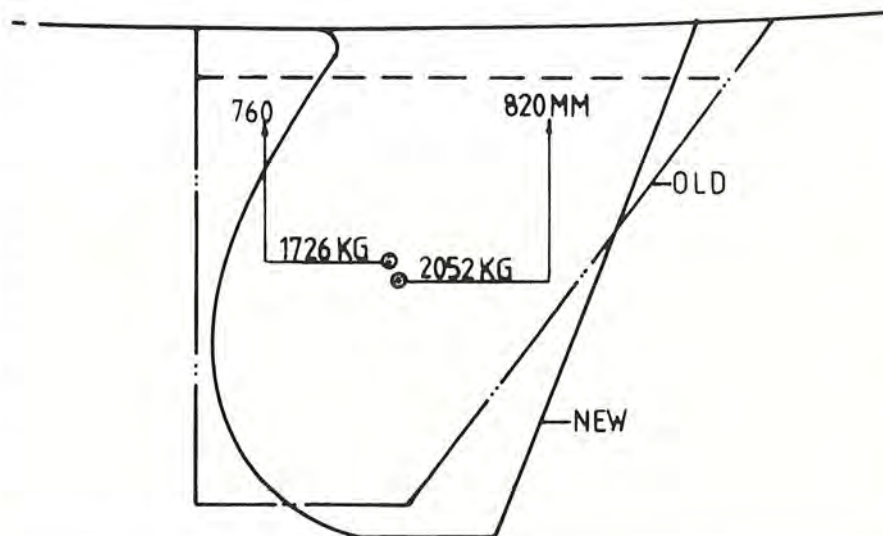
ted surface but the root chord is severely diminished, the draft is increased, and the all up weight has gone up 235kg or about 14%. With all that squeezing and kneading we have gained 8 degrees of positive stability and a boat that is now, once again, permitted to race Category 1. See Diagram 3.

An important consideration in the matter of new keels or bulbs is the increased loading on the bottom structure and it behooves any owner that takes this course to consider this matter. It is a fair certainty that modifications will be required and, in the case of newer vessels that must carry ABS plan approval this approval should technically require revalidation. This is not a matter to be treated lightly or by amateur opinion — you can sink very quickly when your keel falls off. Perhaps of less significance you could be liable for protest.

Another effective approach from a competitive point of view is a lighter rig. The USYRU study indicated that the rig is the single largest contributor to roll inertia with dismasted yachts being more prone to capsize than ones with rigs. As well, yachts with rigs of modest scantlings are less prone to knock-downs than those with lighter rigs. However, a light rig makes for a lower centre of gravity in the static measurement case and therefore assists you to achieve a higher positive limit.

So a touchy superlight rig could get you over the safe stability hump but in fact make you less safe. We presume this is not the rules intent but it does provide a proven performance oriented solution to stability. However, as this effect has been recognised in the USYRU capsize study I would expect the second "whammy" to owners to be a rig scantling rule in the near future. Until then a light rig will remain an efficient if not nerve racking solution to the stability equation.

So its safe to say that positive solutions do exist for solving one's stability problem. Every yacht will have a different need and so must be assessed separately. It should also be noted that the lifting of the material bans for pre-1990 yachts as well as the removal of the bendy spar rule now makes potent low value retrofits a possibility from late model (read low centre of gravity) used IOR yachts. Check the limit of positive stability, put a box around the loo, and off you go!



Other New IMS Regulations

OTHER changes to IMS regulations which come into effect on July 1, 1990, include:

General Purpose Handicap: The General Purpose Handicap shown in the IMS Certificate will change from "Linear Random 10" to "the average of Circular Random 8kts and 12kts".

When your certificate is revalidated this change will be found on the new certificate. It will not alter the selection of handicaps made by the CYCA for each of its races.

Crew Weight and Numbers: The formula used to calculate the limit of crew weight and crew numbers has been changed to read:

$$\text{Limit of Crew Weight} = (1.0458 \times$$

$$\text{LSMO} - 2.55) \times 84\text{kg.}$$

$$\text{Limit of Crew Numbers} = \text{INT} (1.0458 \times \text{LSMO} - 2.55).$$

The new formula slightly reduces previous weight allowances and in some instances may reduce the maximum crew number by one.

CYCA has decided to continue to conduct races using crew numbers, not weight, and for all club races, with some exceptions, allow one extra crew above the maximum number shown on the IMS Certificate. At this point in time it is planned that the exceptions will include Sydney-Hobart, Sydney-Southport, Sydney-Whitsundays, Sydney-Noumea Races when the prescribed number of crew of the rating certificate will be the crew limit.

IMS Accommodation Standards: Berths — The new regulation reads as follows:

"At least half of the berths qualifying

under this section shall be hard bottom having mattresses as set forth in Section 07.04.01." That is a mattress of minimum 100mm thickness and a minimum density of 8 kilograms per cubic metre. Yachts affected by this change will have to install the new berths by July 1, 1990.

Mast Bend: The limitation on mast bend has been eliminated with the removal of IMS Regulation 02.00.00.

Battens: The main sail batten rule changes have removed some of the previous restrictions allowing any number of full length battens and removing the batten leech penalty. However, you should note that there will continue to be a rating penalty. We suggest you consult with your sailmaker for a more detailed explanation of the pros and cons of full length battens.

Batten restrictions for jibs of 110% or less have been removed, however, battens are not permitted for jibs greater than 1.1.*J.

IMS Worldwide Numbers: As at 30 September 1989 — 2,385 boats IMS Certificates had been issued compared to 1634 for the previous year. It was noted that there is the potential for an IMS Fleet Worldwide of some 5000 yachts.

Major events such as the Sydney-Hobart, Kenwood Cup and the Fastnet Race, now have IMS Categories.

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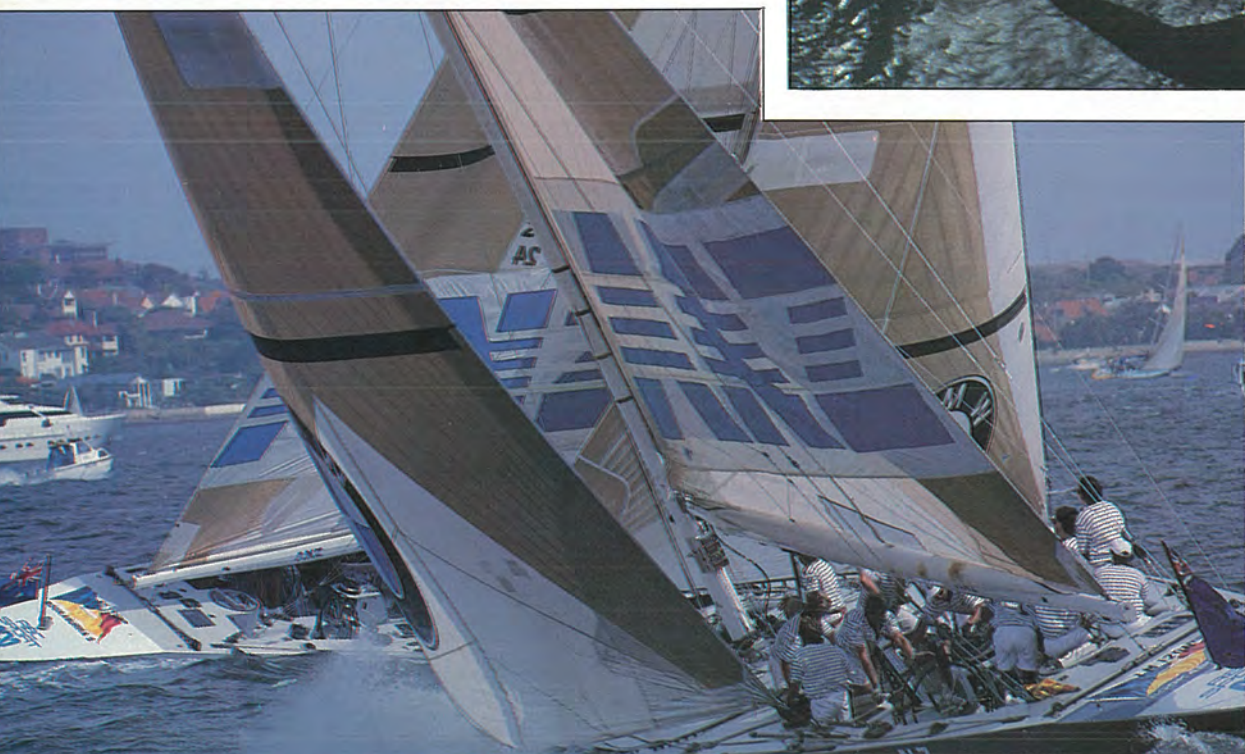
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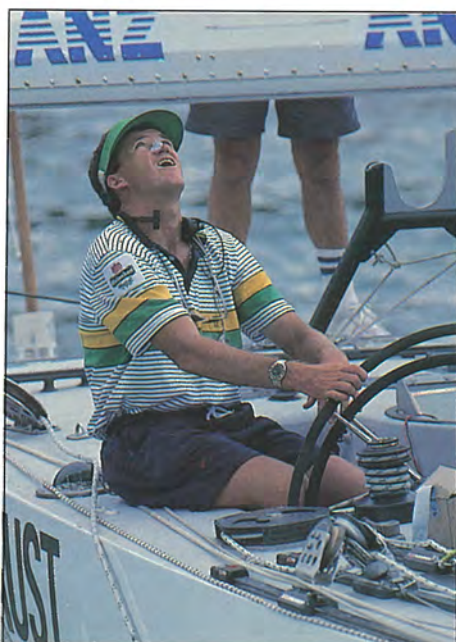
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Who needs Dennis?





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TOP LEFT: Australian bowman Mark Walsh points to the protest flag flying in the pre-start clash with the Kiwis (Pic — David Clare). BOTTOM LEFT: Kookaburra II, (Peter Gilmour, crosses ahead of Kookaburra III (Rod Davis); CENTRE: The Aussie crew concentrate on something other than sailing between races; LEFT: Aussie skipper Peter Gilmour back in his more traditional role of looking at sails; ABOVE: Birdseye view of the two 12-metres in the pre-start mode. (Pics — Sally Samins).



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AUSTRALIA

Who Needs Dennis?

WHO wants Dennis Conner, with all his flamboyance, media hype and taking the lion's share of the prizemoney (even as the loser) when two such brilliant match-racing sailors as Peter Gilmour and Rod Davis and two always opposing sporting nations like Australia and New Zealand can be matched on Sydney Harbour?

Certainly the "Big Bad Dennis" Conner versus Iain Murray match that inaugurated the now annual Australia Day ANZ 12-Metre Challenge brought match-racing right to the public and created an unique event on the Harbour.

But the critics who said "Rod Who?" when the 1990 Challenge was announced, had to eat their words when they saw the expatriate Californian in action and in victory over Australia's Peter Gilmour on Australia Day and over the following weekend.

It was as good a match-racing series as I have ever seen, including America's Cup Matches since 1980 and many other international encounters between the world's best.

The final day was one of extraordinary sailing which virtually brought harbour traffic to a standstill late on the Sunday afternoon, the two crews provided an unprecedented display of aggressive match-racing in the traditional 12-metres.

Gilmour won the opening race to lead 3-2 which meant that Davis had to win the final two races. As a 25-knot southerly "buster" swept up the harbour, spectator craft packed the sides of the twice-around windward-and-return final race from Chowder Bay to Rose Bay that was to decide the Challenge. Davis and his crew produced two displays of magnificent match-racing to win both races, and the series 4-3, and take home the trophy to Auckland.

But then Davis has long been one of the world's best exponents of the skills of match-racing although never reaching to the America's Cup heights of Dennis Conner. Davis, a two-times winner of the Congressional Cup and a veteran of five America's Cup campaigns, including skipper of *American Eagle* in Fremantle in 1986, has lived in New Zealand since that series. He is married to the sister of another well known America's Cup identity, Tom Schnackenberg, who was also his navigator in the ANZ 12-Metre Challenge.



ANZ 12-Metre Challenge 1990 — the victor Rod Davis, who led the New Zealand crew, and the vanquished, Australia's Peter Gilmour.



In New Zealand, Davis played a key role in the Mercury Bay Boating Club's challenge for the America's Cup in 1988 and is closely involved in plans for the Kiwi plans for 1992. As a coach, Davis was behind the victory of the NZ Admiral's Cup team in 1987.

The Kiwis put together an outstanding crew for the ANZ Challenge, including Murray Jones as tactician, Tom Schnackenberg as navigator, Warwick Fleury on mainsheet and Robert Salthouse and Simon Daubney as trimmers. Apart from one costly leeward mark rounding, the crew work of the Kiwis was outstanding.

But what really won the series for them was the homework on the tides and windshifts, not to mention the reefs of Sydney Harbour, that Schnackenberg did while in Sydney before Christmas while sailing aboard the maxi yacht *Drumbeat* and just before the 12-metre match with the help of Hugh Treharne.

Shark Island again played a key role in the outcome of the Challenge, but in a



different manner to the demise of Dennis Conner on the rocky ledge to the west of the island. This time it was the eastern shore, with the yacht that got there ahead picking the lifts along that shore to gain the advantage in the south-easterly courses.

This was the first time Davis had raced on Sydney Harbour, but the way he picked the windshifts anyone would have thought he had been sailing on the harbour all his life.

Gilmour's crew was largely the same one that helped him defeat Dennis Conner on Australia Day 1989, with Iain Murray as tactician, Ian Burns navigating and Chris Harmsen on mainsheet. The Australians sailed consistently well but Davis in almost every race had a slight edge at the starts, always looking for the favoured side of the course to pick the best wind shifts.

The Australians certainly sailed well to win the opening two races, with Davis and his Kiwi crew obviously still unfamiliar with *Kookaburra II*. But as the racing progressed, their sail handling mistakes became minimal and the team of Davis and Schnackenberg began picking the vital windshifts.

At the end of the first day, the Australians in *Kookaburra III* led 2-0, but at the end of the second day the two crews were 2-all, with Gilmour and Davis swapping *Kookaburras* for the last three races the following day.

The final day of the Australia Day weekend proved one of great frustrations for the Cruising Yacht Club officials and it was not until 3.45pm instead of 12 noon that the first of the three deciding races began and it was not until 7.10pm that the deciding race finished. Race director Greg Halls, attempting to get the first race away on time, tried to set a course in the light westerly, but was hampered by a large Korean container ship coming down the harbour.

By the time the ship had cleared the course, the 6 knots of breeze had swung to the south-west, so everyone moved down the harbour for a possible start off Bottle & Glass. But midway through the 15-minute countdown Halls was forced to pull the plug as the wind died away near the weather mark, off Point Piper. Then there was no wind . . . and no sailing for three-and-a-half hours.

It was not until 3pm that a light south-easter moved up the harbour ahead of the hoped-for southerly front and eventually race five got under way off Chowder Bay at 3.45pm after some pre-start skirmishing which was les-

sened by the Australian boat ripping its headsail.

Both yachts were right on the line at the pin end as the gun fired and then followed a tack-for-tack duel to the weather mark in Rose Bay with Davis holding a slender lead until Gilmour's tactician, ex-Sydney skiffy Iain Murray, picked a winning windshift nearing Shark Island. Gilmour held a firm cover over Davis throughout the second beat to weather and the final spinnaker run to the off-the-wind finishing, winning by a commanding 28 seconds to lead the series 3-2.

In the second race, the start was even with the twelves splitting tacks and Davis sailing away to the favoured right-hand side of the course as the southerly came sweeping up the harbour at 22 knots. The first time they came together, the Kiwis were able to leebow the Australian yacht, forcing Gilmour to tack away.

The second time they came together, the Kiwis were two boat lengths clear and picking the lifts up the eastern shore of Shark Island they led around the weather mark the first time by nine seconds. With the cold and clammy southerly gusting to 25 knots, both 12-metres were overpowered and the crews had to work hard to handle the huge mainsails.

The Kiwis produced two superb spinnaker-handling efforts — a gybe-set at the weather mark the first time and a float drop at the leeward mark to hold their lead and go on to win by 78 seconds. The score was now 3-all with the sun dropping low in the western sky as *Kookaburra II* (Peter Gilmour) and *Kookaburra III* (Rod Davis) lined up for the final race.

Aboard the press boat *Philanderer II*, it was like being in the middle of a boxing ring as two heavyweights slugged out a world championship. A dozen times Davis and Gilmour flung the massive 70-footers around the stationary catamaran, at times no more than a metre from the bow or stern.

Then from an even start, Davis work-



KOOKABURRA II and Kookaburra III, with their Australian and New Zealand crews, sailing to windward in the ANZ 12-Metre Challenge on Sydney Harbour last Australia Day. (Pic — Max Press)

ed the windshifts in the cold and clammy south-easter to gain a lead of just half a boat length at the first weather mark. The Kiwis held off a determined bid by the Australians as the two twelves gybed their way back to the Chowder Bay mark, opening the lead to 13 seconds and holding this on the beat back to Rose Bay.

Try as they could, Gilmour could not get any closer on the final spinnaker run to the finish in Chowder Bay, with the Kiwis winning by a convincing 21 seconds.

While the 1990 ANZ 12-Metre Challenge did not attract the same crowds that the Gilmour versus Conner match did in 1989, it was by far the better spectacle as real match-racing goes, with the Challenge being decided fairly and squarely on the water between two outstanding skippers and their crews.

Sponsors ANZ promoted the event well and produced some 300,000 free programmes for the public. The CYCA must be congratulated on the courses it set and both the Water Police and the

Maritime Services Board did a fine job in keeping the racing area clear, although the MSB craft were at times too lax and at times over-zealous.

The Australia Day Challenge will certainly continue as a major public spectacle of the Sydney Harbour celebrations with organisers next year hoping for a knock-out competition between more nations to decide the finalists.

Both skippers were delighted with the event, with Davis commenting: "They don't come any tougher than that. The Aussies didn't give an inch. Everything had to be earned in muscle, sweat and smarts."

"To beat Peter and Iain here in the *Kookaburras* is something we can take a lot of pride in. Dennis Conner tried it last year, in the inaugural Australia Day series, and was sent home with his tail between his legs."

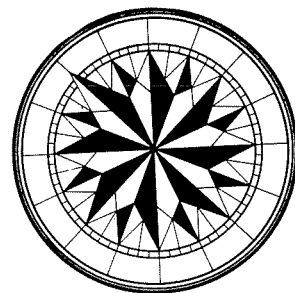
Iain Murray commented: "There was no losers out there. We gave it everything we had, but the Kiwis found something extra when it counted."

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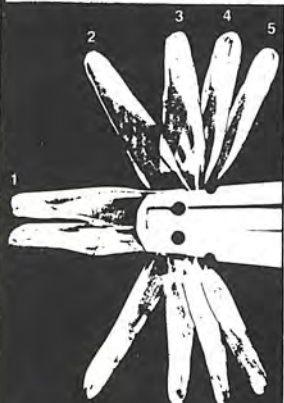
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SATELLITES TO THE RESCUE!

By Teki Dalton

IN most cases, valuable lessons can be learnt from survivors of accidents at sea. Apart from the trauma which accompanies distress and the uncertainty of how people will react in different circumstances, there are cases where the survivors were not familiar with the operation of basic safety equipment and sometimes have little faith in its operation.

Late last year there was the incredible story of the trimaran, the *Rose-Noelle*, and the four New Zealand crewmen, who after being capsized and surviving inside the upturned main hull for four months, walked from the wreckage after the craft was washed ashore only 100km from their original departure point. At the time a number of yachtsmen and boating writers were sceptical of the crew's tale of survival, but a subsequent Marine Board of Enquiry confirmed the facts of their story.

Apart from how they managed to survive for so long under the conditions, I was interested in one of the early comments from one of the crew that their distress signal, activated at some early stage after their capsize, was not received by anyone, although it was said to have been operating for seven days.

According to a newspaper report in an interview with skipper John Glennie, he said he was not surprised they (the signals) were not picked up, as "no-one listens to them anyway".

The *Rose-Noelle* sent their distress signal through an EPIRB (emergency position indicating radio beacon), a small, self-contained, battery-operated low-powered radio transmitter which is watertight and buoyant. It is about the

size of a milk carton and is designed to float with the aerial upright. When activated, it transmits for a minimum of 48 hours using the water as a reflector.

EPIRB's are mandatory equipment for Category 1 and 2 races approved by the Australian Yachting Federation and are recommended for categories 3 and 4. Each Australian States' Transport Ministers have agreed on mandatory carriage of EPIRBs by pleasure craft and it is expected that during 1990, regulations determining the size of craft and distance offshore will be made.

Most pleasure-craft EPIRB's transmit on the aviation international distress frequency of 121.5 and 243 megahertz and until recently had to rely on overflying commercial aircraft to receive the signal and another specifically equipped aircraft to pinpoint its location. Depending on the height of the aircraft, the signal sent by the EPIRB could have a range of up to 180 nautical miles. In remote areas, apart from coastal-surveillance aircraft, those marines in distress whose only hope of detection depended on an aircraft receiving their signal could easily echo the words of John Glennie.

Since October 1989, the detection and location of craft in distress has been enhanced by satellite technology and if the signals from the *Rose-Noelle* had been sent in Australian waters, it is likely that the position of their capsized craft would have been pin-pointed within three hours and within a radius of 10 nautical miles.

Closer to home, if the crew of the yacht *Great Expectations*, lost without trace returning to Melbourne after the Melbourne to Devonport race, had acti-

vated their EPIRB, there is little doubt that they would have been located. Instead, a \$1m official search and an \$8,000 private search failed to find any trace of the yacht or survivors and attracted criticism from relatives that the official search was conducted in the wrong area. A correctly activated EPIRB would have taken out any guesswork by the search authority.

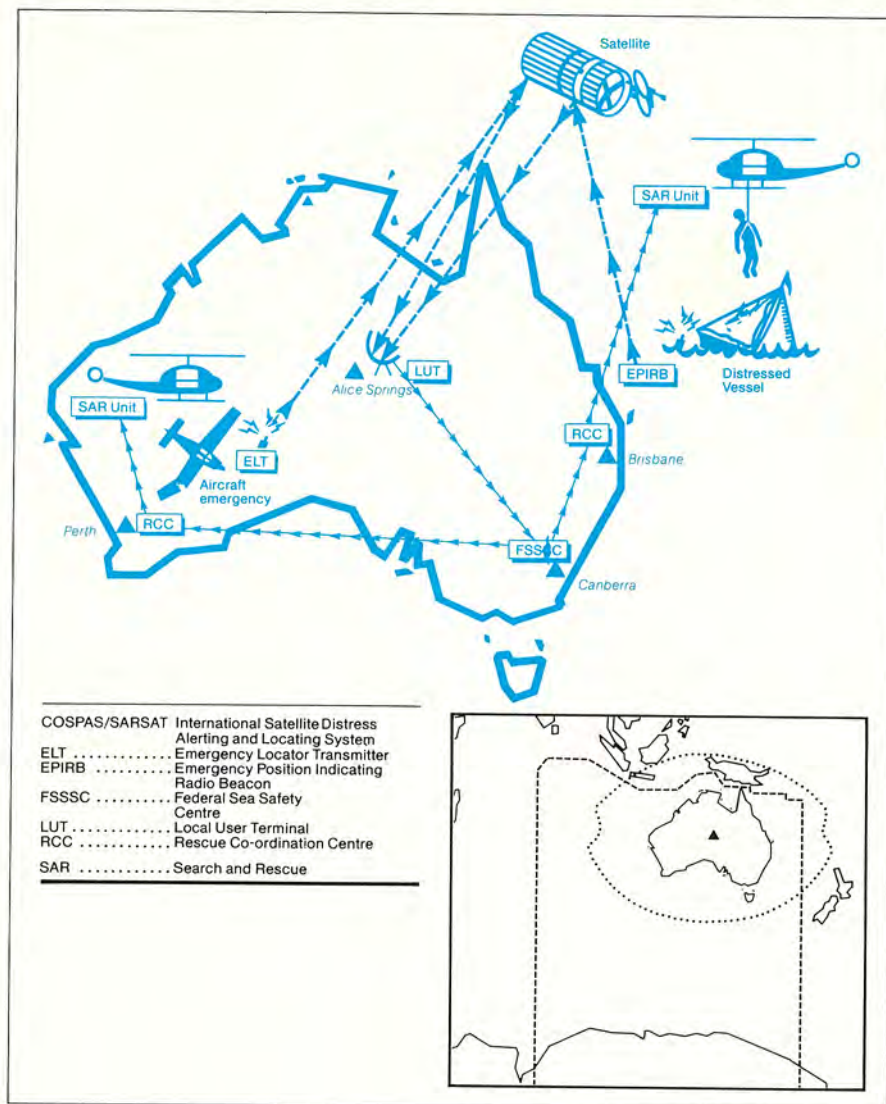
This dramatic change in the capability and use of EPIRB's is due to the decision of the Australian Government, through the Department of Transport and Communications, to be a participant in the international satellite rescue system, COSPAS/SARSAT.

Using space-age technology, the system is used to pinpoint crashed aircraft as well as vessels in distress and is co-ordinated by four nations, the USA, the Soviet Union, Canada and France. The system receives signals from 121.5 and 406 MHz EPIRB's through four low altitude satellites whose tracks pass approximately over the earth's North and South Poles.

At least one of these satellites holds line-of-sight to any single point on the earth's surface within a maximum interval of three hours. The average interval is a lot less.

To enable the system to work effectively a satellite ground receiving station is required. Called a LUT (Local User Terminal), Australia's is situated at Alice Springs and is an ideal location to provide coverage over the continent as well as up to 900 kilometres out to sea. The COSPAS/SARSAT satellites provide global coverage and every point of the earth's surface is in view at least every three hours. The satellites relay signals

Basic concept of COSPAS/SARSAT system, and LUT coverage area.



from a 121.5 MHz EPIRB only when both it and the ground station are within the satellite's horizon range or 'foot-print'.

The 406 MHz EPIRB is now required by law on American and British fishing vessels and by 1993 will be required on the world's entire merchant fleet. Earlier model 406 MHz EPIRB's were large and heavy but with new technology the later generation models are a little different to the compact 121.5 MHz models. "Float-free" designs, with the EPIRB set in a canister or bracket which releases them at a depth less than 4 metres and are activated by water contact or manual operation, are generally larger.

Signals from a 406 MHz EPIRB can be stored by the satellite until the next LUT, anywhere in the world, comes into range. It is possible for a 406 MHz EPIRB signal to be located to an accuracy of less than three nautical miles and

some 406 MHz models have the facility to transmit the craft's identity and a preset code which will indicate the type of emergency. The key to this code is sent by the purchaser of the EPIRB to SeaSafety Canberra, who place it on file with the craft's Sea Safety Report Form.

Emergency signals received by Australia's LUT at Alice Springs are relayed to Federal SeaSafety Centre in Canberra for position fixing and co-ordination of search and rescue operations. Handling over 2500 incidents each year and watching over 20 million square kilometres of ocean and 37,000 kilometres of coastline, their job is made easier by the provision of clear and accurate information.

Although the new technology EPIRB's and the COSPAS/SARSAT system provide a great deal of peace of mind for mariners, it is essential that correct operating procedures are fol-

lowed. In early January this year a 23ft game fishing boat with five persons on board, disabled, adrift and lost off Newcastle, contacted Sydney Water Police by radio who told them to activate their EPIRB for 15 minutes. The first report of the signal came from an Air New Zealand aircraft on its way to Auckland and relayed to SeaSafety Canberra who then closely monitored the next LUT pass.

In the meantime, a helicopter was dispatched to home in on the signal and look for flares, but was unable to find the craft. By now a signal was detected by two LUT passes but was too weak to allow accurate processing by computer even though the drift of the craft in the East Australian Current could be seen on the computer screen. The signal was also reported by several aircraft who put the position of the craft off Gosford. A helicopter, fitted with direction finding equipment, found the craft 53nm off Long Reef early the next morning and shortly after, the craft was taken in tow by the Water Police.

As suspected by the operators of the LUT monitor, the weak signal received by the satellite and the LUT was because the activated EPIRB was hand-held. Had the EPIRB been allowed to float next to the craft, using the water as a reflector for the signal, the position of the craft would have been accurately monitored and rescued earlier.

New specifications for technical changes to Australian EPIRB's (AS No. MS309 for 406 MHz and AS No. MS241 for 121.5 MHz) to allow full compatibility with satellites and the LUT station were gazetted in February. There is some doubt whether EPIRBs older than four years have full compatibility but some tests with these models will take place within the next few months. A personal 121.5 MHz EPIRB, designed to be hand-held in the water by means of a lanyard and small enough to be attached to clothing, is now available overseas, but has not yet been tested by the Australian authorities.

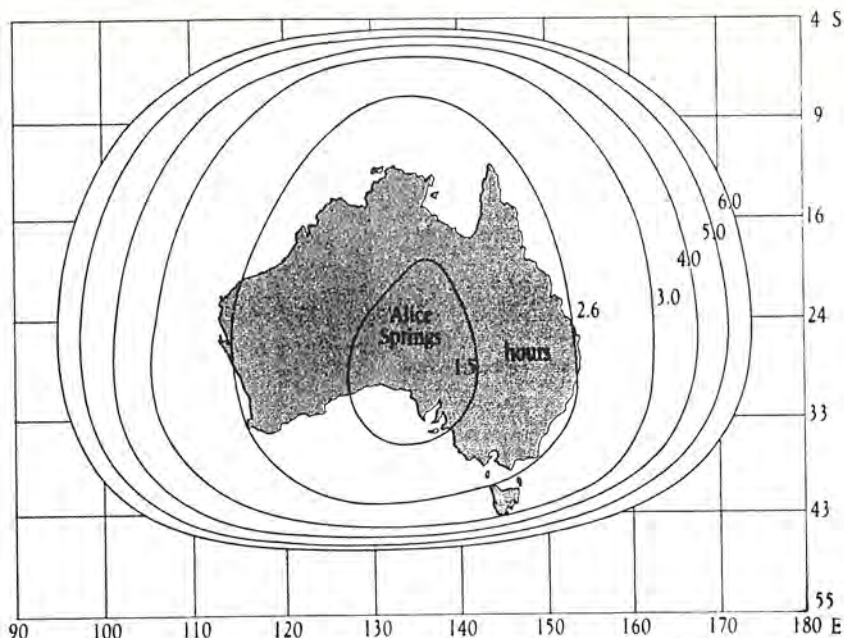
At a time when it is easy to criticise Government for interference in private pastimes and over-regulation of business, the decision to participate in COSPAS/SARSAT should be applauded by all who go to sea. The speedy location of craft in distress will cost the taxpayers less in search and rescue operations and could bring a little bit of peace of mind to the friends and relatives of those who may go missing at sea. To be part of the system all that is needed is an EPIRB, it could be the best purchase a mariner may make.

To coincide with the commissioning of the Alice Springs ground station last year, the Department of Transport and Communications produced a ten minute VHS video called ALIVE VIA SATEL-

LITE, which is available free to yacht clubs and marine volunteer groups. Leaflets outlining the system are also available from the Cruising Yacht Club of Australia or may be obtained direct from the Department.

Some Important Points About EPIRB's

- Ensure the EPIRB container is not cracked or showing signs of damage. Batteries should be within their shelf life.
- Place in an accessible location; either in the cockpit or less than an arm's length away in the companionway.
- Release the aerial. If the aerial is telescopic, extend to its full length.
- Activate the "on" switch in a positive manner; some EPIRB's have a blocking device to prevent inadvertent use and this makes switching on difficult.
- Use the water as a reflector. Allow the EPIRB to float free to the length of its attached line.
- Once the EPIRB is activated, LEAVE IT ON.



The average time to detect and locate EPIRB signals in Australian waters varies from 1.5 to six hours.

Kannad 406 Satellite EPIRB Now Available

THE Australian Department of Communications has approved the first satellite EPIRBs to link with the SARSAT-COSPAS global satellite search and rescue coverage, with the Australian earth station at Alice Springs.

Among the first approved is the Kannad 406 Satellite EPIRB, imported by McIntyre Marine Services. The unit had already been approved by the International, British and French authorities.

Using the SARSAT-COSPAS global satellite coverage, an emergency signal can be picked up anywhere in the world using two transmitting frequencies — UHF band 406, 025MHz to pin-point and identify through the satellite's network and VHF band 121, 5MHz used for the final homing service. A yacht's position can be pin-pointed within one nautical mile in a matter of minutes,

depending on its position on the globe.

The significant aspect of SARSAT-COSPAS and a Kannad 406 EPIRB is that a disabled yacht or ship no longer depends on an overflying aircraft to pick up an EPIRB signal. The Kannad 406 transmits instantly to four satellites (as used by Systems ARGOS, BOC and TransAtlantics) which then send the signal to the land station, which in turn contact the nearest search and rescue centre notifying where you are and who you are.

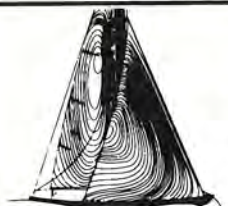
The identification of the craft transmitting the EPIRB emergency signal is automatic and the yacht or ship's radio call sign has already been coded into the satellite transmission of the Kannad 406, and other approved makes.

One strong endorsement of the Kannad 406 is that it has been chosen by two-times BOC Challenge solo race winner Philippe Jeantot for his current participation in the non-stop around the world solo race.

The Kannad 406 is made of safety orange injected polycarbonate, highly resistant to shocks and fire with a five year energy source. Weighing only 1.2kg and measuring 84mm square and 270mm high, the Kannad 406 is a slight and compact unit and can be stowed in quite small areas. The antenna is bent round within the casing, it being automatically deployed vertically by the helical coil forming the base of the antenna.

It is buoyant during operation and watertight at over 30 feet of water and has been designed to be towed from a lifeboat or liferaft — thus allowing the use of the sea as a reflector for the signal. The Kannad 406 comes in two versions, for manual use and float free use — water pressure automatically activating the unit as the vessel sinks.

Further information: McIntyre Marine Services, PO 512, Spit Junction, NSW, 2088. Phone: (02) 907 9422; Fax: (02) 907 9121.



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ABRACADABRA — USA

Australian-built 50-footer for the World Circuit

OFFSHORE recently featured an article on the high-tech construction of the Frers 50 footer *Cyclone*, together with trends within this rapidly expanding class of offshore racers.

The latest 50-footer built in Australia, *Abracadabra*, is not for an Australian owner, but for Jim Andrews of Alabama, USA. Andrews has been actively campaigning a three year old Nelson/Marek design of the same name. The new *Abracadabra* is a Reichel/Pugh design.

Abracadabra is of high tech composite construction and was completed by well experienced and internationally recognised Sydney builder John McConaghy for delivery in the USA in late February.

The yacht's primary aim is the International 50ft Circuit, but it is also Jim's intention to partake in numerous offshore regattas and the 1991 Admiral's Cup.

His choice of the Reichel/Pugh design team was not only because of their successful IOR record, but also the substantial involvement and back-up service they provide to a Grand Prix project.

McConaghy Boats were selected to build the yacht because of their experience in composites, in particular pre-pregs, and the facility they have available to them.

The design was a result of the Reichel/Pugh development program which analyses data and performance of the current fleet in a variety of wind and sea conditions, with exploration of developments undertaken through extensive computer modelling. Their aim is to achieve optimum performance on the windward/leeward courses the 50's now race on. Different configurations are tested, the primary variables being sailing length, beam, displacement and sail area, and various prismatics within these parameters.

The resultant design of *Abracadabra* is a yacht of moderate/light displacement with a low prismatic shape that has a long waterline with generous stability and sail area. Her easily driven hull has had emphasis put on acceleration which is of vital importance racing yachts of similar size.

The laminate design for the yacht was done by S.P. Systems, England and utilises Ampreg 75 S.P.'s low tempera-



ABRACADABRA in John McConaghy's boat-building shed in Sydney before being sent to her American owner, showing the moderate-light displacement hull designed by Reichel/Pugh. Weight saving is underlined by carbon fibre steering system weighing only 13kg including steering wheel. *Abracadabra* in March won its first race and regatta in Miami. (Pics — Rob Williams)

ture prepreg system. Skins are predominantly carbon fibre with only a small amount of kevlar/carbon fibre cloth used in the bow.

Nomex honeycomb is used throughout, with thickness in the hull starting in the bow at 35mm and tapering to 20mm in the stern. The deck is cored with 20mm nomex.

The importance that weight saving in construction was given is well illustrated in the manufacture of a predominantly carbon fibre steering system. Pressure blowing at 120 psi was used with female and tubular moulds to make components including steering wheel, quadrant, sprockets etc which, combined with a chain of kevlar rope with carbon links, weighed a total of 13kg. The rudder and shaft weigh only 22kg.

An illustration of the boat's design values in comparison with those of the Australian-owned 50-footers *Heaven Can Wait* and *Cyclone* are set out below.

Design:	<i>Abracadabra</i>	<i>Heaven Can Wait</i>	<i>Cyclone</i>
LOA:	15.105	15.193	15.050
L:	13.0144	13.0628	13.0029
B MAX:	4.627	4.540	4.472
B:	4.468	4.4500	4.400
BWL:	3.692	3.668	3.662
D:	1.520	1.5689	1.5579
DLF:	1.0062	1.0023	1.0055
DSPL:	11237	12159	11353
RSAT:	128.044	129.448	129.78
I:	18.207	18.583	18.202
J:	5.319	5.440	5.300
P:	19.81	19.580	20.000
E:	7.285	7.020	7.400
RATIOS:			
S:L	.8695	.8710	.8761
DSPL:L	142.08	152.02	143.92
RSAT:DSPL	24.99	24.99	26.23

Design



HULL profile of Dry Reach showing the clean lines and efficient keel. (Pic — Peter Campbell)

ROBERT HICK

Quarter Tonner

ROBERT Hick of Fraser Sails, Melbourne, is not only a sail maker, but with his Quarter Tonner *Dry Reach* has entered the competitive arena of IOR design.

The yacht was launched last winter and since has compiled a very impressive racing record, winning both the Petersville Series and top individual IOR honours in the Advertiser Cup Regatta against the best IOR boats in Victoria.

The hull has easy flowing lines and is very fair. The smooth mid sections fair out to nicely rounded forward sections. A slight crease at the aft girth station is the only distortion; gone are the older style angular shapes that robbed speed.

To reduce pitching moments there is 350kg of internal ballast with the bottom third of the keel being hollow glass. The mast is a large, thin walled spin tapered section without jumpers.

Construction is of strip planked balsa with E Glass and Epoxy inside and out. In the flat areas of the deck and cockpit a foam/ply composite was used.

The IOR Rule change banning exotics in construction of boats under 25ft rating could see more yachts like this racing in the near future.

Fact Box:

LOA: 7.679m
Bmax: 2.746m.
DSPL: 1417kg.
RSAT: 28.69 sq.m.
Rating: 18.53ft.

Designer:

Robert Hick, 2nd Floor, 172 Roden St., West Melbourne, Vic 3003. Ph & Fax: (03) 328 3260.

JUTSON/HEPPEL

35ft IOR Rater

THIS yacht is designed with the new Admiral's Cup rating requirements firmly in mind and is the result of a limited association between Australia-based designer Scott Jutson and English born aerodynamicist and structural engineer Peter Heppel.

An increasing number of Jutson's designs are being seen around Australia and his work in optimising existing racing yachts, including this year's Sydney-Hobart race winner *Ultimate Challenge*, is continuing to enhance his reputation.

Peter Heppel who has led design teams for the Taskforce 87 and Blue Arrow America's Cup Syndicates, was instrumental in the foil developments of world One Ton Cup winner *Jade*. He is also the author of the "RELAX" sail structures computer program.

The design concept has been developed from extensive analysis and on the water experience in this size of boat. The designers' research indicated that the pre-1989 mid-sized Admiral's Cup boats were rating too high for their achieved performance, being a touch low on sailing length and a little light.

With the establishment of the fixed rating bands in the Admiral's Cup, a boat of maximum speed for a rating of 35ft is required.

The development process for the Jutson/Heppel AC 45 centres around innovative velocity prediction standards integrated with the rules demand for performance. This process does not

produce odd or unusual boats but rather a well defined and controllable performance package. This design combined with an innovative and cost effective approach to structure should prove very successful.



FACT BOX

LOA: 13.000m
L: 11.537m
Bmax: 4.097m
Draught: 2.487m
DSPL: 7980kg
RSAT: 99.75 sq.m.
SHR: 15.56.

CONTACT: Scott Jutson Yacht Design, 23 Grandview Gve, Seaforth NSW 2092. Ph: (02) 94 1512.

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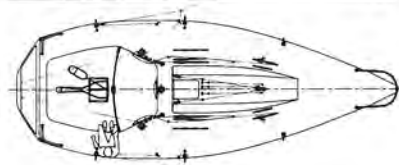
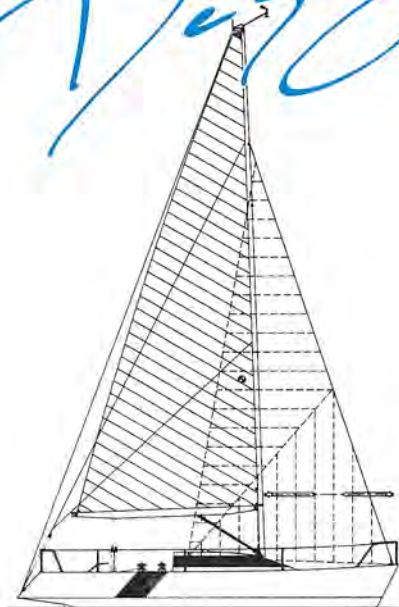
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Design



TONY CASTRO — 1/4TON

FOLLOWING excellent race performances by his earlier Quarter Tonners, Tony Castro has continued the development of his previously successful concept.

His latest Quarter tonner is a little longer on the waterline than *McDonalds* and displaces 1350kg.

The new design follows the current IOR trend of simple and easily-used deck gear and systems, with a large cockpit.

Optimisation of keel and rudder sizes has resulted in a relative reduction, and research is being continued with the aim of a substantial reduction in drag.

The design is suited to a variety of construction methods and materials with the use of different keel weights to balance stability and optimise the yacht's rating.

FACT BOX

LOA: 7.75m

Bmax: 2.70m

Displ: 1350kg

RSAT: 29.75sq.m.

DESIGNER: Tony Castro, Rio House, 75 Satchell Lane, Hamble, Southampton SO3 5HL England. Tel: 44 703 454722.

First-up US Win For Abracadabra

AUSTRALIAN-BUILT *Abracadabra* made a brilliant debut on the International 50ft Association circuit when it won the opening race of the Miami World Cup Regatta, going on to take out a closely fought series.

Abracadabra was built in Sydney by John McConaghy to a Reichel/Pugh design for US yachtsman Jim Andrews and shipped to the US early this year. Because of some changes needed to achieve its IOR rating, the yacht had been sailed only three times before the Miami Cup.

Steered by US Olympic silver medalist and former America's Cup skipper John Koliuss, *Abracadabra* posted a consistent series of placings of 1-4-6-2-4-2.

After six races the salmon-coloured 50-footer led the fleet with 18.75 points from the 1989 Admiral's Cup team yacht *Container*, a Judel/Vrolijk design owned by West German Udo Schutz, on 19.50 points.

However, under the International 50 foot rules, each yacht could then discard its worst race, and with *Container* dropping an eighth to *Abracadabra*'s sixth, the tables were turned giving the German boat a 1.25 point lead.

The two were well clear of the third placed boat, the Farr-designed, Japanese owned *Will*, which also competed in the 1989 Admiral's Cup. Fourteen 50-footers contested the regatta.

The seventh race saw a win by the Farr 50 *Springbok*, skippered by Dennis Conner's America's Cup tactician Tom Whidden, with *Container* finishing second and *Abracadabra* fifth. However, a protest by the Japanese-owned *Champoso V* and the US boat *Infinity* against *Container* following a mark-rounding collision, saw the German yacht disqualified.

The end result was that *Abracadabra* moved from fifth to fourth to take out the series with 16.75 points from *Container* on 19.50, followed by *Springbok* 23.50, *Will* 23.75 and *Riger* 24 points.

Abracadabra is certainly living up to expectations, according to designer Jim Pugh, the yacht's co-designer who called tactics for Koliuss. Until the regatta the crew had sailed the boat only three times. "We think there is still a lot of room left for improvements," Pugh said.

Owner Jim Andrews, an orthopaedic surgeon from Birmingham, Alabama, was delighted with the performance of his new, Australian built boat. "You can't do better than win your first race," said Andrews.

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BUILDERS OF TOP QUALITY OFFSHORE YACHTS — SAILED WORLDWIDE

THE first of four *Il Moro di Venezia* America's Cup challengers has been launched in Venice. In truth, the yacht should be called the More of Venice not the Moor, such was the grandeur and downright extravagance of the occasion.

The pageant was worthy of Hollywood and that's exactly what was achieved by Franco Zeffirelli, hired by the *Il Moro* syndicate chief Raul Gardini for the event.

The producer of such famous films as *Romeo & Juliet* created a coup de theatre which brought a medieval costumed chorus and musicians to bear on the assembled crowd, including Fiat's Gianni Agnelli who must have wondered if any of his car launches had ever been so lavish. With choreographed precision the 75ft magenta hulled yacht was craned off her barge, tethered off Santa Maria della Salute, and her prow presented to Mr Gardini's younger daughter Maria Speranza, wielding the champagne.

Even 250 of the city's famous gondolas were hired as extras, both to carry VIP guests and to accompany *Il Moro di Venezia* in a triumphal sail past St Mark's Square.

If the aim of the \$US2 million ceremony was to impress other Cup syndicates then it was a crushing success, for no other group will come close to the *Il*

Cup date



AMERICA'S CUP NEWS

By Tim Jeffery

Moro challenge in terms of resources, apart from the Nippon Challenge in Japan.

Though many syndicates from around the world were represented, New Zealand and the USA were noticeable for their absence. There was a common feeling that had any one from the USA attended they would have been more determined than ever to delay the next Cup, if San Diego is where it is to be, having seen how far ahead the Italians are.

Only slow boats, internal conflicts and flawed sailing will stop the Gardini roller coaster, and he's taken impressive steps to avoid such catastrophes which have dogged the previous two Italian Cup challenges.

Mr Gardini has hired the best in the business and few of them are Italian. Skipper is Californian Paul Cayard, one of the sharpest sailors in the world whose professionalism and range of skills will make him the dominant yachtsman of the 1990s. The aplomb with which he addressed the gathering in Italian was more akin to a native, not

First *Il Moro Di Venezia* Launched in Venice



THE first of four Il Moro di Venezia America's Cup challengers on her first sail after a spectacular launching ceremony at Venice when she was escorted out of the harbour by 250 gondolas. (Pic — Pickthall Picture Library)

someone who registered at Milan city hall only last year to fulfil the Cup's two year residency qualifications.

The design team is headed by Argentine German Frers, who counts Gardini more as a friend than a client and who holds an Italian passport by virtue of his mother. The lesser known Italian naval architect Claudio Malletto is his number two.

Co-ordinating the design effort is Robert Hopkins, whose coaching prowess brought the USA Olympic team medals in Los Angeles.

Significantly, he was a key member of Dennis Conner's *Stars & Stripes* design team for the 1987 Cup in Fremantle. Hopkins states the tank testing programme in Rome and computational studies carried out by the group is of a comparable scale to that used to produce the last 12-metre to win the Cup and "we're standing on the shoulders of that knowledge."

Even the boat builder Fernando Senna, a Portuguese, and project manager Laurent Esquier, from France, count as imported talent. In all, the *Il Moro* challenge is as Italian as the Ferrari Formula 1 team, with its British chassis and French and English drivers, but that is sport today.

There is hardly any throw-back what-

soever to previous Italian Cup efforts. Only Thomaso and Enrico Chieffi, who were the helmsman and mainsheet trimmer aboard the *Italia* 12-metre are in Cayard's afterguard. They are joined by Francesco de Angelis, the former J-24 World Champion with whom Cayard won the 1989 One Ton Cup with *Brava*.

No-one talks easily about money. German Frers says: "Of course we have a budget. But if there is something we want, we can buy it." Paul Cayard says there is \$10 million a year available just to build boats, equip them and sail them. And replying to a suggested total budget of \$40 million, Mr Gardini shrugs and says: "How can you estimate the worth of the Montedison name becoming internationally known?"

Montedison is the challenge sponsor, owned of course by Mr Gardini. In a campaign of impressive integration, it supplies many of the fibres and adhesives used to build the composites boats in the Tencara factor set inside the Montedison chemical plant at Venice. Mr Gardini also happens to own the Sparcraft/Barient spar and winch company, used to equip the yachts.

But even the rich and mighty have not been without setbacks. This first boat was delayed by air bubbles in her lamination, due to a batch of poor

quality pre-preg unidirectional fibres and the evidence of her first sail yesterday is that bow-down trim needs to be cured. But, the second of four boats is already being built, to be launched in July.

And what an impressive building facility Fernando Senna has set. Called Tencara, it is a hospital clean site, surrounded by security fences, lights and closed circuit cameras in the already secure Montedison chemical plant close to Venice.

The specially laid concrete floor in the building shop is temperature-stable and able to withstand 150 ton point loads. Uniquely, the oven for curing the pre-preg laminates is wheeled in on rails so that the uncured structures never have to be moved from the bolted down plug. The 150 ton steel oven is 30m long, uses no less than three megawatts of electricity and has 16 computer controlled bays to ensure even cure.

But inspite of all this, the first *Il Moro* Cup boat looked really quite conventional. Her deck layout was a true maxi/12-metre hybrid with none of the extreme weight concentration of the Briand designed French boat. In terms of hull shape, the Briand boat was beamier in mid-section and carried more volume aft.

French America's Cup Boat

WITHOUT a sponsor and in a low key ceremony, the world's first International America's Cup Class yacht, France's *F1*, emerged from her builder's shed at Vannes, South Brittany on January 26.

A cash crisis may have slowed down the French building programme from six to eight months, but *F1* was completed a full six weeks before the first of Raul Gardini's *Il Moro di Venezia* in Italy, and two months ahead of the Nippon Challenge's sisterships. Other syndicates now building are the Yugoslavs, who are still at the plug stage, and the Danes and Spanish who have barely started.

There was no secrecy at Gilles Ollier's Multiplast yard where the carbon fibre/Nomex/epoxy yacht was rolled out ready for trucking down to her Mediterranean training base, where keel, mast and hardware will be installed. The steel boat pens and plastic shrouds hiding the old 12-metres from Fremantle's prying eyes are, briefly, a thing of the past.

Not that there's much to see in the new IACC class. At approximately 75ft

overall, they are some 10ft shorter than a Twelve with 30 per cent less displacement. Without the need to pack a lot of displacement into a given waterline length, and with hollows expressly prohibited, all IACCs will have clean, shallow easily driven hulls.

Much of the designers' efforts will not be obvious to untutored eyes: selection length; sail area and displacement: sail area ratios will not lead to markedly different looking hulls.

F1 is the product of Philippe Briand, though as he did with *French Kiss*, he has collaborated with outside specialists. Philippe Perrier, Daniel Chaumette from Bregeat-Dassault Aviation created a new "Pieuvre" program to join "Cavier", written for *French Kiss*, for their VPP and flow code analysis. They claim that the same principles used for the Rafale fighter and Hermes space shuttle were applied in the computer programs.

One-third scale models were tested at the Bassin d'Essais des Carenes in Paris under the direction of Jean Claude Dern and Bertrand Lambert, so despite being funded by a bank loan, *F1* has not lacked

exhaustive, high technology R&D.

It would appear that *F1* may have the small foretriangle, low aspect ratio rig which Briand used on the Admiral's Cupper *Corum*. Once again he has worked with the Centre Nationale d'Etudes Spatiales to study rigs. The plan is to keep the rig an all French effort with specially developed Kevlar, in house sailmakers and carbon fibre mast from Jean Pierre Marechal.

Heading the project is Eric Ogden, formerly of the Challenge France group, while the *French Kiss* skipper/tactician partnership of Marc Pajot and Marc Bouet is back in harness. Both plan to return to the match race circuit this year and will sharpen big boats will skill up on Jacques Dewailly's IOR maxi, *Emeraude*.

Clearly the funds to run a 30 strong squad in Sete with *F1* are not in place. Eric Ogden spoke of co-operation with other Europeans, most probably the West Germans, as corporate France is not America's Cup minded at present. In media coverage, even the Whitbread race exploits of *Charles Jourdan* merits little coverage. For the time being, the Globe Challenge dominates.

KIWI KETCHES LEAD FLEET

SEEING Peter Blake's big red 84ft Farr ketch *Steinlager 2* appear over the rolling Atlantic swell, reminded you just how fast these Whitbread maxis are. There she was with reefed main and mizzen, and small No 3 jib, with not a staysail in sight. Yet beam reaching, the shore of Punta del Este, Uruguay slid past behind *Steinlager* at astonishing pace and the power boats were creating a great froth of white water in keeping up. *Steinlager* in fact, was making 14 knots without even really trying. Home truth of the Whitbread Race No 1.

Truth No 2 was a Kevlar brown smudge just over the horizon. It was the second Kiwi ketch, Grant Dalton's *Fisher & Paykel*, destined to be the bridesmaid yet again. Agonisingly for Dalton, he had yet again lead for a good proportion of the 6,255 mile leg from Auckland and the pair had rounded the Horn in sight of each other, some 1,200 miles from the finish.

In the light airs that followed *Steinlager* edged out, having spent two days just 200 yards apart from Dalton's yacht, to have the lead cut back a day out from Punta in only the second blow experienced by the front runners in the whole leg. It was nastier than anything the Southern Ocean or Cape Horn produced, the sea shoaling as it piled over the continental shelf into an awkward, wet obstacle course.

"This shows just how close the racing is between the yachts and how hard fought it is," said Blake on arrival.



CREW of New Zealand maxi *Steinlager 2* celebrate after taking line honours in the fourth leg of the Whitbread Round the World Race, from Auckland to Punta del Este — as they had done on each leg. Skipper Peter Blake looks certain to win the race at his fifth attempt. (Pic — Tim Jeffery)

"You must want to give it that little bit extra to win," added the 6ft 4in New Zealander, who also confirmed this was the last time he would be racing the Horn in a Whitbread Race.

Annoyingly for Dalton, and Pierre Fehlmann of *Merit* and Lawrie Smith of *Rothmans*, who complete the race's Big Four, Blake has a habit of moving into the lead at the end of the leg. Only in Leg 1 did he lead for the majority of the time, whereas in the approaches to Fremantle, Auckland and Punta the lighter winds in the final week at sea helped the big sail area/long waterline/heavy displacement design configuration of *Steinlager*.

With his closest rival 28 hours adrift, Blake now has the overall race won at his fifth attempt, barring catastrophe. Little wonder he says he'll sail the last two legs conservatively. Those chasing him say he's been conservative ever since winning Leg 1.

Yet did they all misread the weather? Blake acknowledged that the Southern

Ocean summer can be gentle. Even before the leg started he stated in Auckland: "I'd be surprised if we get more than a gale." How right he was, and it's this guile that separates the men with fast boats from the man who is winning.

Results overall (after 4 legs): 1. *Steinlager 2* 88 days 16 hours 36 minutes; 2. *Merit* 89 20 34; 3. *Fisher & Paykel* 90 03 03; 4. *Rothmans* 90 18 31; 5. *Charles Jourdan* 93 11 39; 6. *The Card* 93 20 43; 7. *Fortuna Extra Lights* 95 00 22; 8. *Gatorade* 95 17 41; 9. *Satquote British Defender* 96 01 26; 10. *Fazisi* 96 02 42; 11. *Union Bank of Finland* 96 09 55; 12. *NCB Ireland* 97 02 28; 13. *Belmont Finland* 11 97 03 32; 14. *Liverpool Enterprise* 105 23 30.

Class C: 1. *Equity & Law* 11 104 16 56.

Cruising: 1. *Creightons Naturally* 116 14 07; 2. *With Integrity* 117 21 35.

Class D: 1. *L'Esprit de Liberte* 115 12 55; 2. *Maiden* 116 05 32; 3. *Schlusel von Bremen* 117 10 48; 4. *La Poste* 128 02 17.

Huge Farewell From Auckland

From John Roberson in Auckland

NO other city seems to be able to send off a Whitbread Race fleet quite like Auckland. On February 4 it seemed as if the whole of Auckland — even the whole of New Zealand — had turned out to farewell the 23 boats as they headed for the Horn on the fourth leg of the race.

The Kiwis even managed to turn on good weather for the occasion, though no doubt the competitors would have preferred more than the 10 to 12 knots of wind. Firstly it would have helped them through the chop thrown up by the estimated 6,000 spectator craft, and secondly it might have kept some of those craft at home.

While an area around the starting line, off North Head, was kept clear before the start, as soon as the Duke of Edinburgh had fired the gun there was no controlling the exuberant Kiwis, and the Hauraki Gulf was churned up with spectator boats everywhere.

At the first mark of the course, off Auckland's northern beaches, Ludde Ingvall's *Union Bank of Finland* was just ahead of *Steinlager*, with *Martela OF*, *Rothmans* and *Merit* close behind. While the two Kiwi ketches had had the honour of leading the fleet into their home port, the spectator fleet prevented a glorious departure for there heroes.

While both *Steinlager* and *Fisher & Paykel* were surrounded by enthusiastic supporters, who slowed their progress, *Rothmans*, almost unnoticed, pass them to leeward as they hauled across the Gulf and took the lead to be first around the northern end of the Coromandel Penin-

sula.

While the spectator craft were uncontrollable, Roger Nilson, skipper of *The Card* had no-one but himself to blame for the loss of his mizzen mast shortly after the start. Nilson took *The Card* through a line of moored boats on the edge of the channel, and caught the leeward shroud of his mizzen mast on the mast of an anchored spectator craft.

Before he had a chance to do anything the whole mizzen rig was in the water and being dragged behind the boat. Fortunately they were able to rescue all their electronic equipment such as weatherfax, VHF and radar, before detaching the broken rig and leaving it for a barge to collect.

Though there was talk of flying a replacement to the Chatham Islands, and various other possible ports, eventually Nilson decided to do the leg as a sloop.



CREW members of the Finnish maxi yacht *Martela OF* wait to be lifted off the upturned hull after the maxi lost her keel off the coast of Argentina. The mast hit the water only five seconds after the keel detached, but fortunately it was in daylight and other competitors were quickly on the scene. (Pic — Pickthall Picture Library)

Capsize Drama In The Atlantic

By Tim Jeffery

ON the night of February 23 the Finnish maxi, *Martela OF*, was beam reaching in a 25 knot wind, chasing *Merit* five miles ahead. She took a wave badly and slammed heavily. A crack was heard from below and the speedometer failed.

The next morning, their diver went over the side. He found a 2cm gap between the front of the keel and the hull. For *Martela's* crew it must have been *deja vu*, for when they arrived in Punta del Este at the end of Leg 1 last September they had found that the keel had slipped bodily down its bolts and tie rods.

This time they decided to keep sailing towards the finish line 350 miles to the north in Uruguay. The weather fax predicted settled conditions. The only diversion port was Mar del Plata in Argentina, 150 miles to the west.

Wiikeri reported *Martela's* condition. Race headquarters in Punta asked for hourly positions and *Martela's* crew readied safety equipment, donned life-jackets and prepared to live, eat and sleep on deck for the remaining two days of the leg. *Martela's* diver had suggested that the 16 ton keel, with its novel forward protruding bulb, be strung up underneath the hull, but this was not done.

Wiikeri's reasoning was that they'd experienced the same problem before for five days on Leg 1 with no drama and that by keeping the boat sailing, the lift generated by the keel would stop it pendulumming around. Yet a second check that evening showed the gap had opened up to 5cm.

At 1100 GMT the next morning, Wiikeri was below at the bilge pump while his co-skipper Antero Kairamo was speaking to race HQ. "My position is 40.15 degrees S," Kairamo said — pause — "Mayday! Mayday! Our keel is falling off!"

In five seconds the mast hit the water. In another 10, *Martela* was completely inverted. New Zealander David White had been rimming the genoa to leeward. "The boat heeled, so I eased the sheet," he said. "It felt just like a gust, but the boat kept on rolling."

White was trapped under the mainsail along with two of *Martela's* three life-rafts which could not be got free in time.

Of course, the Finnish crew, which counted a Kiwi, American and Frenchman among their 16 total, were lucky. It was daylight, the sea was calm and they weren't in the Southern Ocean. Better still they were actually transmitting when the boat capsized so race control and Ludde Ingvall of *Union Bank of Finland* were able to estimate the longi-

tude *Martela* was unable to give in her abbreviated radio message by dead reckoning from previous hourly plots.

UBF diverted, as did *Charles Jourdan* which was coming up from the south. *Merit* meantime was 80 miles ahead and upwind, so she turned around and set a chute. *Rothmans* carried on, figuring that although ahead, they were to leeward and would have to beat 80 miles to *Martela*, arriving some time after *Merit* or *Charles Jourdan*. In the event these two arrived almost simultaneously some four and a half hours later. Some of the *Martela's* crew did not even get wet in either the capsize or the transfer.

Though the Argentine port of Mar del Plata was just 150 miles away with full search and rescue facilities, their part in the rescue would have been laughable if life was not at risk. "It was a complete and utter shambles," admitted Race committee chairman Rear Admiral Charles Williams. "What saddens me is that we were told four times that a plane had taken off, but only one report was true."

Throughout the episode, claims and counter claims have been flung. Fellow race skippers had little sympathy for Wiikeri's decision to sail on, at speeds in excess of 10 knots according to *Argos* plots. "It's criminal to lose a lovely boat like that," said Peter Blake. Harry Harkimo of *Belmont Finland* called Wiikeri "irresponsible".

Then the accusations flew between *Martela's* designer German Frers — ironically an Argentine — her builder and the keel's maker, Speedwave of Germany. What is clear is that Frers' original drawings were altered without his consent and that Speedwave subcontracted the keel's top plate and cage construction to a small firm not in the yachting business. Due to the lack of time, the keel and hull never met at the builder's yard, rather in Spain.

When *Martela* was repaired after the Leg 1 failure, both Frers' brother Pepe and a Lloyd's surveyor approved the work. German Frers says it was not the way he would have chosen, but options were limited by having to melt the lead by torch in order to put end plates on the tie rods where they had been previously none at all. Whatever, the rods and bolts failed a second time.

The matter is now in the hands of the lawyers and fortunately they have only the loss of a boat to worry them, not loss of life. Whatever, Mickey Berner summed up the thoughts of many saying "this is a poor indictment of the yachting industry. We can design high-Tech sails, electronics and so on, but can't get right something as fundamental as joining a keel to a hull right."

Lawrie Smith concurred with characteristic bluntness: "It shouldn't happen. People could die."



DRY REACH, overall winner of *The Petersville*, is forced to sail to leeward of a 'Couta Boat in massed fleet final race of the 1990 Regatta off Blairgowrie. (Pic — Peter Campbell)

COUNTBACK NEEDED IN THE PETERSVILLE

OVERALL winner of the prestigious 1900 Petersville Regatta had to be decided on a countback of placings after the new Quarter Tonner, *Dry Reach*, and the 1988 Sydney-Hobart winner *Illusion* finished equal on points at the end of the six-race regatta on Port Phillip in January.

Both yachts scored 494 points, but on the countback *Dry Reach* won the Lady Nelson perpetual trophy for the IOR division, with three firsts and two thirds against *Illusion's* two firsts and three seconds.

As usual *The Petersville*, as it is known, attracted a big fleet, with 98 entries in the IOR, VYC and CHS divisions. Among the entries were four interstate yachts, but in the end only two made it to Melbourne because of Sydney-Hobart race damage.

Traditionally, the keel yachts in *Petersville* Regatta, this year a six-race event, are joined on the final Saturday by trailable yachts and gaff-rigged 'cota boats and this was the case again this year, with a total fleet of 150 yachts

turning out on a somewhat inclement morning.

With the added attraction of the annual Portsea Swim Classic, with a thousand and more competitors, thousands of spectators packing the Portsea Pier and foreshore saw a spectacular spinnaker start as 20 knot rainsqualls swept in from Bass Strait to start what proved to be a sensational race from Portsea to Blairgowrie with:

- Several yachts having their sails blasted to pieces in rainsqualls;
- The well-placed 34-footer *Chutzpah*



TRICKY sailing through the sandbars of the Sorrento Channel put a sudden stop to Chutzpah's prospects of a win in the final race of the Petersville Regatta. Crew weight on the boom couldn't help and she retired from the race. (Pic — Peter Campbell)

go hard and fast on a sandbank as the fleet negotiated the narrow Sorrento Channel;

- The line honours winner in the big VYC fleet, *Vendetta* disqualified for sailing the wrong side of a course mark, following a protest by arch rival, *Bolle Wild Thing*.

After five races, *Illusion*, skippered by Nick Knezic and steered by Ross Lloyd, had a two-point margin, which meant that *Dry Reach* had to win the final race to win the series. Both yachts sailed an excellent last race, with *Dry Reach* taking corrected time by 1 minute 26 to tie on points, but win the series on the countback. *Dry Reach's* placings were 1-1-3-8-3-1 while *Illusion's* were 2-4-1-2-1-2, each scoring 494 points.

Third overall was the recent Sydney-Hobart winner, *Ultimate Challenge*, skippered by Lou Abrahams, which finished with 488 points from placings of 4-3-2-1-9-3. *Ultimate Challenge* had been well in the running until the fifth race, from St Kilda to Portsea, when she went looking for wind on the eastern shore of the bay and was beaten home

by the 34-footers.

Dry Reach was designed, built and skippered by young Melbourne naval architect and sailmaker Robert Hick for owner Andrew Coulter. It is his first design, a 26-footer which is pleasing to the eye with a fair and fast hull.

Hick, 30, the manager of Fraser Sails in Melbourne, sailed a brilliant first-up series with the little *Dry Reach*, a simple and inexpensive Quarter Tonner by today's standards of high-tech yachts.

"We promised the owner, Andrew Coulter, we would build him a competitive 7.9-metre sloop for under \$50,000 — and it cost \$44,000" Hick said at the Blairgowrie Yacht Squadron after the final race.

"She has no carbon fibre, no kevlar, no titanium like the state-of-the-art bigger boats," Hick said at Blairgowrie Yacht Squadron after yesterday's final victory.

"But she has a fair hull, good sails and I think we sailed her well," added Hick, who won the Petersville Regatta with another Quarter Tonner, *Shambles*, in 1987.

Of the 98 entries in The Petersville, nearly half were in the VYC handicap division, where the overall winner was *Bolle Wild Thing* (Grant Wharington) after a rather tempestuous series against arch rival Inglis 47 sisterships, *Vendetta* (Alex and Tony Cittadini) and *Scavenger* (Joe Westerlo).

In a week of gamesmanship between the three crews, protests and threats of protests were tossed back and forth, with *Vendetta* finally being protested out by *Bolle Wild Thing* for sailing the wrong side of a mark in the final race. *Vendetta* had taken line honours and placed fourth on corrected time.

The disqualification lifted *Bolle Wild Thing* a place and a vital point to give her a one point victory overall, with 475 points, to just beat *Wedgetail* (Mel Mollison) on 474 points, with *Impact* (Stephen Tait) third with 473 points.

The six races produced six different winners in the VYC division — Scott White's *Rapid Transit* (she lost her centreboard in race two), *Ali Dell Aria* (Stewart Webb), *Kalula* (Rod Thomas), *Bolle Wild Things* (Grant Wharington), *Wedgetail* (Mel Mollison) and *Sportscar* (Chris Fury and the Sportscar syndicate).

In the CHS division, the veteran former Admiral's Cup yacht *Mercedes III*, owned by Tom Ryan and skippered by Rob Williams, totalled a maximum 400 points with placings of 1-1-1-4-1, with no CHS yachts finishing race three. Second overall was *Starlight Express* (Buster Hooper) with 389 points and third *Bacardi* (Bacardi Syndicate) on 387 points. It was a remarkable effort by the 10-year-old heavy displacement racer which represented Australia in the 1969 Cup at Cowes.

In the trailable yachts the overall winner of the Petersville Series was Peter Taylor's Noelex 25, *High Society*, while Division 1 winner was *Frolic* (Andrew Guiney).

The 'Couta Boat division went to *Victory*, skippered by Clive Beckingsale, with a record 29 of the graceful gaff-rigged craft taking part in this year's Petersville Series.

RESULTS

IOR: 1. *Dry Reach* (Robert Hick) 494pts (1-1-3-8-3-1); 2. *Illusion* (Nick Knezic) 494pts (2-4-1-2-1-2); 3. *Ultimate Challenge* (Lou Abrahams) 488pts (4-3-2-1-9-3); 4. *Chutzpah* (Bruce Taylor) 482pts (3-2-7-4-2-NF); 5. *Shambles* (Bedgood & Healy) 472pts (5-6-4-9-4-10).

Channel Handicap: 1. *Mercedes III* (Tom Ryan & Rob Williams) 400pts (1-1-1-4-1); 2. *Starlight Express* (Buster Hooper) 389pts (3-3-7-3-2); 3. *Bacardi* (Bacardi Syndicate) 387pts (5-6-4-1-4); 4. *Time & Money 3* (Nick Moloney) 381pts (4-2-6-7-8); 5. *By Order Of The Sec.* (Alan Collins) 379pts (2-11-3-16-5).

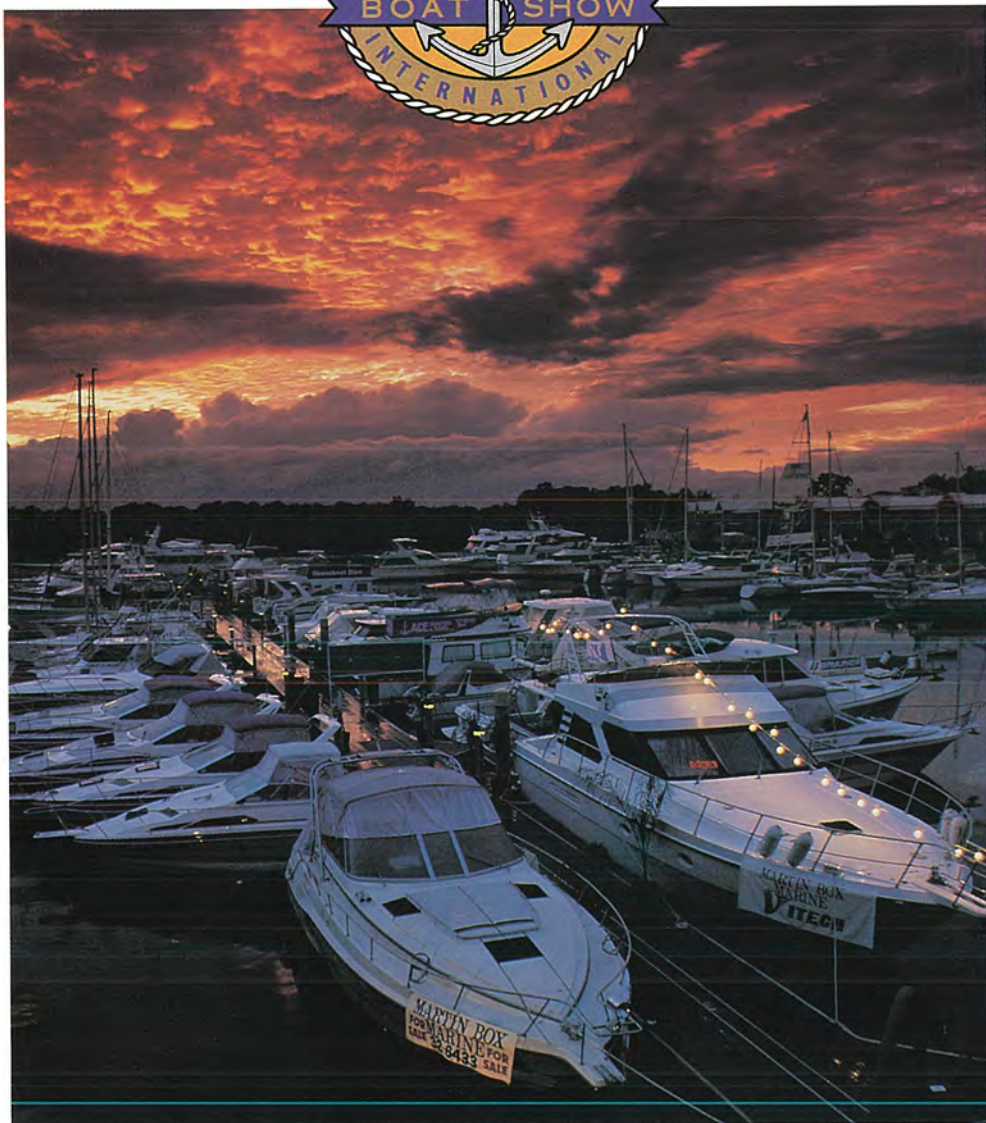


The final race of the Petersville Regatta off Blairgowrie on Port Phillip, LEFT: Overall winner Dry Reach, a new Quarter Tonner designed and skippered by Robert Hick, and ,BELOW: the overall winner of the CHS Division, the veteran sloop Mercedes III, owned by Martin Ryan and skippered by Rob Williams. (Pics — Bill Bachman).



Sydney yacht, Fujitsu Dealers (John Eyles) leads a downwind spinnaker charge on Port Phillip. (Pic — Bill Bachman).





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Northshore 31 on the wind, showing the expansive cockpit and the efficient rig which gives an excellent performance to windward.

NORTHSHORE 31

Impressive Aussie 31

THE Northshore 31 is another impressive product from Australia's largest production yacht builders.

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Her immediate market acceptance proves this claim, because since her launch at the Sydney Boat Show in June 1989, 13 "31's" have been built.



On The Water

Conditions: Breeze: 12-15 knots

Sea: slight

Sails: main & no. 3.

Under Power

Unfortunately the boat we tested had a small problem which resulted in the motor picking up revs very slowly. Thus exiting the marina pen in the prevailing cross wind was made more difficult than one would normally expect.

Nevertheless, during this manoeuvre the yacht displayed excellent directional control and was steered both easily and precisely despite the breeze.

She handled well under motor, both in forward and reverse, displayed a very tight turning circle and responded quickly to throttle adjustments — once

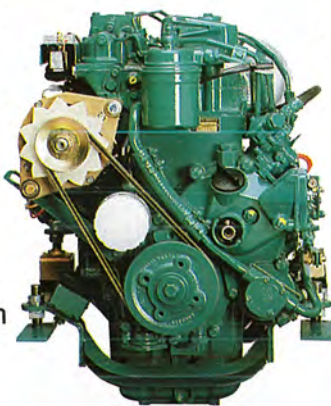
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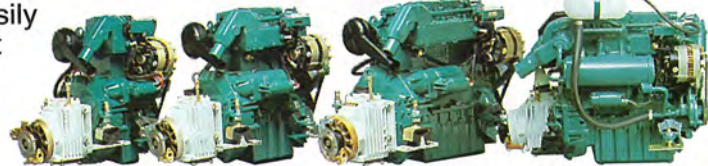
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On Deck

The "31" cockpit is very spacious, comfortably accommodating eight adults in port and is comfortable and easily worked under sail.

The "no-fuss" detailing in Northshore's moulds incorporates a bridge deck area aft of the coachhouse providing seating in port and extra volume below. The main traveller is recessed into the aft edge of this bridge deck — eliminating the tendency to trip over or sit on a raised extrusion.

The side cockpit seats are backed with an angled coaming which provide excellent sitting out positions while racing. A low strip of teak or moulding could be placed on the inner edge of the cockpit seats to give a better foothold.

Under the starboard cockpit seat is a large storage locker, while at the aft end of the cockpit is an easily accessed open transom with a fold-up boarding ladder.

The engine controls are conveniently located aft on the starboard side and are easy to use.

The halyards, control lines and sheets are all within easy reach. Operation of the cabin top winches is made easier due to the bridge deck.

The yacht's wide side decks, with one piece headsail tracks set close to the coachhouse, give obstruction-free access for'ard. Teak hand rails on the cabin, aft of the shrouds, and a moulded toe rail increase security for those venturing for'ard.

Below Decks

The first impression gained on entering the cabin is one of space that is not often found in a boat of this size. Given this degree of spaciousness, the scope and standard of the accommodation and facilities on board the "31" are excellent.

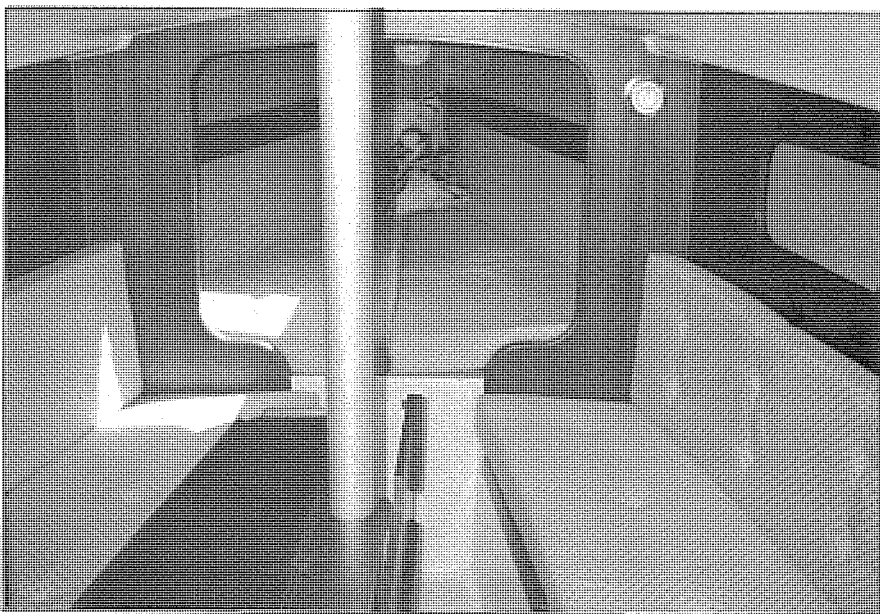
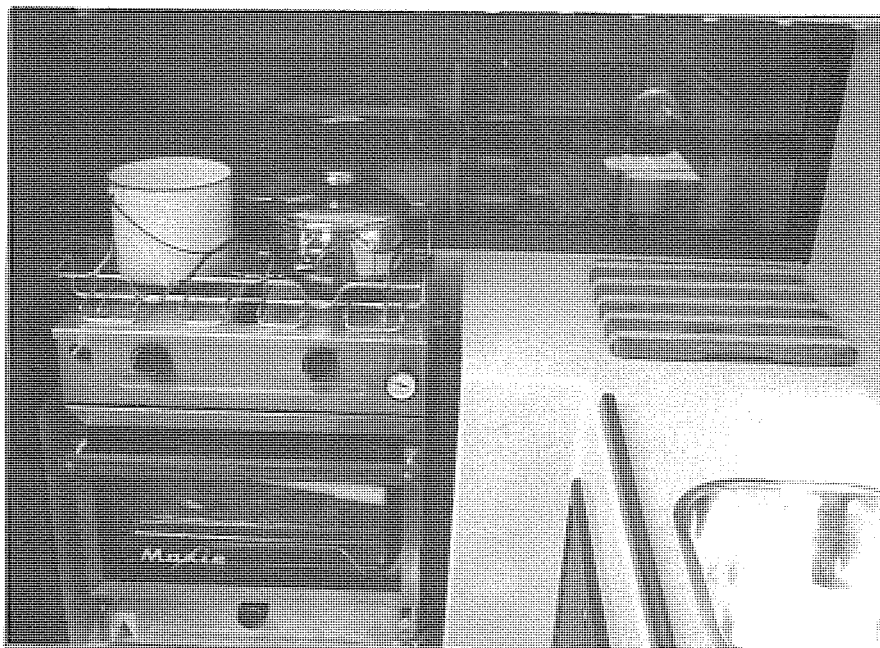
Astern on the starboard side is an enclosed double cabin with stowage and a seat to aid dressing.

Opposite the companionway is a well designed enclosed head that includes toilet, hand basin (with pressure water) and generous mirror faced cupboards.

Forward of this is a large icebox with a teak top. The top of this moulding serves as the chart table. Under the side deck provision is made for nav, instruments and radios with the electrical control panel fitted as standard.

On the port side is the L-shaped galley, the moulding for which accommodates a two burner/oven metho cooker, stainless steel sink, waste bin and cupboard. Further storage is provided by locating shelves under the side decks. These have transparent sliding doors for added convenience.

Northshore continue to use press button latches on their doors and cupboards which are attractive, snag free and a delight to use.



BELOW decks, the Northshore 31 has spacious accommodation, with settee berths in main saloon, a for'ard and V-shaped berth, double cabin aft, and a practical galley with full size Maxi stove with oven. (Pics — Rob Williams)

The main saloon has settee berths on either side and a teak fold down double leaf table. Above the settee backs are large open teak-finished storage spaces.

For'ard of the settees an open teak bulkhead is positioned, dividing off the forward V-shaped berth. A crash bulkhead is located right forward.

The test boat was finished with blue-grey fabric cushion coverings and front runner lining panel areas. This highlighted the white and grey gel-coated furniture and floor mouldings and contrasted well with the generous areas of teak trim. The main cabin has an easily removed fibreglass headliner ensuring a smooth finished appearance.

Conclusion

Northshore Yachts have produced a yacht that is ideal for her intended usage and market.

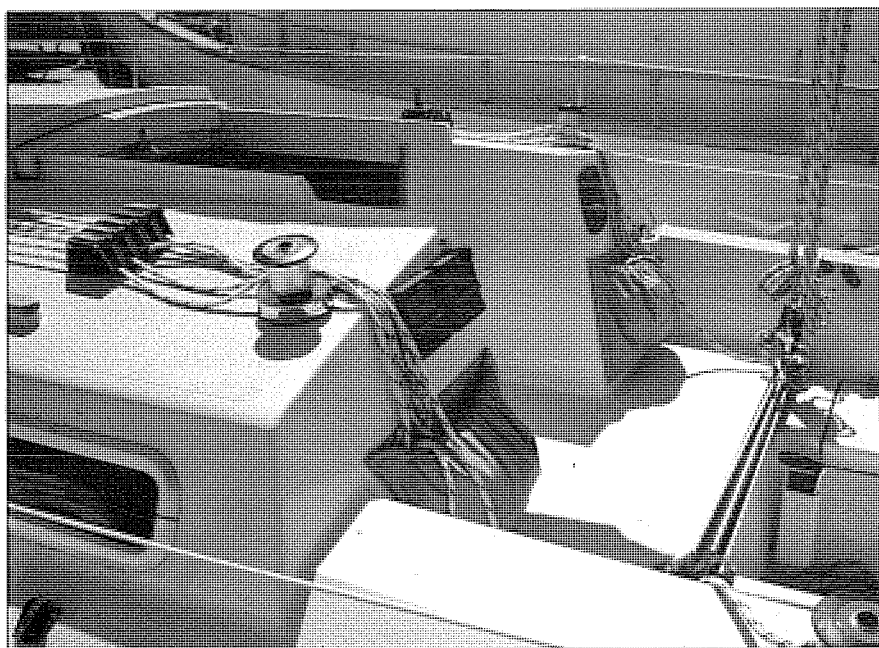
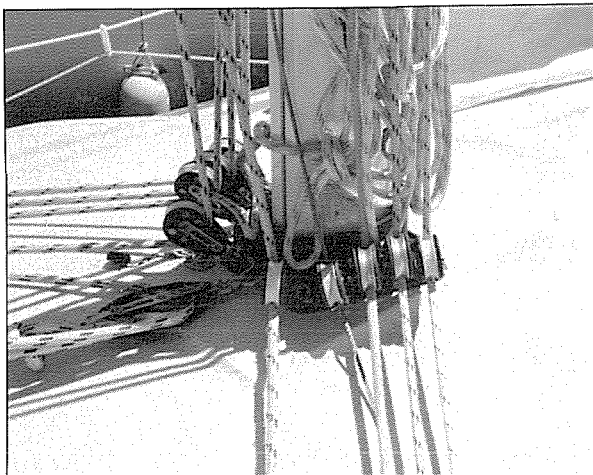
The yacht has excellent sailing qualities and has a high standard of accommodation above and below decks.

The standard of manufacture and materials used are a credit to her builders. This yacht has foam core used in hull and deck which will prove lighter and stiffer than those of many of her competitors.

This yacht represents excellent value for money and I am sure will continue to grow in popularity.



NORTHSHORE 31 has a simple and clean deck layout as shown in the pic above, while the pic at right shows the halyards, reefing lines, etc all leading back to efficient banks of clutches. Some difficulty could arise when reefing as one reef line and the main halyard run to the one winch, as shown below. (Pics — Rob Williams)



the revs had built up getting rid of the problem we had earlier experienced.

Under Sail

The Northshore 31 was a delight to sail showing excellent speed and responsiveness upwind. On the helm she exhibited good feel and reacted quickly and predictably to adjustments.

In the occasional gusts she didn't show any great tendency to automatically imitate feathering. She is a boat that will go where she is pointed.

Slightly sprung she had good speed and easy handling characteristics, accelerating quickly and effortlessly. We pinned the main in the gusts to check the yacht's tendency to round-up, which was negligible. In this situation she just heeled and slowed a little with no rudder stall.

Reaching and downwind she continued sailing with her previously displayed characteristics. It was unfortunate that we didn't get the opportunity to sail the yacht under spinnaker as I am sure she would have provided a sparkling performance.

Rig and Sails

The yacht's generous fractional rig is ideal for the purpose of her design. Her well finished All Yacht mast has a simple single swept-back spreader rig with a single set of aft lowers and standing backstay.

All control lines, halyards etc are led aft through banks of clutches to cabin-top winches on either side. The only awkward situation that may arise under extreme condition is that one reef line and the main halyard run to the same winch. The clutches, and the fact that on this size boat many jobs can be done by hand, should mean that only the last end of the reefing procedures will need winching.

As with most production boats, a tackle vang is used. A solid vang would give boom support and avoid the use of a boom topping lift.

The bridled 16:1 standing backstay enables good adjustability, but its termination at the stern proved a little hard to get to in some situations. The more race oriented skipper will probably put an additional turn in the system to enable cockpit located adjustment. I should point out that this bridle system on the backstay provides easy access through the open stern so the above will only concern the performance conscious owner.

The Northshore 31's mainsail has only one full top batten that is high enough to avoid shroud distortion. A headstay foil is not a standard fitting and, in view of the type of racing that the yacht is liable to participate in, would probably prove unnecessary.



SPECIFICATIONS

Hull & Deck — GRP over Foam core/Vinylester resin with locally reinforced points

Keel — Cast Iron

Rudder — Shaft — Stainless Steel
— Blade — GRP

Engine — Volvo 2002S, 18hp, 2 cyl, Sail drive

Prop — 15" 2 blade folding

Spars — All Yacht Masts

Winches — Barient 2x22, 2x17

Electrics — 12V 10 circuit switch panel



Details:

Northshore 31

Designer — Hank Kaufman

Manufacturer — Northshore Yachts Pty Ltd,
2 Polo Avenue,
Mona Vale, NSW 2103

Distributor — Westernport Marina,
Mullet Street,
Hastings, Vic 3915

Price: \$93,750

DESIGN MEASUREMENTS

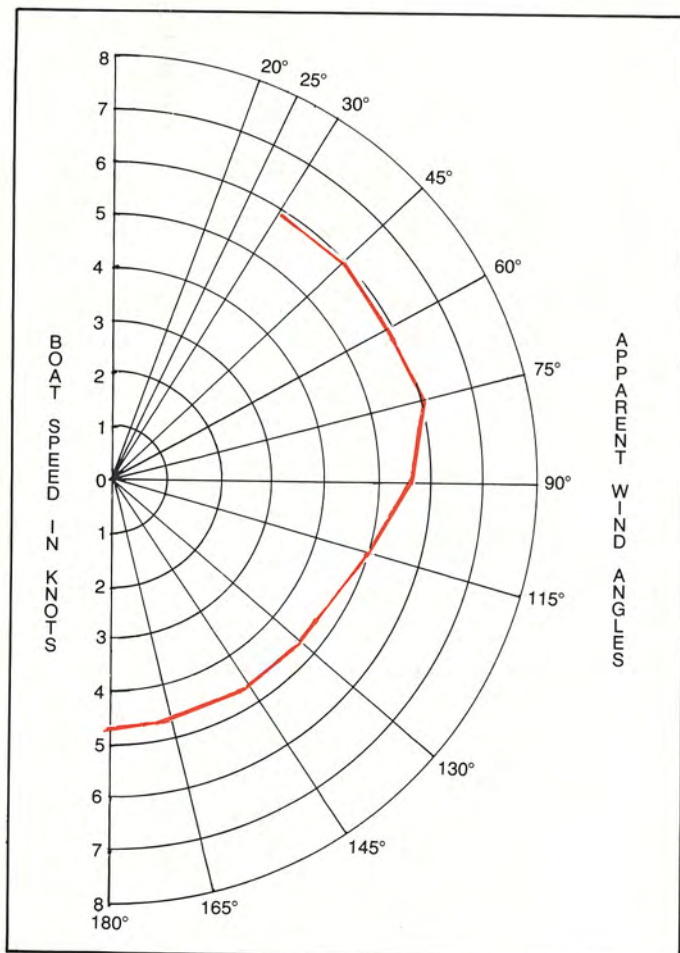
LOA	9.52m
LWL	8.55m
Beam	3.04m
Draft	1.83m
Displacement	3250kg
Ballast	1560kg
Sail Area	46.7sqm
I	10.82m
J	3.75m
P	10.98m
E	4.27m
Ballast: Displacement Ratio	.4800
Sail Area: LWL Ratio	.7995
Sail Area: Displacement Ratio	21.72
Displacement: LWL Ratio	144.9

ENGINE PERFORMANCE

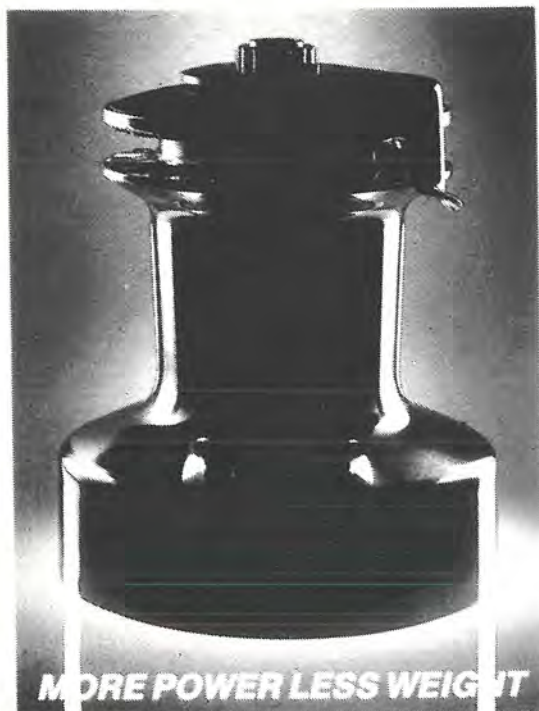
Head Wind 10-15kts. Sea Calm

Revs	Speed (kts)
1000 (idle)	1.4
1500	3.0
2000	4.9
2500	6.1
3000	6.6

Consumption — 1.9 litres/hour.



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* extracted from
Practical Sailor
No. 11, June 1987.



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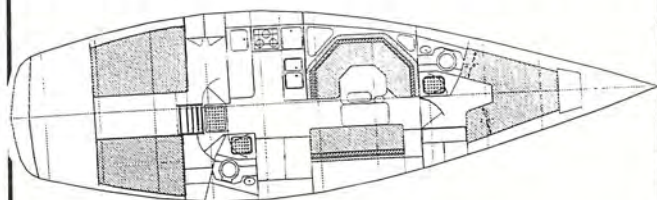
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Why it pays

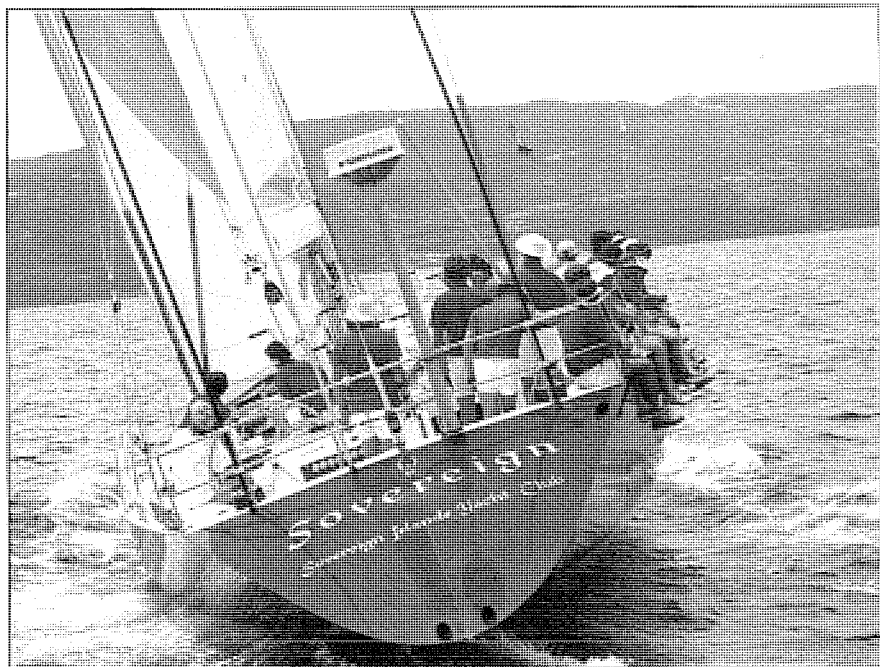
John Collins looks at how crew weight affects boatspeed and what the IOR and IMS crew limitations mean to you...

MANY of us started out sailing in small centreboarders in which movable ballast was everything. If you didn't get your tail over the rail, you either sailed slowly or you got wet. As we got older, many of us moved into keelboats. Somewhere in the back of our minds, we thought that with all that weight down there in the keel our hiking days would be over.

Were we ever mistaken. Look at any

ocean racer sailing on anything but a run and you will see the windward rail lined with bodies; in fact, on larger boats racing to the International Offshore Rule (IOR) and the International Measurement System (IMS), some crew members have no other function than to provide "beef on the rail". These 300-pound behemoths are in great demand at important regattas where the wind really blows.

This trend toward heavy crews has led to the crew limitations found on the second page of IOR and IMS certificates; the certificates show both a maximum number of crew and a maximum crew weight. Race administrators like the crew number limit because it is easy to verify on the race course. But the limit on crew number doesn't get around the problem of the 300-pounders. The crew weight limit, of



MAXI yachts sometimes have up to 29 crew on the rail, although not everyone aboard Sovereign was there in this picture. (Pic — David Clare)

course, is much fairer, but it is harder for race committees to verify. Using a total weight limit without regard to the number of crew does allow wives, kids, and other friends back on board.

Crew weight

Setting aside the social question of crew, even though it is an important aspect of most racing, just how important is movable crew weight? Obvious-

ly, crew weight has a greater effect on smaller boats than it does on larger boats. On a 25-footer at 20 degrees of heel, the crew accounts for about 35 percent of the total righting moment of the boat and crew. On a 40-foot boat at 20 degrees of heel, the crew still accounts for about 25 percent of the righting moment. On a pound-for-pound basis, crew weight is much more effective than an equal amount of lead in the keel; it is about three times more effective at 20 degrees of heel, which is significant.

How significant is the effect of crew weight on boatspeed? To calculate this, I used the PC — IBM compatible — version of the IMS velocity-prediction program (VPP). Using this program, along with the hydrostatic data available from an ordinary IMS certificate, you can estimate boatspeed for any combination of wind strength and wind direction.

I modified the crew righting moment in the VPP program to determine the effect on boatspeed of moving the crew from the rail to the centreline of the boat. I also modified the program to include graphics and to print out the 6-knot linear random speed estimate, something that race committees have wanted for a long time.

Bulking up

The 1987 version of the IMS rule (which is the only one presently available) places all of the crew (who are considered to weigh an average of 170 pounds) at a distance that is a direct function of the maximum beam of the boat. The formula for the movable portion of the crew weight is:

$$\text{maximum movable crew weight} = 170 \times (.27 \times \text{LSM} - 1.33)$$

where LSM is the measurement trim second moment length. The formula for the righting arm is:

$$\text{crew arm} = 0.475 \times \text{Bmax} - 1$$

Because not all the crew are considered movable, the crew weight limit is determined by the following formula:

$$\text{maximum crew weight} = 170 \times (0.375 \times \text{LSM} - 3)$$

For the average boat, the number of movable crew used by the VPP program is about two fewer than the maximum number of crew allowed. The VPP always assumes that you have the maximum number of crew allowed on board. The program starts with no crew weight on the rail and gradually moves weight out to the rail as the heel angle increases. At 6 degrees of heel, the VPP moves all the movable crew weight to the windward rail.

Last year, the crew righting-arm formula in the IMS rule was changed to take into account the shape of the edge of the deck. This was done to prevent designers from trying to typeform the

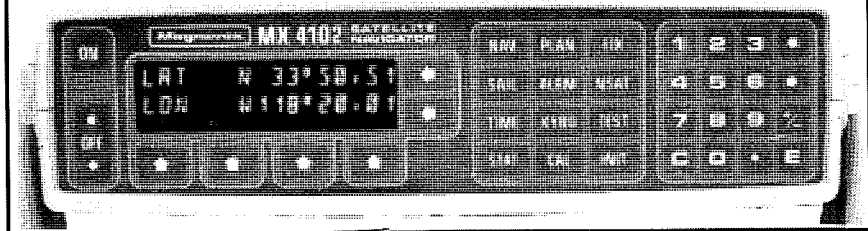
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On a 40-footer like Zap (pictured) at 20 degrees of heel, the crew still accounts for about 25 percent of the righting moment. (Pic—David Clare)

shape of the deck edge to suit the rule—that is, carrying the maximum beam straight aft. To take into account the lower average crew weight arm, the “average” IMS crew was put on a diet of ice cream and brownies and bulked up to 185 pounds. This has little effect on boats with normally shaped decks.

To see the effect of moving the crew in from the rail to the centreline, I dove into the VPP program coding and changed the crew weight righting arm in steps. (Don’t try this yourself unless you are familiar with Microsoft’s QuickBasic compiler.)

I used a typical 37-foot racer-cruiser for my example: The boat is normally allowed a total crew of nine. The graph shows what happens to velocity made good (VMG) to windward in a 12-knot breeze as the crew comes inboard off the

rail, one at a time. Normally the VPP program puts seven of the nine crew on the rail. The boat’s angle of heel with

“Always sail with the maximum crew weight allowed, no matter what the rating rule.”

seven on the rail is 22 degrees. It increases to 26.3 degrees when everyone is in the cockpit. Remember, these are

your average 170-pounders, not the 300-pound heavyweights who have become common in IOR racing.

There’s a new refinement here because, beginning this year, you cannot race with the crews’ legs over the rail between sunset and sunrise. This rule will obviously affect boatspeed, since

The graph shows the effectiveness of having crew on the rail of a 37-foot racer/cruiser and indicates the decrease in velocity made good (VMG) to windward when true wind is 12 knots. The VMG loss increases from about 5 seconds per mile, when there is one person fewer than the seven crew normally on the rail (all legs overboard), to 40 seconds per mile when no one is on the rail. The line shows the additional loss in VMG when the crew is on the rail with all legs inboard, which is now required after sunset.

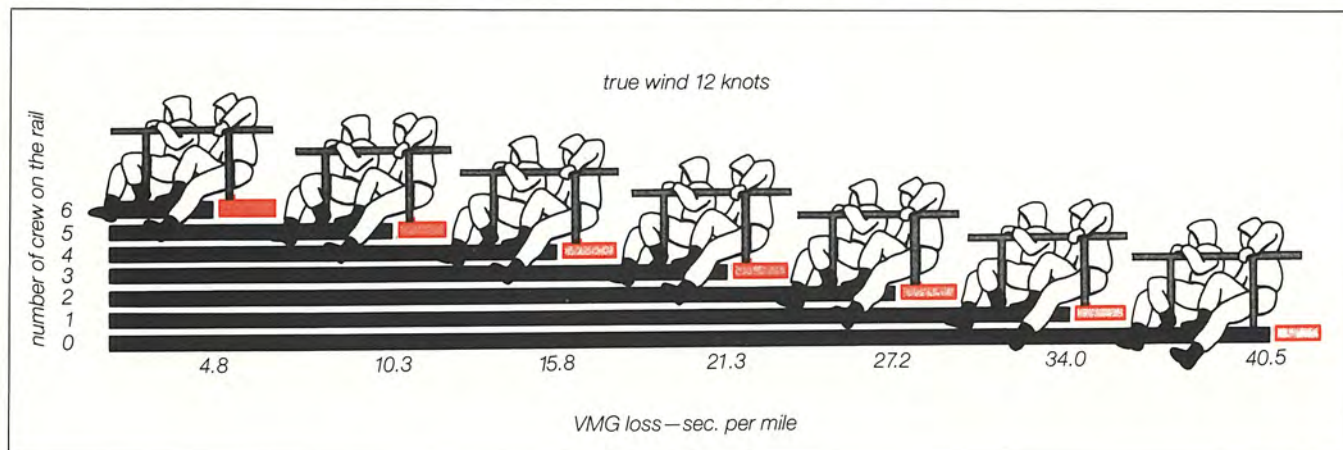
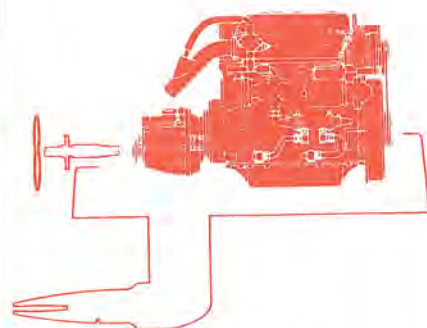


Illustration by Phil Taccetta



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legs can account for 30 percent of total body weight. To predict its effect on boatspeed, I shortened the crew weight arm by 6 inches, which is the change in body centre of gravity that I estimate would result from facing inboard. The upwind VMG decreased by almost 4 seconds per mile at a wind speed of 12 knots. With less wind speed it is a little less, and with more wind speed it is a little more.

You can also see the effect of crew weight when you look at the linear random speed (the commonly quoted IMS speed estimate where the wind is assumed to come from all true-wind directions for equal periods of time) estimates. Crew weight on the rail is effective any time the boat heels. In light winds the boat heels when the true wind is forward of 110 degrees. In 20 knots of wind, crew weight is effective any time the true wind is forward of 145 degrees.

Here are the linear random speed estimates (in seconds per mile) across a range of wind speeds with the crew on and off the rail.

true-wind speed (kts)	LR10 without crew on rail	LR10 with crew on rail
6	785.2	776.6
8	655.6	644.4
10	594.8	582.6
12	558.3	544.6
14	534.7	522.7
16	518.0	505.9
20	494.0	481.9

Turning the crew around so that the legs are inboard has about a 1-second-per-mile effect on all these linear random speed estimates.

Boatspeed loss with crew off the rail

Crew on rail	VMG loss (legs out)	VMG loss (legs in)
7	—	4.1
6	4.8	9.2
5	10.3	14.5
4	15.8	19.5
3	21.3	24.8
2	27.2	30.1
1	34.0	35.3
0	40.5	40.5

Table: Loss in VMG to windward for a 37-foot cruiser/racer sailing in a 12-knot breeze, calculated in seconds per mile.

Extra crew

Now, what happens if you sneak an extra crew member on board? To find out, you should properly start by altering the freeboards in the lines processing program (LPP), the program that com-

putes the hydrostatic quantities used by the VPP from the lines of the boat. The LPP, however, is difficult for the average sailor to use because he or she does not have the input data.

Since you have only the basic VPP to work with, you have to make some educated guesses about how the hydrostatic quantities going into the VPP would change if you increased the sailing trim displacement of the boat by 170 pounds. In addition to the sailing trim displacement, you've got to increase the static righting moments because the boat is floating a little deeper — which also increases the waterline beam.

Assuming that it takes 1,000 pounds to change the freeboards by an inch, the 170 pounds of added displacement would lower the freeboards and keel depth by about 0.015 feet. You should therefore increase the area of the immersed midship section, or AMSI, by about 0.135 square feet (the 0.015 freeboard change \times the waterline beam). You should increase the boat's wetted surface by about a square foot (the 0.015 freeboard change \times waterline length of 30 feet \times 2 \times 1.1 because the sides of the boat are not vertical).

You should increase the sailing length of the boat LSMs by about 30 percent more than the freeboard change, or approximately 0.02 feet. Finally, you should separately increase the movable crew weight by changing the VPP coding in the USVPP.BAS module to force the program to use the higher crew weight.

Now increase the crew from nine to 10, with eight on the rail. In this condition the VMG upwind in 12 knots of wind increases by about 4.7 seconds per mile. The 12-knot linear random estimate increases by 1.4 seconds per mile. Not surprisingly, at 6 knots of wind, the linear random estimate is actually 1.1 seconds per mile slower than with nine crew members, because the added weight is not needed for ballast, and naturally it hurts off-the-wind performance. Once the wind goes above 7.5 knots, however, the bigger crew is faster.

This exercise proves that you should always sail with the maximum crew weight allowed, no matter what rating rule you are racing under. The only time this rule does not apply is when the wind does not exceed 7 knots. At every other opportunity though, have the maximum number of crew allowed — and have them up on the rail. It's faster.

John Collins is a veteran one-design sailor and ocean racer and is a close observer of trends in today's ocean-racing rules.

Reprinted courtesy of
"SAIL" magazine — USA.

Sailing Schools

EASTSAIL

Offshore Racing — The Right Way...

EASTSAIL Sailing School has grown to be the largest sail training establishment in Australia. Over 3000 students have passed through its courses since establishment in 1983.

The courses are all approved by the AYF and instructors are fully qualified. Apart from the basic courses run seven days a week at EastSail, tuition also extends into ocean racing and cruising.

"The learning curve associated with our sail training offshore is quite steep" commented Joe Goddard, Principal of EastSail. "It is really rewarding for me to see some of our students sailing aboard ocean racing yachts after completing a couple of harbour and offshore courses with us, I regularly see my students aboard yachts such as *Windward Passage*, *Nadia 4*, *Rager*, *Taurus 5*, *Hammer of Queensland* plus lots of other one design classes such as the J24 and Etchells class", Joe added.

EastSail also teaches a large amount of boat owners wishing to get more advanced training in offshore sailing. Many of which have only sailed in the harbour and a little outside the heads.

Joe and his two partners, Deborah McCawley and Peter Franki, are also AYF Yachtmaster instructors, the highest qualifications available in the sailing scene. They are backed up by a staff of prominent sailing identities in the sailing scene. From the fleet of yachts contesting the Southern Cross Series recently, four of the skippers were instructors with EastSail — Hugh Treharne (*Prime Minister*), Bobby Wilmot (*Southern Cross*), Joe Goddard (*Venture One*) and Tony Kirby (*Blue Max*).

EastSail has also developed a fine reputation in the ocean racing and cruising tuition. Major races to Southport, Mooloolaba and Coffs Harbour always have at least two entries from EastSail. EastSail uses its own vessels from its 14 strong fleet or charters yachts especially for the event.

Recently EastSail sent a group of over 20 students aboard three yachts in the 1989 Coffs Harbour race. *Bright Morning Star*, Hugh Treharne's lovely 52ft Peterson, *Caviar* and *Pep Talk* (Cavalier 37 and 30) made up the team. The four student crew from *Pep Talk* was led by



FLAGRANT, one of three Cav 30s in EastSail's fleet.

instructors Peter and Deborah. They finished first on corrected time to Coffs in the blustery southerly conditions. The EastSail team finished third after the series — not bad for beginners!

The next major race for EastSail is the 1990 Sydney to Mooloolaba. Plans are underway for EastSail to charter a 40ft Grand Prix IOR yacht for the race from the CYCA stable.

Another aspect of the activities available is the sail holidays that EastSail promotes. A 12 day holiday in Tahiti aboard two Beneteau 430's is scheduled in June, plus a more adventurous 14 day trip to and from Lord Howe Island via Middleton Reef aboard *Bright Morning Star* is offered.

The passage trips cost around \$110 per day including food plus airfares, if any. More information is available from EastSail, at d'Albora Marinas, New Beach Road, Rushcutters Bay, (02) 327 1166.

SAIL AUSTRALIA

From AYF TL4 to Inshore Certificate

SITUATED opposite Sydney's Luna Park, Sail Australia is in a perfect position for any aspiring "yachtie" to learn sailing. The old boatshed style premises has a club-like atmosphere inclusive to the social aspect of sailing.

Each Saturday afternoon (every weekend throughout the year) and Tuesday evenings during the summer, Sail Australia run their own social races.

As Principal of the School, Jane Humphris says: "It is hard for beginners to get on board boats and get the necessary experience to allow them to go further

than their Introductory Certificate, so we provide yachts with a skipper so they can gain confidence and experience, as well as having a good time."

Saturday Social Sailing starts at 12.30 every Saturday for only \$25/head, with a barbecue afterwards.

The Introductory Practical course is held over 12 hours and is designed to take the beginner through the basics. In addition to the practical, there is an extra 6 hours of theory, including seamanship and navigation, to complete the certificate. We hold this over two weeks on a Wednesday evening. The cost is \$260 for the Practical, and an additional \$15 for the Theory.

The first course will teach you to sail, but the next course is designed to make you more proficient. The Day Skippers course will get you behind the helm, and teach you to make the decisions.

The Australian Yachting Federation is in the process of slightly changing the current syllabus and as soon as Sail Australia knows the changes, they will be changing the courses to include a one-day introductory course, which will be the basis of the Competent Crew Certificate.

Any enquiries please phone 957 2577 for a full brochure.

PACIFIC SAILING SCHOOL

CYCA's 'Wise' Investment

"If it were done when 'tis done, then 'twere well it were done quickly." William Shakespeare.

NICE one Bill, but I doubt if 'twere the likes of Mr Muir you were thinking when you wrote that, though it may well have been a favourite maxim of Rod's in 1985 when first he decided to conquer the world at yacht racing.

Muir, an ever smiling tireless taskmaster and electric learner, with his wife Cathy burning the fuse at both ends, crammed into 14 days a programme of courses that would normally have taken a mere super mortal on amphetamines 19 weeks.

It's now history that CYC member Muir went on to own and helm a stable of successful yachts culminating with the supreme champion-maxi *Windward Passage II*.

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GETTING to the bottom of things — Ross Scoble, hands on hips, behind his wife Jenny, work with his crew of all ex PSS students on his yacht *Salty Lady* at the CYCA slips.

waves with a background of rock-music, advertising hype and long late nights learn the difference between a genoa and a gybe?

With a sailing school.

Terry Wise, owner and founder of the Pacific Sailing School, was the person to whom he turned when the urge to feel "the wheel's kick and the wind's song and the white sail's shaking ..." first hit him.

The Pacific Sailing School, now one of the largest in Australia, has been operating out of the Cruising Yacht Club of Australia for six years and in that time has become an integral part of the club's activities.

The school supplies a huge number of crew for the club's boat-owners. "Our last survey which we did in 1988 showed that 70 per cent of the yachts in the marina were crewed by ex-students of ours," Wise pointed out. "Many students filter into the racing/cruising system on the East coast of Australia. Just because you don't have a background in sailing, or because you live in the country, doesn't mean you can't take it up."

The school owns six J-24s, three 23' Blazers and leases two Swanson 36s and a Barton 42. "I like to employ as many staff (currently he employs 32 people) with international experience as possible to provide an interesting mix and greater dimension to the students' sailing," said Wise. "We run over 2,000 courses per year."

There's no shortage of sailing schools in Australia (according to Yachting Association of NSW's State Coaching Director, John Anderson, "There are more than 40 AYF approved commercial-schools in NSW, that's apart from over 100 clubs who run their own classes") but there's not too many qualified to teach the basic techniques of

racing. The Pacific Sailing School is one such school that is approved by the Australian Yachting Federation.

"That means the boats, the instructors and indeed the school have to meet AYF requirements," said Wise.

Typical among the many ex-students that I talked to was another CYC member Ross Scoble owner of the Cavalier 37 *Salty Lady*. "I'd been messing around with boats ever since I was a teenager, mainly power-boats. My interest waned and to maintain it I decided to buy a sailing boat, that was in 1986. At that time I really didn't know too much about sailing."

Since then he has competed in the Sydney-Hobart Race three times (twice with his wife Jenny, also a 'Wise' student) raced to Coffs Harbour and sailed in most CYC SOPS, LOPS and Winter series. All his crew are recruited from the Pacific Sailing School.

It is a reflection of the enthusiasm generated by the Pacific Sailing School that many of Wise's students have gone on to purchase their own yachts from CYC's resident broker, Maurie Drent, further emphasising the integral part the school plays with the club's livelihood.

Many of the students only do the courses for social sailing and because they also want to build confidence in themselves to go cruising, which nowadays is more my style, the urge to stay up all night sitting soaking wet on the weather rail seems to have temporarily left me.

For some the adage "... 'twere well it were done quickly" may well apply, however, gentlemen sailors never go to windward, it might take a little longer to get there, but then as another great compatriot playwright of Shakespeare's, Noel Coward, said, "An Englishman takes his time!"

Robin Copeland

All Ports

Overseas Entries for Jupiters Classic

ENTRIES from New Zealand and New Caledonia are expected to join yachts from all Eastern States in this year's fifth annual Jupiter's Yacht Classic passage race from Sydney to the Gold Coast.

The 380 nautical mile rock-hopping race up the New South Wales North Coast starts from Sydney Harbour on Saturday, August 4. The Cruising Yacht Club is again organising the popular mid-winter ocean racing, with Southport Yacht Club again the host club.

Race officials are confident that last year's fleet of 84 starters will be exceeded, possibly with as many as 100 boats heading north. The main reason for this optimistic outlook is the remarkable growth in the popularity of IMS handicapping since the 1989 Jupiters Classic.

The 1989 race included an IMS division for the first time in an ocean race in Australian waters and despite the then small numbers, it was well received as a new concept in measuring and handicapping of older IOR boats and newer cruiser/racers not built to the IOR rule.

By Sydney-Hobart time, there were more than 60 yachts with IMS certificates and by the time this year's Jupiters Classic comes around the number will exceed 100 yachts in Australia.

The IOR division will, of course, continue in the Jupiters Classic and this

year will also see an Arbitrary or Performance Handicap Division to encourage more Queensland yachts to enter.

Changes being considered for the 1990 Jupiters Classic include:

- Adopting a finishing time limit, as was used in the last Sydney-Hobart, to ensure that all yachts arrive in Southport in ample time for the post-race festivities, including Jupiters colourful prize giving on Wednesday, August 8.
- Introduction of a team event within the Jupiters Classic for teams of three yachts representing Clubs, possibly a combination of IOR and IMS handicapped yachts.

Southport Yacht Club is also organising the usual Gold Coast Regatta following the end of the race from Sydney to provide competition for owners and crews who want to stay longer on the Gold Coast.

Conrad International Hotel and Jupiters Casino are again organising special airfare/accommodation packages with Australian Airlines to encourage friends and families to fly to the Gold Coast to join the yacht crews at the end of Jupiters Classic.

Box Office's Full House

BOX OFFICE, the Lyons designed Seaflayer 7.5m revolutionary lightweight JOG from Middle Harbour Yacht Club scored a very convincing Australian championship win in the successful series conducted by Queensland's Mooloolaba Yacht Club.

Box Office was sailed by joint owners Steve Gunns and Tony Zinelli to record

a race performance of 1-1-3-1-1-1 in a testing range of wind and sea conditions. Her best win recorded in the 60 nautical mile passage race.

Rating .6671, *Box Office* proved the star attraction against some equally rated and sail-fast performers, including Queensland champion the Atkinson 730, *Tasman Express* (Noel Leigh-Smith) and her sister design, Ken D'Arcy's *Liberator*, which was chartered by Ace Victorian Diamond class sailors Barry Fitzgibbon and Graham Kelly.

As expected the even rating bands and the competitive crew standard between the new *Box Office* and the tried and tested former Kiwi JOG, *Tasman Express*, recovered from a Kiwi farmshed by Leigh-Smith to race under the Run-away Bay Yacht Club burgee — was the highlight of the National regatta which attracted a good standard from Victoria, New South Wales and Queensland.

Former Queensland champion Mike O'Brien and his super fast Masrm 720, *Allpass Parade*, Bowen's Kevin Posohlek self-designed and skippered Z7, Maurice Munro and Leslie Lanham's Steinman 31, *Eric IV*, and Cabbage Tree Creek designer Merv Anderson's prototype Masrm 30, *Woodstock* (Hans Scheenhauer) offered some interesting sailing comparisons in the 19 yacht fleet.

With the ratings identical between *Box Office*, *Tasman Express* and *Liberator* on .6671 and *Allpass Parade* on .6773, the standard was set for a very competitive seven race regatta over 2x8, 2x12 and 1x18 nautical Olympic triangles off Mooloolaba, and testing longer races over a 25 nautical mile fixed mark course and a 60 nautical mile passage race.

However, crew co-ordination and technique on *Box Office* was a feature behind her win. Gunns and Zinelli were

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All Ports

completely conscious of crew body-weight distribution on all sailing angles and relentlessly requested weight movement which placed heavy demands on gunwale bum protection.

The *Box Office* combination revelled in the relatively light winds in the opening 18 mile race and they followed this up with a fighting 38 second win over *Tasman Express* in the second race sailed in similar light winds in the first of two 8-milers on day two.

A fresh nor'east seabreeze peaking at 20 knots sorted the players from the stayers in the lumpy sea third race. Chinese gybes and some heart stopping knockdowns highlighted the rugged sailing test in the 8 mile race three.



WOODSTOCK, a prototype Masrm 30, made its racing debut in the JOG Nationals at Mooloolaba. (Pic — Ian Grant)

Box Office sealed a deserved title win for designer Lyons, and the Middle Harbour Yacht Club crew under Gunns and Zinelli by proving the master in the remaining four races to record a 1-1-1-1. *Tasman Express* finished a good series with second overall with a 2-2-1-3-2-4-3 while Mike O'Brien and his *Allpass Parade* combination clinched third on a countback with her 6-6-4-4-5-3-2, ahead of *Liberator* 4-3-5-7-4-2-6.

RQYS to Host Olympic Trials

THE Australian Yachting Federation has chosen Brisbane's Royal Queensland Yacht Squadron ahead of a group of yacht clubs in Melbourne to conduct the yachting team selection trials for the Barcelona Olympics.

The AYF executive, by a strong majority, voted in favour of the Queensland submission after receiving the views of its coaching and weather advisers at its meeting in Sydney at the weekend.

The Olympic trials regatta will be sailed on Moreton Bay from January 19-February 1, 1992, for seven of the 10

Olympic classes. The Tornado catamaran and Flying Dutchman high-performance dinghy Olympic crews will be chosen on performances in their class world championships in the summer of 1991-92 and a subsequent regatta on Moreton Bay.

The Tornado worlds will be sailed off Fremantle, WA, in January 1992 while the Flying Dutchman titles will be in New Zealand in late November, 1991. The second selection series for the Tornado and the Flying Dutchman, along with the complete Olympic trials for the men and women's Division II sailboards are likely to be held at Royal Queensland Yacht Squadron, from March 15-21, 1992.

The RQYS will also conduct a regatta from January 19-28 next year to choose the Australian team for the Olympic Practice Regatta at Barcelona in July-August 1991, with all 10 classes expected to sail on Moreton Bay.

The 10 yachting classes for the 1992 Olympics are Soling three-man keelboats, Star two-man keelboat, Tornado two-man catamaran, Flying Dutchman two-man centreboard dinghy, Finn solo dinghy, men and women's two-crew 470s, Europe women's solo dinghy and men and women's Division II sailboards.

NEW SOUTH WALES

450 Sail for Cancer Research

MORE than 450 boats — all flying red pennants and red balloons (very securely tied!) — took to the water on Sydney and Pittwater last month to have a super fun cruise, but more importantly to help raise well over \$120,000 for the Leo & Jenny Leukaemia and Cancer Foundation.

Pamela Stephenson started the Cruise from HMAS Curlew — to the delight of the sailors — and brilliant sunshine bathed the fleet putting the Sydney-Hobart start to shame!

Many of the yachties took supporters of the Foundation out for the day — a wonderful opportunity for the public to enjoy a day under sail. It was good to see *Siska* back on the Harbour, and Syd Fischer and *Ragamuffin* received the RAN Craig Fox Memorial trophy for the first boat to enter the 1990 Sail for Cancer Research.

Sydney Harbour and Pittwater sailing clubs, many country dam and river clubs, Lake Macquarie and Gosford Clubs and the St. Georges Basin have all contributed to the Sail for Cancer Research. There was friendly rivalry be-

tween the Cruising Yacht Club of Australia, The Middle Harbour Yacht Club and Royal Prince Alfred Yacht Club to see who could raise most money — but the winners were the sufferers of leukaemia and cancer.

The Leo & Jenny Leukaemia and Cancer Foundation would really like other States to join this special day to raise money to fund research into malignant disease in their States, the Foundation will give advice and the benefit of their experience to anyone willing to take up the challenge.

Record Fleet for NSW State JOG

A record fleet of JOG yachts contested the 1990 NSW State championships with 47 yachts competing on the first day coinciding with the 5th round of the Crisis Couriers Grand Prix and Bruce and Walsh regatta.

Winner of Division 1 for custom designed lightweights went to former national champion, *D3-Hanimex* owned by Mal Jones. Second was the Steinman 31, *B52* (Dick Macintosh) and third the Masrm, *French Connection* (Rik Dovey).

This was the first time the Atkinson designed 24-footer *D3* had raced since winning the Nationals in Townsville two years ago. Unfortunately the leader in the season-long Crisis Couriers Grand Prix, *Box Office*, did not race as she was busy in Queensland winning the National title.

Winner of Division 2 was *Seaflyer*, a remarkable return to racing for the Quarter Tonner which raced as *Seaply* in the early 1970s and placed third in the Quarter Ton Worlds in Japan. New owner David Lyons has given her a complete overhaul and a new life in JOG.

Second was the Dubois Half Tonner *Beach Inspector*, skippered by David Fairfax and third, on a countback, near sistership *Fuel's Paradise* (John Messenger).

Division 3 went to another successful veteran of the northern circuit, the Norlin Half Tonner, *Scampi A* skippered by Rob Shacklady, followed by the Holland 25, *Necessity* (Peter Flannigan) and the Holland 30, *Golden Era* (Campbell Davidson).

QUEENSLAND

XXXX Gold Coast Winter Regatta

THE 1990 XXXX Gold Coast Winter Regatta is shaping up to be the biggest ever with the inclusion of an IMS Division.

The Regatta starts on Sunday, August 5 with Races One and Two of the Etchell Mid-Winter Championships. The IOR, PHS, IMS and JOG Divisions start racing on Thursday, August 9 to give crews plenty of time to recover from just completing the Jupiters Sydney to Gold Coast Race.

One of the highlights of the XXXX Winter Regatta will be the possible clash of *Future Shock* and her sistership *Rager*. Both boats are Elliot designs. *Future Shock* is coming to Australia via the Auckland to Noumea and Noumea to Gold Coast Yacht Races which are being held during May/June.

Special accommodation packages are available through the Southport Yacht Club. All enquiries can be made to Southport Yacht Club on (075) 32 6960.

Gold Coast To Noumea in May

THE inaugural Sheraton Mirage Gold Coast to Noumea Yacht Race starts on May 12 off Main Beach, Southport. This is the first Ocean Blue Water Classic conducted by Southport Yacht Club.

A good size fleet is expected to sail from Australia in May along with a big fleet departing from Auckland, New Zealand at the same time. Noumea will be in full swing with boats arriving from Australia and New Zealand. An International fun regatta between Australia, New Zealand and France will be held in the lagoon at Noumea.

The return leg of the Noumea to Gold Coast starts on May 26 with the first boats to cross the finish line off Sheraton Mirage in early June. Entries from France and New Zealand and Australia are expected in a fleet of up to 30 yachts.

The French Navy has made a patrol boat available as an escort to the Noumea to Gold Coast fleet giving the race a full international flavour. The boat will berth at Marina Mirage during its stay on the Coast.

Sheraton Mirage Gold Coast and Air Caledonie have provided generous sponsorship for the races. Prizes of seven nights accommodation at the Sheraton Mirage and two return air tickets to Noumea are but a few of the prizes on offer.

Supporting sponsor Hardy Wines, have released a new champagne called Sir James Cuvee and will no doubt be quickly accepted by skippers and crew when they hit the dock in Noumea at the end of the race.

Enquiries to: Sailing Office, Southport Yacht Club, Macarthur Parade, Main Beach, Qld 4217. Tel: (075) 32 6960, Fax: (075) 32 6878.

VICTORIA

By Rob Williams

Australia Day at Royal Geelong

Royals' Upset Win in Advertiser Trophy

THE Royal Yacht Club of Victoria scored a surprise win in the Advertiser Cup for IOR teams in the 126th Australia Day Regatta at Geelong, out-sailing the favoured Sandringham Yacht Club team which contained the winners of the last two Sydney-Hobart Races.

Fresh from success in the Petersville Regatta, the Robert Hick-designed Quarter Tonner *Dry Reach* proved the star of the series, counting a win and a fourth place with team yacht *Chutzpah*, Bruce Taylor's Davidson 34 finishing second individual yacht, counting a third and a second.

Results:

1. Royal Yacht Club of Victoria — 29.75pts (*Dry Reach* — Hick ¼ Ton — 4.75pts; *Chutzpah* — Davidson ¾ Ton — 5pts; *Red William* — S&S 34 — 20pts; *Prime Suspect* — Farr 40 — 26pts).
2. Sandringham Yacht Club — 36pts (*Illusion* — Davidson ¾ — 7pts; *Ultimate Challenge* — Dubois 40 — 12pts; *Once A Jolly Swagman* — Davidson 40 — 17pts; *Shenandoah II* — S&S 34 (mod) — 23pts).
3. Ocean Racing Club of Vic — 69pts (*Imazulutu* — Zulu ¼ Ton — 10pts; *Challenge III* — Frers 43 — 30pts; *Chibizulu* — Zulu ½ Ton — 31pts; *Highway Patrol* — Dubois ½ Ton — 43pts).

Geelong Takes JOG Victoria Trophy

ROYAL Geelong's JOG team set up their win with an excellent first heat and consistent team performance to narrowly hold off a strong challenge in the second heat from Lake Colac Yacht Clubs team of J24's — strange we didn't know that Lake Colac had any J's.

The Martini Trophy for the top individual JOG entry was won by well known country squire Hugo Ottoway sailing his J24 *Vertigo* from Lloyd Fallshaw's ¼ tonner *Re-Invention*.

Results:

1. Royal Geelong Yacht Club — 45.75pts (*Ali Del Aria* — 15pts; *Osprey* — 15.75pts; *Small Commission* — 16pts; *Prime Mover* — 23pts).
2. Lake Colac Yacht Club — 46.75pts (*Vertigo* — 9pts; *Cookie Monster* — 15.75pts; *Take No Prisoners* — 23pts).
3. Sandringham Yacht Club — 53pts (*Farr Better* — 12pts; *Spaghetti Factory* — 16pts; *Time & Money 3* — 25pts).

Tuff Marine Trophy to RYCV

THE RYCV team sailed consistently to take out the Tuff Marine Trophy on the VYC (arbitrary) Handicap system. After leading convincingly after the first heat Geelong's team fell as only one boat finished the second heat.

Second place went to the Portarlington team, strangely all sporting Royal Geelong sail numbers, with the ORCV's team third.

Individually, *Crossbow* was the top scoring yacht from *Night Raider* and *Lady Bay*.

Results:

1. Royal Yacht Club of Victoria — 73pts (*Crossbow* — 9pts; *Rage* — 25pts; *Apollo II* — 39pts; *Counterpoint* — 57pts).
2. Portarlington Sailing Club — 89pts (*Friction* — 18pts; *By Pass* — 25pts; *Volante* — 49pts; *Turbo* — 59pts).
3. Ocean Racing Club of Victoria — 90pts (*Night Raider* — 10pts; *Noeleen III* — 34pts; *Update* — 46pts; *The Sting* — 67pts).

Big Boats Dominate Agar Wynne Trophy

ROYAL Melbourne Yacht Squadron's race back from Geelong again attracted a big fleet of 55 entries.

This year the VYC division was dominated by the big boats with Rob Hopcraft's Adams 52, *Animal Farm*, winning narrowly from Les Clough sailing *Chasseur*, and Alex Cittadini's *Vendetta* adding a third place to her line honours victory.

Martin Ryan's veteran *Mercedes III* won on both IOR and CHS with the minor placings shared between Buster Hooper's *Starlight Express*, Chris Chapman's *Boambillee* and *Aquila*, sailed by Harry Leggett.

Edwards Cup Fleet Chequemate'd

THE Edward's Cup, run by Royal Brighton on VYC handicap, was won by David Pollard sailing the Bounty 35, *Chequemate*, from David Abrahams' *Carina* and Paul Woodman and Peter Telford's Farr 37, *Good News*.

This fleet also competes under IOR for the Commodore's Trophy which was won by Stuart McDonald's Farr 40, *Indian Pacific*. *Good News* took out second with Eddie Wall-Smith taking third place with *Challenge III*.

Results:

- EDWARDS CUP: Overall,**
1. *Chequemate* (D. Pollard);
 2. *Carina* (D. Abrahams);
 3. *Good News* (P. Woodman/P. Telford).
- Div 1:**
1. *Carina* (D. Abrahams);
 2. *Good News* (P. Woodman/P. Telford);
 3. *Challenge III* (E. Wall-Smith).
- Div 2:**
1. *Chequemate* (D. Pollard);
 2. *Avanti* (P. Poppins/P. McConnell);
 3. *Spirit* (M. Boyle).
- Div 3:**
1. *Gemwarri* (G. Hermann/B. Jones);
 2. *Bounty* (K. Lacey);
 3. *Sprindrift* (R. Hurst).

All Ports

Osaka Boat Under Construction

MELBOURNE yachtsman Ken French is well underway with the construction of a 50-footer to compete in the 1991 Melbourne to Osaka Race.

From the board of progressive Australian designer Scott Jutson, the yacht is intended for entry in the Sydney-Hobart before racing to Japan.

At the present time the entire project is privately funded and Ken will shortly be issuing a prospectus for sponsorship in the next year.

If any sponsors are interested Ken can be contacted by phone on (03) 387 7853.

WESTERN AUSTRALIA

by John Robeson

Challenge Bank Bali Classic 1990

ONE of the most unusual ocean races in the world, the Challenge Bank Bali Classic, takes place in May. It is unusual because the race actually starts from five different places, Fremantle, Dampier, Darwin, Singapore and Jakarta.

The five different legs of the Bali race all — predictably — end in Bali, and because the starts are staggered the various fleets all arrive within a few days. This biennial migration attracts entries of every shape and size, with this year's entry list no exception.

Heading the entry list for the Fremantle to Bali leg of the race is Western Australia's sail training ship, the barquentine *Leeuwin*, at 55 metres the biggest entry in the history of the race. Various of WA's better known Offshore racers have entered. Including the Lexcen designed *Pacemaker*, *Aries II*, and S&S 34, and the Kel Steinman designed *Western Union*.

Also part of the Fremantle fleet will be an all girl crew headed by Julie Jones. They will be sailing a 38 foot Halberg-Rassy design called *Equity II*. Julie said she had the idea of an all girl crew before she heard of Tracy Edwards in the Whitbread Race but the performance of the *Maiden* crew in the second leg of the Whitbread race had certainly inspired the Fremantle girls.

That well known Swan 57 *Cowrie Dancer* that carried off most of the prizes for the Darwin leg in '88 will be doing the Singapore leg this time. On the

other hand *Alvee*, the beautiful 31 metre schooner that sailed from Fremantle in '88, is currently on her way from Fiji to join the Darwin leg.

The starts of the various legs are as follows:-

Fremantle to Bali — 12th May.

Darwin to Bali — 17th May.

Dampier to Bali — 17th May.

Singapore to Bali — 12th May.

Jakarta to Bali — 15th May.

SOUTH AUSTRALIA

By Jon Parrington

SOUTH Australia's sail training yacht, *One and All*, was involved in a real life adventure during the recent Adelaide to Port Lincoln race sailed in heavy conditions.

A reasonably strong fleet of 52 boats started in a building seabreeze on the Friday afternoon with the race favourite, Keith Flint's *Helsal II* looking good.

During the previous 10 days the conditions had strengthened in the afternoons to the 40 knot range due to the effects of Cyclone Nancy stationed off the Queensland coast which had stopped the local Adelaide weather systems.

This race was no different with *Helsal II* strongly punching to windward breaking away from the rest of the fleet and in good shape to eclipse the existing race record of some 18 hours.

Then within less than an hour tragedy struck the giant navy blue boat as the mast snapped just above the lower spreaders with the top section going over the side. The post mortem revealed the internal thread of one of the rigging screws had stripped and the mast just folded over.

Luckily no-one was injured, the break happened in local waters during daylight and the boat was able to limp back to the Royal South Australian Yacht Squadron under its own steam.

"It could've been a lot worse considering all the miles we had covered recently," skipper-owner Keith Flint said. "I had just handed over the tiller to Fred Neill when it happened."

Neill, who was SA's America's Cup skipper, has been on board *Helsal II* for the 2200 nautical miles the boat had done during its busy Christmas program when it dominated the Melbourne to Hobart race and was unlucky not to break that race record.

"She's a fast boat, Fred reckons she's faster than any 12 metre on the wind," Flint said.

The snapped Alspar mast has enforced a two month break for Flint and his crew robbing them not only of the race to Port Lincoln, but the following Lin-

coln Week series and several other big races coming up.

Flint was not the only casualty, six others retired. They were Reg Kemp's *Dominant Factor*, Murray Oates in *Cetus*, Jim Taylor's *Vulcan*, Pibroch owned by P. Fox, and *Flashdance* R. Hanson.

Josko Grubic's *Anaconda II* was another victim when it hit a mudbank and stuck firm at Davenport Shoal, between Cape Spencer and Marion Bay at the foot of Yorke Peninsula.

The sail trainer *One and All*, which understandably had been slowly trailing the fleet went to Grubic's aid and tried to drag the round-the-world yacht to safety. But the tides were against them and Grubic and his crew had to spend an anxious night hoping the conditions did not get too strong and flood the boat.

Anaconda II has been on the local scene for a long time after Grubic, who's a self taught yachtsman and navigator, built her himself in the mid-1970s.

He estimates the maxi has clocked up 250,000 nautical miles and he claims the record for the most number of times sailing around the south-east corner of Australia from Adelaide to Sydney.

After her rescue attempt the *One and All* continued on to eventually cross the line in Boston Bay at the tail of the fleet which was still worth a prize. The trophy will be treasured after the sail trainer recently survived her greatest threat and was almost lost from SA.

Built in the state's jubilee year, 1986, the project ran out of money and a public appeal was launched to raise more than a million dollars to save her from the receivers and a possible sale interstate or overseas.

No-one would have been more pleased with that result as Grubic when the sail trainer appeared on the horizon heading his way to help.

First across the line in Boston Bay was Steven Lord in *Vagrant*, in front of Tim Egerton sailing *Outsidedge* and Ray Brown's *Silicon Chip*.

The winner on IOR was John Hood in *Pandemonium*, which was also the IMS winner, with Terry Nicholas the victor in JOG.

NORTHERN TERRITORY

Darwin To Ambon 1990

THE 1990 Darwin to Ambon Yacht Race will start at 1100 hours on July 28, 1990, in Darwin Harbour and finish at the island of Ambon in Indonesia, a distance of 600 nautical miles.

This will be the 14th race and it is the intention of the committee that as well as being a yacht race it will continue to maintain established cultural and sport-

ing ties between our respective countries. Indications at this stage are that there will be four Indonesian crewed yachts in the race.

It is expected that this race will again be an outstanding success after which you are able to cruise the Indonesian archipelago at your convenience for a period of three months. In 1989 40 yachts participated, 20 from Australia and 20 from other nations.

The roll is open to the following yachts; monohull yachts having a waterline length of not less than 7.3 metres and multihull yachts with a waterline length of not less than 8.0 metres both complying with Australian Yachting Federation 1989-1993 Offshore Safety Regulations Addendum B Part 1 except where amended by the Sailing Instructions.

In addition Australian Yachts *must* have Australian Registration which is obtained from the Department of Transport, this can take time, so if you do not have it, apply for it early.

The race is in late July to benefit from favourable breezes and so that you are in Indonesia when the weather is at its best, also to give yachts not returning to Australia ample time to be out of the Southern Hemisphere before the Cyclone season later in the year.

The race usually takes 3 to 5 days with a 10 to 20 knot following breeze from the south east. The finish is at Amahusu on the island of Ambon which is 5km from the city of Ambon. It is the principle city of the Mollucan Province, an area that is generally known as the "Spice Islands". Ambon, while off the tourist track, provides a wide range of goods and services for the sailor, such as hotels, shopping, provisioning, engineering services, fuel and water. There are also many places of interest to visit on Ambon Island, it is visited frequently by passenger ships and there are also regular aircraft services to other parts of Indonesia.

Entry forms are available from The Darwin-Ambon Race Committee, GPO Box 3439, Darwin, NT 0801.

PAPUA NEW GUINEA

Coral Sea Classic Set For May

THE Royal Papua Yacht Club has announced that the Biennial Coral Sea Classic event will be held in May.

With overall sponsorship again from Nissan and with strong support from the Papua New Guinea business community, race organisers are working towards the development of an international offshore race circuit from

Queensland to Papua New Guinea and return to Townsville.

The race programme which carries total prize money in excess of \$A65,000 will follow on from Hamilton Island Race Week.

The organising Committee which put together and managed the successful 1988 "Nissan" Coral Sea Classic has been retained for the 1990 event.

The Royal Papua Yacht Club also announced a four-million dollar redevelopment incorporating an international standard marina, a new Clubhouse and extensive shore support facilities.

Phase one will provide 200 marina berths to cater for the rapid growth in the boating population in the Nation's capital and to provide a venue for the 1991 South Pacific Games sailing events which will be hosted by the Club.

Race dates for the Coral Sea Classic are:

Race 1 — Townsville-Cairns, May 5.

Race 2 — Cairns-Port Moresby, May 14.

Race 3 — Port Moresby-Samarai, May 20.

Race 4 — Samarai-Townsville, May 29.



ORCA NEWS

Australian Team in China Sea Cup

FOR the first time, ORCA has sent an Australian Team to the Corum China Sea Race Series. The team is *Brindabella* (George Snow's Farr 65), *Cyclone* (Max Ryan's Frers 50) and *Fujitsu Dealers* (John Eyles' Davidson 36, ex-*Indian Pacific*), Teki Dalton, who has competed in previous China Sea Series, has been appointed team manager.

The Corum China Sea Race Series will be conducted from April 7-20 over a series of five races — off Hong Kong there will be a 80nm and a 27nm race, then the 650nm race from Hong Kong to Manila and off Manila there will be two 27nm races.

The Australian team will be competing against a team from Hong Kong (*Foo 2*, *Bimblegumbie* and *Steadfast*) and a European Team (*Corum II*, *Sunstreaker* and *Jelik*).

The organisers of this series believe that with the support of Corum, the

China Sea Series will in the future be accepted as part of the Champagne Mumm World Cup Trophy circuit.

Results of this series will be forwarded to the CYCA Sailing Office — telephone (02) 32 9731.

Big Fleet For Hawaii

The news from Hawaii is that 1990 Kenwood Cup Teams are expected from Japan, Hong Kong, United Kingdom, New Zealand, Canada, Russia, USA (Hawaii), USA (Mainland) and Australia. For the first time there will be IMS Divisions for individual entries, with up to 20 yachts expected to compete.

The Australian Team, announced in February, will be *Drumbeat* (Alan Bond), *Cyclone* (Max Ryan) and *Heaven Can Wait* (Warren Johns). The team manager will be David Kellett. The Australian Champagne Mumm World Cup Trophy Team will be *Cyclone*, *Heaven Can Wait* and *Ultimate Challenge* (Lou Abrahams).

Admiral's Cup 1991

ORCA is also currently working on the 1991 Australian Admiral's Cup team preparations. With the introduction of the three level rating bands, it is vital that there are yachts available for selection within each rating set by the RORC.

The Club is preparing information regarding budgets and support facilities for potential Admiral's Cup yacht owners. Any yacht owner wishing to receive this information should contact the ORCA office on (02) 327 8560.

The ORCA Board have established a Technical Committee led by Grant Simmer of North Sails. It is the intention of this group to be available to consult with yacht owners and project managers of IOR and IMS yachts on matters relating to international regattas. The Committee's first priority is the submission of a report to the AYF Offshore Committee on the use of titanium in staunchions and lifelines with particular reference to the difficulties experienced by several of our yachts during the 1989 Sydney-Hobart race.

ORCA have appointed John Savage and Ross Higgins as the fund-raising consultants to the 1990 Kenwood Cup Team. It is hoped that along with Club Sponsors Qantas, Ansett and Canterbury Clothing, we will be able to secure an overall Team sponsor.

Kenwood Australia have become ORCA's newest sponsor. Kenwood who are world leaders in electronics and communications, have recently introduced to Australia their TKM series of VHF Marine Radiotelephones. The equipment will soon be available in ship chandleries throughout Australia and are well worth checking out!



THE last time that I was on Sydney Harbour was to watch Peter Gilmour and Rod Davis slug it out toe to toe in the two *Kookaburras*. I had a feeling that this was the last time we might see a serious match in the Twelves with boats from the new America's Cup class beginning to hit the water. I wondered whether the new class has the slightest hope of lasting 84 years of racing at the highest level.

Talking of old things . . . the IOR. There are far too many yachts around whose heritage lies in that excellent but expensive making rule for it to be allowed to die. We may all mock it from time-to-time for its blatant grand prix approach; for which, let it be said, it was designed; rather than it concerning itself with the class of cruiser/racer that so many people seem to think they now wanted and for which the rule was not conceived.

When the IOR rule first appeared, the boats did much resemble cruiser/racers, but that is not the fault of the rule, nor indeed the rule makers, for that which they sought to control had to be a developing child and not the adult of the period.

We may all consider that the child has proved wilful, but for all that there can be few who can cavil at the way it has produced boats of the same rating that complete a course in the same time.

Many will suggest that the only good use of the IOR is in producing level rating classes, but that should not be so. While the rule makers have produced a highly tuned and superbly sophisticated formula for rating boats, it is the race organisers who have entered the world of the arbitrary with their haphazard conversions of Rating to TMF.

That is the area which should be more seriously addressed and some there are who seek to do just that. Not, as one may easily imagine, for the sake of higher mathematics but, for the proposed continuance of IOR yachts to race together and allow a wide range from the age groups to have the opportunity of winning, as long as they are well sailed without mistake. After all, those are the people who should win as long as their boats are properly prepared and that does not mean that they have to be expensively prepared.

There needs to be a place where prospective grand prix owners and crews can dip their feet in shallow water in order to find out the very characteris-

by Bob Fisher

tics of IOR boats. They will know, since plenty of sailors will have told them, that it is a money draining area but far better to spend it in the pleasurable pursuit of yacht racing.

To that end the recently formed IOR Owners' Association has addressed itself and commissioned Julian Everitt to undertake a review of age allowances, initially for boats which rate between 30 and 40 feet IOR (a second range for three-quarter tonners and pre-1980 one tonners could be the next).

The idea is to adjust TMFs against age while not applying a formula which hands races to the older craft on a plate. It sees a cut-off date for the age allowances as 1980, thereby doing away with the current cumulative effect on early boats; which Julian calls 'the Sunstone syndrome'. (*Sunstone* is an early 70's S&S design which wins almost at will. Her owners, Tom and Vicky Jackson live aboard on a full-time basis; *Sunstone* is their home; and they race her regularly and well. What is even more galling, she wins CHS races as well.)

Under the Everitt system the age effect would come in a year earlier — some may wish to call this the Julian Year! — the factor of 0.0015, used by the RORC at present, is increased to 0.005 for boats built between 1980 and 1985, by 0.004 in '86 boats, by 0.003 in '87, and by 0.002 in '88. The differences are sufficient to give encouragement.

Aida (Beneteau 50 built 1986) gains 21.48 seconds an hour on corrected time allowance on a brand new one tonner, while *Citroen* (1987 one tonner) gains 10.08 seconds an hour. Dennis Doyle might feel a happy man, his 1982 Frers 50, *Moonduster*, gains almost a minute an hour (58.72 seconds) under the Everitt allowance system.

In addition, Julian recognises the need to evaluate the effects of accommodation and non-IOR optimisation on TMFs. He takes the 1989 Humphreys designed *Old Mother Gun*. By applying a multiple of 0.999 to TMF on each of the points in her favour, *OMG's* TMF is

reduced from 1.0416 to 1.0395 or an allowance of 7.50 seconds an hour. It is a tiny adjustment which is insufficient to be used as a rating dodge but it recognises the effects of accommodation on performance.

The move, I am sure, is one in the right direction if IOR racing is to continue. Without a set of nursery slopes, there will be no giant slalom.

28th America's Cup

Charles Tait has written to me from San Diego with a proposal to simplify the 28th America's Cup. I had to check his address after I had read the full weight of his argument. He writes: "It's goal is to aid the finding, or evolving of a best solution to the America's Cup present circumstance, one that will be equal to the prestige it represents, in the annals of sailing." He goes on: "The proposal's basic intent is to attempt to gain harmony between those concerned by suggesting a 'neutral' site."

Tait presents a well reasoned argument starting with the statement that "The America's Cup regatta at present is in a sad situation, bordering on ignominy, far removed from what the participants truly represent, and have visions of." His solution is: "All that is needed is for the USA together with New Zealand and all other interested race participants to join forces and make the America's Cup Regatta XXVIII a success in 1992."

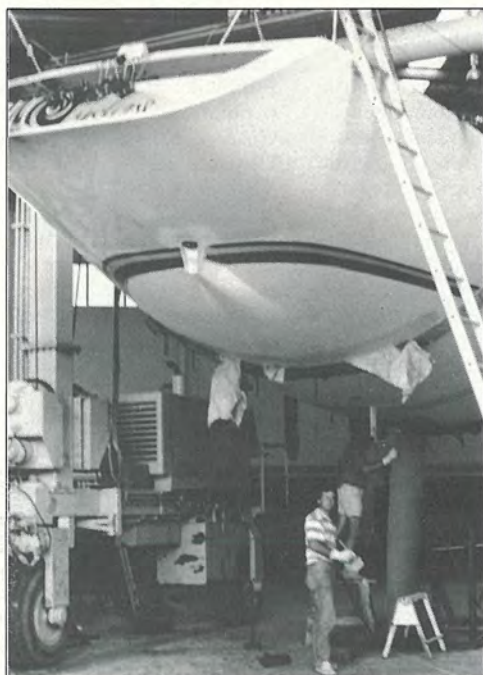
His plan is that: "The race would be an historical one time event, all participants of equal status, the winner award the Cup. . ."

The man is inspired. He might also be seeking sanctuary in his home city once his ideas are public. His recommendation is that the 1992 America's Cup Race returns to the original course, around the Isle of Wight; that there is one race; and that the "first boat to clear the finish line after completing the course is the winner and awarded the America's Cup."

I could be with Charles Tait all the way and I have no doubt that there would be no shortage of support from the many and varied interests in Cowes to hold the 1992 America's Cup in this way, although I hate to think of just how the spectator boats could be controlled.

It was in his penultimate paragraph that a real smile came to my face. He suggests: "That channels be established to gain this respect and regatta support inherent in the personage of HM Queen Elizabeth II to help restore the prestige of this time honoured event." And him a Republican! That, I am afraid Charles, is taking this a bit far. Our Queen is not in the habit of painting over the cracks. Pity, the rest of the idea was great.

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“Cruising the New South Wales Coast”

By Alan Lucas
Published by Horwitz Grahame Pty Ltd

FOR the Australian cruising yachtsman, Alan Lucas' comprehensive books are essential reading. No-one has been able to write and illustrate the cruising coastline of Eastern Australia so well, not to mention Papua New Guinea, New Caledonia and Vanuatu, the Solomons.

With Lucas' books, “Cruising the Coast of New South Wales” and “Cruising the Coral Coast,” as their guide, hundreds of yacht owners have followed the cruising route northwards, gaining experience and confidence as they sail the bluewaters of our wonderful coastline.

Cruising the coast again in 1988-89 in his ketch, *Renne Tighe*, Lucas has completely rewritten, re-illustrated and re-photographed the coastline of New South Wales in this new edition, published by Horwitz Grahame.

It is a sailor's guide to the ports, the anchorages, rivers and lakes of the coast of NSW, Gabo Island in the south to Tweed Heads in the North. Like all of Lucas' books, it is a practical guide for anyone cruising locally or for those yachtsmen and women embarking on an extensive cruise, with plans to visit many ports along the NSW coast.

The revised edition sees an uplift in the professional quality of the production, particularly in the standard of illustrations and chartlets and concise references to each particular port, anchorage,

river or lake along the 700 nautical miles of coastline.

Publication of the new edition is timely, as the Maritime Services Board book, “Sailing Direction (New South Wales Coast)” has been removed from the market on the grounds that it was an unnecessary duplication of material already contained in the coast pilots. Lucas took up the challenge, with a revision of existing material, as he says, “from keel to mast cap.”

As Alan Lucas points out, New South Wales is a coast with very few indentations, suggesting that it lacks good anchorages. This is true, he says, with all ocean anchorages being affected by swell to a greater or lesser degree. But there are many compensating factors, not the least being the security enjoyed in those indentations that do exist. There are no finer examples than Sydney Harbour and Broken Bay, he says.

Also, New South Wales is a state of rivers, dozens emptying into the sea and many offering security within their entrances or great inland cruising along their lengths. “Despite the element of risk in entering its rivers, New South Wales is a very special cruising ground,” writes Lucas. “In a sense, the very fact that there is an element of risk gives promise that a degree of isolation and absence of development will be enjoyed once major centres are left astern.”

Armed with a well-found cruising yacht or motor cruiser, equipped with modern navigational equipment (including a depth sounder) and a copy of Lucas' “Cruising the Coast of New South Wales,” a yachtsman can find many safe ports and anchorages along the coast which many cruising people would bypass for lack of local knowledge.

Take Bermagui on the South Coast — an aboriginal name meaning “canoe with paddles” — which Lucas describes as an all-weather harbour offering basic services in peaceful surroundings, adding “subject to qualifications under the heading ‘Final Approaches’”. Lucas then goes to great lengths to explain the correct and safe procedure to make that approach into the river and harbour.

Naturally, Broken Bay and leading from it the wonderful waterways of Pittwater, the Hawkesbury River and its tributaries and Brisbane Water up to Gosford, take up an extensive section of Cruising the Coast of New South Wales.

Lucas' describes it as “one of the world's greatest cruising grounds, offering hundreds of square miles of enclosed water” — a description with which I certainly agree. Lucas traces the history of these waterways, which date back to the earliest days of the Colony — Governor Phillip discovered the mouth of the Hawkesbury on June 12, 1789, just one year after settlement at Sydney.

His illustrations of anchorages in Pittwater, Refuge Bay and America Bay, Cowan Creek, Smiths Creek, Coal and Candle Creek are as precise and more informative than any chart.

One of the lesser known ports on the North Coast of New South Wales is Camden Haven-Laurieton, to the south of Port Macquarie. A few yachtsmen from Pittwater have found the port an excellent rendezvous for a short passage cruise northwards. Writes Lucas: “One of the most delightful ports on the entire coast and sometimes called as Laurieton Anchorage, Camden Haven lies 13 miles north-north-east of Crowdy Head and a similar distance south-south-west of Port Macquarie.”

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What's New?

Gulf Star Wet Weather Gear

GULF Star wet weather gear, New Zealand's top selling range of PVC clothing is now available in all leading chandlers in Australia.

This affordable range of gear aimed at the lower end of the market is available in jacket, bib trousers and a fleecy lined jerkin. All garments are available in white with the jacket and trousers having a red trim.

Gulf Star is stylish and comfortable being manufactured from a PVC reinforced fabric which incorporates maximum strength with a soft and comfortable texture.

The range is being marketed by Ian Treleaven, Musto Australia Pty Limited, 14-16 Buckland Street, Chipendale, NSW 2008 and will complement the very successful Musto range. Recommended retail for a set of jacket and trousers is \$199.

Bushnell Marine Binoculars

THE selection of a new set of binoculars is not easy, even for the professional. Variety in quality and design, application and performance is vast. Technical data is then very important in making the right decision.

Bausch & Lomb/Bushnell make binoculars for every requirement — from the world's finest Bausch & Lomb models to the Bushnell Ensign range, each is a world leader in its class.

The Bushnell Banner 7 x 50 model has been designed specifically for use in the marine environment. For their class, their resolution is unsurpassed. With a BOR index of 184, they exceed the JT11 standards by 115% and their resolution outclasses both of their nearest competitors.

All optics are compound coated to achieve optimum usable light transmission and UV absorption. For poor light conditions and night viewing they are outstanding.

The Bushnell marine binoculars are fully sealed and nitrogen filled to give waterproof and fogproof performance. They are protected by a full-metal body covered with a tough and durable rubber armouring to take the shocks of real life usage.

Two models are available, each using poro prisms, 7:1 exit pupils and individual ocular focussing. The first is the

standard Banner which is available with either black or yellow armouring. The second is the Banner Navigator which is black armoured and incorporates a first quality southern hemisphere corrected compass and rangefinder.

The full range of Bausch & Lomb/Bushnell binoculars are available through the Chart Room, 31 Albany Street, Crows Nest. Telephone (02) 436 3494 or (02) 905 3767. Trade enquiries are welcome.



Feast Watson Launches New Antifouling

FEAST Watson the long established Sydney paint manufacturer, has released an up-to-date antifouling with an old-fashioned base. Called Classic Antifouling it goes back to soft copper as its active constituent following the worldwide problems with tin-based products.

Classic uses an advanced compounding system which leaches by water action and is self-polishing to give an expected life of a season plus. Its major advantage is that it can be applied over virtually all existing antifouling including copolymer and tin-based products.

Mr Mario Manno, of Feast Watson, says its new product will be as good as, if not better than the now ecologically unacceptable tin products in its ability to defy marine life on hulls despite having no co-toxins or additives in its thinners. Colour available will be red, black, blue and light grey.

Big Sanctuary Cove Boat Show for 1990

BOOKINGS for space at the 1990 Queensland International Boat Show, to be held at Sanctuary Cove from May 17 to 22, confirm an impressive range of sailing craft will be on display, with some of them having their world premier at the show.

Event manager Harry Davis said several exciting new designs and innovations would be seen at Sanctuary

Cove, among them a number of entrants in the Australian Boat of the Year Awards, which will be announced at the conclusion of the show.

The legendary Bob 'Robbo' Robertson has a completely reworked Farr 37 designed for comfortable two-handed cruising but with three cabins providing accommodation for eight adults. The new boat will be in full survey and ideally set up for bareboat chartering.

"We've kept the very successful hull design but totally changed the rest," he said. "With its new sail system and luxuries such as pressurised hot water it's a very comfy boat which still has a really competitive edge."

Australia's largest yacht builder, Northshore, will be represented in the awards stakes by its Northshore 31. The 31 has rapidly established itself as a popular yacht on Sydney waters and its appearance in Queensland is eagerly awaited.

Program of events: May 13 Sanctuary Cove International Game Fishing Classic registration and cocktail reception 1600hrs; May 14-18 Tournament daily; May 15 ABIA Australian Boat of the Year winner announced 1200hrs; May 17 Queensland International Boat Show official opening by Queensland Premier 1200hrs, Show hours 0930-1730 daily; May 18 & 19 Fishing seminars, Village Theatre and Marina 1100-1600hrs; May 18 Boat Show barbecue and buffet 1930hrs, Sanctuary Cove International Game Fishing Classic presentation dinner 1930hrs; May 19-20 Game boats on display at Boat Show; May 22 Boat Show closes 1730hrs, Gala presentation dinner — Hyatt Regency Sanctuary Cove 1930hrs; May 23 ABIA National Boating Industry Conference registration and cocktail reception 1800hrs; May 24-25 Conference 0900-1700hrs.

See-Blitz aid to Survival at sea

DESPITE the fact that most ocean racing skippers insist that their crew wear safety harnesses sailing at night, this is not always the case. One of the major hazards of ocean racing is the chance of a crewman being knocked or washed overboard at sea at night when the chances of recovery are extremely remote.

An Australian-made survival product, the See-Blitz high intensity signal/marker could become a vital part of every yacht's safety equipment. Designed to meet the operational demands of professionals in exploration, field engineering, search and rescue in the most extreme conditions, the unit is completely waterproof to a depth of 150m.

On the surface, with the use of the floatation collar, the unit has a range of

16km on a clear night.

See-Blitz can be worn with a life jacket or secured to rafts and similar survival equipment, but it is still light enough to be carried as a personal signal by crew working the foredeck at night.

See-Blitz's flash is of maximum intensity, with priority given to intensity and visibility against a high but fading flash rate. The unit is powered by four AA alkaline cells, but with Lithium AAs soon to be released, duty life will be doubled.

The switch is not intrusive of the casing seal and switches positively — it cannot be accidentally turned on or off.

Further information: Terra Maris Pty Ltd, Ph: (02) 451 4534, Fax: (02) 975 2600.

New Tide Charts for NSW

NEW tide charts for 1990 are now available from the MSB Waterways Authority. The charts contain tidal information for NSW waters from October 1, 1989 to December 31, 1990.

Printed with a hard-wearing cover, the tide charts provide 15 months information, from October 1989–December 1990, including the daily tide heights and times for 1990; daily sunrise and sunset times; the phases of the moon (excellent for fishermen); and the tidal time lags for all major rivers and ports along the State's coast.

The tide charts are available at all MSB Waterways Regional Offices for \$3.00 or by sending \$3.50 to cover postage and handling, to the MSB Waterways Access Line c/o GPO Box 32, Sydney 2001.

Benmar 2000 Autopilot from Datamarine

THE new Benmar 2000 autopilot is available in Australia through Datamarine International Australia.

The American-made Benmar 2000 is

the latest in technology from Cetec Benmar — a company that has been in the marine industry for over 40 years. It makes claim the Benmar 2000 is engineered to out perform and outlast any autopilot that has come before it.

The heart of the new Benmar 2000 is the company's exclusive proportional rate control system. Unlike the cheaper "deadband" systems that have a built-in margin for error, the Benmar 2000 gradually changes to keep the boat dead on track.

And the Benmar 2000 does this without having a rudder feedback sensor, so it can be fitted to high speed power boats and even outboard rigs.

The control panel features simple push button switches and an LCD display showing the course. The rugged silicone rubber panel is totally weather-proof and uses approximately half an amp at 12vdc.

The Benmar 2000 will couple with any earlier Benmar drive system and can be hooked into most brands of sat/nav or GPS.

For further information contact: Datamarine International Pty Ltd
7-9 George Street
Artarmon NSW 2064
Phone: (02) 428 2800
Fax: (02) 428 1650.

New Sportsglasses For Yachtsmen

CARRERA, the specialists in sports eyewear announce a new nautical style of sport glass.

Boeing by Carrera wrap around sun shields are a new and unique fashion statement in sports eyewear.

These feature packed exclusive sportsglasses are based on a hi-tech one piece wrap-around lens in dark grey or brown optical grade 1, laminated polarisation materials and are ideal for all water and glare based activities.

The Carrera lens used in this Boeing sports shield is the ultimate for on-the-water sports with the ability, through

laminated polarisation construction, to suppress indirect reflection from horizontal shiny surfaces such as water.

Additionally this new and exceptional Boeing lens affords the wearer 100% UV-B protection from both the front and the sides, even protecting the corners of the eye. I.E. The wrinkle zone!

The incredibly exclusive Boeing by Carrera eyewear is supplied with a special silver soft padded pouch and is available from specialised sun glass shops, OPSM, ski shops and leading optometrists and optical dispensers priced from \$265 to \$325.

For further information contact: Bert Leibetseder, Product Manager, Carrera International, Unit B, 31-33 Sirius Road, Lane Cove NSW 2066. Tel: (02) 428 1500, Fax: (02) 427 0060.

Choose Quality marine Lubricants Warns Castrol

BOAT owners should look for marine lubricants which meet the newest international performance standard, Castrol Australia advises.

America's National Marine Manufacturers Association has recently developed a tough new standard for outboard, two-stroke engine oils.

The NMMA is acknowledged as the pacesetter for lubricant quality standards.

Its new TCW-II standard for two stroke outboard oils reflects more than ten years of advances in outboard engine technology.

Castrol Super Outboard Oil and Castrol Biolube 100 both met the TCW-II standard.

Several outboard engine oils available in Australia do not yet meet the TCW-II standard, says Castrol.

Castrol has anticipated the development of high output two-stroke outboard engines by reformulating its Castrol Super Outboard Oil and introducing Castrol Biolube 100.

Both oils provide excellent wear and corrosion protection.



QANTAS

Spirit of Australian Yachting

Two Fine Old Salts Pass On...

Two prominent and successful ocean racing yachtsmen of the 1950s and 1960s, Bill Fesq and Ron Swanson, have died, Bill passing away in Sydney, Ron in Tasmania.

Bill Fesq DSC

ONE of Australia's most prominent international yachtsmen from the 1960s through to the 1970s, Bill Fesq DSC, has died in Sydney at the age of 74.

In a long and active involvement in yachting in Sydney, Bill campaigned ocean racers, Dragons and enjoyed his cruising. He played a significant role in the administration of yachting in NSW and was a member of the Cruising Yacht Club of Australia and Commodore of the Royal Sydney Yacht Squadron from 1975-78.

Sailing and the sea was his love from boyhood and his skills as a navigator, developed during service with the Royal Navy in World War II, made him much in demand for the Admiral's Cup and the America's Cup.

Serving as an RANVR officer with the Royal Navy in MTB and MGBs in the English Channel, he received the Distinguished Service Cross, a decoration second only to the Victoria Cross, for gallantry in engaging a superior force of German E-boats and armed trawlers, putting two out of action and disabling three others. On D-Day, he again showed exceptional bravery after his MTB was holed by a shell that failed to explode but caused a fire near the craft's fuel tanks. Held by the ankles, Bill hung over the side to use a fire extinguisher to put out the fire on his boat.

After the war Bill Fesq became active in ocean yacht racing and his cutter *Fortuna* held sail number 2 on the regis-

ter of the Cruising Yacht Club, of which he was also an active member. He skippered *Fortuna* in several Sydney-Hobart races and other major offshore races, also cruising extensively.

He also raced a Dragon class yacht, *Pel*, and later owned two cruising yachts, *Koonya East* and *Zeehan*, which still carries sail number 2 in the Yacht Association of NSW sail number lists.

Bill was involved in three Australian challenges for the Admiral's Cup at Cowes in England, navigating *Caprice of Huon* in 1965 and again in 1967. The Australian team, led by *Caprice of Huon*, won the Cup in 1967. He also navigated for Ted Kaufman in *Mercedes III*.

In 1970, he was navigator to Jim (now Sir James) Hardy aboard *Gretel II* in Sir Frank Packer's 1970 Challenge for the America's Cup. In a memorable feat of navigation he guided *Gretel II* through a thick sea fog off Newport, Rhode Island, to victory when the French 12-metre, skippered by Baron Bic, got lost in the fog.

Bill was also actively involved in the administration of the America's Cup, being chairman of the Royal Sydney Yacht Squadron's America's Cup Committee when the Squadron was Challenger of Record, conducting the challenger eliminations at Newport. He maintained this association with the America's Cup until late last year.

Gordon Reynolds, who skippered *Caprice of Huon* in the winning Australian team at the 1967 Admiral's Cup, wrote this tribute to the late Bill Fesq. . .

WE are all deeply saddened to hear of the passing of Bill Fesq after a long fight against cancer.

What a great loss, not only to his wife, son and daughter, to whom we extend our sincere sympathies, but to the sport of yachting which formed a large part of Bill's life.

A Life Member and past Commodore of the Royal Sydney Yacht Squadron, a member of long standing of both Royal Australian Naval Sailing Association and the Cruising Yacht Club of Australia, which dates back to 1949.

Bill was the complete yachtsman, having raced and cruised many yachts, from *Fortuna* in the first Sydney-Hobart, the Dragon class yacht *Pel*, to the 12 metre class with Sir Frank Packer, then to Admiral's Cup participation with *Caprice of Huon* and *Mercedes III*.

It was his close and intimate knowledge of the English Channel conditions that greatly assisted the early teams in their great successes in that area.

His considerable navigational skills were firstly acquired with the Royal Australian Navy during the war years. Bill served with great distinction when seconded to the Royal Navy, serving some four years in the English Channel with his own command. He was awarded the Distinguished Service Cross for bravery under fire.

Included in this long career were many administrative responsibilities that he took upon himself which were handled with dignity and courtesy.

Bill Fesq — Yachtsman and Gentleman.

— Gordon Reynolds

Ron Swanson. . .

AUSTRALIA'S most successful designer and builder of ocean racing yachts in the 1950s, 1960s and 1970s, Ron Swanson has died in Tasmania at the age of 63. Living in retirement at St Helens on the East Coast, he was admitted to Launceston General Hospital just before Christmas, suffering from cancer.

He had planned a comeback to ocean racing, sailing aboard the veteran Tasmanian yacht *Terra Nova* in the Sydney-Hobart race, but was unable to make that last voyage.

Ron and his brothers were classic craftsmen in the era of stoutly built wooden yachts built for the roughest oceans. Yet they were always fast yachts, his designs winning every major

ocean race on the Australian calendar.

Ron was the designer of the Swanson Bros team and the outstanding ocean racing skipper of the Sydney-based family of boat-builders and yachtsmen.

He was a member of Australia's first challenge team for the Admiral's Cup in 1965, skippering *Camille* which he had designed and built with his brothers. The team of "colonial craft" as the British condescendingly called them — *Camille*, Gordon Ingate's *Caprice of Huon* and the Halvorsen brothers' *Freyja* — surprised all by finishing second at Cowes in their first-ever international offshore regatta.

Ron Swanson's most famous and successful creation was the *Carmen* class, a double-ended sloop which raced on the Australian offshore scene with outstanding success from the 1960s on-

wards. Yachts he designed and built won the Sydney-Mooloolaba race six times, including the *Carmen* class 30-footer *Cadence* which won three times for owner Jim Mason (1964, 1965 and 1974) also winning the 1966 Sydney-Hobart.

The Swanson brothers built, but did not design *Siandra*, the 1958 and 1960 Hobart winner, but in 1963, 1964 and 1965, Swanson-designed and built boats, *Cavalier*, *Camille*, *Camelet* on *Cadence* finished in the top three placings of the Hobart classic.

In the 1966 race *Cadence* won for Jim Mason, with Ron Swanson's own *Salome* second and Peter Kurts' *Mister Christian* fourth.

Middle Harbour Yacht Club member, Frank Likely, wrote this eulogy to Ron Swanson. . .

"Under the bright and starry sky, dig the grave and let me lie, Glad did I live and gladly die as they let me down with a will. This be the verse you gave for me. Here he lies where he longed to be. Home is the sailor, home from the sea and the hunter home from the hill."

ROBERT Louis Stevenson's poem is the personification of Ron Swanson — a man equally at home in the bush or on the water.

Ron was the son of a Norwegian whaler, which accounts for his affinity with the sea. During the war he joined the Royal Australian Navy and served aboard *HMAS Australia* and was on board this ship when she "wore" two Jap Kamakazi planes while serving in the Philippines.

Ron joined Middle Harbour Yacht Club in 1953 and came to notice after a club yacht was wrecked on Grotto Point. He bought the wreck and re-built it and named it *Tiki*. His next venture was a little unusual too, he bought a 24ft yacht, lengthened her to 29ft and re-named her *Tiki Roua*.

The first yacht built by Ron to bring him fame was the 30-footer *Carmen*, designed by Wally Ward in cahoots with Ron. Many of these yachts were built for Club members, all sailed with distinction. His next was *Camille*, designed specially for the Admiral's Cup Series in Britain in 1965, selected to join the Australian team with whom she performed well.

About this time the concept of level rating was being experimented with and called the One Ton Cup. Ron rose to the challenge and designed *Salome* to this rule and competed in Denmark in 1966. Although he didn't finish in the top 10, the experience had a marked effect on his future designs for Australian yachtsmen.

Since the popularity of the *Carmen* class yachts, brothers Jim and Ken joined Ron and formed the Swanson Brothers Yachts at Dee Why West where the first of the well-known Swanson 36's were built. These yachts conformed to the One Ton Cup rule. The first two of the 36's were built in timber, *Moon Bird* for Norm Brooker and *Wathara II* for Bruce Cameron. *Moon Bird* blitzed the local yachts and *Wathara II* represented Australia at the One Ton Cup held at La Havre, France in 1957.

Many 36's followed, all built in fibre-glass (GRP). Ron designed numerous yachts, all had the same characteristics of strength and seaworthiness. Many people will recall with affection the Swanson 27, Swanson 32, Swanson 38, Swanson 28, Swanson 42, Swanson Dart, Arenns 33 and lots of one off designs.

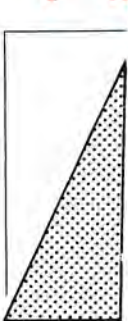
Despite his success as a designer and builder of fine yachts, Ron never sought accolade or fame, but accepted success modestly and was always approachable for advice. As well as yachts to his own design, Ron built a number of yachts for MHYC members, some notable ones being *Siandra* for Grahame Newland — twice winner of the Hobart race, *Kaleena* for Horrie Godden — also a most successful yacht of her time, *Dul-Ma-Lee* for Leo Riley which is still going strong, *Jamboree* for Nev Watkins, *September* for Doug Gilling, *Sinbad* for Dak Harrington and many others.

It was rare for any Swanson boat owner not to become a great admirer of Ron's, and his greatness will always be remembered by all who came in contact with him — May he rest in peace.

Condolences to Ron's brothers and sisters and those who loved him well.

— Frank Likely

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CYCA OFFSHORE RACING CALENDAR

IOR/IMS AND OTHER OFFSHORE REGATTAS

APRIL

- 4-8 Ultimate Yacht Race, Hawaii.
7-20 Corum China Sea Series, IOR/CHS, Hong Kong and Manila.
9 Corum China Sea Series, first inshore race.
12 Corum China Sea Race, Hong Kong to Manila.
19 Corum China Sea Series, second inshore race, Manila.
20 Corum China Sea Series, third inshore race, Manila.
18-22 50-Foot St Thomas World Cup, St Thomas, US Virgin Islands.
29-5 Antigua Week, Leeward Islands, West Indies.

MAY

- 5 Whitbread final leg, Ft Lauderdale-Southampton.
5 Antigua Week, Leeward Islands, West Indies.
10-12 Baltic SAS Cup, Copenhagen, Denmark.
13-16 Societe Nautique De La Trinite-sur-mer, France.
19-26 Week of the Straits, Yacht Club Costa Smeralda, Sardinia, Italy.
20-26 Ocean Racing Champion of Champions, Lymington, UK.
23-27 50-Foot Tortola World Cup, British Virgin Islands.
25 RORC North Sea Race, UK.
26 RORC Burnham (UK) to Nieuwport (Holland) Race.
30-4 Ultimate Yacht Race, San Francisco, USA.

JUNE

- 2 Round the Isle of Wight Race, Cowes, UK.
4-17 World Half Ton Cup, Dublin, Ireland.
10 Two-Handed Transatlantic Race, Royal Western YC, Plymouth, UK.
16-17 RORC IMS national champ, Cowes, UK.
23 Bermuda Ocean Race, Annapolis-St Georges, USA.
23 RORC Around Ireland Race, Ireland.

JULY

- 4-8 Ultimate Yacht Race, Corpus Christi, Texas, USA.
4-14 World Threequarter Ton Cup, Flensburg, Germany.
6-7 JOG Cowes to Cherbourg Race, UK.
8 RORC CHS Nationals, Lymington, UK.
13 RORC Cowes St Malo Race, UK.
16-20 Cork Week, Royal Cork YC, Ireland.
21 RORC Europeans Cup, Brighton, UK-Puerto Sherry, Spain.
22 RWYC Armada Cup, Plymouth-San Sebastian.
28 Aegean Cup, Istanbul, Turkey.
29 RYS Regatta, Cowes, UK.
30-9 World One Ton Cup, Marstrand, Sweden.

AUGUST

- 3 RORC Channel Race, Cowes, UK.
3-6 Copa Del Rey, Palma de Mallorca, Spain.
3-16 Kenwood Cup, Hawaii.
4-12 Cowes Week, Cowes, UK.
6-15 IMS Club champ, Breskens, The Netherlands.
10-18 Mini Ton Cup, Norway.
24 RORC Cowes to Ouistreham Race.
22-26 50ft Edgartown World Cup, Edgartown, Martha's Vineyard Island, USA.
30-3 Ultimate Yacht Race, Milwaukee, Wisconsin, USA.
5-15 Sardinia Cup, Porto Cervo, Sardinia, Italy.
11-22 World Quarter Ton Cup, Bayone, Spain.
15 BOC Challenge Around the World Alone Race, Newport, RI, USA.
21 RORC Cherbourg Race, Cowes, UK.
22-29 Maxi world champ, Newport, RI, USA.

OCTOBER

- 3-7 50-Foot Newport World Cup, Series 1, Newport RI, USA.

NOVEMBER

- 1-8 Maxi world champ, Series 3, St Thomas, Virgin Islands.

DECEMBER

- 14-26 NorTel Asia Pacific IOR/IMS Championship Regatta, Cruising Yacht Club of Australia, Sydney, Aust.
26 NorTel Sydney-Hobart Race, CYCA, Sydney, Aust.

1991

MARCH

- 23 Yamaha Cup Melbourne to Osaka Double-Handed Race, Australia to Japan.

JULY-AUGUST

- 29-16 Champagne Mumm Admiral's Cup, Royal Ocean Racing Club, Cowes, UK.

DECEMBER

- Southern Cross Cup, CYCA, Sydney, Aust.
26 Sydney-Hobart Race, CYCA, Sydney, Aust.

NEW SOUTH WALES

1990

APRIL

- 3 Caltex Sydney-Mooloolaba Race, MHYC.
12 CYCA Easter Cruise, Sydney to Ulladulla.
22 CYCA Ladies Day, Jill McLay Trophy.
29 CYCA Commodore's Day-Veteran Yacht Race.

MAY

- 6 CYCA Digital Winter Series, Harbour race.
13 CYCA Digital Winter Series
20 CYCA Digital Winter Series
26 East-West Airlines

- 27 Sydney-Whitsundays Race.
CYCA Digital Winter Series.

JUNE

- 3 CYCA Digital Winter Series.
10 CYCA Digital Winter Series
17 CYCA Digital Winter Series, Warren Evans Trophy.
24 CYCA Digital Winter Series.

JULY

- 1 CYCA Digital Winter Series
8 CYCA Digital Winter Series.
15 CYCA Digital Winter Series.
22 CYCA Digital Winter Series.
29 CYCA Ladies Day, Chris Lee Trophy.

AUGUST

- 4 Jupiters Yacht Classic, Sydney-Gold Coast Race.

VICTORIA

APRIL

- 13 Queenscliff-Port Fairley Race, ORCV
13 RYCV Easter Cruise to Phillip Island.
13 RMYR Easter Regatta, St Kilda to Blairgowrie.

MAY

- 5-6 Association Cup interclub teams event; CHS Team Challenge; Hempel Cup (JOG); VYC President's Cup (VYC) SYC.
13 Nautical News 2-Hander, ORCV.
27 NEC Winter Series, IOR/VYC/CHS/JOG, RYCV, Race 1.

JUNE

- 10 NEC Winter Series, RYVC, Race 2.
24 NEC Winter Series, RYCV, Race 3.

JULY

- 1 Western Port Marina Classic, ORCV Winter Series, Port Phillip, IOR/CHS/VYC, Race 1.
8 NEC Winter Series, RYCV, Race 4.
15 Western Port Marina Classic, ORCV, Race 2.
22 NEC Winter Series, RYCV, Race 5.
29 Western Port Marina Classic, ORCV, Race 3.

AUGUST

- 12 Western Port Marina Classic, ORCV, Race 4.
26 Western Port Marina Classic, ORCV, Race 5.

SEPTEMBER

- 8 Western Port Marina Classic, ORCV, Portsea-Hastings, 58 nm.
9 Western Port Cup, ORCV.

QUEENSLAND

APRIL

- 3 Caltex Sydney-Mooloolaba Race, MHYC.
5-12 XXXX Gold Coast Winter Regatta, SYC.
3 Caltex State of Origin Challenge, MHYC/MYC.

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CYCA OFFSHORE RACING CALENDAR

- 9-12 XXXX Gold Cup Regatta, RQYS.
13 Australian Airlines Brisbane-Gladstone Race, QCYC.
17 Gladstone-Hamilton Island Race, Port Curtis YC.
21-29 XXXX Ansett Hamilton Island Race Week Regatta, Hamilton Island YC.

MAY

- 5 Nissan Coral Sea Classic, Race 1, Townsville-Cairns.
12 Sheraton Mirage Gold Coast-Noumea Race, SYC.
14 Nissan Coral Sea Classic, Race 2, Cairns-Port Moresby.
20 Nissan Coral Sea Classic, Race 3, Port Moresby-Samarai.
26 Sheraton Mirage Noumea-Gold Coast Race, SYC/CNC.
29 Nissan Coral Sea Classic, Race 4, Samarai- Townsville.

WESTERN AUSTRALIA

- 6 Fremantle-Albany Race, 325 nm, RPYC/PRSC.

1990 LEVEL RATING WORLD CHAMPIONSHIPS

JUNE

- 4-17 Half Ton Cup, Howth, UK.

JULY

- 4-14 Threequarter Ton Cup, Flensburg, Germany.
30-9 One Ton Cup, Marstrand, Sweden.

AUGUST

- 10-18 Mini Ton Cup, Oslo, Norway.

SEPTEMBER

- 11-22 Quarter Ton Cup, Bayona, Spain.

INTERNATIONAL WORLD CHAMPIONSHIPS, OLYMPIC CLASS REGATTAS, INT: MATCH-RACING NEW SOUTH WALES 1990

APRIL

- 14-22 ACY Cup match-racing, Tita, Yugoslavia
27-6 Soling European champ, Chiemsee, Fed Rep of Germany.

MAY

- 3-6 Danish Olympic Spring Regatta, Glostrup, Denmark.

- 16-20 Royal Lymington Cup match racing, Royal Lymington YC, Lymington, UK.
23-27 SPA Regatta, Olympic classes, Bunnik, The Netherlands.
30-6 Tornado European champ, Neusiedler See, Austria.

JUNE

- 9-16 Hobie 17 world champ, Toronto, Canada.
9-19 Finn European champ, Hayling Island, UK.
16-22 Dragon, Duke of Edinburgh Cup, Royal Yacht Sqn, Cowes, UK.
16-24 Kieler Woche Regatta, Olympic/International classes/10R/IMS offshore, Kieler YC, Kiel, Federal Republic of Germany.
16-24 Int. de France Kourou Cup match-racing, St Tropez, France.

JULY

- 3-9 Women's 420 world champ, Muira, Japan.
5-15 Finn Gold Cup, Flensburg, Fed Rep Germany.
7-13 Dragon Gold Cup, Dun Loaghaire, Scotland.
9-14 Moth world champ, Thunsee, Switzerland.
12-22 IYRU Youth world champ, Laser, Laser2, Mistral, Muiden, The Netherlands.
13-21 Yngling world champ, Geneva, Switzerland.
20-28 Star European champ, Laredo, Spain.
20-28 Travemunde Woche Regatta, Olympic/Int classes, Lubek, Fed Rep Germany.
22-29 Europe dinghy world champ, Livorno, Italy.
23-28 J24 world champ, Royal Irish YC, Dublin, Ireland.
23-28 Dragon European champ, Lake Thun, Switzerland.
25-31 420 world champ, Crozon-Morgat, France.
30-5 Tallin Week, Tallin, Olympic/Int classes/10R, Estonia, USSR.

AUGUST

- 1-4 Goodwill Games, 470m/w, Lechner Div. II m/w, Finn, Seattle, Washington, USA.
2-12 IYRU world womens champ, 470/Europe/Mistral, Hoorn, The Netherlands.
4-12 Cowes Week, 10R/Dragon/E22/F15 etc, Cowes, UK.
6-17 Laser world champ, Newport R.I., USA.
10-17 J24 Nth American champ, Milwaukee, Wisconsin, USA.
16-26 SPA Worlds, world champs for Soling/Tornado, 470m/w, Medemblik, The Netherlands.
18-1 505 world champ, Kingston, Canada.
18-24 CORK Week Regatta, Olympic/Int classes, Kingston, Canada.

- 25-31 E22 Nth American champ, Kingston, Canada.
30-8 Flying Dutchman world champ, Newport RI, USA.

SEPTEMBER

- 2-9 Contender world champ, Hayling Island, UK.
8-18 5.5 Metre world champ, Torquay, UK.
14-17 Toba Cup match-racing, Japan.
15-22 Laser Masters world champ, New Bedford, USA.
17-21 Soling Nth American champ, San Francisco, USA.
19-30 Star world champ, Cleveland, Ohio, USA.
23-3 Int Speed Sailing champ, West Kirby, UK.
30-10 Fireball world champ, Enoshima, Japan.
8-14 Squadron Challenge match-racing, Royal New Zealand Yacht Sqn, Auckland, NZ.
12-20 E22 Asia/Pacific champ, Royal Hong Kong YC, Hong Kong.
16-26 Lecher Div II sailboard world champ, Buenos Aires, Argentina.

NOVEMBER

- 24-1 Hobie 16 world champ, Bahia, Brazil.

1991

JANUARY

- 5.5 Metre world champ, Royal Prince Alfred YC, Sydney NSW.
Int. Cat Challenge Trophy (Little America's Cup), McCraes YC, McCrae, Vic.
2-12 E22 world champ, Royal Freshwater Bay YC, Fremantle, WA.
14-20 Toshiba Int match-racing, Sajima, Japan.
22-29 Europe dinghy world champ, Buzios, Brazil.

JUNE

- 10-21 J24 world champ, Greece.
22-28 Kieler Woche Olympic Regatta, Kiel, Germany.

JULY

- 23-7 Olympic Practice Regatta, Barcelona, Spain.

AUGUST

- 5-11 IYRU World youth champ, Largs, Scotland.
22-30 Soling world champ, Rochester, USA

SEPTEMBER

- Star world champ, Cannes, France.
1-10 E22 world champ, San Francisco, USA.
20-27 IYRU world women's champ, Long Beach, USA.

OCTOBER

- 12-22 470 world champ, Royal Queensland Yacht Sqn, Brisbane, Aust.

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811

812
& 813

800 SERIES

For over 40 years, Peter Storm has been recognised as one of the world's most respected names in protective clothing.

In fact, Peter Storm have pioneered many developments in fabric and garment design. The 800 series represents the culmination of their experience.

Manufactured from heavy duty nylon, the 800 series features Peter Storm's renowned MVT proofing. This Moisture Vapour Transmission treatment actually allows up to 4.2 litres of moisture to permeate through one square metre of the jackets material every 24 hours. This means that whilst water can't get in, condensation can get out.

Every 800 series jacket is 100% waterproof, even under pressure!

What's more, Peter Storm's seams are guaranteed waterproof. Every seam, after

the stitching process has taken place, is tape welded to ensure the integrity of each seam.

Available in six different colour combinations, the 800 series comprises - **801 Over Jacket** - includes Peter Storm's unique four position hood-n-collar, self draining pockets, knitted cuffs and

a velcro covered double ended front zip. **802 Chest High Trousers** - features a special waterproof front opening with velcro cover, velcro closures and reinforced seat and knee pads.

803 Over Trousers - has an elasticised waist with draw string, velcro closures and reinforced seat and knee pads.

811 Mountain Jacket - unlined.

812 and 813 Marine Jackets - with self draining, hand-warmer pockets and full lining. The 812 jacket features a lightweight nylon lining whilst the 813 features Peter Storm's 'Double Down' thermal lining.

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