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COVER PIC — First of the Formula One 52s built in Perth shows her power in test sail off Fremantle. Yacht is now in Europe and UK promoting Grand Prix Circuit.

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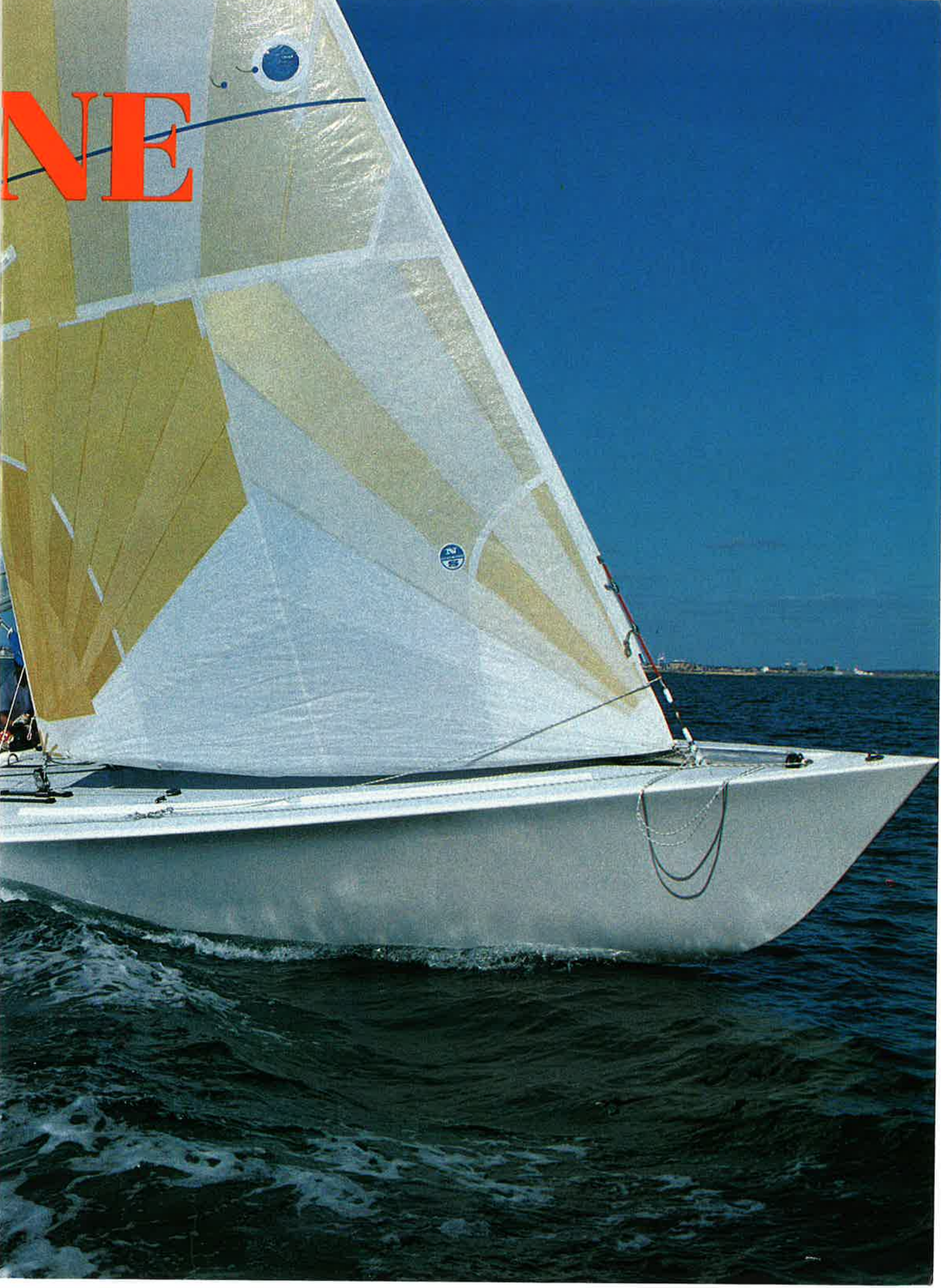
FORMULA ONE

On Water!

THE dream of a worldwide yachting Grand Prix Circuit has moved towards reality with the successful launching in Fremantle and the first international sailing of the Formula One 52, built by a group of WA yachtsmen. The Grand Prix Circuit will start next year, with international regattas in Europe, the USA, New Zealand and Australia — in Sydney on Australia Day, 1992. John Roberson's pictures here show the concept of what promises to be a great yacht and even greater event — his full report is on page 44



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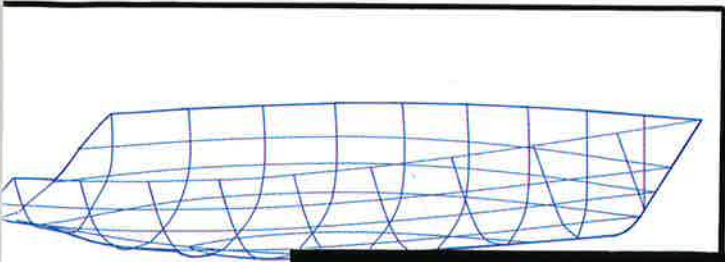
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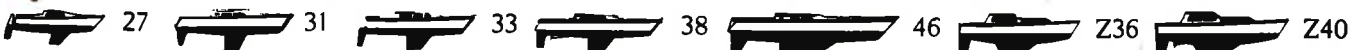
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BOC CHALLENGE ATTRACTS 32 SOLO SAILORS

FOUR Australians are among a total of 32 skippers, including two women, who have been accepted as fully paid up entrants by the organisers of The BOC Challenge 1990-91, the 26,000 nautical mile round-the-world solo sailing race that starts from Newport, Rhode Island, USA on September 15.

The entrants come from ten countries and include Philippe Jeantot, the French winner of the two previous BOC Challenges in 1982-83 and 1986-87, and the Class II winners of the first two races, Yukoh Tada, of Japan, in 1982-83 and the American Mike Plant in 1986-87.

The four Australians are Don McIntyre (*Sponsor Wanted*), David Adams (*Innkeeper*), John Biddlecombe (*Interox Crusader*) and Kanga Birtles (*Jarkan*).

The two women, poised to be the first to start the race, are Isabelle Autissier of France, who will be sailing a 60 footer (18.2m) in Class I, and the Canadian Jane Weber, 46, a grandmother who will be competing with a 44 footer (14m).

"We are delighted with the line up," said Race Director Mark Schrader, himself a competitor in the last voyage four years ago. "It is expected, a quality entry for a class event. I'm even more sure, now that entry is settled, that the race will be won in a record time of better than 125 days."

Mr Schrader was quick, however, to emphasise the distinction between an "official entrant" and "a competitor."

"Everyone in the line-up has to complete a 2000-mile qualifying voyage, solo with their BOC boat, before their arrival for pre-race inspection in Newport on September 1," he continued.

In the first BOC Challenge there were 17 starters from eight countries, while twenty five skippers from eight countries began four years ago. Ten completed the first race, when Jeantot won in 159 days 2 hours 26 minutes, and there were 16 finishers in the second, when the French skipper's winning time was 134 days, 5 hours, 23 minutes, 56 seconds.

Two of the solo sailors, Jeantot and South African Bertie Reed, will be tackling The BOC Challenge for the

third time, while seven others will be competing for the second time. They are: John Biddlecombe (Australia), John Martin (South Africa), Harry Mitchell (Great Britain), Yukoh Tada (Japan), and three Americans, Warren Luhrs, Mike Plant and Hal Roth.

The BOC Challenge 1990-91 will again be a four stage event, but with Punte del Este, Uruguay as the third staging point instead of Rio de Janeiro. The first two stops are Cape Town and Sydney.

The first leg is expected to take the skippers about five weeks; each of the following three legs, about four weeks. The stops range from four to six weeks, depending on arrival times.

The BOC Challenge is scheduled to reach Sydney's Darling Harbour in mid-December 1990. CIG a member of The BOC Group is host of the Australian leg of the race.

OFFICIAL ENTRANTS

Class I Skipper	Boat	Designer
David Adams (Aus)	Innkeeper	Kell Steinmen
Christophe Auguin (Fr)	Groupe Sceta	Groupe Finot
Isabelle Autissier (Fr)	TBD	Philippe Harle
John Biddlecombe (Aus)	Interox Crusader	Paul Lucas
Kanga Birtles (Aus)	Jarkan	John King
Paul Cohen (USA)	Holger Danske	Dave Gerr
Nandor Fa (Hungary)	Alba Regia	Nandor Fa
Alain Gautier (Fr)	TBD	TBD
Philippe Jeantot	Credit Agricole IV	Marc Lombard
Warren Luhrs (USA)	Hunter's Child	Hunter Marine
John Martin (SA)	Allied Bank	Angelo Lavranos
Mike Plant (USA)	Duracell	Rodger Martin
Bertie Reed (SA)	Grinaker	Rodger Martin
Richard Tolkien (GB)	TBD	Philip Morrison
Jose Ugarte (SP)	Banco Bilbao Vizcaya	Bouvet/Patit
CLASS I		
Josh Hall (GB)	Spirit of Ipswich	Rodger Martin
Hal Roth (USA)	Sebago	Bill Lee
Yukoh Tada (Jap)	Koden VIII	Yukoh Tada

The four Australians competing in the BOC Challenge solo race around the world, left to right, David Adams, Don McIntyre, John Biddlecombe and Kanga Birtles.



OPPOSITE: BOC Challenge entrant from Sydney, Don McIntyre, on the bow of his 50-footer, *Sponsor Wanted*, as he heads out from Sydney on his qualifying voyage across the Pacific. INSET: David Adams aboard his 60-footer, *Innkeeper*. (Pic — Sally Samins)

Offshore Bookshelf

Each issue, we at *Offshore* combine with the specialists at Boat Books, Australia's only exclusive nautical booksellers, to bring you outstanding new and super value books on all aspects of boating and the sea. This month's selection is shown below. Use the coupon or send your order to us at *Offshore* to take advantage of these special offers. Books may be inspected at any of Boat Books stores, but special prices may not apply in all cases. Prices are current for three months from the date of this issue. Please allow approximately two weeks for delivery by Australia Post.



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Enda O'Coineen (Ire)	Kilcullen	TBD
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Classes — 1 (50-60ft) — 15; II (40-50 ft) — 5; Corinthian (40-50ft unsponsored) — 12.

to Osaka race in 1987 in his 40-footer *Kirribilli* and winning the 1989 Trans-Tasman two-handed race with *Innkeeper*.

JOHN BIDDLECOMBE — INTEROX CRUSADER

Class 1 — 60-footers

JOHN Biddlecombe, 46, from Sydney, is competing with the same, French-built 60-footer, *Crusader*, in which he began the BOC Challenge in 1986-87. He withdrew at Cape Town after rigging problems.

For this year's race the yacht has been considerably modified and he has obtained worldwide sponsorship from Interox, the world market leader in hydrogen peroxide.

A boat-builder and designer, John Biddlecombe has been sailing since he was 12 years old.

KANGA BIRTLES — JARKAN

Class 1 — 60-footers

KANGA Birtles, 47, is a well known Nowra boat-builder who has logged more than 100,000 miles of ocean

voyaging since he began dinghy sailing at the age of 10 with Balmoral Sailing Club in Sydney. He has competed in many ocean races and although he has limited single-handed sailing he has cruised extensively short-handed.

His boat-building company, Jarkan, has produced some 250 yachts since 1975, including his John King designed 60-footer which the company is sponsoring in the BOC Challenge.

DON MCINTYRE — SPONSOR WANTED Corinthian — 50-footer

FOR the first time, the burgee of the Royal South Australian Yacht Squadron will be flown by a yacht competing in the BOC Challenge when Adelaide born and bred sailor Don McIntyre competes in this year's race.

For 34-year-old McIntyre, now a Sydney-based yacht chandler, the ability to compete — even if it does mean selling his house and borrowing money — is the fulfilment of a dream. He had hoped to gain sponsorship — changing the name of his Queensland-built 50-footer from *Spirit of Tin Can Bay* to *Sponsor Wanted* in the hope that someone would sponsor his effort.

THE AUSTRALIANS

DAVID ADAMS — INNKEEPER

Class 1 — 60-footers

DAVID Adams, 37, began sailing at the age of 12 and rose to achieve a Master Mariner's certificate in the Merchant Navy. After 13 years he quit the Merchant Navy to concentrate on a sailing career.

He has completed more than 60,000 miles offshore, some 40,000 of those miles short-handed, including winning his division of the 5,500 mile Melbourne

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PERHAPS for this issue of OFFSHORE we should have christened this inaugural column by the Editor as "Up the Rhumbline". After all, most of the offshore racing at this chilly time of the year is heading North to warmer climes rather than the traditional south-bound rhumbline course of our bluewater classic, from which this column name was coined.

In fact, one of the most enjoyable offshore yacht races I've been associated with since the early days of the Sydney-Hobart with was up the rhumbline — the recent inaugural East-West Airlines Sydney to the Whitsundays race.

Admittedly, I missed out on the boat and body-battering storm off the NSW North Coast, having travelled north by courtesy of East-West. However, judging by the comments of competitors, for most of them it was an excellent race, with plenty of variety, demands on steering skills, navigation and seamanship — and some heroics. There was competitive racing throughout the fleet, including the Cruising division using the new latitude waypoint system conceived by Race Director Alan Brown.

Despite the rain at Airlie Beach, we all enjoyed the warm hospitality of members and supporters of the small but enthusiastic Whitsundays Sailing Club. Commodore Jim Hayes was there to greet most of the finishers — and most of them chose night time to sail through the Whitsunday Passage to the finishing line off Airlie Beach. In fact, I'm sure that Jim didn't sleep for the first 48 hours from the time *Freight Train* led the fleet home at three in the morning.

Ashore, the centres of hospitality were Club Crocodile — for the arm wrestling and leg wrestling between crews, male and female, mast climbing and cane toad racing, and a smart cocktail party where even the locals wore shoes — and the WSC for lunches (where else could you get a mud crab for two for \$18?), plus a great crew party and then the trophy presentation under the stars.

And one young crew member (who shall remain un-named for fear of the machete-wielding canegrowers of Proserpine) will never forget his night at Club Croc when 40 young ladies of Proserpine came to town for a girl's night out in honour of a bride-to-be. Somehow our young sailor found himself on the bus that was taking the girls in search of further nightlife in downtown Airlie Beach, to be pounced upon, stripped naked and photographed by the shrieking Proserpineans.

As a further climax to a week of hilarious post-race fun, Whitsunday Sailing Club organised a Figurehead Race — a requirement being that no yacht could finish without a buxom, barebreasted figurehead in the bow.

Despite pressure from owners and crews to run another race to the Whitsundays next year, the next event is scheduled for 1992. In 1991 the CYCA will be running its other biennial event, the Westpac Australia to New Caledonia race, set down for September instead of May-June as has been the case with previous races.

Rik Dovey Heads For the Old Dart

The reason for a change in OFFSHORE's columnist is that Rik Dovey has departed these shores to work in England. Rik is a former editor of *Modern Boating* magazine, media officer for the Sydney-Hobart and a talented television news and sports producer — his last major yachting extravaganza was to produce the ABC's outstanding live coverage of the ANZ 12-Metre Challenge on Sydney Harbour.

Rik will continue to write for OFFSHORE on yachting topics in the UK and Europe.



DAVID KELLETT — high profile CYCA yachtsman — now to represent Australia's interests on ORC world body.

David Kellett For IYRU Post

Also heading for London at the end of the year, although only for a short visit, is CYCA immediate Past Commodore David Kellett.

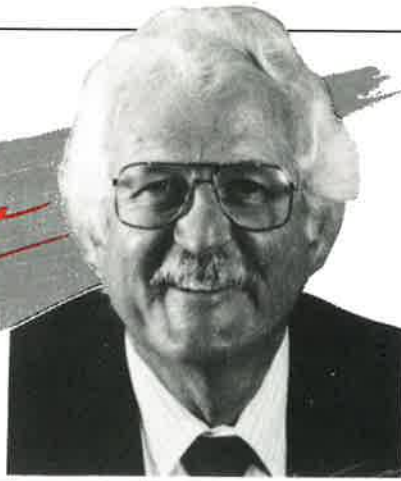
David, one of Australia's most experienced ocean racing skippers, ended his two years as Commodore of the Cruising Yacht Club last month, but his expertise will not be lost to the Club nor to Australian yachting.

David has been a most successful Commodore because of his status in offshore yachting, with his success on the water with *Sovereign* and later *Condor of Currabubula* adding a new profile to the sport. But his contribution to the sport has extended far beyond success at sea, making an invaluable contribution to the professional and authoritative administration of ocean racing.

Not only has David been re-elected as Chairman of the Australian Federation's Offshore Committee but the AYF has

*Down the
Rhumbline*

By Peter Campbell



seen fit to nominate him as Australia's delegate to the Ocean Racing Council, the world governing body of ocean racing. At a CYCA level, he will continue as Chairman of the important NorTel Sydney-Hobart Race Management Committee.

And Welcome to New Commodores

Congratulations to the new Commodores of the clubs involved in organising and running the NorTel Sydney-Hobart — Les McClean at the CYCA and Picton Hay at the Royal Yacht Club of Tasmania.

Les has been a long-serving member of the CYCA board, having been a Director, Rear Commodore and Vice-Commodore, as well as Chairman of the House, Membership and Cruising Committees and a member of the Management and Finance Committee.

Both Commodores have a particular interest in cruising, but recognise that the focal point of both Clubs is yacht racing, particularly the annual Sydney-Hobart race, which has to rank as one of the three great ocean passages in the world and as one of the top three annual sporting events on the Australian calendar.

Arise Sir Michael!

Didn't notice any yachties among the Australian Queen's Birthday Honours, but in New Zealand they handed out a knighthood to Michael Fay, head of the Kiwi America's Cup Challenges in 1987, 1988 and 1992, for his services to merchant banking and yachting (and perhaps the legal profession).

MICHAEL FAY — will his syndicate prove a winner in the next America's Cup?



Bruce Farr, the US-based Kiwi designer of so many offshore racing winners, including *Steinlager 2*, was awarded an OBE for his services to yachting.

My guess is that the next NZ Honours List will certainly include Sir Peter Blake, skipper of *Steinlager 2*.

Weigh-in for Hobart

Because of changes to the AYF and CYCA rules, there have been conflicting articles in the last two issues of OFFSHORE regarding crew weight or number limitations for Australian ocean racing.

To set the record straight, the crew limitation for all CYCA races, including this month's Gold Coast race and the Hobart, is by weight. In fact, the IMS certificates for 1990-91 no longer have maximum crew numbers shown on the certificate.

Diet courses may be available from the Sailing Office!

Crew wanted?

Notice on the wall in FJs watering hole (named because an FJ Holden hanging from the rafters) at the Port Douglas Marina:

"Wanted, woman to cook and clean fish, dig worms and make love.

"Must have good boat and motor.

"Please enclose picture of boat and motor."

The Lost Tribe of Papua-New Zealand

Boat Books of Crows Nest receives some odd requests for charts. Among the more recent was a request from an American yachtie for "charts and information on The Solomons and Papua-New Zealand."

Could be a potential member of the Wherethefarkarwee Tribe!

And Happy Sailing to all those heading once more to warmer climes in August, including the Gold Coast Race and the Kenwood Cup in Hawaii (and I'll be among them).

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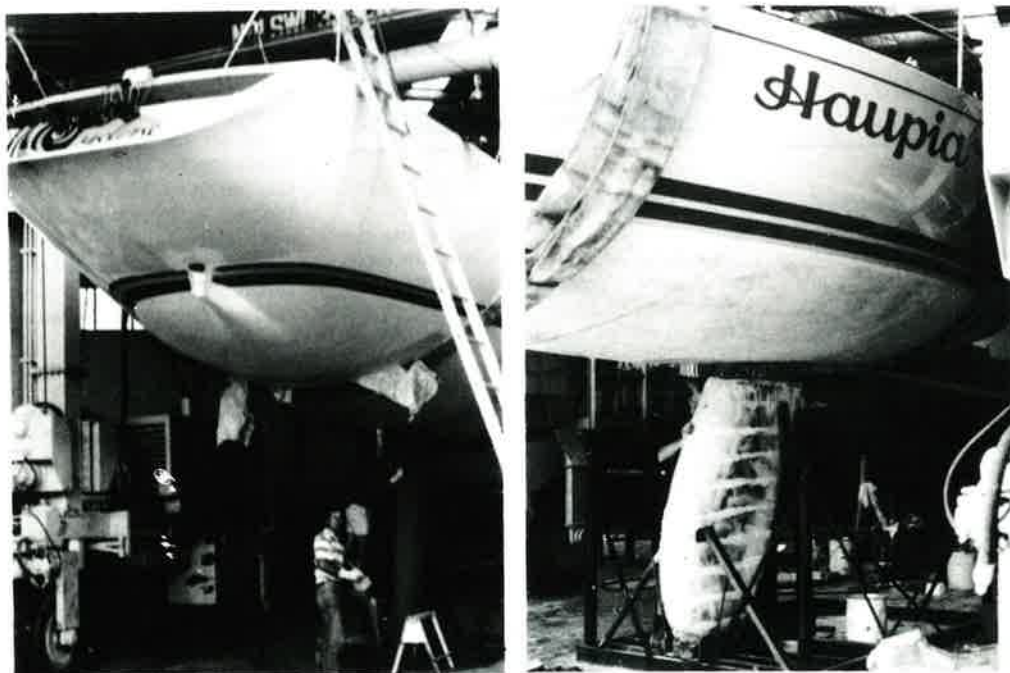
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Les McClean Elected CYCA Commodore

CRUISING Yacht Club of Australia members, at a packed annual general meeting, elected Les McClean as Commodore for 1990-91 in a two-way ballot with Max Ryan.

Other flag officers were elected unopposed, Leigh Minehan moving from Treasurer to Vice-Commodore, and David Fuller and Maurice Cameron becoming the two Rear-Commodores. The new Treasurer is Colin Bloomfield.

However, there were 11 nominations for the six positions of Directors. Those elected were Alan Brown, David Dunn, Donald Graham, Ross Marr, Gordon Marshall and Richard Robinson. Dunn, Marr and Robinson are newcomers to the CYCA board.

Commodore McClean has been a member of the CYCA for 23 years and in that time has served as a Director, Rear Commodore and Vice-Commodore and also Chairman of the Cruising, House and Membership Committees and a member of the Management and Finance Committee.

While not an active offshore racing yachtsman, he owns a Clansman 30-footer, *Merry Mac*, and is an enthusiastic cruising yachtsman. Now retired from business — he followed wartime service with the Central Bureau, Military Intelligence, with a business management career in the family hotel and restaurant interests — Commodore McClean has made a significant contribution to the administration of the CYCA.

In his role of Chairman of the House Committee he has been working actively on improving facilities for members over recent years. A upcoming project includes a \$160,000 plan to refurbish the Club and expand usable areas for mem-



LES McClean, new Commodore of the CYCA.

bers. A survey of the marina is also about to be undertaken with improvements where needed.

Commodore McClean said he was anxious to see the Cruising Division of the CYCA become more active but stressed that the major sailing role of the Club was as the senior ocean racing club in Australia, a club of international status.

"Apart from the NorTel Sydney-Hobart Race each year, we have just completed the inaugural and most successful East-West Airlines Sydney to the Whitsundays Race, and in August we will be conducting yet another great Jupiters Sydney-Gold Coast Classic," he added. "In September next year we will be conducting the Westpac Australia to New Caledonia Race, a traditional race

with a new sponsor and a new starting date in 1991."

Commodore McClean said the NorTel Sydney-Hobart Race remained as one of the ocean racing classics of the world and to ensure its ongoing international status of the CYCA had established a Sydney-Hobart Management Committee to work on all aspects of professionally conducting such a major event — sponsorship, financial control and management, sea safety and promotion.

Members of the Sydney-Hobart Management Committee are David Kellett (Chairman), Greg Halls (Race Director), Commodore Les McClean, Vice-Commodore Leigh Minehan, David Fuller, Mike Fletcher, Peter Shipway, Helen Tribe (Publicity Officer), Peter Macmorran (Secretary/Manager) Bob Brenac (Sailing Secretary) and Royal Yacht Club of Tasmania representatives, Commodore Picton Hay and Tasmanian Race Director, Rowan Johnston.

The elections have seen some reshuffle of positions on various Club Committees, with Commodore McClean taking over as Chairman of the Management & Finance Committee and Rear Commodore David Fuller the House Committee. Director Alan Brown becomes Chairman of the Yard & Marina Committee and Rear Commodore David Fuller Chairman of the CYCA Development Committee, supported by Max Ryan, the previous Chairman.

Composition of the Sailing Committee also changes with Vice-Commodore Leigh Minehan becoming chairman. Other members of the Sailing Committee are Mike Fletcher, John Keilty, Peter Shipway, David Kellett, Alan Brown, Gordon Marshall, Tom Johnston, Sailing Secretary Bob Brenac and Dick Grubb (Starter).

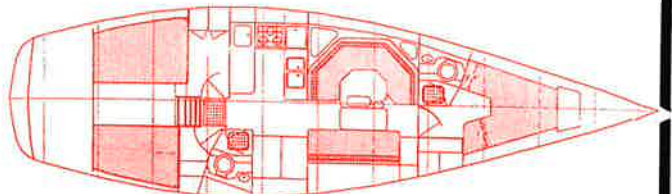
In another administration change, the CYCA Board has appointed Peter Macmorran as Secretary/Manager of the Club. John Terry has resigned as General Manager.

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MEMBERS of the Cruising Yacht Club of Australia at their recent annual general meeting honoured one of the doyens of the sport of ocean racing, Peter Green, with Honorary Life Membership of the Club.

It was a fitting tribute to a yachtsman who was sailed in 35 of the 45 Sydney-Hobarts organised by the CYCA — a record unmatched by any other ocean racing yachtsman and, in fact, almost certainly a world record for any ocean race.

The Life Membership accorded the veteran Sydney yacht chandler, was a unanimous decision of one of the largest attended AGMs in recent years, a tribute not only to his personal contribution to ocean racing but a recognition by many yachtsmen of the technical assistance and advice he has given them in fitting out their yachts over four decades.

Last December Peter Green made a sentimental last voyage to Hobart aboard *Margaret Rintoul*, the beautiful yawl he had skippered to Hobart in his first race — 40 years previously. It was a tribute to Green's skill as sailing master that the old timber yawl successfully sailed the 630 nautical mile course.

Green said it was definitely his last "Hobart" — he has finally hung up his sailbag after more than four decades of ocean racing.

That race to Hobart aboard *Margaret Rintoul* in 1949 was not his first. He went down in *Saltair* in 1947, only two years after the bluewater classic was inaugurated by the CYCA and the Royal Yacht Club of Tasmania.

Since then he has been to Hobart aboard such well known yachts as *Gypsy Queen*, *Cartriona*, *Ellida*, *Moonbi*, *Archina*, *Ripple*, *Joanne Brodie*, *Lorita Maria*, *Balandra*, *Pacha*, *Patrice III*, *Satin Sheets*, *Freight Train* and, of course, *Margaret Rintoul* for a second time. It might have been three times on the *Rintoul* but for incurring the original owner's displeasure by twice breaking a mast.

Peter Green's expertise in yacht racing has been twofold — his experience in ocean racing has given him a great depth of knowledge into the type and quality of fittings and equipment need to do well in ocean racing yachts; his involvement in the chandlery business has kept him to the forefront of technical developments in the design and fitting-out of modern ocean racers.

In 35 Sydney-Hobarts, Peter Green has done it all — sewed ripped sails for hours, bailed leaking hulls with pots and pans, once sailed 250 miles to the finish without a rudder, been disqualified and reinstated, and steered *Pacha* to victory



CYCA
HONOURS
**PETER
GREEN**

By Peter Campbell

through a sou'westerly gale described by most competitors as the worst ever in a Hobart race.

"Racing is much more enjoyable now than in those early yachts whose decks strained the seaweed out of the water and that was about all," he recalls. Most modern ocean racers are dry and relatively comfortable below — at least the ones I choose to sail aboard — so much faster and so more efficient to sail. The crews are so much better too — selected not just for muscle but for their ability in sail trimming and boat-handling, and their compatibility with the rest of the crew."

He began his ocean racing career with Jack Hallidy aboard *Ellida* in 1946 ("so many of us learned to sail offshore with Jack") and in 1947 competed in his first Hobart race aboard *Saltair*, designed and built by Bert and Russ Walker. Green recalls: "*Saltair* was a great old boat, built by the Walkers just after the start of the war, very sound and water-tight for those days, but more a motor-sailor than a racing yacht. "The sails and gear were pretty old and we had to repair them continuously all the way to Hobart. We had one spinnaker that Bert Walker and his wife had made from disposals parachutes two nights before the race.

"Once we were out the Heads and hoisted it in the nor'easter it turned inside out. We made it set by tying knots around the luff and leech. In the end we blew it out off the Tasmanian coast — and our spinnaker pole broke in half, too."

In the late 40s and 50s, Green sailed to Hobart aboard *Margaret Rintoul*, *Ellida*, *Ripple* and *Moonbi* and in 1954 he skippered *Gypsy Queen* in a sensational race with a sensational finish.

After a fast spinnaker run across Bass Strait she was, according to Green's calculations, set to win. "I'd just made the confident statement to the fellows that we only had to keep going to win," Peter recalls. "Famous last words . . ."

"Jack North was on the tiller at the time and he knew something was wrong with the steering — then the tiller snapped off at the deck and he was sitting there holding a useless piece of wood, the boat tearing along at the rate of knots with the spinnaker up and no steering whatsoever.

"But we were lucky, we knocked the spinnaker off and about 10 minutes later the wind came in hard from the south — so we were able to balance her with the sails, steering without a rudder right up the Derwent to near the finish.

"Just as we were about to cross the line, under spinnaker, she rounded up and hit the finish buoy and as a result we were disqualified from the race. But we appealed to the Royal Yachting Association in England and they reversed the club's decision because we had been damaged and because there had been some unintentional interference from the official boat at the finish.

Then followed a Hobart in Ron Hobson's *Ripple* in 1956 and one of Green's toughest races. *Ripple* sprung some planking at the stemhead and, according to Peter, "she leaked so much we had to pump her 60 seconds every minute, 60 minutes every hour, 24 hours in every

day." In Storm Bay, the boat was thrashed by winds that reached a recorded 86 knots, but *Ripple* struggled on under storm trisail and working jib.

Since then, says Peter, yachts have become better and rides to Hobart easier. He sailed with Mac Brown in *Catriona* and with Ron Hobson again for several more Hobarts in *Joanne Brodie*.

After *Joanne Brodie* he became sailing master on Norman Rydge's *Lorita Maria*, which after winning the CYCA Bluewater Championship, went to England to win the 1965 Fastnet Race — and almost did, finishing fourth overall. *Lorita Maria* was too small for Australia's first challenge for the Admiral's Cup that year, the team finishing second overall.

The following year *Lorita Maria* competed in the Bermuda Race down the US East Coast with Peter Green becoming the first Australian to skipper a yacht in the TransAtlantic Race.

Peter then began a long association with Bob (now Sir Robert) Crichton-Brown, firstly as sailing master of *Balandra* and then *Pacha*. With *Balandra* they sailed to victory with the Australian team (*Caprice of Huon* and *Mercedes III* being the others) in the 1967 Admiral's Cup.

In 1970 Peter Green won his only Sydney-Hobart, as sailing master aboard Bob Crichton-Brown's new boat, *Pacha*, in a fast and memorable victory. "The 1970 Hobart was the hardest race I have ever sailed," Peter recalls.

"We were about halfway across Bass Strait when the southerly hit and it continued until we finished. We were down to three reefs in the main and a number five jib — and still doing eight knots to windward.

"I've never experienced a beat to windward like it, in the rain and fog down the East Coast of Tasmania, but secure in the knowledge that the boat was being sailed so well. We had Stan



PETER GREEN'S last race to Hobart; sailing up the Derwent aboard the yawl *Margaret Rintoul* last December, 40 years on from when he sailed the same yacht to Hobart.

Darling as navigator and he was brilliant . . . we went around Tasman Island without seeing one blink of the light, but Stan knew exactly where we were all the time.

"Then we charged up the Derwent with the big spinnaker set, a bow wave sitting above the guard rails, a great rooster tail astern."

After Sir Robert Crichton-Brown retired from ocean racing, Peter joined Ray Kirby on his then newly launched *Patrice III*. Apart from sailing with Syd Fischer when they won the 1978 Sydney-Suva race in *Ragamuffin*, Peter did all his racing for several years aboard *Patrice III*.

Of all the yachts he has sailed aboard in more than 44 years of ocean racing, Peter Green's favourite is *Balandra*, a 14-metre sloop designed and built in England in 1965 by the famous firm of

Camper and Nicholson — and still racing offshore.

"*Balandra* was my favourite. She did so much for us and she was advanced for her day," Peter recalls. "We sailed her in the first winning Australian team in the Admiral's Cup and she is still a fine ocean racer."

Apart from Green's 22,050 nautical miles (plus) of races to Hobart, he has contested three Fastnets, one Bermuda, a TransAtlantic, a Sydney-Suva race and two Clipper Cup (now Kenwood Cup) regattas in Hawaii.

He is adamant that at the age of 66 the 1989 NorTel Sydney-Hobart race aboard *Margaret Rintoul* was his last. His son Michael is following in his wake — notching up 11 Hobarts as well as international sailing in Hawaii, the China Sea and in Britain.

Well sailed, Peter Green!



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OFFSHORE's technical expert on offshore optimising, Scott Jutson, takes a different tack — analysing the optimum weight for crewing an Etchell, now Australia's largest and most competitive one-design keelboat class.

With the world championships coming up off Fremantle in January, 1991, he answers some pertinent questions on optimising the Etchell crew.

Q1: I sail an Etchell from the CYC and am considering whether or not I should make an effort to attend the 1991 worlds to be held in Fremantle. My concern is crew weight. The three of us weigh about 250 kg all up. Are we too light, too heavy, or just right?

A1: Crew weight is a major issue in your class at the moment and rightly so. As the class has no specified maximum crew weight (unlike, say J-24s) the right answer to the question can be a real make or break on the day. I have been previously commissioned by Etchell class rigging specialist Don Buckley to perform a study on this issue and he has graciously allowed it to be published in

OPTIMISING

with
Scott Jutson

Offshore. Here is what we found:

The purpose of this study is to provide a detailed simulation of the effects of crew weight in the Etchell class yacht. The simulation is centered around a velocity prediction program that allows us to sail the boat around any Olympic triangle in varying breeze strengths while varying crew weight. The effect of varying crew weight is logical: faster upwind due to greater stability with some loss in downwind speed due to extra displacement. The question is, are

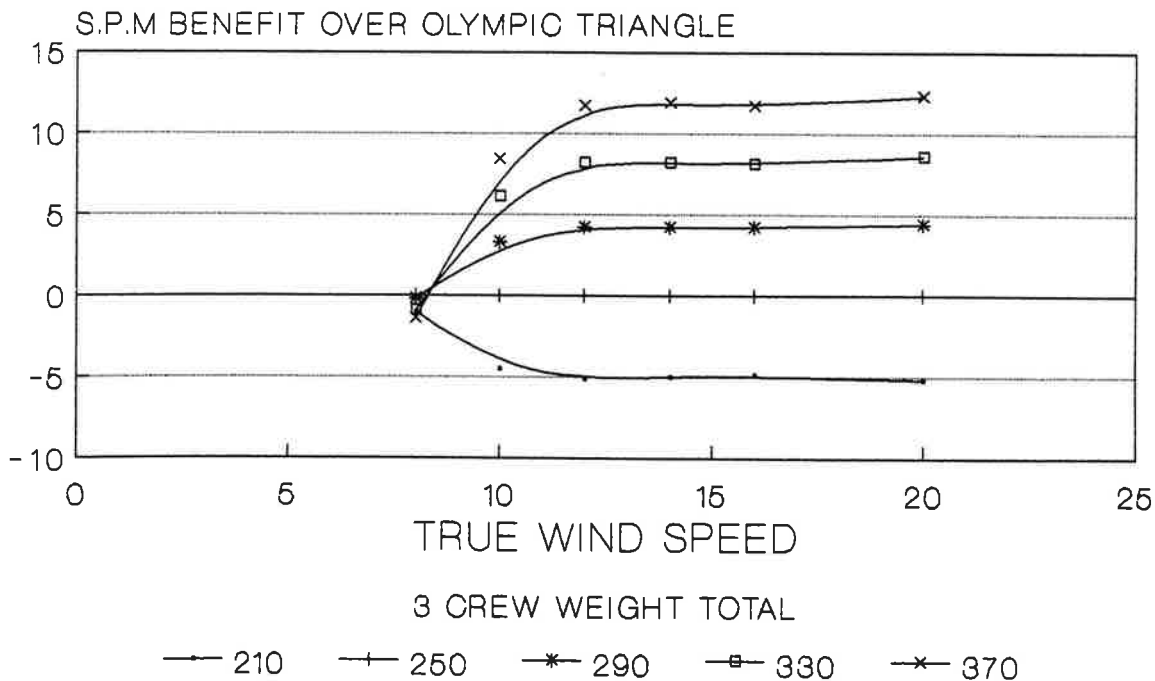
there break points and is there an optimal for which everyone should strive?

The study examines five different total crew weights: 210kg, 250kg, 290kg, 330kg, and 370kg. 250kg corresponds with the approximate assumed average person used in various handicap formulas which is 83.3kg. 370kg seemed a reasonable upper limit of 123.3 kg per man. That's a big crew.

The following graph displays the results in terms of average seconds per mile benefit around a standard six leg olympic triangle. It makes allowances for the relative time content occupied in the upwind, downwind, and reaching legs so that a significant upwind gain may balance a downwind loss for a net positive improvement. Our 250kg average crew is the standard, or zero line with the heavier crews all being superior above 8 knots and the lighter crew being significantly worse.

If we look at the graph in terms of the Fremantle worlds course what advantage does the heavy crew have over the average crew? Assuming a 16kt average wind strength and a course length of 15

ETCHELL 22 CREW WEIGHT VS PERFORMANCE



S.J.Y.D. PERFORMANCE ANALYSIS C(1990)

miles our 370kg crew will finish 2 min and 55 sec ahead all other things being equal. Looking at smaller increments the 290 crew will lead the 250 crew by 1 min 3 sec. and the 250 crew will lead the 210 crew by 1 min 14 sec.

So the answer, if you want to go to the worlds, is twofold: first, get fat fast; and second, push like hell for a reasonable weight limit in the class. Etchell racing is too serious and too large to let such a loophole stand.

Q2: With the growing restrictions against titanium fittings (not to mention the cost) what stands as the best performance alternative?

A2: Titanium has exceptional properties on paper but certain limits in practice. Your two best alternatives are high yield stainless (sandvik 2055, etc) and high yield aluminium (6061 T6, etc). The aluminium option is nothing new but is probably the best lightweight option if it

is not welded or alternatively if it can be heat treated back to temper after welding. Failures in this material generally occur because of an approximate 50% reduction in strength with welding. In the non-welded state 6061 T-6 has about 60% lower density than titanium with a yield strength 64% lower. Properly engineered it can be reasonably competitive with titanium albeit with greater bulk.

2055 stainless is reasonably free from strength losses due to welding or bending and has a yield strength 42% greater than conventional 316 stainless. This means that any of your current 316 stainless fittings can be replaced with 2055 with a significant weight saving and no loss of reliability. It will also produce a more compact fitting if needed. It is more expensive than 316 or aluminium but is definitely the go for any critical weight sensitive application demanding 100% reliability.

Q3: We are sailing an older IOR boat with intent to enter the IMS fleet in the coming season. Our question concerns the new and significant reduction in crew weight that has been introduced into the IMS. What is a sensible approach to take in terms of optimising the boat with this in mind?

A3: A reduction in crew weight means a reduction in the ability to carry sail which should lead to a general downturn in fleet performance. This is mirrored in the newly issued IMS certificates which have everyone slowing down a fair bit. You will find that you are overpowered earlier upwind and reaching, but perhaps marginally quicker off the breeze due to the decrease in displacement created by the smaller crew.

The easiest correction would be to reduce sail area or lower the rig to reduce the healing arm keeping in mind low rigging limits. This will benefit you in handicap terms with no significant detriments to performance.

Alternatively, you could stiffen the boat up again to compensate for the lost crew by the addition of internal ballast or the addition of a bulb to the keel. This would be noted by the IMS VPP as it would produce a stiffer boat but, then, this is the intent of the rule change.

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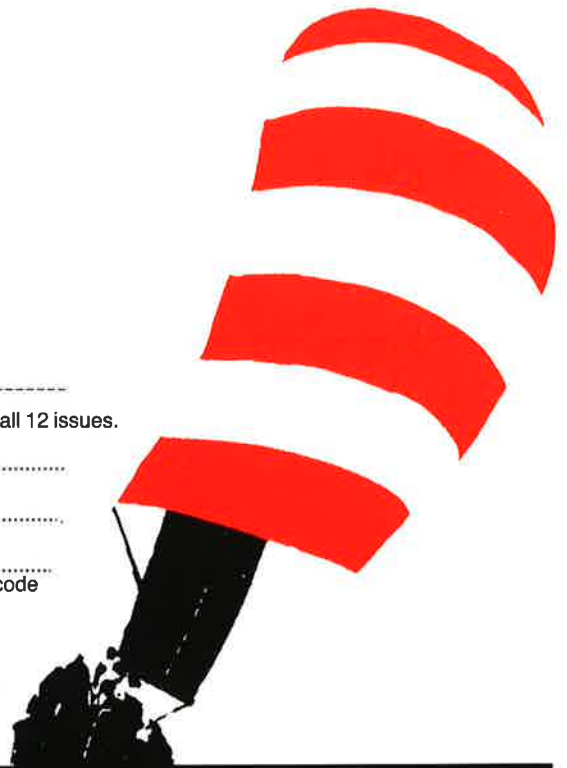
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STANDING 6ft 4in and on top of the world, Aucklander Peter Blake has waited 17 years for his Whitbread victory. The only man to have competed in all five Whitbread Races, his previous efforts have been frustrated by rig failure (twice), hull damage and a boat so bullet-proof she was completely off the pace.

But when his 84ft Farr ketch *Steinlager 2* crossed the finish line at Southampton on May 22, a four-year project entailing a nine month race in which 128 days were spent at sea, Blake won the longest race in the world.

This time, the tousle-haired Kiwi had got it emphatically right at last. In winning every one of the six legs in the 33,000 mile Whitbread prompted Blake to say: "We knew we had a great boat, but to do the grand slam was rather special."

Ominously the sceptre of rig failure loomed over *Steinlager 2's* comprehensive victory. Before the start of the final leg in Fort Lauderdale Blake was sitting in *Steinlager's* cockpit with friends when he noticed fine pencil marks on his shrouds. Close up, the pencil mark turned to a crack. To avoid the rig falling down about his ears, Blake had

the chain plates replaced.

Then four days out from Fort Lauderdale he almost lost both the mainmast

and the mizzen when the after chain plates, which was common to both masts, failed. Both masts would have crashed over the side, *Steinlager's* race spent, but for a crash gybe by watch leader Brad Butterworth.

Blake kept his near disaster secret until 48 hours from the finish when he told his shore crew. Overheard on the radio, Grant Dalton teased the information out of Blake publicly and responded by saying *Fisher & Paykel* had nearly lost her mizzen when the forestay broke. "If we had lost the mizzen for a second time in the race," said a rueful Dalton, "I would have turned around and headed for Cuba."

In fact, rig problems were so common on Leg 6, you can't help wonder what would have happened if their had been a really sustained beat in the Whitbread Race. As it was *Gatorade* (Giorgio Falck) and *Rothmans* (Lawrie Smith) stopped in South Carolina for rig repairs. *NCB Ireland* only kept her stick up by using anchor chain to back up a shroud and by fashioning runner blocks from anchor flukes, while *Satquote British Defender* lost 30% of her mast when a shroud failed. She sailed some 2,500 miles under jury rig.

If anyone deserved good fortune, then it had to be Blake. In his first Whitbread in 1973/74 aboard *Burton Cutter*, the yacht managed to compete in only half the legs, as she had to be beefed up structurally in Cape Town. As watch leader on *Heath's Condor*, the experimental carbon fibre mast shattered. He stayed on with *Condor*, one of the

VICTORY AT LAST

to

Peter Blake

By Tim Jeffery



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SURROUNDED by his crew, a triumphant Peter Blake holds aloft the winner's trophy for the 1989-90 Whitbread Race after leading the fleet home in the final leg of the course. (Pic — Pickthall Picture Library.)

hard-driving Kiwis who race the British boat through the 1979 Fastnet Race storm while other boats were occupied with survival. "Pearling" was the term hatched onboard as *Condor* hurtled down the tumultuous seas, burying her bows under the press of the spinnaker before rising once more, shaking the water off decks, and taking the next wave.

Since those do or die days, Blake has mellowed to become the best skipper in the Whitbread race bar none: competitive yet conservative; the need for speed offset by a refined sense of seamanship.

He handles public relations with aplomb and he has the respect of his crew.

Most telling, he has made the right choices.

As designer Bruce Farr says: "Peter got a lot of things awfully right and in big projects like this, it's down to getting more things right than the other guys." The single most important has to be of *Steinlager 2* herself. American Skip Novak is credited by Farr as having considered the ketch option first among Farr's four Whitbread clients: Pierre Fehlmann, Grant Dalton, Peter Blake and of course Novak, though his project

was taken over by Sweden's Roger Nilson to become *The Card*.

While Novak and Fehlmann stuck with the basic Farr 80ft canoe body, Dalton's own weather studies developed that hull into an 83-footer, with a conservative masthead ketch rig because Dalton felt he'd been radical enough. Not so Blake, who pressed Farr for a third generation hull. At 84ft *Steinlager 2* was slightly longer and heavier but carried much more sail. In fact, she had the highest sail area:length and sail area:displacement ratios in the fleet.

But one example of the meticulous planning of the Blake campaign is the 119 sails consumed during the 20 months *Steinlager* has been sailing. The \$1.3 million sail wardrobe was as big as any used in the 1987 America's Cup, yet each sail was designed, tested and manufactured before the start of the race last September, the new sails freighted up ready to be shipped to each stop over.

Blake first put together his own project for the 1981/82 race, the light Bruce Farr designed *Ceramco* which won the Southern Ocean legs but lost any chance of an overall win, having been dismantled on the opening leg to Cape Town.

His experience with the Holland-designed *Lion New Zealand* was best forgotten, she was second maxi home more due to her survival, while faster rivals fell apart. But the real gain of that race, was the link-up with Lion Nathan, the Auckland brewery whose *Steinlager* colours Blake has carried since 1988. Together with Mike Quilter, Blake won the Round Australia race in the trimaran, *Steinlager 1*.

As for Blake's future, he's sworn a little more convincingly than before that this is his last Whitbread. First there is *Steinlager* to sell, perhaps to Italy's Giorgio Falck though another party is bidding for the flame red ketch. Then there will be work for a Trust back in Auckland which gets youngsters afloat, something he works closely with his long-standing patron, Sir Tom Clark.

More immediately Blakey, as he's universally known, will head home to Emsworth, in Chichester Harbour, with his English wife Pippa and their children Sarah-Jane and James. It's a family wedded to yachting. Pippa raced in the 1980 Sydney-Hobart on *Ceramco*, and two-year-old Sarah-Jane made the 14,000 mile delivery trip from New Zealand to Britain for the 1985/6 Whitbread aboard *Lion New Zealand*.

His immediate plans? "We'll have a holiday: a seaside cottage, sand castles, ice cream and some kite flying. . ."

Winners of the other three less competitive classes were just as clear cut. Dirk Nauta's *Equity & Law II* took Class C by default as there were no other entries. Patrick Tabarly handily beat the

girls in *Maiden* to win the five boat Class D and John Chittenden's *Creightons Naturally* beat *With Integrity* (the former *GBII*, and the only yacht to have sailed in five Whitbreads) in the one-sided Cruising Division.

Though the 1993/4 race may be three and a half years away, interest in it is intense, not the least because the race has come of age at the time when the America's Cup was in disarray. In many countries, the Whitbread became a major news story.

Against this background, has been a power struggle between sponsors Whitbread and organisers the Royal Naval Sailing Association with both threatening to run the race without the other. The final act of brinkmanship saw the Whitbread offer the RNSA take it or leave it terms to which the RNSA responded by some very highly placed lobbying.

First RNSA Commodore Sir Jeremy Black, Commander in Chief of the Home Fleet, requested Princess Anne to intervene as President of the Britain's national authority, the Royal Yachting Association. As a result of the RYA's secretary general wrote directly to Sam Whitbread, chairman of the brewing and leisure company bearing his family's name, pointing out that under YRU rules commercial bodies cannot run



STEINLAGER 2 sweeps to victory up the English Channel and into The Solent to lead the fleet home at the end of the 33,000 nautical mile Whitbread Round the World race.

without an affiliated yacht club. Marcel Leeman of the Offshore Racing Council and Jonathan Janson of the International Yacht Racing Union wrote similar letters.

As a result Jeremy Black and Tim Thwaites, Whitbread's main board director responsible for the next race, forged a new working relationship in a way their predecessors from the last race found impossible.

Basically, Whitbread retain commer-

cial control and the RNSA run the race. Thus Tim Thwaites chairs a race board while Jeremy Black chairs the race committee.

Already running the day-to-day business of the race is a small management team of sailing director Ian Bailey-Willmot of the RNSA, formerly the principal race officer, and Mark Musgrove, a Finn who was shore manager to his brother-in-law's (Ludde Ingvall) *Union Bank of Finland* maxi.

Because of the bad blood between both parties, the race committee is very broadly based, seemingly with a view to heading off future disputes before they even start. Thus RORC commodore Jonathan Bradbeer and race director Alan Green have seats, as does Jonathan Janson (IYRU), Robin Knox-Johnston, Mary Pera (international juror) and John Parry (the RNSA's race vice chairman). A Whitbread skipper is also being sought with Peter Blake being asked to join both the committee and race board.

Among the key issues for the new race committee to decide soon are the course and classes for 1993/94. During the Ford Lauderdale stop, Tim Thwaites said that there would only be two classes in the next race: IOR maxis and a new 60ft class (see offshore column), though there has been no subsequent confirmation or clarification.

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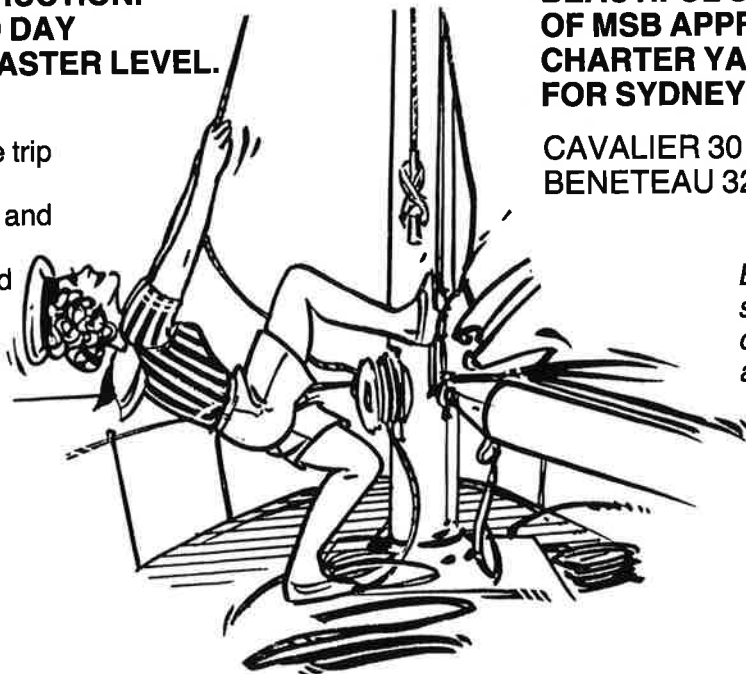
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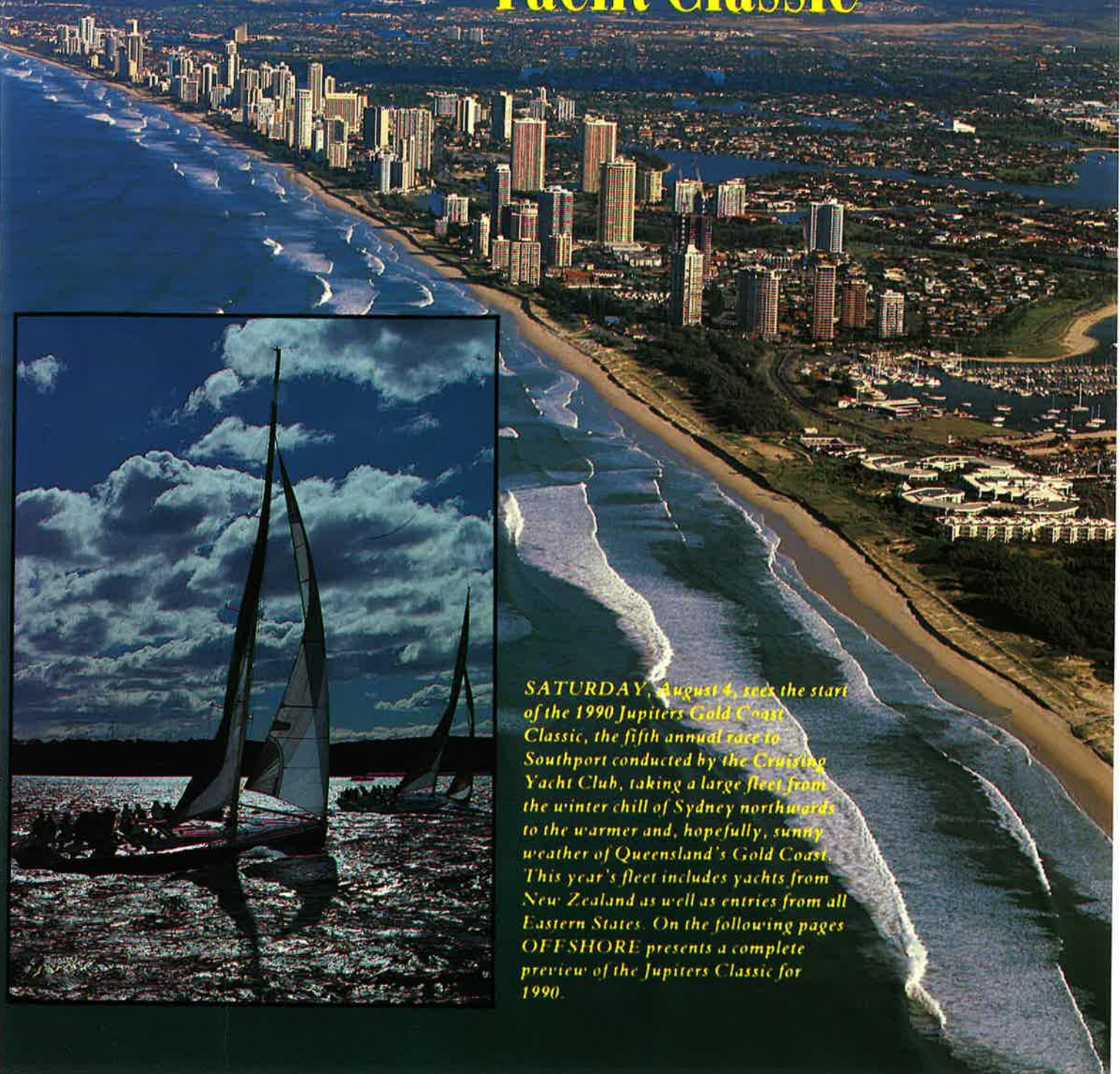
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Jupiters

1990

Yacht Classic



SATURDAY, August 4, sees the start of the 1990 Jupiters Gold Coast Classic, the fifth annual race to Southport conducted by the Cruising Yacht Club, taking a large fleet from the winter chill of Sydney northwards to the warmer and, hopefully, sunny weather of Queensland's Gold Coast. This year's fleet includes yachts from New Zealand as well as entries from all Eastern States. On the following pages OFFSHORE presents a complete preview of the Jupiters Classic for 1990.

Why you should stay at Conrad Jupiters on the Gold Coast



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On the Gold Coast, Queensland, Australia

Jupiters

1990 Yacht Classic

LAST year's Jupiters Gold Coast Race started in a south-westerly from Sydney Harbour, taking the fleet on a fast run northwards to T-shirt sailing off the high-rise Gold Coast and to the attractions of Jupiters Casino.



GENERALLY whenever the cold inhospitable word of winter is mentioned it signals a move into hibernation for offshore racing yachtsmen. But this is not the case for sailors who leave the warmth of lounge log-fires to shake out the mothballs from the treasured winter woolies for a searching race towards warmer winter climates.

Each year the popular Jupiters Sydney-Gold Coast Classic attracts new

numbers as well as maintaining a very competitive group who use this 380 nautical mile event as the first evaluation for the coming summer season.

The Jupiters has developed into a very interesting race supported by a valued need in Australian offshore racing to have a full-scale shake down after an end of summer refits.

Some owners regard this race as one of the most important in terms of

sorting out changes to rig and crew. One owner, perhaps prompted by success in 1989 and warmed by the influence of several Bundy and Cokes, claimed the race does prove crew loyalty.

"It certainly takes some grit to man the weather rail, and even more so to haul out of a dry warm bunk for a middle of the night sail change", he said.

The wind and water may be cold but



"The best engineered and finished stock yacht I've ever sailed." *Bob Ross — Australian Sailing*

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AUSTRALIA

the competition on the water for the outright division wins feature some really hot duels. This has been a history of the Jupiters which was launched to coincide with the opening of the Southport Seaway several years ago.

This amazing engineering feat, primarily funded to provide safe access to the Pacific Ocean for a multitude of marine based industries, has also allowed the Southport Yacht Club the opportunity to become an important link in Australian Offshore yacht racing.

Hard working Southport Yacht Club officials John Swan and Mal Wood gave the Club that vital link before the Seaway was built when they provided the energy behind a member-funded challenge for the Clipper Cup in Hawaii 10 years ago this August.

Southport's Laurie Davidson-designed Three-Quarter Tonner *Gold Coast Express* won International status for the Club with a perfect score win in her division in the waters off the International Tourist Capital of Honolulu. Incidentally, she is still racing with success as *Middle Harbour Express*.

With the Seaway a reality, Southport needed the support of Australian sailors and Australia's premier Club, The Cruising Yacht Club of Australia, to stage a significant annual classic. They have also been very fortunate to have the support of Conrad International Hotels Jupiters Casino as the major sponsor.

Inaugural Race

With the uncertainty of east coast mid-winter trade winds, the sou-wester, as expected, offered the inaugural race fleet of 1986 a searching test of tactics and technique.

The grey squall bearing clouds which rolled across the course prompted some Hobart race veterans sailing in the race that year to question the helmsman's compass bearing. "Are you sure we are heading north, those grey clouds have a tinge of Tassie about them."

They expected the race to be sailed under storm rigs, which was the case to Cape Byron, when the sou-wester softened out and the sun beams found their way through the cloud. These conditions ultimately paved the way for a very popular win for the "Green Gherkin", Jack Rooklyn's *Apollo*.

Apollo with Graeme ("Fritz") Freeman aboard as sailing master, taking a well earned break from the serious competition of Americas Cup racing in Perth with the *Kookaburra* connection, made the most of the prevailing wind pattern to set a relatively fast time 49 hours 19 minutes.

Her elapsed time, combined with the benefit of several coastal "parking lots"



WITCHCRAFT II, a competitor in every race to the Gold Coast since inception of the event in 1986 and winner of the IOR division of the 1989 Jupiters Gold Coast Classic, shown sailing off the Gold Coast. (Pic — Fisher Fotos).

which had the meters ticking over against the lower rated rivals, gave *Apollo* a deserved dual honours win and an unexpected demand for Havana cigars.

Race 2 and Protests

High performance Sydney Davidson Three-Quarter Tonner *Singapore Girl*, set the fastest corrected time in the 1987 race, but she lost the win in the Southport Yacht Club Committee room after a lengthy protest hearing.

Singapore Girl's principal helmsman, Tony Poole, had sailed a great race on the water and fought an equally impressive performance in the protest room, but the Committee found him at fault for not observing the rule covering safety at sea after dusk.

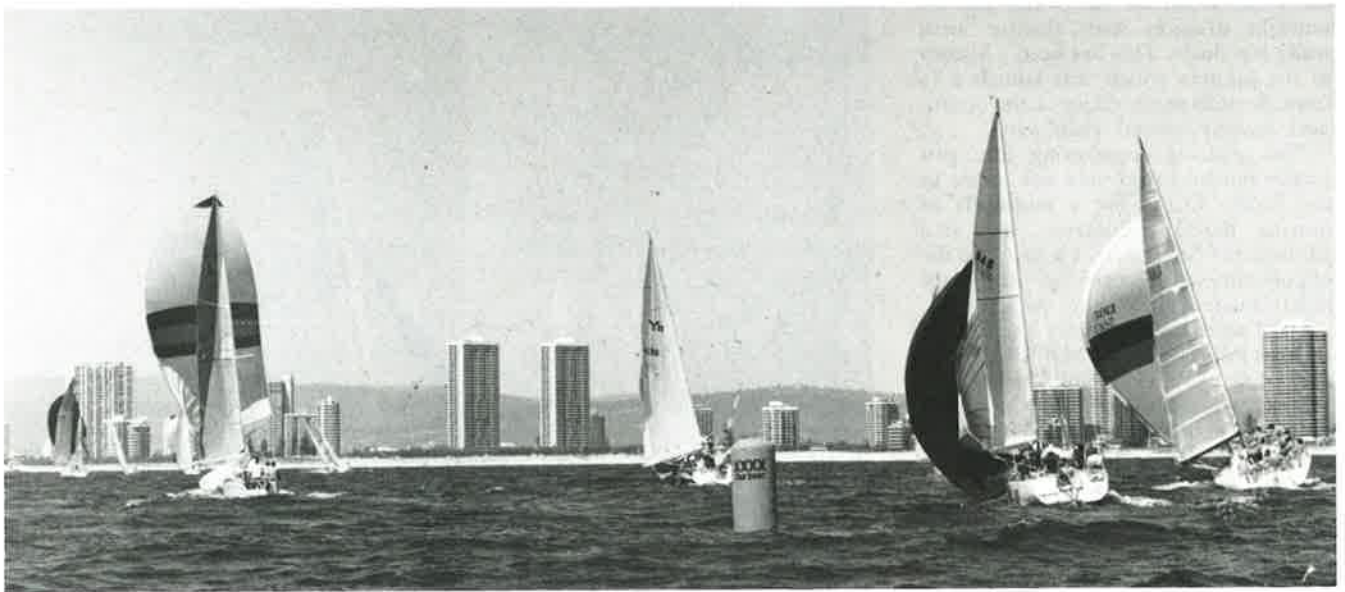
Sydney-Hobart race winner, champion Middle Harbour skipper John Eyles and his *Indian Pacific* combination, clinched another major race win when *Singapore Girl* was penalised for the infringement.

Sovereign, skippered by master big-boat helmsman David Kellett, missed *Apollo's* race time by over five hours. She was ahead of the time in the initial stages after a relatively unimpressive start which had her in an embarrassing 12th place on line at dawn of the second day.

Lottery of 1988

The Jupiters Race of 1988 was a real lottery spiced with some rig-shattering winds exceeding 50 knots at the start.

Bob Robertson's *Queensland Maid*



PACIFIC OCEAN off the Queensland Gold Coast will see keen racing during Southport Yacht Club's XXXX Winter Regatta which follows the Jupiters Sydney-Gold Coast race. Yachts competing will include Etchells, JOG boats and larger offshore racers, including many of the Sydney fleet. (Pics — Fisher Fotos).

gave the rock-dwelling creatures at North Head a real fright when she closed on the "brick wall" at a great rate of knots with full kite and main.

Her mast tip almost scraped the seagull-droppings off the cliff face when Tony Poole elected the only alternative, a voluntary "Chinese Gybe" in full view of the pictorial press.

The crew was so stunned that they came out of the near dead heat with the North Head "bricks" all confused — heading south on the north bound course.

Waters in the Harbour and just outside the heads were littered with debris with several broken and bent rigs, also some bent pride for those who fancied their fresh wind sailing skill. But the Skiffies from Brisbane's Waterloo Bay sailing on Ken Lipke's *Walk On The Wild Side* surfed clear of the fleet at speeds conservatively estimated at 20 knots.

This ocean racing skiff, the first big boat from the drawing board of Runaway Bay designer Jim Inglis, was out to give the race record a real fright. She sheered a metre off her rudder blade just north of Newcastle when she fell wildly off a wave but this failed to detract from an intense line honours fight with the larger *Hammer of Queensland* (Arthur Bloore).

These Queensland combinations with peak speeds of 21.4 for *Hammer* and 23.2 for *Wildside* shattered the race record with *Hammer* taking line honours just under an hour clear of the maiden race *Wildside*.

A total of 37 yachts bettered *Apollo's* 1986 race time, indicating the wind was at the right angle and with little influence from the rather quiet southerly set, set the scene for a fast northern rhumb-line run.

Veteran Offshore sailing salt Max Tunbridge crawled back from the longest knockdown in recorded history off Long Reef to win the corrected time

trophy with the former Zulu team sloop *Ruzulu* sailing as *Pemberton III*.

According to Max — "she was pinned down that long, when she popped up the mast was covered in turtle-neck barnacles". That was his story before he had a well earned race win drink with sailing mates Richard Hudson and Colin Mitchell.

"Pittwater Push" in 1989

Bruce Staple's continued the domination of the "Pittwater Push" from Royal Prince Alfred Yacht Club when he finally clinched the major corrected time trophy with *Witchcraft II* last year.

Witchcraft II had been placed third in all previous Jupiters races and her consistency rated as Australia's best performing Farr 40 was rewarded with the 1989 title trophy.

Mike Clements *Rager*, with Americas Cup winning tactician Hugh Treharne calling the shots, survived a great line honours duel with *Walk On The Wildside* to take an expensive "rum bet" with her 1989 first to finish honour.

Rager will be challenged this year by the impressive Auckland sloop *Future Shock*. The Kiwi sloop from the drawing board of Greg Elliott who designed *Rager*, has the credentials to set new standards in this classic following her record shattering run in the Auckland-Noumea race in May this year.

Indications also suggest *Witchcraft II* will have a very intense battle against a wide range of designs in her attempt to become the first yacht to win back-to-back races.



COMMODORE'S MESSAGE

The Cruising Yacht Club of Australia

THE Annual Jupiters Yacht Classic has again attracted a big fleet for the winter migration to warmer climates. This race, now in its fifth year, has proven to be one of the most popular events on the East Coast and a great test of navigation and seamanship. To all visiting competitors, let me extend a warm welcome to the Cruising Yacht Club of Australia.

Our friends at Conrad International Hotel and Jupiters Casino are renowned for their fantastic organisation of the trophy presentation function, to be held this year in "Fortunes Nightclub". If the previous years' parties are any indication, then this is one not to be missed.

A great battle for line honours is expected from the three downwind flyers, *Bobsled*, *Helsal III* and the New Zealand entry *Future Shock*, fresh from her record breaking dash from Noumea to Southport recently. This year's race entry also underlines the continuing growth of IMS as an ocean handicap system with more than half the fleet racing under IMS.

Four of the five division winners from 1989 have entered this year, which is again a measure of the popularity of this race.

May I wish all contestants good sailing, fair winds and above all — enjoy the race and hospitality at Southport Yacht Club and, of course, Jupiters.

**Les McLean
Commodore**

The Southport Yacht Club

ON behalf of the Southport Yacht Club, I extend a very cordial welcome to all skippers, crew and their friends to the Gold Coast.

The Jupiters Race and the XXXX Winter Regatta are our major sailing events of the year. We promise your visit will be most enjoyable, so stay and enjoy our hospitality.

I wish you fair weather, good sailing and the best of luck in the races.

**Wyn Treasure
Commodore**

Future Shock For Aussie Yachts

By Ian Grant



FUTURE SHOCK, the Kiwi flyer which is hot favourite for line honours in the 1990 Jupiters Sydney-Gold Coast Race following her record-setting runs in the Pacific. (Pic — Mike Kenyon)

KIWI designer Greg Elliott has certainly produced a greyhound of the Pacific with the super fast Auckland loop *Future Shock*.

The sloop, skippered by Ian Margen, spreadeagled the fleet for a record run in the Auckland-Noumea race in early May.

Her reputation of being a real head-

turner in the free sheet sailing winds was an understatement as she romped over the 1109 nautical mile course in just under five days to weather the Amity Light ahead of the Sheraton Mirage Southport-Noumea fleet which raced over a shorter 770 mile course.

Just ten days later and assisted with the ideal free sheet sailing winds, *Future*

Shock wave rode to a very impressive 81 hour 10 minutes elapsed time in the return Sheraton Mirage classic from Noumea to Southport.

So convincing was her performance that a critical steering failure 170 miles from the finish and just west of the Keppel Bank failed to rob the Kiwis of a dual honours race win despite a heavy handicap penalty.

Future Shock had to sail under reduced rig for five hours in fresh winds and rough seas while the crew solved the problem.

As her elapsed time indicates, she has exciting speed potential as just after the steering problem was solved her crew reported she was reaching 7.7 knots in moderating headwinds.

Conditions were not so comfortable for the rest of the fleet. The French yacht *Arcadia* hit a whale on the second day but suffered no damage, however the mammal was injured.

Day three was very wild as the fleet tailenders were caught in an intense low with winds exceeding 50 knots. They were under bare spars for several hours as *Future Shock*, some 170 miles closer to Southport, made the most of a moderate wind system to press her claim for dual honours race win.

Transformer, skippered by Mike Neale, held second line honours place throughout and had a chance of a corrected time win until the wind ran out of puff with the high rise of the Gold Coast in sight. She drifted around in the southerly set and made more distance sideways than forward over the ground as an offshore wind died with the sun.

On her performances *Future Shock* seems set to send "shock waves" through the Australian offshore racing circuit.

Skipper Ian Margen intends to test the speed of *Future Shock* against Australia's best particularly in the 380 nautical mile Jupiters Sydney-Gold Coast race in early August.

She has the all-round speed sailing potential to be a real threat for line honours against sister Elliott design and defending line honours champion *Rager*, skippered by Sydney yachtsman Mike Clements.

Given the right spinnaker running wind pressures she could also lower the race record held by Queensland's pocket maxi *Hammer of Queensland* (Arthur Bloore).

Jupiters Yacht Classic Awards Presentation Party

TROPHIES for the 1990 Jupiters Yacht Classic will be presented at a special Awards Presentation Cocktail Party from 6.30 p.m. on Wednesday, August 8 in Fortunes Nightclub at Jupiters Casino.

As in previous years, the winner of each division will receive a special trophy of a nautical nature presented by Jupiters Casino.

All inclusive tickets at \$25.00 per person will include beer, wine and soft drink, a hot carvery plus delicious hot savouries and canapes to be served

between 6.30 and 8.30 p.m. after which time, Fortunes normal bar prices will apply.

Live entertainment will again be provided this year by the Colin Greatorix Band called 'Mid-Life Crisis' ensuring a lively evening's entertainment following the presentation of the Awards.

Tickets for the Cocktail Party will be available from the Cruising Yacht Club prior to the race departing from Sydney or at the Southport Yacht Club in the days leading up to the event.

Fortunes will be decorated in a nautical theme with a giant spinnaker in full sail featured in the room and colourful sails surrounded by fairy lighting adorning the ceiling.

Yachting a Winner With Conrad, Jupiters

FOR the fourth year running, Conrad International Hotel and Jupiters Casino has put its support behind one of the most prestigious and exciting yachting events in Australia — Jupiters Yacht Classic.

In its fifth year, this race to the Gold Coast has become second only to the Sydney-Hobart due to the enthusiastic support of yachties and Hotel Conrad and Jupiters Casino.

Jupiters Yacht Classic is now firmly established as Australia's premier winter offshore yachting event, growing in fleet size and popularity each year.

Hotel Conrad and Jupiters Casino not only sponsor this ocean racing classic. They have become involved in just about every sport from basketball and soccer to horse racing and golf.

However, it is Jupiters Yacht Classic which attracts the most national and international sporting interest.

Conrad International Hotel and Jupiters Casino has proven a winning combination for Australian and international visitors during its five years of operations. Since opening in November 1985, it has become the major attraction on the Gold Coast with thousands of visitors visiting the Casino each day.

Covering 60,000 square feet on two levels, Jupiters Casino has the appearance of a sparkling jewelbox against the back-drop of Hotel Conrad.

The latest Jupiters addition is the new VIP Gaming Room-Club Conrad with luxurious private gaming facilities for up to 80 people. The Casino provides over 100 gaming tables, including Roulette, Blackjack, Baccarat, Craps, Sic-Bo and Jupiters Wheel along with the ever popular national favourite Two-Up and Keno and Video Gaming Machines.

Conrad International Hotel and Jupiters Casino has set new standards for hotel, casino, convention and show-room facilities in Australia.

The complex is located on Broadbeach Island in the heart of the Gold Coast and is set in 15 acres of landscaped gardens. It's operated and managed by Conrad International Hotels, the subsidiary of Hilton Hotels USA.

The name Hilton has symbolised the finest in accommodation, location, cuisine and service for over 65 years. With 340 Hiltons around the world.

Hotel Conrad also has splendid convention facilities for 2300 people at the Pavilion Convention Centre, four inter-

national class restaurants and five bars as well as 622 guest rooms and 38 suites and penthouses, with balconies or sun terraces overlooking Broadbeach.

Conrad International Hotel and Jupiters Casino is a Gold Coast landmark and an exciting complex for Jupiters Yacht Classic crews to enjoy their end of race R&R in northern warmth and luxury.

HONOURS LIST

1986 INAUGURAL GOLD COAST RACE

1. APOLLO
2. ANOTHER CONCUBINE
3. WITCHCRAFT II

LINE HONOURS APOLLO

1987 JUPITERS GOLD COAST RACE

1. INDIAN PACIFIC
2. TOO IMPETUOUS
3. WITCHCRAFT II

LINE HONOURS SOVEREIGN

1988 JUPITERS GOLD COAST RACE

1. PEMBERTON III
2. SINGAPORE GIRL
3. WITCHCRAFT II

LINE HONOURS HAMMER OF QUEENSLAND

1989 JUPITERS GOLD COAST RACE

IOR DIVISION

1. WITCHCRAFT II
2. PRIME FACTOR
3. BLUE MAX II

IMS DIVISION

1. APOLLO BATTERIES
2. SHE'S APPLES
3. CHALLENGE II

LINE HONOURS RAGER

JUPITERS YACHT CLASSIC RECORD HOLDER

HAMMER OF QUEENSLAND
Time: 38 hours 57 minutes set in 1988

Sail Identification Chart

Sail No.	Yacht Name	LOA	Date Built	State	Designer	Owner/Charterer	Club
MH9	Fujitsu Dealers	10.9	1986	NSW	Davidson	J. Eyles	CYCA/MHYC
MH10	Farr Out	11.0	1975	NSW	Farr	R. Pattison	CYCA/MHYC
RQ12	Lightwave	12.0	1990	Qld	C. Schumacher	R. Lavett	RQYS
KZ17	Ronstan Backlash	11.9	1987	NZ	Atkinson	P. Atkinson	RNZYS
A50	Firetel	10.0	1982	NSW	Carter	R. Lawler/K. Taylor	SASC
MH80	Ruff 'n Tumble	13.0	1982	NSW	P. Cole	L. Rose	MHYC
RQ88	Two Harvs	11.5	1982	Qld	Kaufman	R. Harvey	RQYS
A94	Morning Tide	10.1	1974	NSW	S.&S.	J. Lawler	SASC
MH106	Impeccable	10.2	1980	NSW	Peterson	J. Walker	MHYC
189	Blue Max II	12.1	1987	NSW	Davidson	J. King & F. Williams	RPAYC
202	SeQUESTA	12.1	1981	NSW	Dubois	P. Nicholson	RPAYC/RSYS
M236	New Horizons	11.2	1985	NSW	L. Davidson	M. Kelaher	LMYC
237	Star Ferry	11.2	1980	NSW	L. Davidson	J. Conroy	MHYC
262	Helsal III	20.0	1984	NSW	J. Adams	H. Fisher	CYCA
MH267	Group Therapy	14.5	1980	NSW	Ron Holland	P. Wheeler	MHYC
374	Skedaddle	11.0	1984	Qld	Farr	R. Smith	RQYS
393	Inch By Winch	13.4	1981	NSW	Peterson	J. Goddard	CYCA
653	Outrageous	11.3	1982	NSW	Richards	J. Partridge	CHYC
777	Tradition	12.1	1984	Tas	Creese	D. Gough	RYCT
835	Balamara	11.6	1982	NSW	J. Adams	G. Britt	BBYC
1987	Bright Morning Star	15.5	1987	NSW	Peterson	EastSail	CYCA
2070	Sailaway	14.0	1982	NSW	Adams	R. Byrne	RPAYC
2277	Public Nuisance	9.2	1983	NSW	Dubois	S. Wilton/M. Grout	MHYC
2302	Dust	9.4	1977	NSW	K. Beashel	R. Graham	RMYC
2557	Witchdoctor	12.7	1979	NSW	Davidson	Rum Consortium	CYCA
2790	Fanny Adams	13.1	1979	NSW	J. Adams	S. Chapman	LMYC
3104	Pemberton III	9.7	1985	NSW	K. Steinman	Hudson/Tunbridge/Carr	RPAYC
3152	Force Eleven	11.9	1987	NSW	J. Adams	J. Galloway	RPAYC
3400	Folio	8.8		NSW	H. Wagstaff	R. Morton	CYCA
3598	Seafarrer	11.0	1982	NSW	B. Farr	N. Allen	RPAYC
3663	Too Impetuous	12.8	1983	NSW	R. Holland	Lambert & Partners	RSYS
3688	Third Man	12.0	1980	NSW	Miller	K. Oldfield	PHOYC
3809	Lady Penrhyn of Nirimba	11.1	1984	NSW	Swarbrick	R. Catt	RANSA
3946	Hummingbird	11.3	1985	NSW	Farr	J. Quinn	RPAYC
4019	Echelon	10.8	1983	NSW	Faroux	C. Collett	MHYC
4141	First Class	10.4	1984	NSW	Finot	P. Baird	LMYC
4173	Half Hour	8.9	1988	NSW	R. Humphreys	J. Hancock	RSYS
4182	Uptown Girl	12.5	1977	NSW	Peterson	R. Winton	RSYS
4208	Dow Air	11.4	1988	NSW	Farr	B. Foye	CYCA
4216	City Limits	10.8	1984	NSW	S.&S.	M. & C. Carr	KYC
4277	Beach Inspector	9.1	1980	NSW	E. Dubois	D. Fairfax	CYCA
4411	The First Eleven	10.7	1985	NSW	J. Young	B. Mead	LMYC
4440	Another Concubine	12.2	1985	NSW	Farr	J. & P. Parker	RPEYC/CYCA
4489	Australian Maid	11.9	1988	NSW	J. Adams	T. Beggs	RMYC/BBAY
4544	Apollo Batteries	14.2	1988	NSW	A. Warwick	R. Nyman	MHYC
4646	Seeker	14.0	1986	NSW	H. Kaufman	G. Gates	LMYC
4660	Rock n' Roll	11.1	1988	NSW	Swarbrick	K. Williams	MHYC
4671	Ciao	10.4	1981	NSW	Dubois	B. Webb	RMYC
4727	Eagle	13.8	1981	NSW	P. Cole	J. Boys	CYCA
4807	Piccolo 1	10.9	1976	NSW	Farr	B. & P. Landrum	BBYC
4839	Pamela-K	9.4	1970	NSW	Holeman Pye	B. Heimann	DSC
4847	Incognito	10.0	1989	NSW	J. King	W. Puller	KYC
5074	Sundowner	11.0	1987	NSW	B. Farr	N. Ryan	PHOYC
5200	Scampi-A	8.8		NSW	Norlin	R. Shacklady	RPAYC
5222	Freight Train	18.8	1983	NSW	Frers	D. Parkes	CYCA
5350	Matangi	11.6	1989	NSW	G. Frers	J. Bleakley	CYCA
5661	Ratu VI	10.7	1980	NSW	Stewart	K. Peterson	RSYS
5850	Haupia	10.7	1987	NSW	R. Johnstone	T. Johnston	CYCA
KZ6717	Matua Future Shock	17.0	1988	NZ	Elliott	I. Margan	RNZYS



Another Concubine

ANOTHER CONCUBINE — 4440

LOA: 12.22m. Class: IOR
 Designer: Bruce Farr (NZ)
 Type: Farr 40. Year Built: 1985
 Owner/Skipper: John and Phillip Parker
 Club: Royal Prince Edward Yacht Club, CYCA, NSW

Father and son combination with John the owner, son Phil the skipper of this competitive Farr 40 which represented NSW in the 1985 and 1987 Southern Cross Cup series, winning the CYCA Blue Water Championship in 1986-87 and the AWA Series in 1986. The same year she finished second overall in the Sydney-Gold Coast Race, last year finishing fourth overall in Hamilton Island Race Week. Good chance under IOR handicap.

APOLLO BATTERIES — 4544

LOA: 14.19m. Class: IMS
 Designer: Alan Warwick (NZ)
 Type: Cardinal 46. Year Built: 1988
 Owner/Skipper: Rod Nyman
 Club: Middle Harbour Yacht Club, NSW

Winner of the IMS division last year — the inaugural race in Australia under the new handicapping system. This year *Apollo Batteries* is sailing with the same crew of 10 and they have asked "Hughie" for the same sailing conditions they had last year — a port-hand reach from start to finish. This purpose-built 46-footer will be competitive in winds over 10 knots and very competitive in a reaching breeze of 15 knots and more.

AUSTRALIAN MAID — 4489

LOA: 11.90m. Class: PHS
 Designer: Joe Adams (Aust)
 Type: Adams 12. Year Built: 1988
 Owner/Skipper: Ray Guthrie/Trevor Beggs
 Club: Royal Motor Yacht Club, Broken Bay, NSW

One of the more recent Adams light displacement boats built at Nerang on the Queensland Gold Coast, *Australian Maid's* only previous long ocean race was the 1988 Pittwater-Coffs Harbour race, in which she finished 18th. Racing under PHS handicap.

BALAMARA — 835

LOA: 10.97m. Class: PHS
 Designer: Joe Adams (Aust)
 Type: Traditional 36. Year Built: 1982
 Owner/Skipper: Graham Britt
 Club: Botany Bay Yacht Club, NSW

Comfortable cruiser/racer built in timber to a Joe Adams design, *Balamara* has done little long ocean races except the 1988 Pittwater-Coffs Harbour race. However, skipper Britt and his crew are well experienced offshore sailors.

BEACH INSPECTOR — 4277

LOA: 9.8m. Class: IOR
 Designer: Ed Dubois (UK)
 Type: IOR Half Tonner. Year Built: 1980

Owner/Skipper: D. Fairfax
 Club: Cruising Yacht Club of Australia, NSW

One of Australia's most successful light displacement Half Tonners, *Beach Inspector* has notched up wins in the Sydney-Mooloolaba and Brisbane-Gladstone races. Last year, she finished third overall under IOR in the Pittwater-Coffs Harbour race. Experienced crew will sail her hard in this race to the Gold Coast.

BLUE MAX II — 189

LOA: 12.19m. Class: IOR
 Designer: Laurie Davidson (NZ)
 Type: IOR One Tonner. Year Built: 1987
 Owner/Skipper: Jim King and Frank Williams
 Club: Royal Prince Alfred Yacht Club, NSW

Although she raced as *Pemberton IV*, this IOR-designed One Tonner has returned to her original name with greater success, finishing third overall in the IOR division of last year's Jupiters Gold Coast Race to two other One Tonners, *Witchcraft II* and *Prime Factor*. Again racing under IOR.

BRIGHT MORNING STAR — 1987

LOA: 15.5m. Class: PHS
 Designer: Doug Peterson (USA)
 Type: Peterson 52. Year Built: 1987
 Owner/Skipper: Hugh Treharne
 Club: Cruising Yacht Club of Australia, NSW

This fast cruising yacht is owned by Hugh Treharne, the tactician aboard *Australia II* in the victorious 1983 America's Cup. He and Simon Kurts will be acting as instructors for eight students from EastSail Sail School. It will be a rare opportunity for these students to learn the practical aspects of watch-keeping, navigation, sail trim and seamanship from two such experienced yachtsmen as Hugh and Simon.



CIAO — 4671

LOA: 10.36m. Class: PHS
 Designer: Ed Dubois (UK)
 Type: Threequarter Tonner. Year Built: 1981
 Owner/Skipper: Bruce Webb
 Club: Royal Motor Yacht Club, NSW

This yacht has not raced extensively offshore, but her crew has had considerable experience in long ocean races.

Ciao

The Entries

CITY LIMITS — 4216

LOA: 10.8m. Class: IOR
 Designer: Sparkman & Stephens (USA)
 Type: S&S 36. Year Built: 1984
 Owner/Skipper: Michael & Catherine Carr
 Club: Kiama Cruising Yacht Club, NSW

According to her owners, *City Limits* has "had its day" in the current state of IOR racing, but they are hopeful that smaller IOR fleets will bring a result in single figures. The stoutly built sloop has raced three times to Hobart, twice to Southport and in one Sydney-Mooloolaba race without success, but obviously providing enjoyment for the crew.



DOW AIR — 4208

Dow Air

LOA: 11.41m. Class: IMS
 Designer: Bruce Farr (NZ)
 Type: Farr 37. Year Built: 1988
 Owner/Skipper: Farr Lap Syndicate
 Club: Cruising Yacht Club of Australia, NSW

Previously named *Farr Lap*, this 37-footer now sails under the sponsorship name of *Dow Air* — and obviously enjoys a race with plenty of wind. She had to pull out of the last Sydney-Hobart with steering problems, but showed her class earlier this year by finishing second in IMS Division 2 of the Sydney-Mooloolaba race.

DUST — 2302

LOA: 9.40m. Class: IOR
 Designer: Ken Beashel
 Type: Half Tonner. Year Built: 1977
 Owner/Skipper: Ron Graham
 Club: Royal Motor Yacht Club, Toronto, NSW

This lightweight Half Tonner originally named *Industries*, was designed and built by former skiff champion Ken Beashel, her last long ocean race being the 1987 Sydney-Hobart in which she finished 25th overall and second in Illingworth Division D.



Eagle

EAGLE — 4727

LOA: 13.89m. Class: IMS
 Designer: Peter Cole (Aust)
 Type: Fleetwood 46. Year Built: 1981
 Owner/Skipper: John Boys
 Club: Cruising Yacht Club of Australia, NSW

Eagle is an attractive-looking, Huon pine-built 46-footer from the drawing board of Peter Cole and built in Tasmania. Owner John Boys bought the yacht this year and knows little of her previous racing history. He has put together an experienced crew headed by Pat Toolan, veteran of 11 Sydney-Hobarts and 14 Sydney-Mooloolaba races.

ECHELON — 4019

LOA: 10.8m. Class: IMS
 Designer: Faroux (France)
 Type: Beneteau. Year Built: 1983
 Owner/Skipper: Carl Collett
 Club: Middle Harbour Yacht Club, NSW

Originally named *Perfect Vision*, this Beneteau sloop won its division in the inaugural race to the Gold Coast in 1986. New owner Carl Collett has set up *Echelon* for IMS racing and this will be his first long ocean race as a skipper. Collett, a commercial radio broadcaster, will be making reports on the race from aboard *Echelon*.

FANNY ADAMS — 2790

LOA: 13.10m. Class: IOR
 Designer: Joe Adams (Aust)
 Type: Adams 13. Year Built: 1979
 Owner/Skipper: Stephen Chapman
 Club: Lake Macquarie Yacht Club, NSW

One of the veterans of long offshore races, *Fanny Adams* has sailed in every race so far to the Gold Coast, last year winning the Performance Handicap Division A and following this by taking out the Arbitrary division of the XXXX Gold Coast Winter Regatta. Skipper Stephen Chapman has sailed in a Whitbread round-the-world race, five Sydney-Hobarts, six Lord Howe Island races and once to Noumea.

FARR OUT — MH 10

LOA: 11.04m. Class: IMS
 Designer: Bruce Farr (NZ)
 Type: Farr 1104. Year Built: 1975
 Owner/Skipper: Richard Pattison
 Club: CYCA and MHYC, NSW

Farr Out is the oldest Farr 1104 built in Australia, being launched in 1975. She has had a number of owners and has raced in most major offshore races on the Australian East Coast, including all Sydney-Hobarts between 1982 and 1988, when she finished 30th. She has also raced to Mooloolaba and Coffs Harbour but this is her first Gold Coast race.

FIRETEL — A 50

LOA: 9.98m. Class: IOR
 Designer: Dick Carter (US)
 Type: Carter 33. Year Built: 1982
 Owner/Skipper: Ray Lawler
 Club: Sydney Amateur Sailing Club, NSW

Extensively raced Carter 33, *Firetel* has competed in six Sydney-Hobart races, two Sydney-Mooloolaba's and the last three Sydney-Gold Coast races. Had an excellent season with the CYCA last summer, finishing second in the Blue Water Points Score, Division 3 and second in the IMS Short Ocean Points Score.

FIRST CLASS — 4141

LOA: 10.40m. Class: IMS
 Designer: Finot (France)
 Type: Beneteau First Class 10. Year Built: 1984
 Owner/Skipper: Peter Baird
 Club: Lake Macquarie Yacht Club, NSW

NSW Central Coast yachtsman Peter Baird is sailing his second race to Southport in this Beneteau production yacht, last year finishing second in the PHS division. *First Class* has also raced in two Pittwater-Coffs Harbour races and the 1989 Sydney to Newcastle race.

FOLIO — 3400

LOA: 8.84m. Class: PHS
 Designer: Hal Wagstaff (NZ)
 Type: Half Tonner. Year Built:
 Owner/Skipper: Robyn Morton
 Club: Cruising Yacht Club of Australia, NSW

Robyn Morton is one of the few women owner/skipper sailing regularly with the CYCA's offshore fleet, with a Sydney-Hobart and a Pittwater-Coffs Harbour race to her credit, the latter race being as skipper of *Folio*. She joins Coffs Harbour yachtswoman Jan Partridge as the only women owner/skipper in this race.

FORCE ELEVEN — 3152

LOA: 11.9m. Class: PHS
 Designer: Joe Adams (Aust)
 Type: Adams 12. Year Built: 1987
 Owner/Skipper: John Galloway
 Club: Royal Prince Alfred Yacht Club, NSW

Racing under the Performance Handicap division, this will be the second race to Southport for *Force Eleven* which owner John Galloway races out of the Alfreds in Pittwater. Galloway has been a regular competitor in races north, having sailed in the four previous Gold Coast races and five races from Pittwater to Coffs Harbour.

FREIGHT TRAIN — 5222

LOA: 18.82m. Class: IOR
 Designer: German Frers (Argen)
 Type: Pocket maxi. Year Built: 1983
 Owner/Skipper: Damien Parkes
 Club: Cruising Yacht Club of Australia, NSW

Damien Parkes is enjoying a great year, finishing second in IOR Division A of the last NorTel Sydney-Hobart race, winning the IOR overall in the Caltex Sydney-Mooloolaba race and more recently taking line honours in the East-West Airlines Sydney-Whitsundays race. Skipper Parkes has an impressive sailing record, including 14 Sydney-Hobarts, two Kenwood Cups, eight Sydney-Mooloolaba and seven Lord Howe Island races. Strong contender for line honours in this race.



Fujitsu Dealers

FUJITSU DEALERS — MH 9

LOA: 10.93m. Class: IOR
 Designer: Laurie Davidson (NZ)
 Type: Davidson 36. Year Built: 1986
 Owner/Skipper: John Eyles
 Club: Middle Harbour Yacht Club, NSW

Formerly raced as *Indian Pacific*, this fractional rig sloop has had considerable success, including winning the Jupiters Gold Coast Race and Hamilton Island Race Week and finishing a close second in the Gosford-Lord Howe Island race. Recently sailed for the Australian team in China Sea Series from Hong Kong to Manila after a 16th overall in the last Hobart race.

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JUPITERS 1990 YACHT CLASSIC

GROUP THERAPY — MH 267

LOA: 14.52m. Class: PHS
 Designer: Ron Holland
 Type: Holland 48. Year Built: 1980
 Owner/Skipper: Peter Wheeler
 Club: Middle Harbour Yacht Club, NSW

Previously named *Ile of Luing*, this large and comfortable cruiser/racer has sailed lots of sea miles without any major success — her best being second to finish in the 1987 Gosford to Lord Howe Island race. As owner/skipper Peter Wheeler comments: "Undistinguished IOR career due to clapped-out sails and skipper approaching 'use-by' date."

HALF HOUR — 4173

LOA: 8.98m. Class: IOR
 Designer: Rob Humphreys (UK)
 Type: Half Tonner. Year Built: 1988
 Owner/Skipper: John Hancock
 Club: Cruising Yacht Club of Australia, NSW

Potentially one of the best Half Tonners racing on the East Coast, but also one of the most unlucky with retirements from the 1988 Sydney-Hobart and 1990 Sydney-Mooloolaba races, the latter with a broken mast. *Half Hour* took out a division place in last year's Jupiters Race and with a new mast and sails owner John Hancock says he is out to win this year — and certainly could in light weather. Crew includes experienced Sean Langman, John Hickey and Michael Mottle.

HAUPIA — 5850

LOA: 10.66m. Class: IMS
 Designer: R. Johnstone (USA)
 Type: J-35. Year Built: 1987
 Owner/Skipper: Tom Johnston
 Club: Cruising Yacht Club of Australia, NSW

Hauptia is an American designed and built J-35 which has done exceptionally well racing under an IMS handicap, following the fitting of a new Scott Jutson-designed keel. In the last Sydney-Hobart she finished third overall and second in her division of the IMS category and in April this year won the IMS division of the Sydney-Mooloolaba race. Skipper Tom Johnston's crew includes his two daughters.

HELSAL III — 262

LOA: 20.00m. Class: IOR
 Designer: Joe Adams
 Type: Pocket maxi. Year Built: 1984
 Owner/Skipper: Tony Fisher
 Club: Cruising Yacht Club of Australia, NSW

One of the fastest pocket maxis racing in Australia, *Helsal III* must rank as one of the strong contenders for line honours in this race. Heavy downhill running would be right up her alley.

HUMMINGBIRD — 3946

LOA: 11.39m. Class: IMS
 Designer: Bruce Farr (NZ)
 Type: Farr 37. Year Built: 1985
 Owner/Skipper: John Quinn
 Club: Royal Prince Alfred Yacht Club, NSW

Hummingbird won her division in the 1985 Sydney-Hobart and last year took first place overall under IOR handicap in the West Coaster race from Melbourne to Hobart. Now back in Sydney with the crew that won Division 3 in the 1987 Hobart aboard *Sunseeker* and the 1978 Solitary Islands race with *Maid Rosalinde*. Owner John Quinn has 10 Sydney-Hobarts to his credit.

IMPECCABLE — MH 106

LOA: 10.22m. Class: IOR
 Designer: Doug Peterson (USA)
 Type: Threequarter Tonner. Year Built: 1980
 Owner/Skipper: John Walker
 Club: Middle Harbour Yacht Club, NSW

Middle Harbour's John Walker is a most able and competitive ocean racing yachtsman who has competed with success in most of Australia's major long races. With the little *Impeccable* he finished second overall and first in Division D of the 1986 Sydney-Hobart, in 1987 he was third overall in the Mooloolaba race and this year second in Division 4 of the Mooloolaba race.

INCH BY WINCH — 393

LOA: 13.41m. Class: IMS
 Designer: Doug Peterson (USA)
 Type: Peterson 44. Year Built: 1981
 Owner/Skipper: Joe Goddard
 Club: Cruising Yacht Club of Australia, NSW

Built as an Admiral's Cup team contender that didn't make it, this stoutly-built 44-footer has contested almost every race along the Australian East Coast as well as races into the



Group Therapy

Tasman, including several Lord Howe Island Races. One of the older IOR designs recently measured to IMS and this will be her first long race under an IMS handicap. Ninth on IOR last year.

INCIGNITO — 4847

LOA: 10.00m. Class: PHS
 Designer: John King (Aust)
 Type: Jarkan 10. Year Built: 1989
 Owner/Skipper: Wayne Puller
 Club: Kiama Cruising Yacht Club, NSW

Launched only last year, *Incognito* was built by BOC Challenge solo round-the-world yachtsman Kanga Birtles at

Half Hour



his Nowra boat building factory. Owner Wayne Puller has sailed in three Sydney-Hobarts with another Kiama yachtsman, Colin Wilson, and Wilson is joining him aboard *Incognito*. The boat has already proven a winner in short offshore races but this is its first long race.

LADY PENRHYN OF NIRIMBA — 3809

LOA: 11.10m. Class: IOR
 Designer: Kim Swarbrick, WA
 Type: Swarbrick S111. Year Built: 1984
 Owner/Skipper: Lt. Richard Catt
 Club: Royal Australian Navy Sailing Association, NSW

Lady Penrhyn is one of five Royal Australian Navy training yachts — sailed by apprentices and staff of *HMAS Nirimba* at Quakers Hill, NSW. The yacht is continually engaged in sail training for these Navy trainees and takes part in many local and offshore yacht races and events. *Lady Penrhyn* was first in the Defence Forces division of the 1990 Three Peaks Yacht Race in Tasmania and won the Ogden Cup in the 1988 Hobart race.

LIGHTWAVE — RQ 12

LOA: 12.04m. Class: IMS
 Designer: Carl Schumacher (UK)
 Type: Oyster Lightwave. Year Built: 1990
 Owner/Skipper: Ron Lavett
 Club: Royal Queensland Yacht Squadron, Qld.

The only Oyster Lightwave class sloop in Australia, *Lightwave* was imported especially to compete under IMS category handicapping. It is expected that this cruiser/racer class will be built in Queensland starting in 1991 with the object being a one-design offshore class. Skipper Ron Lavett has recruited the talented Vanessa Dudley to helm the yacht in the Jupiters Gold Coast Classic.

MATANGI — 5350

LOA: 11.7m. Class: IMS
 Designer: German Frers (Argen)
 Type: Frers 38. Year Built: 1989
 Owner/Skipper: Jon Bleakley
 Club: Cruising Yacht Club of Australia, NSW

CYCA past commodore John Bleakley has a beautiful looking and fast cruiser/racer in *Matangi* which was built in the United States, at Newport, Rhode Island, only last year. *Matangi* finished third in IMS Division 1 of the CYCA's SOPS last season, also competing in the 1989 Sydney-Coffs Harbour race. Owner/skipper Bleakley has sailed in most long ocean races off the Australian East Coast, plus races to Vanuatu and Noumea.

MATUA FUTURE SHOCK — KZ 6717

LOA: 17.00m. Class: IMS
 Designer: Greg Elliott (NZ)
 Type: Elliott 17m. Year Built: 1988
 Owner/Skipper: Ian Margan
 Club: Royal New Zealand Yacht Squadron, NZ

Potentially the fastest yacht in the fleet, this lightweight flyer from New Zealand is so far unbeaten for line honours and has set record times in races from Auckland to Fukuoka (Japan) Auckland to Noumea and Noumea to Southport, taking only 81 hours for the race across to the Gold Coast. However, her owner expects tough racing in the Jupiters Classic against the large Australian yachts.

MORNING TIDE — A 94

LOA: 10.33m. Class: IMS
 Designer: Sparkman & Stephens
 Type: S&S 34. Year Built: 1974
 Owner/Skipper: Jim Lawler
 Club: Sydney Amateur Sailing Club, NSW

Skipper Jim Lawler has logged many miles with *Morning Tide*, one of those remarkable S&S 34 made famous by British PM Ted Heath and later by round-the-world solo sailor Jan Sanders. *Morning Tide* has competed in the three previous Gold Coast races, finishing 12th in the IMS division last year. *Morning Tide* won IMS division 3 of the CYCA short ocean pointscore last summer.

NEW HORIZONS — M236

LOA: 11.24m. Class: IMS
 Designer: Laurie Davidson (NZ)
 Type: Cruiser/racer. Year Built: 1985
 Owner/Skipper: Mike Kelaher
 Club: Lake Macquarie Yacht Club, NSW

Skipper Kelaher and this well-found Cavalier 37 cruiser/racer have competed in every race to the Gold Coast since the event was first held in 1986. *New Horizons*, a sistership Kay Cottee's solo round-the-world sloop, finished second in her division in 1987 and third last year under IOR, but this year will be racing under IMS — and should do well.

OUTRAGEOUS — 653

LOA: 11.43m. Class: IOR
 Designer: Richards (Aust)
 Type: Fractional sloop. Year Built: 1982
 Owner/Skipper: Jan Partridge
 Club: Coffs Harbour Yacht Club, NSW

Coffs Harbour and now Fiji-based businesswoman Jan Partridge is one of the few women in Australia who owns and skips her own ocean racing yacht. A fearless sailor, Jan is prepared to do anything aboard her yacht — from helming to the foredeck and, if the occasion arises, even climb the mast in a gale. She has sailed in most major offshore races on the Australian East Coast.

PAMELA K — 4839

LOA: 9.40m. Class: IMS
 Designer: Holman & Pye (UK)
 Type: Holman & Pye Mk II. Year Built: 1970
 Owner/Skipper: Bernard Heimann
 Club: Drummoyne Sailing Club, NSW

Probably the oldest yacht in the fleet, *Pamela K* is a 19-year-old Huon pine sloop built in Wynyard, Tasmania. The line drawing shows her design age, with the heavy displacement and long keel. Owner Bernard Heimann has completely refitted the old yacht and this will be his first long ocean race with *Pamela K*. Heimann was a member of the crew of *Otella* in the 1988 Bicentennial Around Australia race and the core of the crew are ex-*Otella*.

PEMBERTON III — 3104

LOA: 9.70m. Class: IOR
 Designer: Kell Steinman (Aust)
 Type: Half Tonner. Year Built: 1985
 Owner/Skipper: Hudson/Tunbridge/Carr
 Club: Royal Prince Alfred Yacht Club, NSW

One of Australia's most successful Half Tonners, firstly racing as *Ruzulu* then as *Pemberton III*, this Zulu class 30-footer won the 1988 Sydney-Gold Coast race, the 1989 Sydney-Mooloolaba Race and the 1989 Pittwater-Coffs Harbour race as well as a second in the 1989 Brisbane-Gladstone race. *Pemberton III* is raced by three Pittwater yachtsmen, Max Tunbridge, Richard Hudson and Tom Carr.

PICCOLO I — 4807

LOA: 10.97m. Class: IOR
 Designer: Bruce Farr (NZ)
 Type: Farr 1104. Year Built: 1976
 Owner/Skipper: Bob & Pat Lendrum
 Club: Botany Bay Yacht Club, NSW

This is the original *Piccolo* which Lake Macquarie yachtsman John Pickles sailed to victory in the 1976 Sydney-Hobart. the



Pemberton III

first of a new breed of Farr-designed lightweights which were to do well internationally. Skipper will be David McKay, a former world Moth champion and skiff sailor who has been competing in offshore races for the past 20 years.

Public Nuisance



PUBLIC NUISANCE — 2277

LOA: 9.15m. Class: IOR
 Designer: Ed Dubois (UK)
 Type: Half Tonner. Year Built: 1983
 Owner/Skipper: Steve Wilton and Michael Grout
 Club: Middle Harbour Yacht Club, NSW

Much raced and successful Half Tonner, *Public Nuisance* has scored IOR overall wins in the Sydney-Mooloolaba, Brisbane-Gladstone and Pittwater-Coffs Harbour races under her previous owners. In a hard-running race she will be hard to beat in this race under her low IOR rating.

RATU VI — 5661

LOA: 10.70m. Class: PHS
 Designer: Stewart (NZ)
 Type: Masthead sloop. Year Built: 1980
 Owner/Skipper: K. Paterson
 Club: Royal Sydney Yacht Squadron, NSW

This cruiser/racer has competed twice in this race to the Gold Coast, placing fourth in PHS Division II last year.

ROCK 'N ROLL — 4660

LOA: 11.10m. Class: PHS
 Designer: Kim Swarbrick (Aust)
 Type: Swarbrick S111. Year Built: 1988
 Owner/Skipper: Kim Williams
 Club: Middle Harbour Yacht Club, NSW

This will be the first Category 2 long ocean race for *Rock 'n Roll*, one of the well-found S111 sloops designed in WA but now built in Gosford, NSW. Owner/skipper/navigator Kim Williams has twice sailed in races to Coffs Harbour and his crew also have extensive offshore experience.

RONSTAN BACKLASH — KZ 17

LOA: 12.29m. Class: IMS
 Designer: Philip Atkinson (NZ)
 Type: Atkinson 1200. Year Built: 1987
 Owner/Skipper: Philip Atkinson
 Club: Royal New Zealand Yacht Squadron, NZ

Fast, timber-hulled cruiser racer which is one of the two NZ yachts in the fleet this year after racing from Auckland to Noumea and then cruising to Australia. *Ronstan Backlash* is skippered by her designer and builder, Philip Atkinson, and has been a successful competitor in local races, both fully crewed and short-handed.

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1989/90 Whitbread Race Final Result
 1st Steinlager
 2nd Fisher & Paykel
 3rd Merit
 4th Rothmans
1989 Fastnet Race 1st Great News

- 1990** Sydney Mooloolaba Race
 IOR 2nd Heaven Can Wait
 4th Condor (partial)
 5th Le Roy Brown
 IMS 1st Haupia
 2nd Zap



- 1990** Hamilton Island Regatta
 1st IOR Condor (partial)
 1st IMS Zap
 1st CHS Icefire
1990 XXXX Regatta
 1st IMS Foxy Lady
1989 Sydney Southport 1st Witchcraft
1989 Sydney Hobart
 Class Maxi 1st Drumbeat
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 Class C 1st Intrigue
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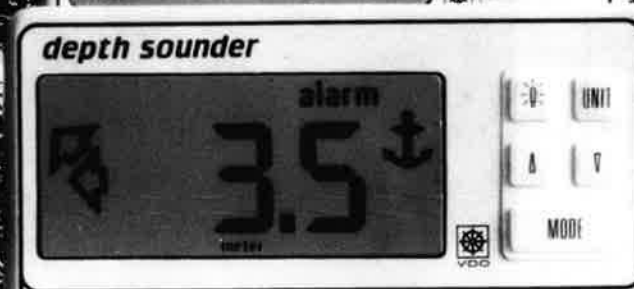
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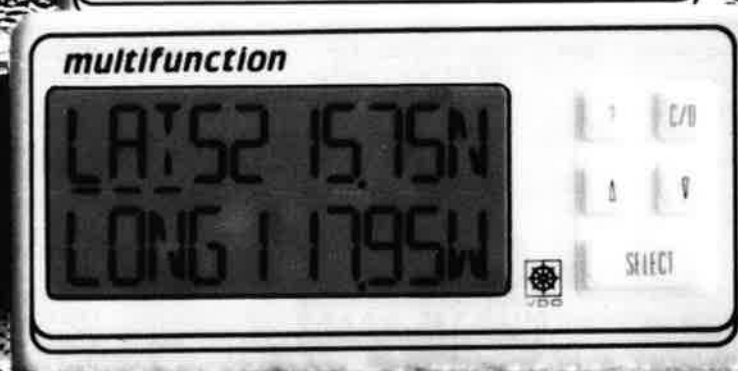
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J U P I T E R S 1 9 9 0 Y A C H T C L A S S I C

RUFF 'N TUMBLE — MH 80

LOA: 13.00m. Class: IMS
 Designer: Peter Cole (Aust)
 Type: Cole 43. Year Built: 1982
 Owner/Skipper: Lindsay Rose
 Club: Middle Harbour Yacht Club, NSW

Ruff 'n Tumble is one of the classic 43-footers designed by Peter Cole, fast and attractive looking yachts which, while out-designed under IOR still race competitively under IMS. *Ruff 'n Tumble* has competed in most major races along the East Coast of Australia and also to Lord Howe Island.

SAILAWAY — 2070

LOA: 14.00m. Class: PHS
 Designer: Joe Adams (Aust)
 Type: Cruiser/racer. Year Built: 1982
 Owner/Skipper: Robert Byrne
 Club: Royal Prince Alfred Yacht Club, NSW

Sailaway is a comfortable centre-cockpit, 15-tonne cruising yacht which has cruised the East Coast extensively. She won the PHS division of the 1988 Sydney-Gold Coast Race and will be sailed this year by an experienced crew with 78 Hobarts between them, including Peter Hemery, John Wigan, Ian Trehanne and Bruce Gould — all former international yachtsmen.

SCAMPIA — 5200

LOA: 8.8m. Class: IOR
 Designer: Peter Norlin (Sweden)
 Type: Half Tonner. Year Built: 1971
 Owner/Skipper: Robert Shacklady
 Club: Royal Prince Alfred Yacht Club, NSW

If not actually the oldest yacht in this fleet, the 19-year-old *Scampi A* is certainly the oldest Half Tonner. She was built to the same design as the winner of the first world Half Ton Cup and has been an outstanding little boat in Australia. Her successes include wins in the Brisbane to Gladstone classic. She is currently the NSW J/04 champion in Division 3 and with low rating is always a threat in races northwards. Crew includes MHYC vice-commodore Tony Hill.

SEAFARRER — 3598

LOA: 11.00m. Class: PHS
 Designer: Bruce Farr (NZ)
 Type: Farr 1104. Year Built: 1982
 Owner/Skipper: Noel Allen
 Club: Royal Prince Alfred Yacht Club, NSW

Previously raced out of Lake Macquarie as *Christa-Farr*, competing in considerable number of ocean races, but is now based at the RPYAC on Pittwater with new owner Noel Allen. In last year's Southport race she finished 40th across the line and 11th under PHS handicap.

SEAQUESTA — 202

LOA: 12.14m. Class: IMS
 Designer: Ed Dubois (UK)
 Type: One Tonner. Year Built: 1981
 Owner/Skipper: Peter Nicholson
 Club: Royal Prince Alfred Yacht Club, NSW

This well-travelled sloop has been a regular competitor in races from Sydney to Queensland waters under IOR ratings, but owner Peter Nicholson this year had the boat measured to the IMS rule, with an impressive third in the IMS division of the Caltex Sydney-Mooloolaba race. *Seaquesta* was also a member of the winning NSW team in the Caltex Shield State-of-Origin.

SEEKER — 4646

LOA: 14.00m. Class: PHS
 Designer: Hank Kauffman
 Type: Northshore 46. Year Built: 1986
 Owner/Skipper: Gary Gates
 Club: Lake Macquarie Yacht Club, NSW

Powerful 46-footer from Northshore Yachts, *Seeker's* owner lives at Wingham on the NSW North Coast and races the boat on Lake Macquarie from where, in offshore races, she has won a race from the Lake to Pittwater and finished ninth in the last Pittwater-Coffs Harbour race.

SKEDADDLE — 374

LOA: 11.04m. Class: IMS
 Designer: Bruce Farr (NZ)
 Type: Farr 1104. Year Built: 1984
 Owner/Skipper: Rodney Smith
 Club: Royal Queensland Yacht Squadron

Queensland owner Rodney Smith has owned and raced *Skedaddle* since this Farr 1104 was launched in 1984, contesting two Sydney-Gold Coast races, five Sydney-Mooloolaba races, six Brisbane-Gladstones plus a Hamilton Island series. She broke her mast in the 1987 Sydney-Hobart. The experienced crew includes Noel Patterson, Graham Early and Mal Kemp.



Pamela-K

STAR FERRY — 237

LOA: 11.29m. Class: IMS
 Designer: Laurie Davidson (NZ)
 Type: Davidson 37. Year Built: 1980
 Owner/Skipper: John Conroy
 Club: Middle Harbour Yacht Club, NSW

There is a sentimental twist to this entry as *Star Ferry* was built in Southport 10 years ago as *Gold Coast Express* in a Queensland challenge for the Clipper Cup in Hawaii in 1980, winning every race in her class. More recently she has been raced as *Middle Harbour Express*, winning IOR Division B of the 1989 Sydney-Gold Coast race, placing second in IOR Division C of the 1989 Sydney-Hobart and winning IOR Division 3 of the 1990 Sydney-Mooloolaba race. Sailing with keen new owner.

SUNDOWNER — 5074

LOA: 11.04m. Class: PHS
 Designer: Bruce Farr (NZ)
 Type: Farr 1104. Year Built: 1987
 Owner/Skipper: Norman Ryan
 Club: Port Hacking Ocean Yacht Club, NSW

Another entrant from the increasingly active Port Hacking Ocean Yacht Club and another of the evergreen Farr 1104s, *Sundowner* will be sailing her first races to Southport, last year sailing in the Pittwater-Coffs Harbour race and then the 1990 Sydney-Mooloolaba race. In the Coffs race she was ninth overall in the PHS category, placing second in her division.

Impeccable



THE FIRST ELEVEN — 4411

LOA: 10.70m. Class: PHS
 Designer: J. Young (NZ)
 Type: Young II. Year Built: 1985
 Owner/Skipper: Bruce Mead
 Club: Lake Macquarie Yacht Club, NSW

Has competed in several races northwards, including the 1989 Sydney-Gold Coast, 1990 Pittwater-Coffs Harbour and the 1989 Sydney-Mooloolaba in which she gained a placing under a PHS rating. Most of the crew for this race come from the Lake Macquarie Yacht Club, including owner/skipper Bruce Mead and his son Jon who is for'ard hand.

THIRD MAN — 3688

LOA: 12.00m. Class: PHS
 Designer: Bob Miller (Aust)
 Type: Compass 40. Year Built: 1980
 Owner/Skipper: Kevin Oldfield
 Club: Port Hacking Ocean Yacht Club, NSW

Last year's Jupiter Gold Coast Race was the first long ocean race by the crew in this 40-footer designed by the late Ben Lexcen (Bob Miller). They liked the hospitality at Southport and are looking forward to the challenge of improving on their inaugural 16th in PHS division B.

TOO IMPETUOUS — 3663

LOA: 12.8m. Class: IMS
 Designer: Ron Holland (Ire)
 Type: IOR Two Tonner. Year Built: 1983
 Owner/Skipper: Lambert & Partners
 Club: Royal Sydney Yacht Squadron, NSW

This old rating IOR Two Tonner raced to the Gold Coast last year under a sponsor's name but this year has now returned to her original name. Her record in the Jupiters race includes a second overall and again first in IOR division A. This year she is racing under IMS for the first time.

TRADITION — 777

LOA: 12.19m. Class: PHS
 Designer: Max Creese (Aust)
 Type: Cruiser/racer. Year Built: 1984
 Owner/Skipper: David Gould
 Club: Royal Yacht Club of Tasmania, Tas

It has become a tradition for well known Hobart yachtsman David Gough to escape the winter chills coming off Mount Wellington by bringing this Tasmanian-designed and built comfortable cruiser north for the Gold Coast Race. David is famous among Sydney-Hobart yachtsies as the maker of those scallop pies sold around the waterfront of the southern capital.

TWO HARVS — RQ 88

LOA: 11.50m. Class: IMS
 Designer: Hank Kauffman (Aust)
 Type: Northshore 38. Year Built: 1982
 Owner/Skipper: Robert E. Harvey
 Club: Royal Queensland Yacht Squadron, Qld

First race in NSW waters for this Northshore 38 and for owner Robert Harvey from Brisbane's Royal Queensland Yacht Squadron. *Two Harvs* has contested the last two Brisbane to Gladstone classics and will be well sailed by a competent crew. Similar Northshore 38s are sailing well under IMS handicaps.

UPTOWN GIRL — 4182

LOA: 12.50m. Class: IMS
 Designer: Doug Peterson (US)
 Type: Masthead sloop. Year Built: 1977
 Owner/Skipper: Rod Winton
 Club: Royal Sydney Yacht Squadron, NSW

Veteran IOR racing yacht still sailing with success under IMS. *Uptown Girl* made history in the last Sydney-Hobart, sailing as a member of the Soviet team in the Southern Cross Cup, winning Illingworth Division A and placing second in IMS Division B. Always sailed well by owner Rod Winton.

WITCHDOCTOR — 2557

LOA: 12.71m. Class: IMS
 Designer: Laurie Davidson (NZ)
 Type: Racer/cruiser. Year Built: 1979
 Owner/Skipper: Rum Consortium
 Club: Cruising Yacht Club of Australia, NSW

Owned by the Rum Consortium and skippered by CYCA Rear Commodore Maurie Cameron, *Witchdoctor* has been a regular competitor in all major long ocean races in Australia since she represented Australia in the Clipper Cup in Hawaii a decade ago. She placed 33rd in IMS division of the last Sydney-Hobart race and will go well in a hard breeze in this race.

FORMULA ONE

On Water!

Continued from page 7

MANY yachties and yachting organisers have dreamed of some kind of world regatta circuit that would rival the Formula One motor racing Grand Prix circuit.

From time-to-time there have been proposals that have been put forward both to potential sponsors and to interested skippers. Most have failed to get to the starting blocks for lack of finance or management and marketing skills.

At last from Perth comes not only a proposal, but finance, management, marketing and most of all action. The group who are putting this adventurous package together come with good track records and pedigrees within their various spheres.

The "World Yachting Grand Prix", as it is called, is organised by Sail International, a Perth-based promotions company whose core members were responsible for the most successful America's Cup there has ever been, the 1987 event off Fremantle. Managing Director of Sail International Noel Robins was the Chief Executive of "Australia's Defence America's Cup Inc", the commercial arm of the Royal Perth Yacht Club which ran the America's Cup. Robins is also a former America's Cup skipper, and international yachtsman of some repute.

Chairman of the company is Syd Corser, who though low profile is a very successful Perth businessman, and was a leading member of the Americas Cup defence organisation. In his own understated way, he has been a powerful influence over yachting trends in Western Australia in the past ten years.

The third "working" member of the organisation is former advertising executive Ian Parkes, his title within the organisation is Marketing Director. A non-yachtsman, he has proved himself in the field of advertising and marketing, and recently "retired" from his own agency Parkes Clemenger.

The fourth partner is one of Western Australia's most successful and still solvent entrepreneurs, Denis Horgan. In the financial area, 'international businessman and media owner Kerry Stokes is supporting the venture.

So with the credentials of the organisation impressive to say the least, what about the action?

A new class has been created, and registered with the IYRU, the "International Formula One" is 52.5 feet long and weighs in at 12,500lbs. It has been a joint design venture between Tony Castro and Bruce Nelson, and the first example of the class hit the water in late April.

After successful sea trials off Fremantle the yacht was shipped to Kiel in Germany, where it was demonstrated to potential skippers, owners and sponsors. It was then taken to Scotland for a British venue announcement.

The yachts are high-tech without being too exotic. They use Kevlar, E-glass and carbon fibre, and the engineering has been done by the well known Kiwi outfit High Modulus. Construction is by Perth boatbuilder Peter Milner, who built both *True Blue* and the hull and deck of Alan Bond's *Drumbeat*.

The International Formula One is a strict one-design class. All the hulls keels

"Those who can remember the 12-metre World championships off Fremantle the year before the America's Cup will recall how exciting and colourful it was to see 14 of these yachts sailing as a fleet."

and rudders will come from the same builder. All spars fully rigged will come from the same spar maker and will be strictly controlled, only the running rigging and associated fittings are optional.

Other significant measurements are, beam 15ft; draught 10ft; and working sail area 1200 sq.ft. The boat is quite narrow on the waterline, with moderate bow flare and a powerful hull. It has a choice of masthead or fractional spinners, but use of these will be governed by the race officer according to the conditions on the day.

Because of its relatively light displacement for its size — a 52-footer weighing only 12,500lbs compared with 26,000lbs for an IOR 50-footer, the Formula One resembles a Flying Dutchman with its rapid acceleration and early planing performance in relatively light winds. In a 16 knot breeze off Fremantle its powering to windward at 8.5kts while off-the-wind it was clocking a consistent 17 knots.

One of the elements of 12 Metre sailing that has been recognised as being exciting is the fact that they are relatively undermanned for the size of boat. Similarly, these boats with their large rigs will be sailed by a crew of only nine, making every job on the boat vital, and putting a premium on crew work and boat handling. Another innovation the Formula One shares with the new International "America's Cup" Class is an extra seat to be occupied either by a cameraman or an owner/sponsor's representative.

While many event organisers have been going down the match-racing road, the World Yachting Grand Prix is a fleet racing circuit, providing the television and spectators with a far greater spectacle. Those who can remember the 12-Metre World Championships off Fremantle the year before the America's Cup, will recall how exciting and colourful it was to see 14 of these yachts sailing as a fleet, as opposed to the relatively boring America's Cup with just two boats sailing a series of very predictable races.

This racing is not only being structured for television and spectators, but as with the motor racing circuit there is a large amount of prizemoney, and at the end of the year the winner will be declared the world champion. This is the sort of set-up that the public understands. They will turn out to see people competing for big money, and for a world championship title.

Obviously to put a circuit of this kind together takes time, and a lot of work and organisation has already been done, but until now the scheme has purposely been kept low profile. Noel Robins said there was no point in making a big fuss until the launching of the first boat had happened. But behind the scenes the negotiations with prospective venues, and with interested skippers, not to mention television rights etc., have been going very well.

The circuit is due to be launched in 1991, with Britain to host the first regatta in mid August, just after the Admiral's Cup. Five Grand Prix regattas are planned for the initial year, with the circus moving to Europe at the beginning of September.

Early October sees Long Beach, California as the third Grand Prix venue. From here they travel to Japan in the second week of November, before heading south for likely regattas in Hong Kong and Auckland with final fleet regatta in Sydney on Australia Day, 1992.

The organisers expect to have up to ten boats sailing the first year's circuit, with a maximum of 20 travelling up to eight venues when the circuit becomes fully fledged.

Each regatta on the circuit conforms to a very tight structure, involving four races and in nearly all venues taking in a weekend as the final two days. The almost standard schedule involves a celebrity race on the Thursday, followed by one race per day on the Friday, Saturday and Sunday. Courses will be tight with a windward leg of only 1.5 to 2 nautical miles, and will either be an Olympic type triangle, or a W type of course as used in sailboard slalom races. All races will finish down wind, and are planned to last just less than one and a half hours.

Even the televising of the regattas is being planned to the minutest detail. As Marketing Director Ian Parkes points out, "if you watch cricket on the television they use the same camera angle every time the bowler delivers the ball. They may move all over the place immediately before, or straight after the ball has been bowled, but they always cut back to the same angle for the delivery. The viewing public like this sort of continuity, they can use this angle as a reference, with a sport like sailing it will be very important to establish this sort of visual reference point so that the viewer understands and follows the action."

So who will sail the boats and what will they cost?

The line-up of skippers who have given indications of intent to sail is impressive. Names like Chris Dickson, Peter Gilmour, Harold Cudmore, Chris Law, Marc Pajot and USA's John Kolius all want to be a part of the action, and they believe they can raise the US\$225,000 needed to buy a boat. Of course, these yachts, like formula one racing cars, will carry advertising, more than on any previous class of boat. The mainsail, spinnaker and hull will all carry the sponsor's message.

When an owner, be it a private individual, skipper or corporate sponsor, buys a yacht, they are buying a licence to compete on the circuit, and are obliged to contest every regatta. However, this is not too onerous an obligation, the yachts are transported from venue to venue by Sail International.

This is one of Sail International's organisational coups, they have chartered a "roll-on, roll-off" ship to transport the circus around the world. The yachts are designed with easily removable keels, and it will be the team's responsibility to equip themselves with a truck. Indeed, the trucks and or trailers are planned as part of the "razzamatazz" that will accompany the circus to town. It is anticipated that they will be painted up in team livery and will parade through the streets of each venue when they arrive, taking the boats from the ship to the marina.



DROPPING the huge spinnaker of the Formula One 52 during test sail off Fremantle. Below, the deck layout of the Formula One, showing twin wheels, good crew working areas. (Pics — John Roberson).



Sail International see potential owners coming from three main areas, firstly the skippers who want to be part of the circuit, and who go out and find sponsors. Then there are the corporations looking for exposure who believe that their market is with the people who will identify with this circuit, they will buy a boat and retain a skipper and crew.

They also believe there will be strong interest from IOR owners, interested in a Formula One with longer sailing life, and no risk of being out designed.

This is indeed a bold venture, but one that has been so well planned that it stands a better than even chance of success. Already venues are bidding for the right to host a Grand Prix regatta, and there is competition for the television rights in several countries.

The Formula One World Yachting Grand Prix is a global concept worthy of great support at a time when International yachting needs a real shot in the arm.

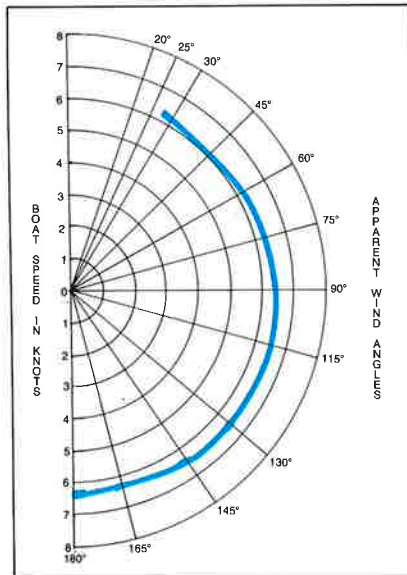
International Interest in Wayworld 45

At a time when Australia is importing luxury cruiser/racer yachts, it is significant to see an impressive Australian designed and built yacht, the Wayworld 45, not only selling on the local market, but also gaining a name for itself on the international scene.

The Wayworld 45, designed by Joe Brookes and built by Wayworld Yachts, is a credit to Australian expertise in design, construction and, in particular, the quality of finish.

As OFFSHORE's Rob Williams wrote in the boat test of the Wayworld 45 published in the June/July issue, "Wayworld 45 is a fine yacht . . . with the determination of the producers in manufacturing a superior product already demonstrated."

Unfortunately, due to a production error, the performance chart of the Wayworld 45, printed with the Boat Test, was incorrect. The correct chart showing the cruiser/racer's excellent performance under sail is published,



with OFFSHORE's apologies to Wayworld Yachts and to our readers.

As Williams forecast in his review, the Wayworld 45, while not reaching the performance racing yacht of her size, should prove a good performer against similar cruiser/racers. Upwind she sails very easily, showing good gust response and feel. Springing sheets on a for'ard of the beam reach, the yacht accelerates well.

Former America's Cup yachtsman Jock Sturrock is full of praise for the Wayworld 45. Says Jock: "I've sailed a number of yachts of similar size over a long career but have never seen a better finished or more sea-kindly yacht."

Anyone interested in further information or personal inspection of the Wayworld 45LE should contact John Lord on (02) 81 2407 or by fax on (02) 719 8254.

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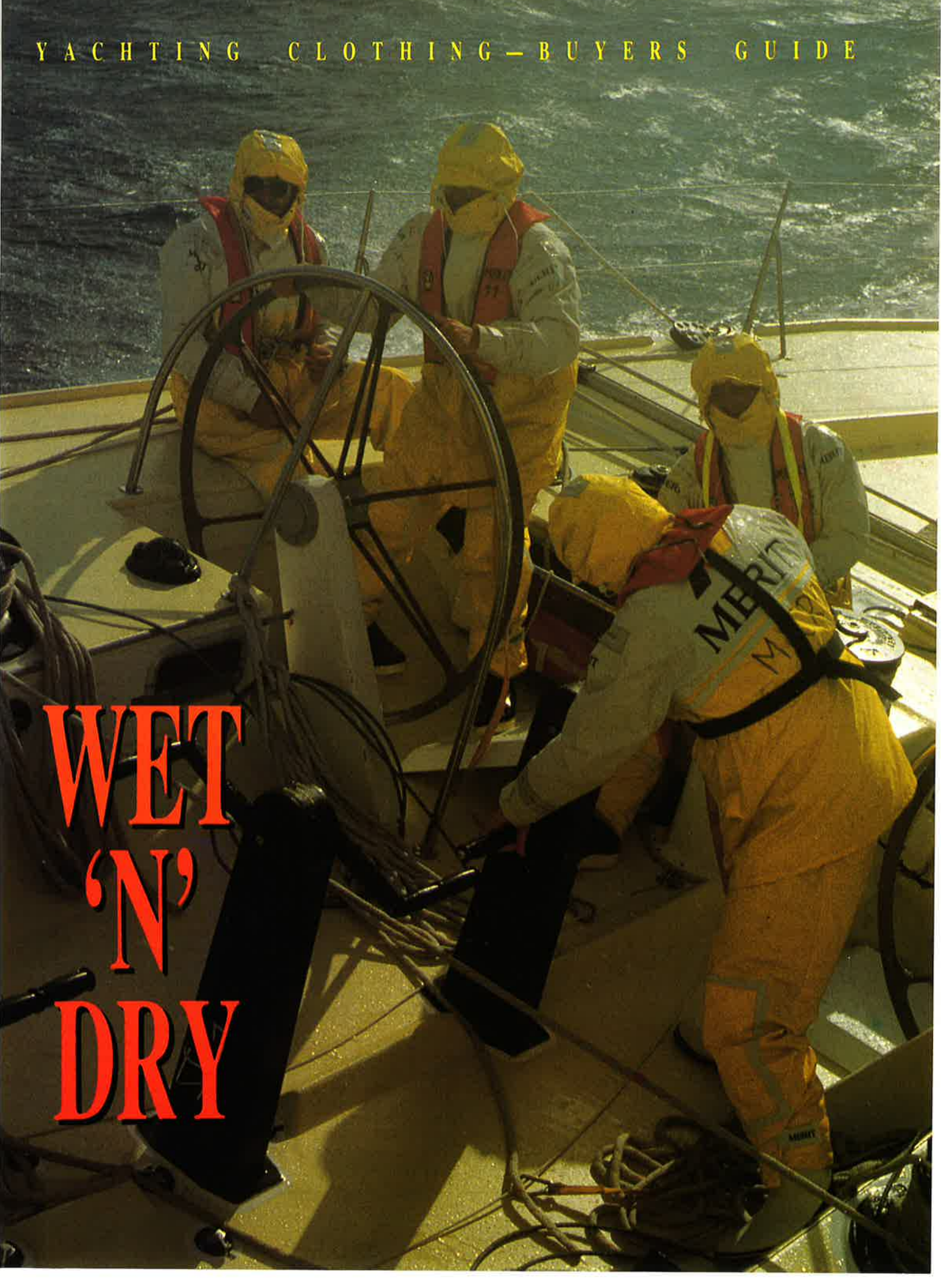
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WET 'N' DRY

by
Rob Williams

THE intent of this article is to help the reader make the choices that are right for him or her, rather than to make specific recommendations reference that choice.

The selections made in apparel are very personal; you are buying for yourself and selections must be made to meet your own individual requirements.

In Australia we are lucky to have a market that is large enough to support the products of a good number of manufacturers, whose experience and expertise ensures that apparel appropriate to just about every yachting activity is available.

Protection, and subsequent comfort, should be the primary factors considered in the purchase of yachting apparel. Comfort not only makes the entire experience more enjoyable but also enables the yachtsman to function at maximum efficiency.

Due to the nature of the sport, this article will primarily deal with equipment designed to keep the wearer warm and dry as these are the factors that mainly contribute to discomfort.

Before making any decisions reference purchase, the buyer needs to define the scope of his or her yachting activities, both at present and in the foreseeable future, with accuracy, to ensure that the apparel appropriate to the requirements of these activities is considered.

The subjects for consideration in defining this scope include the type of yachting activities to be undertaken, the area in which you intend sailing and expected duration of these sails.

Scope of Sailing

1. Social Sailing

This heading is intended to include the people who simply enjoy time spent on the water with a group of friends.

By nature, these activities are seldom conducted in adverse weather conditions or in darkness; rather the usual is a few hours spent sailing on a pleasant afternoon or evening. If inclement weather prevails, or is likely to, the programmed

sail will probably be cancelled so the only adverse conditions likely to be experienced are those resulting in an unforecast weather change.

2. Inshore Day Sailing and Racing

These activities, for the purpose of the exercise, are deemed to be undertaken on reasonably sheltered waters in daylight with an onboard duration of up to ten hours.

The programmed nature of this sailing, especially the racing, makes it unlikely to be cancelled so the participant must be equipped accordingly.

It is expected that these activities will be undertaken on enclosed or reasonably sheltered waters.

3. Coastal Races or Weekend Cruises

It is unlikely that the above would be cancelled due to weather as these activities are usually programmed well in advance and undertaken on yachts capable of withstanding adverse conditions.

Overnight sailing and exposure to ocean conditions of periods of up to two days is to be expected.

"Once the purchaser has established the parameters of intended usage . . . they must then investigate the range of equipment . . ."

4. Offshore Racing or Cruising

The participants involved in these activities must be prepared for extreme conditions and life on board the yacht for periods of more than two days.

The degree of protection and comfort provided by the participants equipment is vitally important due to the effects of cold and fatigue on physical efficiency.

With the above in mind it is very important to be realistic about the tendency to progress from one of the categories above into another.

Often the person introduced to sailing socially will get bitten by the 'bug' and want to progress into competitive or more involved sailing activities. This holds true for a lot of club racing crews who are learning skills with the intent of competing in longer coastal or offshore races.

At this point, with the aid of a calendar and a yachting program one can forecast, in percentage terms, the likely scope of their sailing activities. Within this forecast the purchaser should include allowance for intended progressions; for instance the club racer who loves to compete in an ocean race if the opportunity presents itself.

The average keelboat racer may come up with the profile like the one set out below:

Activity	Days	%
Social	10	16.7
Day Races	32	53.3
Coastal/Weekend	12	20.0
Offshore	6	10.0
Total	60	

The above indicates that the subject will spend 70% of his sailing in relatively sheltered waters but is expecting to be exposed to open water type conditions for the other 30%.

Wet Weather Gear

Once the purchaser has established the parameters of intended usage of the equipment he, or she, then must investigate the range of equipment available on the market to ensure that the ultimate purchase is the correct one.

While price is often a consideration, the purchaser should remember that the quality of garments available these days is such that, with the correct care, wet weather gear should remain effective for a number of years, thus amortising the cost. It is very important to have equipment that will give you adequate protection.

Again due to length constrictions, we will deal with these suits in general terms. However, readers should be aware that suits with relatively specialist applications, such as 'dry suits' are available and may be appropriate.

For the social sailor and day-racer generally, lightweight sets made of nylon cloth with a coating of PVC, or similar, are most appropriate.

These suits are light, comfortable and abrasive resistant. The wearer remains dry from the outside elements but, as the suit is waterproof, can feel dampness inside from perspiration. This dampness is not a major problem as the period of wear is usually of fairly short duration.

In basic terms, the type of wet weather gear designed for offshore sailing is necessary for the coastal racer as they will be exposed to similar conditions, although not always for the same duration.

This area of the market has been the subject of a lot of developmental design and product refinement, which has resulted in a widely diverse range of equipment being available.

This range proceeds from rugged suits from PVC fabric, usually fitted with nylon liners to aid "breathing", to the more sophisticated utilising materials such as neoprene coated nylon with vented liners.

Acknowledging that the amount of research that has been undertaken, and that the level of competition in this market has resulted in most equipment being manufactured to a structurally sound standard; the choice of equipment

will depend on the purchaser's subjective assessment of the equipment's ability to meet their individual requirements.

This choice will be made on a combination of factors relating to styling and design features.

Styling in this context does not imply appeal to the eye but rather the garments' ability to do the job.

The suit must be easy to get into, move in and remove. One should ensure that arms and legs can move freely without the garments riding up and that excess fabric to accommodate these movements is minimal.

Closures at the jacket's front, neck and wrists and the trouser's fly and ankles are designed to keep moisture out. The need for care in these areas varies proportionately to the length of exposure to and degree of adversity of the conditions likely to be encountered.

On offshore type equipment, protection of zip openings by storm flaps, or inner gussets are required. Webbing or mesh is ideally incorporated in the ankles and wrists to enable moisture to drain from between the garments layers and outer adjustments to enable snug fit should be provided.

The designs in the area of the jacket's neck and hood have rightly received much attention. Most sets now have high collars which when raised can be sealed to provide protection to the lower head while keeping out moisture. The separate hoods are ideally designed to obstruct water flowing into the face of the occupant without making head movement uncomfortable, and, should be raised quickly and easily, and stowed neatly.

Seams, no matter how well constructed, will in all probability need attention at sometime. Thus, limiting their number and hiding stitching of these within the garment to reduce chafe on the thread, will add to the maintenance free life of the item.

Adjustable or elastisized waists and/or crutch straps in jackets limit their ability to ride up while waist control and elasticized shoulder straps aid snugness and comfort of trousers.

The number, type and location of pockets add greatly to the usability of both trousers and jackets. Safe water resistant stowage pockets are handy, especially in trousers when you're not wearing a jacket, and pile-lined hand warmer pockets make life a little more comfortable.

Pile-lining inside jackets adds to the wearer's warmth although in the generally warm Australian climates this can prove too hot. Selective placement of pile, especially in high storm collars, adds to comfort.

Placement and/or provision for safety equipment such as safety harnesses and personal lights are additional features

manufacturers provide for the safety of the wearer.

While the features above apply generally to offshore type gear, purchasers should be aware that these features are often provided in lighter gear and to equal effect.

Body Warmers

The garments that will be dealt with are those with a fairly specific yachting application rather than items like wind-cheaters, jumpers and polo tops.

We will look at these garments in a format of two layers: the first of these layers being next to the skin, with the



second being an outer layer exposed to the elements in conditions where wet weather gear is not being worn.

These garments should be considered, in combination with your wet weather gear, as elements of a total system. Correct selection will enable the wearer to be carrying minimal weight of clothing that affords maximum protection and comfort while enabling maximum ease of movement.

The aim of the first layer is to hold in the warm air around the body while transferring moisture away. While there

are many brands of thermal underwear available, the purchaser should investigate thoroughly to ensure that the garments have been developed with relevance to yachting activities.

The second layer in these garments are usually lined with fibre pile which is designed to trap air pockets that insulate the wearer.

An extensive range of these garments is available. The variety of outer covering of the garments dictates their resistance to the external elements.

Initially, these garments had an external woven finish that offered no protection to wind and thus necessitating the wearing of an outer layer of wind proof clothing.

Due to the development that has taken place, these items are now available with a variety of coverings that offer a lot more external protection. This protection can be simply from the effects of wind chill or right through to shower resistance.

Footware

Selections in this area come down to a personal judgement, again based on protection and comfort.

The sailor requiring maximum protection must look at the range of sea boots available. Advances in technology have resulted in the use of much more flexible PVC that doesn't have the same tendency to crack as did the older boots. The one-piece moulding techniques now used eliminate seams and add to overall strength.

The purchaser should also check that soles are flexible and that tread patterns are designed to give maximum grip.

Options worth considering, if they fit your intended use are liners, that afford extra warmth and comfort, and ankle seals, when you reasonably expect your boots will be subject to periods of complete immersion.

For less extreme conditions there is an extensive range of deck shoes, with leather or material uppers, and dinghy or windsurfing boots available.

Remember

Specialist marine retail outlets will be staffed by people with in-depth knowledge of the range of garments and their intended applications. Avail yourself of their knowledge and advise to satisfy your requirements.

In addition, check to make sure that the manufacturer of the equipment you intend buying can effect repairs easily and has an established after-sales set up — these days most do.

Buy the equipment you require because:

1. It is pretty hard to upgrade equipment while you're at sea.
2. The comfort of dollars saved at purchase seldom keep you warm and dry at sea.

392 Whitbread Jacket & 610C Challenge Bib



Material: The world's finest totally water proof non rip vinyl neoprene backed by stretchable, mildew resistant cotton polyester knit. Fully detachable inner fur vest — 100% polyester pile imported from the UK. Secured by non rusting plastic studs.

Colour: Distinctive 2 tone white and blue with silver yellow reflective tape.

Seams: Fully heat bonded and totally water proof.

Price: Approximately \$240 for jacket and \$399 for suit.

Major feature: Totally water proof and warm. It is supplied with fully detachable fur vest, which can be worn separately. Velcro closure ensuring totally water proofing to neck.

THE Whitbread suit was initially tested on the Canadian market where warmth and protection are a matter of survival. Supplied with fur collar, fur lined cargo pockets. Adjustable elastication to waist, reflective tape to hood and body, tuck away hood and full velcro fasteners to wrists and ankles, detachable fur lining which is able to be worn independantly as a vest. It has been found that so long as the Whitbread jacket is securely closed, you and your crew will be the warmest and driest in the fleet.

LEDA

Australian distributor:
Knight Marketing
Mollison Barrett House
71 Kerr St,
Fitzroy, Vic 3065.
Ph: (03) 419 3333,
Fax: (03) 419 2697.

205 Storm Jacket and 602 Storm Bib



Material: As with the Whitbread range the worlds finest totally waterproof non rip vinyl neoprene backed with stretchable mildew resistant cotton polyester knit.

Colour: White with contrasting red.

Seams: Fully heat bonded and totally water proof.

Price: Under \$200 for suit.

Major feature: Basic suit for the sailor who wants to stay dry and warm without getting involved in a huge monetary outlay.

THE jacket is supplied with both zipper and velcro fastenings to front. The pockets are deep cargo with velcro fastening to the top flaps. The Hood has a full drawstring closure to keep the intrusion of water to a minimum. Sleeves have velcro tabs fitted to ensure a snug fit to the wrists of the wearer.

The matching storm bib comes with high waisted top, adjustable bracer straps and velcro closures to the ankles.

The outfit is ideally suited to the racer or cruising yachtsman.

LEDA

Stockists:
VIC: Market Marine,
155 Victoria St., Melbourne
Ph: (03) 326 5386.
Power Drive Marine,
11 Yarra St., Geelong.
Ph: (052) 94 632.
NSW: Jolly Roger Marine Pty Ltd
129 Barrenjoey Rd., Mona Vale 2103.
Ph: (02) 997 3055.

2006 Mariner's Jacket and 3001N Classic Jacket



Material: British fur pile inner and shower proof japara as the outer skin: heavy duty YKK plastic non-rusting zipper.

Colours: 2006 — Available in navy. 3001N is available in navy and grey.

Seams: All nylon/cotton double stitched.

Price: Approximately \$150 for Mariners jacket and \$125 for Classic jacket.

Major Feature: These garments are renowned for the warmth and for retaining their excellent appearance, as only the best English synthetic fibre pile is used. Guaranteeing no pilling.

THE 3001N and 2006N are constructed of the finest British synthetic fur pile fabric, especially imported for its non-mat finish that keep its high pile plush and resilient even after long periods of wear. The very dense pile of 480 gm/m allows warmth and feels soft against the skin. Its unique properties are used as either a stand along outer for garments or as a lining inside a shower proofed finish, as seen in the 2006N style. The fibre pile can only absorb 2% of its own weight of water and can be wrung out and dried in the wind without special drying facilities, ideal for on the boat use.

LEDA

Western Port Marine, Hastings.
Ph: (059) 79 1211
Sport Phillip Marine — Mornington.
Ph: (059) 75 4715.
WA: The Sailing Centre,
Stirling Hwy, Claremont.
Ph: (09) 383 3011.

Bomber and Tasman Jackets



THE Bomber style jacket is ideal for days on or off the water, when there is too much wind and spray for a sweater and not enough for wet weather gear. The shell fabric is a soft supple Nylon fabric with a fine weave that's water repellent and a great wind resister. The Dry Fleece lining is soft and has virtually zero water retention and excellent wicking abilities. The Bomber Jacket has two fleece lined hand warmer/cargo pockets, an internal flat to keep the spray and wind out, high bunting collar and a large non-corroding zipper. Colours red shell with navy blue lining.

The Tasman Jacket looks smart on or off the water and will keep you warm, wet or dry. Made from Dry Fleece with a full length front opening non-corroding zipper, allowing you to adjust your temperature, 2 hand warmer pockets. Dry Fleece is a soft fabric with virtually zero water retention and excellent wicking abilities. Wicking is the ability of the fabric to move moisture away from the skin keeping you warm, wet or dry. Available in navy blue.

BURKE

21 Higginbotham Road Tel (02) 809-5784
Gladesville, N.S.W. 2111. Fax (02) 809-7729

Super Dry Gear



DESIGNED for the day sailor, with all the features for comfort and waterproofness. Fully lined using the Burke Lining system for condensation control and comfort. Made from pliable P.V.C. coated nylon with a fabric exterior that looks and feels great. Seams are sewn and tape welded 100% waterproof. Super Dry gear has many of its offshore brothers features. Full length storm flab velcro secured waterproofing the non-corroding zipper, high collar with hood that stows inside the collar, velcro cuff adjusters, two large cargo pockets. Trousers are chest high bib design with a large pocket, elasticised back for snug fit, heavy duty elastic braces with non-corroding snap fasteners and velcro ankle adjusters. Jacket colours blue/white, red/white and white pants.

BURKE

21 Higginbotham Road Tel (02) 809-5784
Gladesville, N.S.W. 2111. Fax (02) 809-7729

Southerly Jacket and Pants



DEVELOPED and tested over thousands of sea miles by America's Cup, Admiral's Cup and cruising sailors. The result is wet weather gear that has the most practical design, safety and comfort features for serious sailors. Made from durable neoprene coated nylon 100% waterproof. Its fabric exterior has a soft supple handle that looks and feels great. Seams are sewn and tape welded 100% waterproof, fully lined using the Burke lining system for comfort and condensation control. The jacket has fleece lined hand warmer pockets, Velcro adjustable inner cuffs stops water dripping down sleeves, high neck fleece lined collar, the Standards approved Burke B7T harness can be fitted to the jacket loops and worn as one, double zipper sliders allows quick access to pants and easy adjustment when sitting. The high bib pants have no exposed stitching to wear on the knee and padded seat reinforcing. The fly has sliders fitted top and bottom, when nature calls simply unzip the bottom slider. Southerly has many more comfort and safety features in addition to this. Jacket colours blue/white and white pants.

BURKE

21 Higginbotham Road Tel (02) 809-5784
Gladesville, N.S.W. 2111. Fax (02) 809-7729

The New Musto Ocean Nothing Else Comes Close



WHEN independently tested by the RAF (including wind tunnels) Musto Ocean was found to be 200% more effective than its closest rival. The main factor was not the fabric and construction (most brands use waterproof fabrics) but hood collar and cuff design plus covering of front zip. These are the places that normally let water in (I am sure you have all experienced it). But where Musto won hands down is its design features. The hood and collar have three operational positions and has been contour cut to provide a perfect seal around any face. The low cut hood, in fluorescent yellow, stows outside.

Features include: fibre pile lined extra high collar can be worn turned down, half up or fully up for maximum facial protection.

Stowage for safety line, which can be worn ready for use; Waistbelt; Zip for multifit ocean buoyancy waistcoat; Vented lining; Inner zipped pocket; Zip protected by double storm flap and water deflection gusset; Variable wrist adjustment and inner vented cuff; Heavily reinforced back; Adjustable neck tab; Tabs for multifit lifejacket; Integral safety harness; Fibre pile lined handwarmer pockets; Self-fastening self-drained bellows type expandable cargo pockets; D-ring for keys; Neoprene coated nylon; Whistle.

Australian distributor:

Musto (Australia) Pty. Ltd.,
14-16 Buckland Street,
Chippendale (PO Box 136)
Sydney, NSW. 2008.
Ph: (02) 319 2133
Fax: (02) 699 2565.



Offshore



THIS range is designed to instil absolute confidence into offshore cruising and racing sailors.

New designer look for the world's most respected offshore jacket.

The sea doesn't change. But styles do. Which is why Musto now offer a new Offshore Jacket.

It has a new designer look which is entirely fitting for the 1990's. Yet it retains all the life-saving features which have made the standard Musto Offshore the most dependable foul weather jacket in the world.

Features like: the ability to incorporate buoyancy, or a bodywarmer zip-in waistcoat or multifit life-jacket. Plus the NEW Spume Visor and facility for built in safety harness. And, of course, the award-winning contour collar with stowaway hood (now in light-reflecting yellow).

The best protection in the world offshore. The best-looking onshore. Only Musto could do it.

Fibre pile lined extra high collar can be worn turned down — or half up — or fully up for maximum facial protection.

Reflective tape; Foldaway hood channels water away from face; Locking toggles; Adjustable neck tab; Tabs for optional lifejacket and harness; Neoprene coated nylon with vented lining; Inside zip pocket; Zip protected by double storm flap and water deflection gusset; Self-fastening cargo pockets; Fibre pile lined handwarmer pockets; D-ring for keys; elasticated hem; Wrist adjustment and inner vented cuff; Highly efficient and very comfortable.

Australian distributor:

Musto (Australia) Pty. Ltd.,
14-16 Buckland Street,
Chippendale (PO Box 136)
Sydney, NSW. 2008.
Ph: (02) 319 2133
Fax: (02) 699 2565.



Coastal



FOR coastal sailors who spend many hours afloat and demand a high level of protection, comfort and a long life from their clothing.

The Musto Coastal range has always been brilliant value. It still is but now has a sparkling new style.

The Musto Coastal has traditionally been the choice of people who love sailing, but can't spend all their time afloat or go too far from land. It has performed this ordinary role in an exceptional way. And its style has been suitably simple. The 1990's style is in 2 ounce lightweight Tactel Neoprene, tape seamed and lined for extra comfort. In white, navy and turquoise it is a truly multi-function jacket for all outdoor activities.

Features include: Fibre pile, lined collar, stowaway hood, multifit buoyancy liner can be inserted beneath the lining, inside zip pocket, tabs for optional multifit, life jacket and harness, heavy duty zip protected by double storm flap, cargo and fibre pile lined hand-warmer pockets, knitted inner storm cuffs.

Australian distributor:

Musto (Australia) Pty. Ltd.,
14-16 Buckland Street,
Chippendale (PO Box 136)
Sydney, NSW. 2008.
Ph: (02) 319 2133
Fax: (02) 699 2565.





Gulf Star Wet Weather Gear



MANUFACTURED with nylux windswept PVC (a single sided polyester backed PVC).

Advantages of this unique fabric are:

- Doesn't get stiff when cold.
- Polyester backing tends to absorb sweat.
- More supple and flexible.
- PVC welding not pulling apart.
- Longer life.

Features include:

Jacket: Neat fold down hood, knitted cuff, outer cuff velcro bands, storm pockets with velcro closure. Elastic waist.

Bib trousers: Elastic braces with nylon buckle, inside pocket, reinforced seat and knees, elastic waist, velcro leg bands, jerkin and waisted trousers also available.

	Rec.	Retail
Jacket		\$126.00
Bib trousers		\$ 81.00
Jerk		\$ 99.00
Waisted Trousers		\$ 64.00

Colours available white and yellow.

Australian distributor:

Musto (Australia) Pty. Ltd.,
14-16 Buckland Street,
Chippendale (PO Box 136)
Sydney, NSW. 2008.

Ph: (02) 319 2133

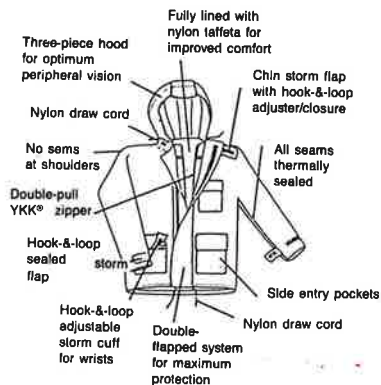
Fax: (02) 699 2565.



High Seas Foul Weather Gear



1 YEAR LIMITED WARRANTY



A foul weather suit for warm climates and coastal conditions, the high seas YS8000 is lightweight, yet durable and 100 per cent waterproof. Both the jacket and pants are made of rugged, abrasion resistant 1.7 ounce nylon fabric with a pvc waterproof coating. All seams are thermally sealed for complete waterproof protection. The jacket and trousers are fully lined with nylon taffeta for greater comfort. This provides an inner air-space for condensation, thus reducing any sense of clamminess. Adjustable suspenders, nylon draw cords, hook and loop adjusters at wrists and ankles and unisex styling assure a snug fit for both men and women. Also available, warm jacket with nylon outer and fleece lining. Sailing gloves — Amara Synthetic Leather — more comfortable and last longer. Coastal jacket, yellow \$173, Coastal trousers, yellow \$126, Warm jacket, turq, royal, grey \$129.99, Sailing gloves \$27.75.

Australian distributor:

Musto (Australia) Pty. Ltd.,
14-16 Buckland Street,
Chippendale (PO Box 136)
Sydney, NSW. 2008.

Ph: (02) 319 2133

Fax: (02) 699 2565.



Musto Snugs



MUSTO Snugs are an exciting selection of leisure wear for boating and the countryside. Snugs are different. They're easy going shirts, jackets, reversible waistcoats and trousers for relaxing in. They somehow look good without really trying. They're also totally practical. You can wash and wash and wash them with no ill effects at all. They won't "pill" and start to look second hand. In fact, they start out looking good and go on looking good.

You can also wear and wear and wear them. A lightweight coating on the outer fabric of the jacket makes it showerproof, so you don't have to worry about looking after your Musto Snug. It will look after you. Manufactured from Polarlite™. A new hi tech plush face fleece. Colours available: Navy, turquoise, violet. Prices range from \$125 to \$198.

Australian distributor:

Musto (Australia) Pty. Ltd.,
14-16 Buckland Street,
Chippendale (PO Box 136)
Sydney, NSW. 2008.

Ph: (02) 319 2133

Fax: (02) 699 2565.



Clipper Taft Clipper Outdoor Jacket



MUCH more than a new name, the Clipper range is a completely new concept in stylish, mix-n-match colours and designs which feature taped seams and waterproof material.

The Clipper Outdoor Jacket features either a fully sealed front half opening, or the full zip front style, which is overlapped by a storm proof closure.

Match the Clipper Jacket with the yachties' friend, bib'n'brace overalls, with double thickness reinforcing on the knees and seat.

For active sailing or as a jacket for sports watching, the Clipper Outdoor Jacket provides dryness and warmth, with its towelling liner.

The Jacket is an ultra smart design and is available in blue or red with highlighted colours, making it a fashion garment as well as practical jacket to keep sailors warm and dry.

Australian distributor:

Clipper Taft (A division of James North P/L), PO Box 157, Parramatta, NSW 2124.

Ph: (02) 635 1800,
Fax: (02) 891 6557.

State offices: NSW — (02) 635 1800. Victoria — (03) 544 2355. Queensland — (07) 848 2655. South Australia — (08) 45 3773. Western Australia — (09) 275 7733.

Clipper Taft Clipper Spray Jacket



Alighter, inexpensive version of the Outdoor is the Clipper Spray Jacket, incorporating the same features, but unlined.

It features a zip-in hood and front, elastic sleeves and waist. It is obviously an excellent waterproof jacket for summer harbour sailing but not designed for heavy weather offshore competition.

While sailors who want only a lightweight spray jacket are unlikely to want to wear waterproof overalls, it can be matched up with the bib'n'brace trousers.

The Clipper Spray Jacket is available in white and red, and in just white, but both garments are smart-looking for ashore or afloat. Sizes available are S-M-XL-XXL.

Again this is the product of a company well established in the manufacture of waterproof clothing.

Australian distributor:

Clipper Taft (A division of James North P/L), PO Box 157, Parramatta, NSW 2124.

Ph: (02) 635 1800,
Fax: (02) 891 6557.

State offices: NSW — (02) 635 1800. Victoria — (03) 544 2355. Queensland — (07) 848 2655. South Australia — (08) 45 3773. Western Australia — (09) 275 7733.

Clipper Taft Clipper Zip Front Jacket



THIS is the gear for the offshore yachtie, combining rugged bib'n'brace trousers and the Clipper Zip Front Jacket.

The jacket features a full zip storm front, under and over zip, velcro-sealed. It has a zip-in hood, storm cuffs which are also velcro sealed and two large flap pockets.

Obviously jacket and trousers are from waterproof material with the colours available being red and white, blue and white and yellow and white. Sizes available are S-M-L-XL-XXL.

The Clipper Taft bib-n-brace trousers and overalls feature an elastic waist and velcro leg tabs. There is a handy pocket in the front.

The overall has double-thickness reinforcement in the knees and sea and elastic straps for easy adjustment. Colours available are red, blue and yellow, the sizes S-M-L-XL-XXL.

Australian distributor:

Clipper Taft (A division of James North P/L), PO Box 157, Parramatta, NSW 2124.

Ph: (02) 635 1800,
Fax: (02) 891 6557.

State offices: NSW — (02) 635 1800. Victoria — (03) 544 2355. Queensland — (07) 848 2655. South Australia — (08) 45 3773. Western Australia — (09) 275 7733.

Clipper Taft Clipper Trawler Trousers



THE two-toned trawler trousers are new bib'n'brace style with two-toned Carlon 26 heavy duty fabric front and double-sided PVC fabric back.

The trousers, obviously designed for heavy use by ocean racing yachtsmen or by those who work at sea, are a rugged development of the bib'n'brace waterproof trousers.

Also available for yachtsmen and fishermen is the Clipper Taft Fishing Smock. The knee length smock is made from tough double-sided PVC fabric, which is 100% waterproof.

A velcro strip front opening and inbuilt hood complete the features of the rugged smock.

Both the smock and the trousers are available in S-M-L-XL-XXL.

Clipper Taft is a division of James North Pty Limited with offices in all Australian States, and marketing the Clipp and Taft range nationwide.

Australian distributor:

Clipper Taft (A division of James North P/L), PO Box 157, Parramatta, NSW 2124.

Ph: (02) 635 1800,
Fax: (02) 891 6557.

State offices: NSW — (02) 635 1800. Victoria — (03) 544 2355. Queensland — (07) 848 2655. South Australia — (08) 45 3773. Western Australia — (09) 275 7733.

Plastimo Mistral/Cap Horn



TWO piece foul weather clothing with FLOATING JACKET, retro-reflective tape, quilted polyamid lined for comfort and warmth with chest high trousers, double padded in the seat and knees, safety red in colour, totally waterproof, sealed seams. Sizes small to extra large.

Designed in Lorient, France, the home of Plastimo and the French shorthanded offshore racing fraternity, these quality garments are manufactured in South East Asia to obtain competitive pricing with quality features. Warm, supple, comfortable and very hard wearing the Mistral/Cap Horn gives the protection demanded by the deep sea sailor. Entirely waterproof, resistant against abrasion and easy to clean. All seams are sewn and then a thermo electric welded tape is applied to each seam. The jacket is lined with dark blue quilted polyamid for extra comfort and warmth. Flotation is ensured by airex type PVC closed cell foam. The jacket is designed to be equipped with harness and safety line.

Available from selected leading Ship Chandlers around Australia with recommended retail prices of jacket \$359 and trousers \$229.

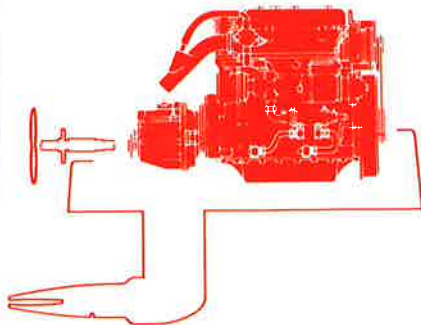
For further information and trade enquiries:

Australian distributor:

Mark Baker Pty Ltd
8/42 Leighton Place,
Hornsby Business Park, 2077.
Ph: (02) 482 1544,
Fax: (02) 482 1599.



MARINE ENGINES



BUKH IS SAFETY

When you choose Bukh Diesel you have protected yourself as well as you possibly can.

Bukh has been approved by national authorities the world over for use in lifeboats and life capsules. This is the best recommendation you can get. Bukh Diesel has exclusive 2 years warranty.

Bukh engines are born and bred as marine diesels. They are not converted tractor or industrial engines. They are built for a tough life in the salt water environment.

Choose between the traditional stern tube installation or Bukh's safe "Saildrive".

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VOYAGE TO MT MINTO

By Peter Gill



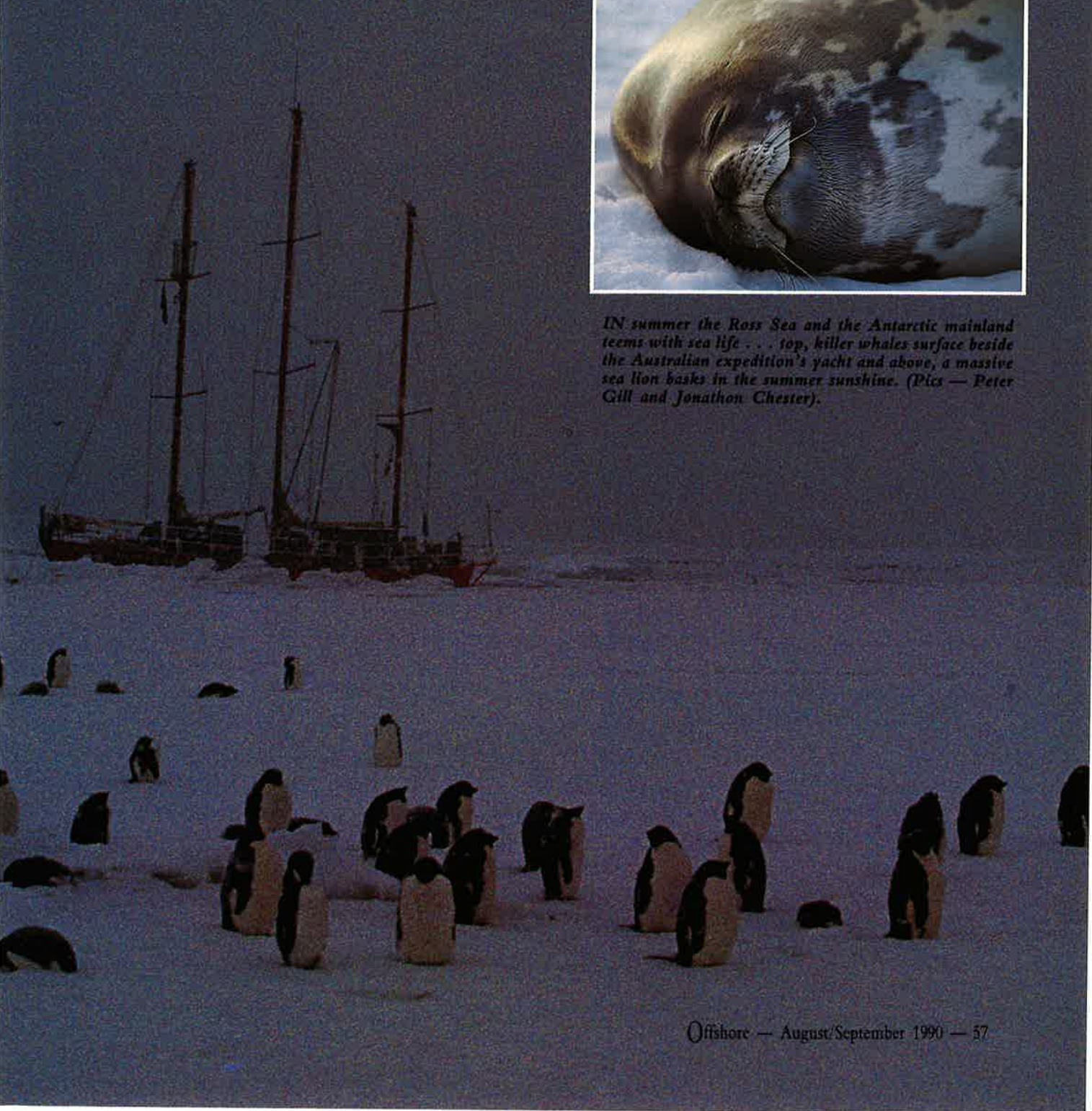
ADELE Penguins and ice provide the foreground to the cutter Alan & Vi Thistlothewyte as she lies at anchor at Seabee Hook. At left a close-up of the natural ice jetty with the penguins always close by. BELOW LEFT, crew member Lyle Cross keeps a bow watch for icebergs as the cutter edges her way into the iceflow. (Pics — Jonathon Chester, Peter Gill).



THERE can be few more remote cruising grounds than the Ross Sea. Only three yachts have sailed there, all in the last 11 years. It's an awesome place, with some of the most spectacular landscapes the Antarctic has to offer. High mountains rise steeply out of a sea studded with giant tabular icebergs, and huge glaciers reach back into the hinterland. Yet, as the southernmost body of ocean on earth it also has an awesome reputation for severe weather, strong currents and heavy, rapidly changeable ice conditions: small vessels operate at their peril, and only during the 5 or 6 weeks of the year when ice permits.



IN summer the Ross Sea and the Antarctic mainland teems with sea life . . . top, killer whales surface beside the Australian expedition's yacht and above, a massive sea lion basks in the summer sunshine. (Pics — Peter Gill and Jonathon Chester).



The first yacht to enter the region was *Solo*, under David Lewis, who visited Cape Adare in 1978. Next was *Riquita*, a 47-foot yawl skippered by David's son Barry, who in 1986 visited Cape Adare and then Cape Hallett, a degree further south at 72 deg 19'. I was a member of *Riquita's* 5-man crew.

The third yacht into the Ross Sea was a 63-foot steel schooner with three Antarctic voyages already under her

keel, unforgettably named the *Allan & Vi Thistlethwayte*, or *AVT* (formerly known as *Dick Smith Explorer*), owned by the Oceanic Research Foundation of Sydney.

On New Year's Eve 1987 she left Sydney Heads under the banner of the Australian Bicentennial Antarctic Expedition, bound for Mount Minto, the highest peak (13,668ft/4163m) in the Admiralty Range to the west of Cape

Hallett. Aboard were five crew — Don Richards (skipper), Colin Putt (mate and engineer), Ken Scott, Margaret Werner and myself — and six mountaineers — Greg Mortimer (expedition leader), Jonathan Chester, Lyle Closs, Lincoln Hall, Chris Hilton and Glenn Singleman. And enough food for a dozen polar bears for a year.

At first the voyage south was slow, plagued by light airs and mechanical problems which shut the engine down for a week. With four watchkeepers our watch system allowed plenty of time for sleeping, reading, watching seabirds and dolphins, and eating Margaret's delectable food. The westerlies of the forties then picked up, although we were to experience several calms — the Southern Ocean isn't always windy. A warm NW gale blew us past Macquarie Island, and we were then in the deep Southern Ocean, starting to feel the cold. Nights shortened, marine life became more polar, and as we approached 60°S we started to look for icebergs. We also had a fire in the engine room — quickly extinguished with little damage, but a nasty scare in such remote waters.

The first berg appeared in filthy conditions on January 23, at 64 deg 12' S, and the next few days were snowy and rough, with glimpses of bergs through the murk. On January 28, a line of pack ice loomed ahead. We knew from Greenpeace, in the area in their own vessel, that it was 20 miles wide, and that it barred the entrance to the Ross Sea. So we did what we wouldn't recommend to anyone in our position: we started following leads south into the open pack.

Pack ice moves in mysterious ways, and you shouldn't take a small boat into ice you can't see the other side of. But we were running to a tight schedule with no time to waste, and our only alternative was to abandon the expedition. It was calm and very beautiful, and the going was mostly smooth until we approached the southern edge, which was packing up and freezing under the influence of a cold southerly breeze. We pushed a little too far — and were beset, at 70°S.

The next 36 hours were peaceful but worrying, trapped only 400 yards from the open water of the Ross Sea. It was a relief to stretch our legs on nearby floes — specially Lyle who had just endured 2400 miles of chronic seasickness. The occasional flex of a swell through the ice reminded us that we were in no position to deal with bad weather, and the grinding of floes against the hull made sleep uneasy, at best. But the breeze eventually dropped and we easily motored free: pack ice spreads and opens when not under pressure from wind.

We were only 90 miles north of Cape Adare when beset, and sighted its great

HOOD's new Air~Cushion spinnakers..!



Hugh Treharne, responsible for Australia II's stunning chutes has after 12 months of intense work developed the new air-cushion spinnakers.

The new design is faster, more forgiving and stable when being trimmed plus they are incredibly durable and will last a lot longer than conventional spinnakers.

They're great for cruising boats too ... being almost self tending when it comes to typical cruising mode trimming.

So whatever spinnaker you need, asymmetrical, MPS or genniker, come and talk to Hood about the new air-cushion range of spinnaker designs.

mean's more speed

Hugh Treharne

HOOD

The Sailmakers

SYDNEY (02) 905 0800 **LAKE MACQUARIE** (049) 50 4485 **MELBOURNE** (03) 646 5273
GIPPSLAND LAKES (051) 56 6077 **BRISBANE** (07) 396 9667 **TOWNSVILLE** (077) 71 5429
ADELAIDE (08) 49 4000 **HOBART** (002) 31 0716 **PERTH** (09) 384 8800

black bulk early the next morning. It's a grim and powerful setting — a turbulent meeting place for the Ross Sea and the Southern Ocean. As we approached the Cape running before a nor'wester Greg and I, on watch, had an eerie experience — the sea leapt up about us as we sailed into an area of overfalls, and a jagged line of pack ice appeared alarmingly close ahead. We gybed clear, but there had been something unnaturally sudden about the change in conditions. It was one of the surprises which seem to characterise the Antarctic.

Continuing down the coast toward Cape Hallett, we skirted heavy streams of ice until finding a wide lead in to the coast. The approach to Hallett was the stuff of dreams — glassy seas, pink and golden evening light, bergs and floes everywhere, scores of feeding Fin whales, and the wonderful mountains of the Admiralty Range showing their scale as we drew close. We entered Moubray Bay and motored toward Seabee Hook, the gravel spit on which the US and New Zealand governments operated a research station from 1957 to 1973, in competition with a large rookery of Adelie penguins whose numbers decline drastically as a result. The Hook was bustling and squawking with tens of thousands of penguins and their chicks as we approached — apparently they've regained their former abundance in recent years.

Much of the bay was still fast ice — frozen in a continuous sheet from the previous winter — and after 31 days at sea we anchored to the edge of it, a perfect ice wharf not far from Seabee Hook, in Edisto Inlet. Unloading and sorting the gear for the mountain party took a couple of days — there was a huge amount, and a skidoo to tow it all up the long haul of the Tucker Glacier.

Greg had chosen this approach as the safest, though not the most direct: Minto was visible directly up the Ironside Glacier, which was too badly crevassed to travel. They had nearly 200 miles to cover, and a deadline to be back at the ship: we wanted to be clear of the Ross Sea by the end of February, when the sea starts to refreeze. They left across the fast ice of Edisto Inlet on February 3, and we settled down to wait.

The next day we received a surprise visit from a craft which reminded us of our puny size in these waters. The 13,000 tonne US Coast Guard icebreaker *Polar Star* gives way only to icebergs, and casually anchored by burying her bow and holding slow ahead into the ice edge to which we were moored. Although the US government officially disapproves of private expeditions it was a cordial encounter, and they left the same afternoon, having provided us with the one essential foodstuff we had

neglected to bring — chocolate ice cream!

They may also have inadvertently triggered the breakout of the fast ice, and we woke the next morning to find the ice of Edisto Inlet broken up and drifting seaward in a 2-knot current, and us with it. Extricating ourselves before being driven ashore, we recovered our anchors and worked our way through

sheet of permanent fast ice. We were protected from icebergs and currents, and could easily walk ashore. It was a perfect anchorage, on a coast previously considered devoid of a safe haven for small vessels. Returning our attention to Jon and Chris, we took our Zodiacs to the edge of the breakout and soon spotted them jumping from floe to floe — a desperate occupation which they were happy to quit when we forced our way in to them. We had all been on the hop, one step ahead of moving ice, and the lesson of the day was clear: in these waters, ice conditions change by the moment.

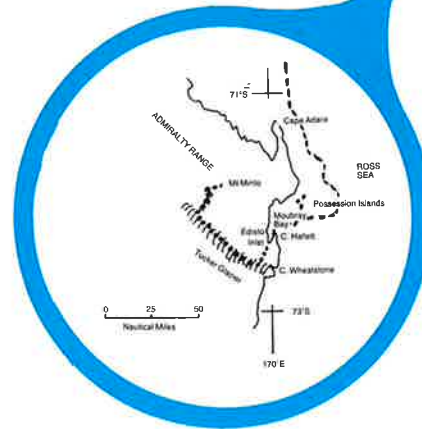
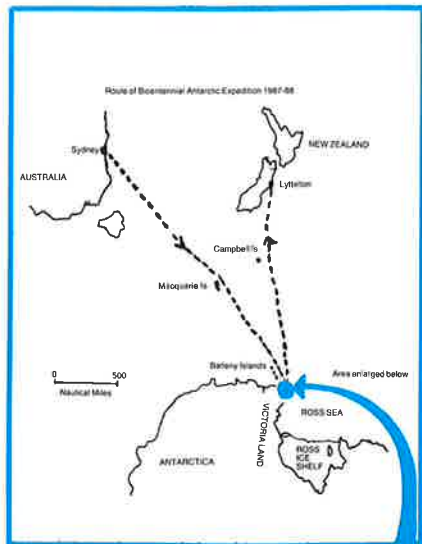
The next day, when Ken, Margaret and I took the floe-hoppers back up the Inlet it was obvious that the ice, and the skidoo, had broken out during the night and were gone. From a sailor's point of view I wasn't sorry to see it go: it was noisy and smelly, and took up a lot of room on deck. Its loss was a blow though, as logistics for the approach to the mountain had centred on it. However, our intrepid little band decided to continue in the best Antarctic tradition, manhauling everything they needed 100 miles uphill, racing against the clock.

At Hallett, powerful currents moved huge amounts of pack in and out of the bay, and we wondered just how to get out when the time came. We decided that we wouldn't leave without the climbers, and that even after they had returned we would rather spend a winter at our anchorage than head out into dangerous ice conditions — we could think of nothing worse than leaving the safety of land, and being trapped, swept away and sunk in grinding pack, with no means of rescue.

Cape Hallett was a stunning place to wait, and we were happy to be there. Apart from small maintenance tasks on board, we had plenty of spare time to walk, climb, and study penguins, seals and skuas. The weather was generally calm, with occasional blizzards, and rare snowfalls — Antarctica receives very little precipitation.

Our radio contact with the climbers was fitful due to their cold-affected batteries, but our contact with *MV Greenpeace* was strong and regular, and on February 18 they steamed into Edisto Inlet for a visit, having just completed the resupply of their World Park Base on Ross Island. They are campaigning for the preservation of this last great wilderness continent, which is threatened by mineral exploitation and overfishing, among other things.

This was a more special day than we realised at the time, as unknown to us the climbers reached the summit of Minto at about 1800 hours, in 40-knot winds with a wind-chill of -50°C — so cold their eyeballs felt gritty in their sockets. We were increasingly con-



heavy ice into relatively open water. By a freak of bad timing Jonathan and Chris were returning with the skidoo for more fuel, and were unaware of the breakout until they were on the ice. They found widening cracks too dangerous to cross with the machine, so they parked it on the most solid ice they could find, and continued on foot — an extremely risky proposition, but they felt they had no choice.

We noticed late in the day that the ice had broken out of Seabee Hook, which as its name suggests is sickle-shaped. Squeezing through streams of rapidly closing ice we reached the Hook, and motored gingerly into its enclosure. There, in three fathoms, we moored to a

cerned about the sea refreezing, as it was nearing the end of summer, and asked Greenpeace if they could assist us by collecting the climbers by helicopter, to save us valuable time. They agreed, but for the next five days low cloud kept them grounded; while up in the mountains the climbers pushed for the coast as hard as they could go.

It was a tense and frustrating period, during which we were almost frozen in at our anchorage, and then dragged anchors around a tiny bay in a fierce blizzard which mercifully only blew for 24 hours. This storm was a blessing in disguise, however, as it cleared the bay of pack. When it abated the chopper was able to fly, and our wandering band was returned to us. Greenpeace had been a model of professional co-operation during a difficult time, and good company as well. When we could drag the climbers away from the hot showers and other delights of a real ship, we stowed their gear and motored urgently out of Moubray Bay, the last vessel to leave the Ross Sea for the summer.

The mountain party, though happy, were lean and obviously exhausted, with a distant look in their eyes. Their return to the sea was too sudden. They were still up in the space and silence of the hinterland hauling their loads, which Greg later likened to towing the family car around the block all day — for three weeks. They had achieved a remarkable feat of determination and endurance, and needed a calm and restful start to the passage. But we were only 12 hours north of Cape Hallett when an intense low boiled up out of the SSE and blew for five days at force 9-11, during which we lay ahull for fear of running into ice. Nights were dark again, and early on the morning of February 26 we were knocked down, and again two hours later — almost a capsizing this time. Terrifying moments.

There were no more knockdowns, but the next day on watch, I looked to leeward to see an evil sight: an enormous tabular berg dead downwind, with storm waves crashing to twice its height. It was -7°C , blowing 50 knots with big steep breaking seas, the rigging caked with ice . . . oh, it was lovely. Checking over the side for lines in the water before motoring to safety, I found that the mizzen halyard had parted at the masthead and had fallen, looped over the radar antenna, and was wrapped around the propeller. Hmmm, very interesting. I roused the dead from below and we tried to raise the storm jib, but the halyard was iced up and it blew out.

The #3 amazingly held and we started to move, and at the same time the engine was put in gear just as someone was about to sever the halyard. With a loud POING! the antenna leapt off the

mast and into 2000 fathoms of icy water — a definite setback, as radar is very useful for detecting bergs, specially on dark and stormy nights. We cleared the berg, but it was a near thing, and would have been a desperate way to go.

After this storm the Southern Ocean was still reluctant to let us go lightly, as we now faced a succession of nor'west gales — the direction we wanted to head. All our sails were damaged, and we motored north with the engine running on two out of three cylinders, wondering what would happen next. On March 4 we passed the last iceberg, and as a reward for our troubles saw some beautiful auroral displays. Soon after the sails were repaired, there was a



AND they call this a Southern Summer — snow-covered deck of the yacht as she lay anchor on the edge of the Antarctic continent. (Pic — Peter Gill).

mighty crash from the bilges as a tail-shaft coupling broke.

With no engine until Colin, an ingenious hands-on engineer of the old school, effected temporary repairs we abandoned the idea of visiting Campbell or Auckland Islands for water. Apparently one of the tanks had split in the knockdowns, and we no longer had enough to make for Sydney. We were all a bit tattered by this stage, but Margaret's strength and good humour never flagged. She cooked for almost the entire voyage on three old kerosene primuses after the 240V alternator burnt out and made our snappy electric galley useless — and somehow managed never to stop laughing.

Apart from the considerable fact that the weather was pushing us there, all the signs were that we should head for New Zealand. An autumn crossing of the southern Tasman Sea at this stage somehow lacked appeal. Our progress was horribly slow, but just as it began to seem that we would wander the Southern Ocean forever, we were rescued by a 30-knot sou'wester which blew for five days of glorious broadreaching, and brought us in sight of the New Zealand coast. The satnav, deciding its work was done, became moribund at this point, but coastal navigation was a pleasure for the last few miles into Lyttleton harbour. The passage from Cape Hallett had taken four long weeks, and the sight and smell of land had never been sweeter.

It was a hard voyage — almost too hard. From its very beginning the expedition was beset with difficulties, but for every problem there was a solution. We also had the good fortune that a resourceful and energetic group can somehow carry with them. Our little ship took a beating, but kept the sea out, and is now preparing for a circumnavigation of Australia. But to rephrase Conrad: "Ships are all right . . . it's the men and women that sail in them"; and we had the right people to meet the circumstances. We even managed to climb Mount Minto.

The Vessel

The *AVT* is a modified Herreschoff Marco Polo design: the beam has been retained at 13ft, but her overall length extended from 45ft to 63ft. She was a three-mastered Bermudan schooner (the mizzen has now been removed). Apart from two summer expeditions to historic Mawson's Hut in Adelie Land, she was wintered by David Lewis and crew in the Rauer Islets in East Antarctica in 1983. She has also been involved in expeditions to New Guinea and Southwest Tasmania, and has just circumnavigated Australia conducting scientific research. The Oceanic Research Foundation can be contacted at: PO Box 247, Windsor, NSW 2756, Australia.

The Author

Peter Gill is a zoologist/handyman who divides his time between studying Humpback whales and doing odd jobs. Too poor to own his own boat, he has a tendency to hang around other peoples', specially those heading towards the Ross Sea. This strange attraction may be genetic in origin, as his great-great-great-grandfather was James Clark Ross, who discovered the region. A conservationist, he's concerned about the Antarctic and its wildlife, the oceans, and the future of the planet generally.

He has just skipped much of the ORF's "In the Wake of Flinders" circumnavigation of Australia.

WHITBREAD, the brewers who sponsor the quadrennial Round the World Race, have taken the initiative to produce a new rule for offshore racing boats. The initial parameters are to suit a smaller class than the IOR maxis for the next race in 1993/4 but projected either way, the Rule looks to be capable of producing level rating classes at a variety of sizes.

The initiative was taken by the retiring Whitbread Race Executive, David Pritchard-Barrett, following a race in which the stopovers were as long as the race itself, a situation which put a heavy financial burden on the competitors, particularly for those maxis with large crews which spent the best part of a month in each of the five ports and for whom this added enormously to their budgets.

Both Whitbread and the Royal Naval Sailing Association saw the need to compress the finishing times of each leg so that the port turnarounds could be faster but were reluctant to eliminate the 'entry level' yachts from the competition. Yet the cost of an IOR yacht rating 60 foot was to be not far short of that of a maxi and it would have very little residual racing.

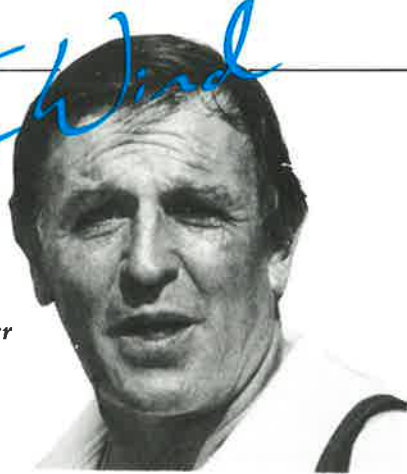
The IOR maxi owners of offshore boats had already formed OMYA, The Offshore Maxi Yacht Association, to protect their interests and had secured the agreement of both Whitbread and the RNSA that there would be an IOR 70ft class in the next race. They lobbied for a 60 footer one-design, by Bruce Farr, which they hoped that the race sponsor would pay for the design and that they would share the royalties with them. Those who intended to sail smaller boats took some affront at the owners of the maxis dictating their destiny and rejected the proposal unanimously and asked Whitbread to investigate the problem.

Work began in Punta del Este, at the end of the fourth leg of the last race, to find a solution and the clearest way open appeared to be in formulating a rule which would encourage the building of faster and more exciting boats where a 60-footer would have the chance to compete at a close level with the maxis, taking about two days longer for a 6,000 mile leg.

The ability of the French single-handed 60-footers in completing the Globe Challenge race around the world in 109 days was sufficient indication that the possibility was there and indeed that rule might have been adopted. It was, however, considered too simplistic for its own good and capable of producing boats of such disparate performance that the race itself would suffer — the subsequent performance of John Martin's *Allied Bank* in the two-handed transatlantic race has shown this to be so.

Across The Wind

by Bob Fisher



Allied Bank is an Angelo Lavranos wide-beamed, water-ballasted 60 footer which did a mega-jump on its rivals in the largely heavy weather, windward going race; in light airs, she is likely to 'stick' and be left behind.

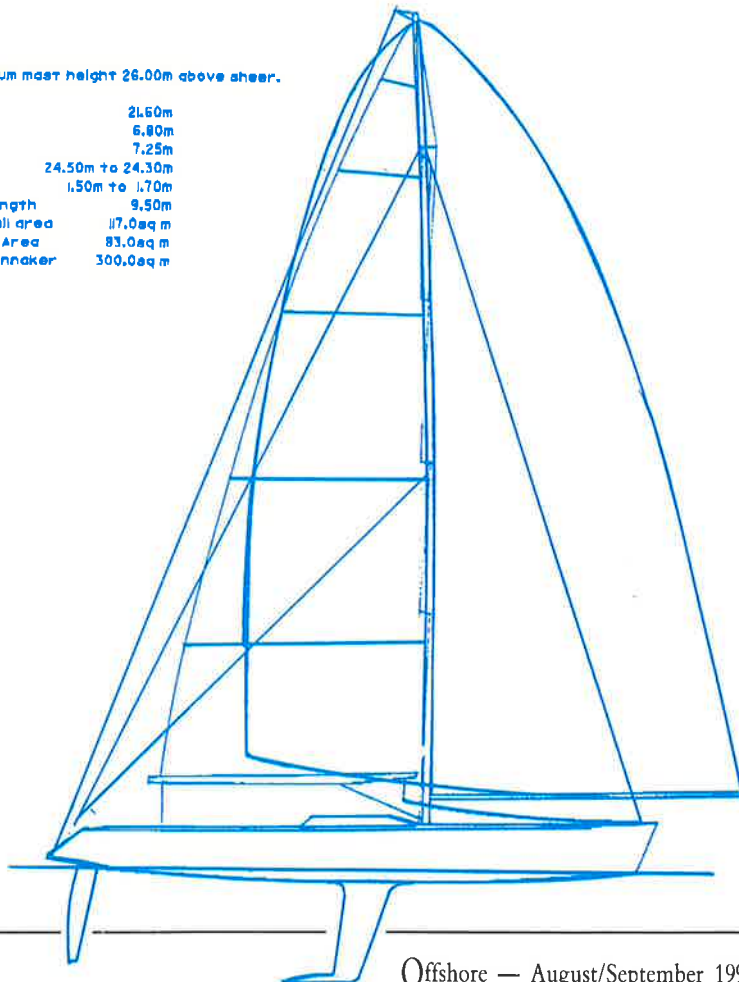
The Whitbread initiative began with a design workshop in Fort Lauderdale to which all those taking part in the current race and those who intended to race in four years time were invited to put their views. That workshop provided a starting platform for what was to come. Then Whitbread began the moves for a new rule for the race, which took the form of setting up a design conference soon after the race finished to which were invited top naval architects from around the world together with internationally acknowledged experts on construction.

Those invited were: Giovanni Belgrano (SP Systems), Tony Castro (UK), Derek Clark (UK), Andrew Cloughton (Wolfson Unit — UK), Ed Dubois (UK), Philippe Briand (France), Bob Curry (ABS- USA), Guy Ribadeau Dumas (France), Bruce Farr & Russell Bowler (NZ), German Frers (Argentina), Rob Humphreys (UK), Friedrich Judel (Germany), Bill Lee (USA), Bruce Nelson (USA), Bernard Nivelte (France), Dave Pedrick (USA), Olivier Petit (France), Javier Viziers (Spain) together with Murray Ross (NZ), the representative of OMYA.

ARTIST'S impression of the planned new Whitbread Class yacht proposed for the next round-the-world race.

Maximum mast height 26.00m above sheer.

I	21.50m
J	6.80m
LP	7.25m
P	24.50m to 24.30m
BAS	1.50m to 1.70m
Pole length	9.50m
Main sail area	117.0sq m
Genoa Area	81.0sq m
Spl/gennaker	300.0sq m



Farr and Bowler cried off at the last minute, due to pressure of work, the same reason why Bruce Nelson was unable to attend. Frers had family commitments which he couldn't break and Philippe Briand was unwell, but both took a healthy interest by fax in the three-day conference at which there were three criteria which always had to have affirmative answers: is it cost effective; Will it make the yacht interesting and exciting; Will it enhance the competitiveness.

Faced with those criteria and an otherwise clean sheet of paper, the delegates began their deliberations and for almost two days debated the philosophy of their actions. Much depended on whether they should go for a rule with "trade-offs", like the IOR, or whether they should opt for a 'box rule', where there were simply some size restrictions. The 'box rule' offered a simple solution but it had the downside of producing highly disparate boats and was eventually rejected.

An IOR type also had its downsides but the 25 year old rule did have the methodology to produce a rated length, which most considered a desirable limit as it had shown to produce boats of very similar speeds. On agreement that this was the way to go (by a two-thirds majority), one group detached itself to

produce the correct algebra for 'L', while other groups worked on other aspects of the rule. By the end of three days, the outline of the rule was in place, but in need of fine tuning. That work began immediately and an announcement of the intended rule was made at the race prize-giving on June 20th in London.

"predictions show that the 60-footers . . . will give the maxis an even run for their money, perhaps a shade slower upwind and faster downwind."

Since then, a pattern of rule clarification has begun and it is hoped to have the Rule finalised by the end of the year. The Chairman of the Offshore Racing Council, John Bourke, has given Whitbread every encouragement in the formulation of the rule and it is likely that the ORC will be approached to manage the rule once it is completed.

The yacht designers have not stinted their quest for speed and initial velocity predictions would show that the 60 footers arted by this rule; which would be 63-64 feet overall, will be capable of giving the IOR maxis an even run for their money, perhaps a shade slower upwind and faster downwind. Water ballast is allowed in these boats for which there will be no penalty for stability. Certain exotic materials will be banned from their construction although carbon fibre spars will be allowed — titanium is out everywhere.

The rig size is limited — mast and hounds height and actual working sail area have maximum figures — but there are oversized spinnaker booms, 'prodders' for masthead gennikers, and masthead spinnaker which will make the boats built to this rule, very exciting.

Safety was a pre-requisite before the delegates and every move to ensure this was made. A high value for vanishing stability was set, with worst case figures for water ballast on the wrong side. These were all met and incorporated into the rule.

All that remains now is for the rule to be finalised and for Whitbread to take the further initiative — beyond their £250,000 budget for the rule — to produce other levels, perhaps even an 80 footer for the next race

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M.34	31 HP	-3000	2.25:1/3.05:1	177
M.48	45 HP	-3000	2:1-2.5:1-3:1	220
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H.M. 04

IN a significant move to accommodate the wide variety of Australian yachts now wanting to race under IMS handicaps, the Cruising Yacht Club of Australia has decided to split the IMS fleet into two categories for all major races in the 1990-91 season, including the Jupiters Gold Coast Race and the NorTel Sydney-Hobart Race.

The CYCA hopes the move will overcome problems that have arisen from older IOR-designed yachts and more modern non-rating boats wanting to compete under the handicap philosophy of IMS rather than continue racing under IOR.

These problems mainly concern the degree of compliance with accommodation requirements of the IMS rules, but also with the offshore performance differential between yachts specifically designed as cruiser/racers and still-fast ex-IOR boats and light displacement non-rating yachts.

It is a wise move that has become apparent with the development of IMS racing in Australia where the vast majority of yachts built to race offshore in recent years have been designed to the IOR or have been fast, non-rating light displacement yachts. It should lead to closer competition with the ultimate aim of encouraging more owners to continue to race offshore as well as bringing new owners and their yachts into the sport.

Australia's offshore yacht racing situation differs from the United States where the IMS rule was evolved to cater for a keelboat fleet that comprises mainly stock production "Cruiser/Racers" whose fully fitted accommodation complied with the IMS requirements without the need for changes.

IMS racing conducted by the CYCA will thus be divided into one category for recognised "cruiser/racer" yachts and a second for "racer/cruiser" yachts — older IOR boats and boats which do not rate IOR.

The 1990 NorTel Sydney-Hobart Race, along with the inaugural NorTel Asia Pacific ocean racing championship and this month's Jupiters Gold Coast Race, will have overall winners under three separate handicap categories:

Class I: "Grand-Prix" Category — to be raced under IOR MKIII TCFs as previously.

Class II: "Cruiser/Racer" Category — for yachts which comply fully with the "spirit and intent" of IMS, and using IMS handicapping.

Class III: The "Racer/Cruiser" or "Minimal Accommodation Requirement" (MAR) Category, for yachts which do not fully comply with the "cruiser/racer" description, but whose owners wish to race under IMS handicapping.

CYCA To Split IMS Into Two Categories

By Peter Campbell



BENETEAU cruiser-racer fulfills the "Spirit and Intent" requirements of the IMS rule and will be eligible to sail in Class II of CYCA races.

For the Jupiters Gold Coast Race, the NorTel Asia Pacific championship and the NorTel Sydney-Hobart Race, yachts will be permitted to nominate for one Class only. However, for club racing, yachts which revalidate both IOR and IMS certificates for 1990-91 will be able to enter both Class I and either Class II or Class III, according to their accommodations.

Sailing Secretary Bob Brenac explained the new categories in the following letter to yacht owners:

Following the introduction of the International Measurement System into offshore racing last season, there is concern amongst the administrators of our sport, both at National and Club levels, that the degree of compliance with accommodation requirements is not being enforced as thoroughly as it should be.

This problem has come about because the IMS was originally developed in the USA to cater for "cruiser/racer" or "production" type yachts, and the

accommodation specifications were drawn up to give an indication of minimum standards of internal fit out normally expected in that class of yacht.

Here in Australia, and particularly within the CYCA, our offshore racing fleet is made up of a good proportion of yachts which could be best described as IOR designed boats which are no longer competitive against the most recently developed IOR racers. Many of these older, and even not-so-old, IOR boats have had some minor modifications carried out below decks in order to comply with the IMS Accommodation Regulations.

These Regulations however, are intended as guidelines only and compliance with the standards to the "letter-of-the-law", that is, by accruing the necessary 100 points and fulfilling the other mandatory requirements, does not necessarily change a previously "IOR racer" into an IMS "cruiser/racer".

The IMS Regulations state "designers, builders and owners carry the responsibility for complying with the

intent and spirit of these regulations" (07.02.04).

In our enthusiasm to implement IMS as quickly as possible, and build a viable fleet to race under IMS some of our older IOR yachts (which do not meet this very subjective "intent and spirit" provision) have been accepted as entries in IMS category races. Whilst we have insisted on all IMS entrants having to meet the "100 points" criteria, some of those yachts which competed in our first season of IMS racing could not be judged as being genuine "cruiser/racers" within the spirit of the Rule.

By continuing to allow these yachts, as well as those intending to be measured for IMS, to race against "true cruiser/racers", it is felt that this will jeopardise the interest shown by owners of genuine, dual purpose cruiser/racer boats.

However, the basic philosophy of the IMS which is to provide a more equitable method of handicapping yachts than the IOR, is surely on the right track.

The fact that IMS was developed as a system directed towards fully fitted, comfortable cruising yachts (whose owners wish to race them) and *not* for existing racing yachts (whose owners rarely wish to cruise in them) should not detract from the reality that IMS hand-



NORTHSHORE 38 falls into the new CYCA Class II category for yachts which comply fully with the 'Spirit and Intent' of IMS.

icapping can and should be used as a replacement for the IOR in all but "grand-prix" events. This applies particularly to yachts no longer competitive

under what has always been essentially a development system of rating offshore racing yachts, and not truly a means of handicapping them.

At the most recent CYCA Sailing Committee meeting it was decided to conduct our next season's racing in three separate Handicap Categories and allocate yachts into classes accordingly:

Class I: "Grand-Prix" Category, to be raced under IOR MKIII TCF's as previously.

Class II: "Cruiser/Racer" Category, for yachts which comply fully with the "spirit and intent" of IMS, and using IMS handicapping.

Class III: The "Racer/Cruiser" or "Minimal Accommodation Requirement" (MAR) Category, for yachts which do not comply fully with the "cruiser/racer" description, but whose owners wish to race under IMS handicapping.

The introduction of the Class III Category is directed toward providing owners of yachts which were originally designed and built as racing yachts under IOR, as well as those designed neither as IOR racers nor with the internal comforts of the Class II boats.

Class III is to be essentially an experimental area which is expected to provide the Sailing Committee with data on the accuracy and development potential of IMS as a longer term replacement for IOR, and secondly, it will give owners the opportunity to evaluate their boats performance using IMS handicapping without going to the expense and trouble of converting their boats into full cruiser/racers as required for Class II.

Whilst there may still be some contention regarding the "spirit and intent" clause within the IMS for accommodation standards for Class II, particularly in the case of yachts which were approved for the previous season and may now be judged as non-compliant, it is hoped that by providing the Class III Category, all yachts will be adequately catered for.

Additionally, yachts which revalidate both IOR Certificates and IMS Certificates for 1990-91 will be eligible to enter in both Class I and either Class II or Class III, depending on their accommodations.

This will be for the Club Championships only — for the Jupiters Gold Coast Race, the NorTel Asia Pacific Ocean Racing Championship and Sydney-Hobart Race, only one Category may be nominated.

• It should also be noted that all 1990-91 IMS Certificates lodged at the CYCA for entry in club races will be stamped valid for "Class II" or "Class III only". Some yachts previously accepted for IMS racing in 1989/90 may require re-inspection for "Class II" compliance.

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PREVENTATIVE maintenance and a regular inspection routine will go a long way to ensure your confidence in the reliability of your marine diesel engine. All too often owners ignore their engines until they fail.

Preventative maintenance is designed to circumvent failures and for most yacht engines, which generally do very little work compared say to a motor car, a service once a year is all that is required.

A marine engine, unlike a car engine, is exposed to a very different set of operating conditions. It is constantly in contact with salt, through air and water, and this alone hastens the development of problems which can be avoided by inspection and maintenance.

All manufacturers set a servicing procedure for preventative maintenance. Your owner's manual will contain details of what should be done at certain intervals, usually expressed in hours of running. This type of servicing should be done by a competent diesel engineer, and if he is not a specialist in your make of engine, the technical details he would need to know will be listed in your owner's manual.

Owner's Inspection

In between the services done by an engineer an owner can help maintain his engine in good condition by spending a little time inspecting and observing the conditions of the engine. These inspections, say once a month, need only take 10 or 15 minutes but they could well avoid a major problem with the resulting inconvenience and cost.

The three areas you need to concentrate on are electrical, cooling and fuel. **Electrical:** As a diesel engine does not rely on an electrical sequence for com-

Marine Diesel Maintenance

By Frank Collins

bustion this eliminates many of the problems which a petrol engine suffers when used in a marine application. Diesels do however require a good battery and electrical system for starting. Because they operate on a much higher compression ratio they need to have batteries that are well charged.

Make sure that the water in your battery is correct and that the battery terminals are kept clean and that they and the battery lead clamps are covered with a thin layer of water-proof grease. Check the alternator belt for tension — they stretch with use and unless adjusted from time to time you will not be getting the right charge rate due to slip.

Check the electrical contacts, particularly starter motor and alternator and see that they are free of any corrosion and smeared with water-proof grease.

Fuel: Your engine must be supplied with clean, water-free diesel fuel. Contaminated fuel can be disastrous on fuel injection equipment. Proper filtration must be provided to ensure a supply of clean fuel to the engine. The fuel system must also be air tight. Check regularly that fuel hose connections and line clips are secure and in good condition. A

smell of distillate from the bilge will be a sign that there is a leak somewhere. Fuel is not easy to see, so rub your finger over the hoses and connections and feel for the moisture.

Always ensure that your tank filler cap is tight. If your filler cap is located on deck this is doubly important. Deck type filler caps have a rubber seal on them. Check the condition of the seal from time to time. If it appears to be perishing replace it.

Cooling: Generally speaking, marine engines are cooled in one of two ways, either the direct method or through a heat exchanger. With the direct method salt water is pumped in from the sea. The water is circulated through the inside of the engine and then discharged through the exhaust system.

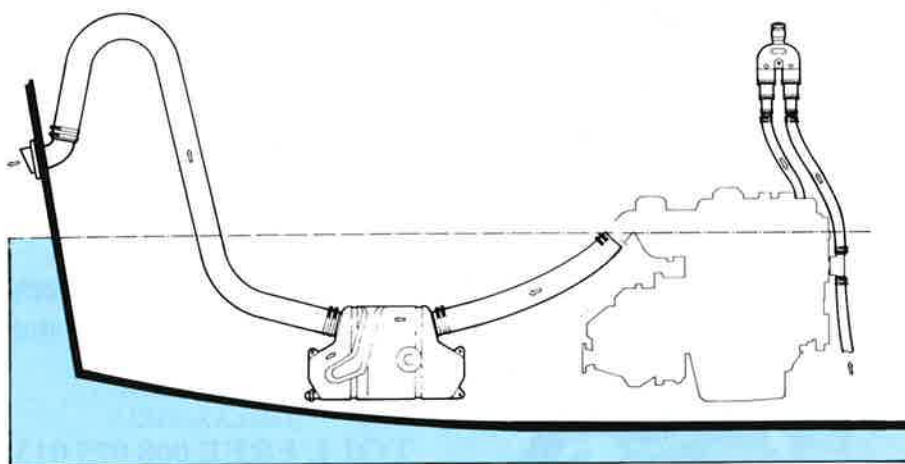
The heat exchange system is similar to the normal car engine in that fresh water is circulated through the engine by a belt-driven pump. However, the cooling of this water before being recirculated must follow a different procedure. The automotive engine's water is cooled by the water flowing through the radiator which is subject to air flow. A fan also assists this process.

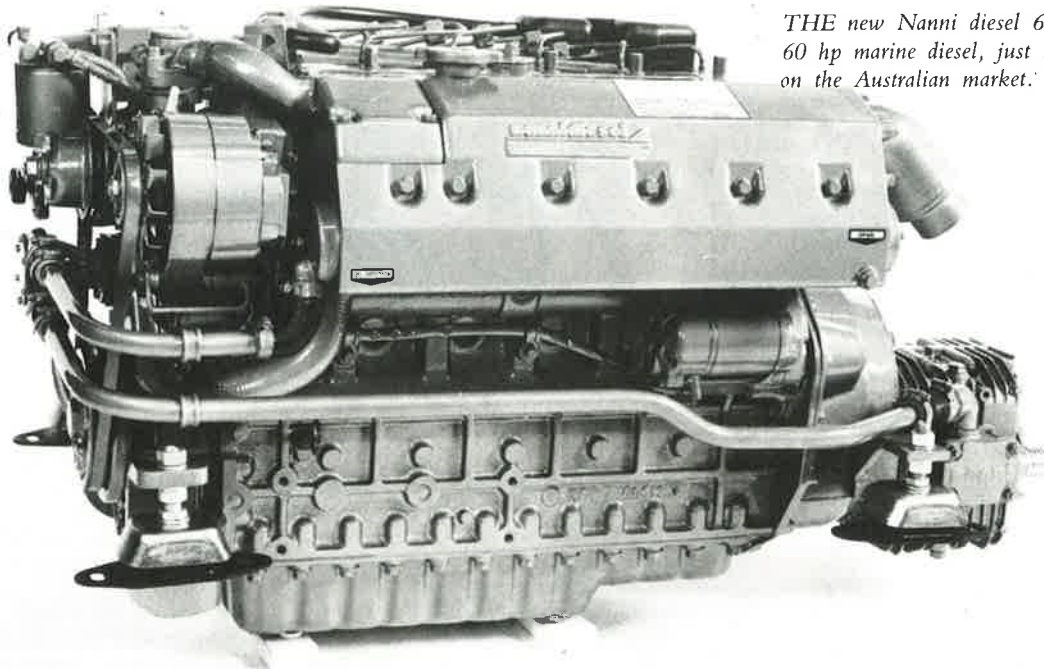
In a marine application there is no air flow, so the fresh water is cooled by salt water being pumped from the sea through a nest of pipes located in the heat exchanger. The hot fresh water returning from the cylinder block flows over the nest of pipes and is cooled by the salt water being pumped through them. The salt water is then discharged through the exhaust system in the same manner as used in the direct method.

Irrespective of the system used it is most important for an owner to know the volume of water that is normally being discharged through the exhaust outlet in the hull.

When the engine is first started for the day, look over the side and check the volume. In fact, it is good practice to check this volume on each start. It only takes a few seconds. If the volume is down it indicates a restriction somewhere in the cooling system. With the amount of rubbish now floating around

DIAGRAM showing the fitting of a syphon breaker into the cooling system — recommended for yachts where the height of the point of water injection (exhaust wet elbow) above the waterline varies depending on the angle of heel.





THE new Nanni diesel 6-cylinder, 60 hp marine diesel, just released on the Australian market.

our waterways, it is not uncommon for the water intake to suck up some foreign matter, especially plastic bags.

Sea water pump impellers generally have a good service life but can be damaged by having solid or semi-solid matter drawn up to the pump body. This results in damage to the impeller blades and a consequent drop in pumping efficiency. The installation of a water filter between the water inlet and the pump is good insurance against such an event.

Most boats are fitted with what is known as a wet exhaust system. It means that the exhaust gases and the cooling water are discharged through a muffler/water trap. This method allows the exhaust note to be considerably softened or muffled by the presence of the water. Get tuned into your normal exhaust note. If the water flow stops or is substantially reduced you will hear a very different dry crackling sound. If the note changes and it can very quickly, check the flow of water and shut down immediately if it has stopped or noticeably reduced.

Regularly check the hose connections along the cooling and exhaust systems. Any increase in the level of water in your bilge could mean that some of the cooling water is being discharged into the boat through a bad connection in the exhaust system.

Sacrificial Zinc Anodes: Most engines are protected by sacrificial zinc anodes to reduce the effect of corrosion by salt water being passed through the engine. These anodes gradually erode and need to be replaced. They will be identified in your owner's manual. They are screwed into the block, head or

heat-exchanger and are easily removed and replaced by the appropriate size spanner. At intervals of a few months take them out and examine them. If they are reduced to a quarter of their original length, replace.

To sum up, a regular inspection by an owner should include:

- Check engine and gearbox oil levels;
- Check cooling system connections and if the engine is a heat-exchanged model check the level in the fresh water header tank;
- A constant check of water flow at exhaust;
- Check for fuel leaks;
- Check battery water and see that connections are clean and greased;
- Examine zinc anodes.

Syphon Breaker: The installation of an anti-syphon breaker into the cooling system is sometimes essential and often recommended particularly in yachts where the height of the point of the water injection (exhaust wet elbow) above the water line varies depending on the angle of heel. (See diagram).

In certain circumstances, the atmospheric pressure on the water outside the boat can **start a syphoning procedure** when the engine is not running, even when a boat is unattended on a mooring. This results in water syphoning through the engine and finally building up past the exhaust wet elbow and into the exhaust manifold, passing then through any open valves directly into the cylinders. This can happen with the owner being unaware of the condition.

At the next start the water lying on the top of the pistons is forced up, resulting in an attempted compression

of the water, causing the engine to hydraulic which can cause severe internal damage. A syphon breaker, like the one illustrated is once again good insurance against expensive repairs.

Ventilation: In an endeavour to insulate the noise level, most engines are almost completely closed in, and with insulation material lining the engine boxes. When the engine has been running for a time the air in the compartment warms up considerably. Should there be any water in the bilge, condensation will build up with the resulting corrosion on electrical contacts etc. When leaving the boat it is a good practice to allow an air flow around the engine, either by removing a floor board or partially moving the engine cover.

Onboard Spare Parts Kit: It is advisable to have on board a small inexpensive kit of spare parts, some of which may be required at the regular maintenance service. Items such as an oil filter, fuel filter, a sacrificial anode, an alternator/water pump belt, and a water pump impeller would all be good property to have on hand. A quantity of engine oil can be useful. Some of these items could get you out of a lot of trouble in the event of an emergency. However, remember when you use them replace them immediately!

Finally, remember that a regular maintenance schedule in keeping with the manufacturer's advice is a positive way to engine reliability. If you do not know of an engineer, check with the importer or distributor of your make of engine. They will have regular people that they can recommend.

• Frank Collins is managing director of Collins Marine Diesel.

French Cat Sets Atlantic Record

SERGE Madec and his Gilles Ollier-designed 75ft catamaran *Jet Services V* smashed their own West-East transatlantic record from New York to the Lizard in South West England in one of racing's most outstanding passages.

The raw statistics bely the staggering speeds the cat made, as her five-man French crew flew over waves and faced spray coming at them with fire-hydrant velocity.

Reaching the Lizard at midday on 10 June, *Jet Services* crossed the Atlantic in under a week. Her new time of 6d 13h 3m broke Madec's 1988 record by more than 17 hours. At one stage, *Jet* sailed 59 miles in two hours and she set a new outright speed record for a 24 hours run between 3-4 June of 522.7 miles.

Two-Handed Transatlantic

TRaversing the Atlantic in the opposite direction was the 38 strong fleet heading from Plymouth, England to Newport, Rhode Island, in the Royal Western YC's Two-handed Transatlantic Race.

Without a sponsor and with a declining entry, the Royal Western were wondering if this would be the last Twostar race, itself spawned in headier years as a spin-off from the famous singlehanded transatlantic race.

Nonetheless, an eclectic fleet was assembled including the cream of the French multihull fleet. Line honours winner was the Ollier 60ft tri, *Elf Aquitaine III*, sailed by Jean Maurel and Michel Desjoyaux in 10 days 23 hours. Though some two days 6 hours inside the previous two-handed record set by the 85ft *Royale* in 1986 it was still outside Philippe Poupon's astonishing 10 day 2 hour time set in *Fleury Michon* two years ago.

Highlights of the race were the competitive showing of Round Australia race winner *Steinlager 1*, now Bruno Peyron's *Lada Poch III*, which paced the top European boats before pulling out with a broken centreboard and split mainsail.

Florence Arthaud placed 3rd behind Mike Birsch's *Fujicolour* and *Elf* in her brand new *Pierre ler*, a visually stunning old, silver and mauve tri designed by Marc van Peteghem and Olivier Lauriot-Prevost.

Graphics were by artist Yves Manner, and so much effort went into the appearance of the tri that a range of mauve ropes were specially woven in Italy for the yacht and the winch handle pockets crafted from 100 per cent carbon fibre.



By Tim Jeffery

Teething troubles and an arm injury — Miss Arthaud's elbow was operated on just 15 days before the start to cure ligament problems caused by steering *Charles Jourdan* in the *Whitbread* — slowed *Pierre ler* but the boat clearly has potential by the bag full.

Bond Out of America's Cup

ALAN Bond, Chairman of Australia's successful America's Cup syndicate, announced that he would not contest the next series to be held in San Diego in 1992.

Bond said that current financial circumstances and a lack of adequate preparation time had contributed to his decision to withdraw from the next Match. "The America's Cup can only be won with a combination of time, research and development and substantial funding," he said.

"San Diego will be an exciting new chapter in the history of the America's

PETER GILMOUR — now free to skipper Iain Murray's Challenger for the America's Cup in 1992.



Cup. We were delighted to participate in the formulation of the changed format which includes the development of these challenging new yachts which will lead the America's Cup into the twenty-first century."

"I have long term plans to again compete as it remains my goal to bring the America's Cup back to Australia," he said.

Bond said that the work which had been done by his syndicate since the Cup left Fremantle would not be wasted. Design data and other technical information would be offered to Iain Murrays Darling Harbour challenge as a basis for that group's operations.

"I have the greatest respect for both Iain Murray and Syd Fischer and I believe that their groups will represent Australia well in 1992."

Bond's decision means that Peter Gilmour is free to skipper Murray's challenger.

Half Ton To Berret Design

GORDON Maguire, helmsman on *Jamarella* in last year's Admiral's Cup and aboard *Rothmans* in the *Whitbread Race*, made a triumphant homecoming by winning the Half Ton Cup in Howth, Ireland with *Innovation Group*, a chartered 1989 Jean Berret design.

His victory was debased by a fleet of only seven. In fact, there was doubt whether the 1990 Half Ton Cup was a world championship. It seemingly qualified only by a loophole. The Offshore Racing Council's Green Book which governs Ton Cups, calls for an entry of 12, and in fact 12 yachts entered the series. But only eight turned up for measurement and last year's winner, the Andrieu designed *Ave*, sailing for Spain under charter, dropped out in the first beat of the opening triangle race when she dropped her mast.

Thereafter Maguire had only one real rival, Laurent Sambron's *Cholet Industries*, a two-year-old Andrieu boat from



FORMER Australian maxi Windward Passage II, now Italian-owned and fitted with a lighter keel and renamed Passage to Venice. (Pic — David Clare)

France. Maguire started strongly winning the 1st inshore and 180 long offshore before placing 3rd in the 2nd inshore event. He looked set to lose the short inshore race too, but *Cholet* ran out of wind in sight of the line and Innovation Group used a tidal eddy around Howth pier to sail round.

In the deciding race, Maguire had only to finish 5th or better to win but was 7th and last at the first mark before saving the series with a 4th. *Innovation Group* had struck rocks in the previous offshore race and damaged her rudder. With no time to replace the blade, Maguire lopped off the damaged bottom part and faired the foil as best he could. But in the final race, he struggled for control in the blustery conditions and had to claw his way back up the order.

With such a dismal entry, the ORC will have to give full thought to the health of the level rating championships. Perhaps Ton cups will be restricted to the strong classes of One Ton (30.5H), Two Ton (34.5ft) and a new Three Ton (40-0ft) to match to sizes used in Grand-Prix IOR Regattas such as the Admirals Cup.

Millions For New Matador

STEINLAGER 2's reign as the world's longest maxi ended in May when Bill Koch's *Matador 2* hit the water, one foot longer than *Steinlager* at 85ft LOA. Built by Eric Goetz in Rhode Island, the new *Matador* is thought to be the largest racing yacht built in the USA since the Golden Thirties.

Boston-based industrialist Bill Koch has spent millions of dollars and thousands of hours to produce his new *Matador*, named after the family ranch in Texas.

The design is credited to Bill Cook and Jerome Milgram of the Massachusetts Institute of Technology, though it could have been a cast of thousands. Candidate designs have been computer analysed and tank tested by Jerry Milgram over the past five years.

Ted Hood had an ultra heavy canoe sterned maxi among the earlier contenders but many of the 20 designers grew weary of the behind-closed-doors design competition. The most promising yachts in the tank were built at one-third

scale and sailed by *Matador's* regular crew.

Though Hood's boat was extreme, she was like *Steinlager* and the top Farr inshore maxi *Longobarda*, proved that a long boat, with slightly heavier displacement and a big rig was the way to go.

Among the numerous experts employed by Koch's organisation were Richard Honey of High Modulus in Auckland for the structure and Heiner Meldner, creator of the famous greek keel on the USA 12-metre, for the foils.

After a summer trialling, *Matador 2* will race in Newport, Miami and the US Virgin Islands with the ultimate goal of winning the 1991 A Class World Championship. With some of the maxi stalwarts such as Huey Long (*Ondine*) and Jim Kilroy (*Kialoa*) seemingly unlikely to replace their uncompetitive boats, Koch should have a clear run. His principal opposition will be Raul Gardini, one of whose daughters owns Rod Muir's former *Windward Passage II*. Now fitted with a lighter keel, renamed *Passage to Venice* and with Paul Cayard's full *Il Moro* America's Cup squad on tap, she will be stiff competition.

Regatta-Toughened Aussie Team Confident of Retaining Cup

By Peter Campbell

AUSTRALIA will defend the Kenwood Cup in Hawaii this month with a regatta-toughened, internationally experienced team. It is a team capable of not only winning the 1990 Kenwood Cup but also taking Australia towards retaining the champagne Mumm World Cup — which followed Australia's success in the 1988 Hawaiian series.

The crew represent Australia's most experienced offshore racing yachtsmen, star-studded with veterans of America's Cup, Admiral's Cup and other international racing — including past Kenwood Cup regattas.

In choosing a maxi yacht in Alan Bond's *Drumbeat* and two 50-footers, Warren Johns' *Heaven Can Wait* and Max Ryan's *Cyclone*, the team is not without controversy among Australian yachtsmen. Many were surprised that the selectors of the Ocean Racing Club of Australia did not include a One Tonner, as the winning team of 1988 comprised the 50-footer *Great News* and two One Tonners, *Esanda Way* (*Beyond Thunderdome*) and *Sagacious*.

In fact, because the IOR rating band for the World Cup is 30.0-40.5' inclusive, *Drumbeat* is not eligible to score for that ongoing international pointscore. Therefore, the third member of the Australian World Cup team, scoring within the Kenwood Cup regatta, will be Lou Abrahams' One Tonner, *Ultimate Challenge*.

Abrahams, who has sailed in every international regatta in Hawaii since the inception of the series, will compete as an individual entrant as far as the Kenwood Cup is concerned.

The four yachts which will represent Australia in Hawaii this year — *Drumbeat*, *Cyclone* and *Heaven Can Wait* in the Kenwood Cup team; *Cyclone*, *Heaven*



DRUMBEAT, Alan Bond's maxi and boat in Kenwood Cup fleet. (Pic — John Roberson)

CYCLONE, Max Ryan's 50-footer, sailing with a new keel and helmsman. (Pic — David Clare)



Can Wait and *Ultimate Challenge* as the World Cup team — have been top performers during the past Australian summer and autumn, particularly in the Southern Cross Cup and the Sydney-Hobart. This is the Kenwood Cup team:

Drumbeat — Pedrick 82, launched 1989. IOR rating: 70.0'. Owner: Alan Bond, Royal Perth Yacht Club, Perth. Skipper: Peter Gilmour. Tactician: John Longley.

Cyclone — Frers 50, launched 1989. IOR rating: 40.5'. Owner: Max Ryan, Cruising Yacht Club of Australia, Sydney. Skipper: Chris Harmsen. Tactician: Ian ("Fresh") Burns.

Heaven Can Wait — Farr 50, launched 1989. IOR rating: 40.5'. Owner/skipper: Warren Johns, Cruising Yacht Club of Australia and Middle Harbour Yacht Club, Sydney. Helmsman: Jamie Wilmot. Tactician: Grant Simmer.

Since the Hobart Race, *Drumbeat* has undergone a major refit in New Zealand, with changes to her keel and rig to optimise her for the expected fresh tradewind sailing off the Hawaiian Islands. While her crew had not been finalised when this was written, Peter Gilmour will skipper the yacht with a strong afterguard including John Longley, Skip Lissiman, Peter Scrivener and Bond himself.

Sailed by a combined British-Australian crew, with Harry Cudmore as skipper, *Heaven Can Wait* led the British team to victory in the Southern Cross Cup, beating the New South Wales State team by 1.5 points after a sensational protest room finish to the Sydney-Hobart.

Since the Southern Cross Cup and Sydney-Hobart, owner Warren Johns has continued campaigning the 50-footer in Australia, finishing a close and

luckless second overall in the IOR division of the race northwards up the east coast from Sydney to Mooloolaba.

The crew will be strengthened by the addition of Grant Simmer, former America's Cup tactician (*Australia II* and *Australia IV*) to call the shots for helmsman Jamie Wilmot, Simmer is one of Australia's most experienced and best offshore racing tacticians and is also head of the North Sails loft in Sydney. His input will be invaluable.

Cyclone's owner, Max Ryan, took a different tack for his preparation for the Kenwood Cup following a not altogether illustrious debut in international ocean racing in the Southern Cross Cup last December.

Ryan took positive action. Firstly, he changed skipper/helmsmen, appointing the experienced America's Cup and ocean racing Tasmanian yachtsman Chris Harmsen to that position and standing down former world champion 18-footer skiff sailor Rob Brown. Then he went to Iain Murray Design, a group of young designers, engineers and computer experts formed by Murray when Alan Bond put "on hold" his America's Cup campaign project, and asked them to re-design the appendages of the Frers 50.

Murray and team came up with a new rudder and keel, not just an ordinary

keel, but a precision-made milled keel designed to improve the balance of the boat and, in particular, its windward performance. *Cyclone*, with new skipper, new keel, went off to Hong Kong for the Corum China Sea Series.

In addition to the three Australian Kenwood Cup team yachts and *Ultimate Challenge*, two other Australian yachts have been entered for the Hawaii — George Snow's Farr 65, *Brindabella*, fast but moderate displacement fresh weather flyer, and the ultra-light displacement sloop, *Wild Thing*, a 47-footer designed by Australian Jim Inglis.

As of June 12, the Royal Hawaiian Ocean Racing Club had received 49 firm entries, 36 in the IOR divisions and 13 in the new IMS division. Five nations had entered teams for the Kenwood Cup — Australia, Japan (with three teams), New Zealand, Great Britain and the United States. However, there were still some doubts about a British team which was looking at chartering yachts from Australia, Hong Kong and Canada.

Australia won the first two international ocean racing teams events held in Hawaii, for the Clipper Cup in 1978 and 1980, and recorded its third victory in the Kenwood Cup in 1988.

The Aussies must rank favourites to win again in 1990.

KENWOOD CUP 1990 — THE RACES

Friday, August 3 — 1st triangle, off Waikiki.
Saturday, August 4 — 2nd triangle, off Waikiki.
Sunday, August 5 — 3rd triangle, off Waikiki.
Monday, August 6 — Molokai Race.
Thursday, August 9 — 4th triangle, off Waikiki.
Sunday, August 12 — Long distance race.

KENWOOD CUP 1990 — NATIONAL TEAMS

AUSTRALIA:

Cyclone (Frers 50); *Drumbeat* (Pedrick 82); *Heaven Can Wait* (Farr 50).

JAPAN:

BLUE: *Bengal* (Farr 50); *Swing* (Farr 4); *Will* (Farr 50).

GREEN: *Arecan Bay* (Farr 40); *Boy* (Farr 40); *Blue Note* (Farr 40).

YELLOW: *Kaitaro* (Farr 44); *Liberte Express* (Farr 40); *Tobiume* (Takai 46).

NEW ZEALAND:

La Vie en Rose (Farr 44); *Matenow* (Yokoyama 40); *Propaganda* (Farr 40).

UNITED STATES:

Bravura (Farr 40); *Camouflage* (Frers 45); *Sorcery* (Mull 82).

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*Inaugural
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TRAIN &
SOLANDRA**

By Peter Campbell

AUSTRALIA'S longest coastal passage race, the inaugural East-West Airlines Sydney to the Whitsundays ocean race, conducted by the Cruising Yacht Club of Australia with the Whitsunday Sailing Club as the host club at Airlie Beach, proved an outstanding success for the small, but competitive fleet.

Replacing the biennial race to Port Vila in Vanuatu, the 957 nautical mile race attracted a 20-boat fleet representing all eastern states, among them four which sailed all the way down from North Queensland and another which had sailed from Hobart to Sydney to take part.

It was the CYCA's longest race northwards and a new concept that catered specifically for owners and crews of cruiser/racer yachts and essentially cruising yachts. For the first time in a race run by the CYCA there was no IOR division, only divisions for yachts handicapped under IMS and PHS (arbitrary), and a Cruising division. Yet it proved a most competitive race in all divisions, with the Cruising division sailing to reach specified latitude waypoints northwards each day, either under sail or motor-sailing.

The race also turned out to be one of great variation in the weather, from a near-windless start from Sydney Har-



FREIGHT TRAIN, Damien Parkes' Frers 62 heads down-harbour at the start of the inaugural East-West Airlines Sydney-Whitsundays race. Freight Train took line honours, adding to her IOR corrected time victory in the Caltex Sydney-Mooloolaba race earlier this year. (Pic — David Clare).

bour to an official storm warning off the NSW North Coast and onto a rollicking south-easterly tradewinds off the Queensland North Coast. There were dramas, too, but all had a happy, if somewhat embarrassing, ending.

The hospitality at Airlie Beach was typical of North Queensland, with the locals joining with members of the Whitsunday Sailing Club in providing a warm and friendly welcome for every yacht, no matter what time they finished

— by far the most crossed the line at night or early morn.

After the finish, CYCA Race Director Alan Brown, who conceived the idea of the race to the Whitsundays and specifically to Airlie Beach, was bombarded by requests to repeat the race in 1991, but with its commitment to the Westpac Australia to New Caledonia Race in September next year, the CYCA is planning for the next race to the Whitsundays in late May-early June 1992.



The inaugural race produced fine yacht racing, sound seamanship and crew-work, excellent navigation and heavy-weather downwind steering — and several examples of personal bravery — but the outstanding overall performance came from young Tasmanian yachtsman Craig Escott.

Skippering *Solandra*, an S&S 34 fitted out by he and his father, Reg Escott, Craig added yet another victory to an outstanding string of ocean racing successes over the past 10 years by sailing *Solandra* to overall first place under both IMS and PHS handicaps.

All competitors described the race as a great test of seamanship, navigation and steering ability in a wide variety of conditions — particularly hard downwind sailing — but also a race with continuous interest for the crew.

Solandra won the IMS division from the Burton-designed Sydney sloop *Don Pedro* (Ross Marks) and the Whitsundays entrant *La Tortuga* (Peter Marr), an Adams 13.5. In the PHS division, *Solandra* beat the Sydney-based Northshore 38, *Relish III* (Bill Bailey) with *Don Pedro* third, and another Whitsundays boat, *Captain Bligh* (Peter McFarlane), finishing a close fourth.

However, as the rules provided that a yacht could win a trophy in only one division, *Relish III*, *Captain Bligh* and *The Shores-Quicksilver*, skippered by Seddon Cripps, from Mackay, won the PHS trophies.

First to finish in the strong Cruising division was Geoff Hammond's famous ketch *Mia Mia* from Bermagui, five times the radio relay vessel in Sydney-

STRIKING perpetual trophy for line honours in the East-West Airlines Sydney to Whitsundays ocean race. First winner was Freight Train, skippered by Damien Parkes.

Hobart races. Second to finish was the Geelong schooner *Metani* (David Ramage), third the classic-looking schooner *Storm*, owned by Airlie Beach yachtsman Don Algie.

Under the points system for the Cruising division, based on the yachts' ability to reach specified latitude waypoints on the way north, and the distance covered under sail alone, the winner was *Storm*, with 480 points. *Chiara* (Ron Jamieson, NSW) was second with 468.3 and third *Romance* (Keith Amos) with 451 points. *Storm* sailed for 70 per cent of the race, whereas *Mia Mia* blew out her mainsail on the first night at sea and motor-sailed the rest of the way, while *Metani* also motor-sailed most of the distance.

Solandra was the smallest yacht in the 20-boat fleet, Escott the youngest skipper. With a crew of "two sailors and three friends", all from Hobart, *Solandra* crossed the line off Airlie Beach in the Whitsundays only 28 hours behind the line honours winner, *Freight Train*, a yacht twice its size. *Freight Train*, owned by Sydney yachtsman and WSC member Damien Parkes, sailed the 957 nautical mile course in 6 days 14 hours 3 minutes 33 seconds.

Craig's crew in this race comprised Roger Drummond, like him an experienced ocean racing yachtsman, John Riordan, a navigator but more a motor-

boating enthusiast than an ocean racing yachtsman, and two young Hobart women — Claire Tyler and Sonya Farrell.

Solandra was always well placed in the fleet and consolidated its winning position when the 34-footer powered up the Queensland coast under spinnaker, logging 246 nautical miles in the final 24 hour run — a remarkable performance for a yacht of its size.

Roger Drummond said that *Solandra's* success was due to Craig Escott's drive in maintaining optimum downwind speed throughout the race — in light and heavy conditions. "He is the best heavy weather downwind steerer I've ever sailed with," said Drummond.

With *Solandra*, Craig won the 1985 Melbourne-Hobart race and has won its division in the last two Sydney-Hobart races, last year winning its division under both IMS and Illingworth handicaps. When aged only 19, Craig skippered the family's previous *Solandra* in the 1981 Sydney-Hobart, outsailing an international fleet to finish second overall and top-placed Southern Cross Cup fleet in the race to Hobart.

The long race up the NSW North Coast to the North Coast of Queensland was sailed in conditions that varied from virtually no wind at the start to a storm with winds of 50 knots and mountainous seas off the NSW Far North Coast and finally a rollicking spinnaker run up the Queensland coast before 15-25 knots south-easterly tradewinds.

Recalling the storm after reaching Airlie Beach yesterday, Claire Tyler of *Solandra* said: "The guys were on deck having a hoot while Sonya and I were down below looking for the lifejackets!"

Craig said at the height of the storm, running before 50 knot southerly winds off the NSW North Coast, *Solandra* had averaged 12-13 knots surfing northwards.

Solandra is an S&S 34, designed by the famous New York naval architects Sparkman & Stephens, who created many US America's Cup defenders. The S&S 34 was made famous by British Prime Minister Ted Heath when he won the 1969 Sydney-Hobart race with his first *Morning Cloud*.

In an eventful race:

- The Swanson 42, *Hinemoa II*, skippered by Arthur Anlezark from Sydney, lost its steering, reported ripped sails and could not start its engine at the height of the storm. She was towed into Yamba by a trawler which braved wild seas to go to its aid, driving through treacherous seas to answer the distress call.

- The 20m cruising cutter *Four Sea Sons*, owned by Sydney businessman John David, ran aground at night on Eaton Reef, 75 nautical miles east of Mackay, but suffered no major hull damage.



Using an innovative system of weights attached to the mast top, skipper Glenn Miles was able to sail the big boat across the reef on her beam ends as the tide rose and she later reached Airlie Beach under sail.

• Three yachts, *Storm*, *The Doctor* and *Romance*, became entangled in fish traps off the NSW coast with a young woman crew member of *Romance*, Airlie Beach lass, Amanda ("Manna") Carstensen diving overboard in big seas to cut away lines entangled around the rudder and propellor.

The crew of *The Doctor* had to use bolt cutters to cut away wire lines on the fish trap they picked up, later being forced to put into Coffs Harbour for repairs.

SOLANDRA, the Tasmanian S&S 34 skippered by young Craig Escott, crosses the finish line of the inaugural East-West Airlines Sydney-Whitsundays race, to take handicap honours under both IOR and IMS handicaps. There was a big welcome ashore for the crew of five, all from Hobart. CREW of cruising schooner *Metani* from Geelong included three youngsters. TROPHY presentation night was a big night for Airlie Beach restaurant owner Don Algie (right) and his crew, with *Storm* winning the Cruising division. (Pics — Peter Campbell and Dan Van Borcom.)



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FARR 9.2

THE Farr 9.2, built by Hitech Yachts in Western Australia, has justifiably created a high degree of market impact since its launch.

Hitech, at the time of writing, are taking the 21st 9.2 out of the mould and, with boats starting to sell in the eastern Australian states and Asia, are getting healthy sales in a contracting market.

The yacht benefits from both its design by Bruce Farr and the thorough approach of its manufacturers. It is a

By Rob Williams

simple boat; easy to sail with comfortable accommodation which is totally in keeping with its market placement.

On The Water

OFFSHORE tested the Farr 9.2, in a fully crewed and equipped configuration, on a day that began as a drifter with a 5-8 knot breeze eventually filling in.

During the test the boat was raced in a mixed division event that gave a good opportunity for assessment of comparative performance.

Under Motor

The combination of lightish displacement and fine lines ensure that the Farr handles extremely responsively under motor and at all times gave a feeling of very positive control.

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She accelerated smoothly and decelerated quickly when revs were increased in reverse.

As one would expect, her turning circle is very tight and she responded precisely to helm adjustments.

In reverse she showed little inclination to slam her rudder over even when turning fairly tightly.

The Farr 9.2 behaved very predictably, leaving and entering her reasonably snug fitting marina pen. I suspect she might be a little more difficult to berth in a strong cross wind, due to her combination of freeboard and light weight, although due to the conditions we were unable to test this.

The sail drive installation displayed no tendency to vibrate and engine noise was low.

Under Sail

The test sail began in a fading breeze of about five knots which died out to almost drifting conditions by the race start. The breeze finally filled in to 5-8 knots towards the end of the race.

There was a bit of uncomfortable left over slop running early on that flattened out as the wind died.

Sails used during the test were full mainsail, No. 1 genoa and $\frac{3}{4}$ oz spinnaker. The yacht was crewed by five fairly big men with an average weight of about 80kg.

Upwind, the boat at all times displayed good speed and responsiveness. She was very sensitive to weight placement and generally needed to be sailed with the cockpit crew of two sitting as far forward as possible, with the others to leeward in the vicinity of the mast, to get maximum performance.

She had good height at all times and accelerated quickly when sprung slightly for tactical reasons.

Close reaching, in about 8 knots of breeze, she showed the ability to pace boats a metre and more longer and was equally quick under spinnaker.

At all times the boat responded well to adjustments and was well balanced. She requires significant movements of crew weight to gain maximum performance: it is not a boat you can race successfully with a static crew.

With the crew in the cockpit after the race the yacht did not show any handling vices, but did slow down.

During tacks, gybes and manoeuvrability ensured that maximum advantage could be gained tactically.

The Rig

The 9.2's rig is simple and appropriate for this type of yacht. The fittings and systems are all well placed and easily used.

The Tasker mast is supported by a single set of swept back spreaders with



FUNCTIONAL simplicity of the Farr 9.2 is shown in this picture of the deck layout as the boat runs under spinnaker, with all sail controls running back to the cockpit and well-positioned instruments. The Farr 9.2, in its marina berth shows attractive yet simple lines. (Pics — Rob Williams).

one set of lowers. The forestay is not fitted with a foil which seems unnecessary on this type of yacht. During the race we found it a real advantage to be able to drop the headsail quickly, simply by letting the halyard go, after spinnaker sets.

The mast is set with ample pre-bend and responds well to backstay and vang adjustments. In many yachts of this size backstay adjustment is difficult but the Farr's 16:1 system was so easily operated that a couple of times too much bend was inadvertently induced.

The boom is set up with reefing lines running aft and separate bridles are fitted to the spinnaker pole for kicker and topper. The over-J pole is rigged for pole-through gybing.

An adjustable solid vang is fitted which, as well as providing excellent control, is a huge aid to handling and reefing the main.

On Deck

The basic white finish of the deck was highlighted by grey non-skid areas with good effect.

Teak hand rails are fitted on either side of the coach-house, and in com-

bination with adequately wide side decks, afford safe and easy movement around the boat.

The placement of the deck equipment continues the functional simplicity of the yacht. Long headsail tracks are located close to the coach-house with additional tracks for the jib set on the top of the coach-house forward.

The four winches, located on either side of the cockpit and coach-house aft, handle sheets and control lines, running easily through banks of Ronstan clutches. We found it preferable for the helmsman or trimmer to operate halyards in the light conditions rather than move crew weight aft.

The main is well controlled by an Easyblock 6/3:1 mainsheet system set on a wide traveller. Extra track width is gained by recessing the outer traveller in the cockpit coamings.

The curved tiller makes a wide range of helming positions possible although using a curved tiller extension takes a bit of getting used to.

A removable transom blind is provided to aid boarding access to the relatively large 2.2 metre long cockpit to

further enhance the yacht's cruising abilities.

Sail and sheet stowage are provided in a huge locker under the starboard cockpit seat. This is great for cruising but should be emptied of weight for performance sailing.

Below Decks

The internal fit-out of the Farr 9.2 is functional rather than opulent.

The basis for the fit-out is an internal moulding which incorporates among other things the toilet compartment, hanging lockers, galley and nav station. Added to this are timber fittings and trim of either solid teak or teak veneers over GRP.

A well-designed compact galley is located on the starboard side aft in the main saloon with the nav station opposite.

Behind the chart table is a pretty narrow quarter-berth — not a problem if the occupants are on friendly terms. Forward of these on either side comfortable settee berths are fitted with good support.

In the saloon area, the planning that results in the surprising amount of closed stowage and shelving provided is impressive. This planning is further illustrated in the location of radios and instruments under a healthy deck area behind the companionway.

Another welcome addition in this area is the siting of a solar fan in the coach-house roof to assist air movement.

Forward of the saloon on the port side an enclosed head is located, with stowage opposite, and a double V-berth up forward.

Conclusion

The Farr 9.2 is a well constructed, well designed and functionally fitted yacht that will perform all tasks that reasonably could be expected of her.

She sails quickly and easily and will provide owners with excellent levels of competitive racing without prejudicing their ability to enjoy the yacht in social circumstances.

I was particularly impressed by the construction methods and materials used. It is a good sign for our industry when Australian manufacturers are prepared to use more modern and up-to-date techniques than some of their foreign competitors. This yacht has ABS approval.

The 30-foot market is very competitive; while the 9.2 lacks some of her competitors 'pazzaz', the yacht is, at least, among the leaders in design, quality of construction and performance while representing excellent value for money.

DETAILS

Designer: Bruce Farr

Manufacturer: Hitech Yachts,
12 Sparks Rd,
Henderson, WA 6166.
Ph: (09) 410 1584
Fax: (09) 410 1519

Price: \$79,000 app.

SPECIFICATIONS

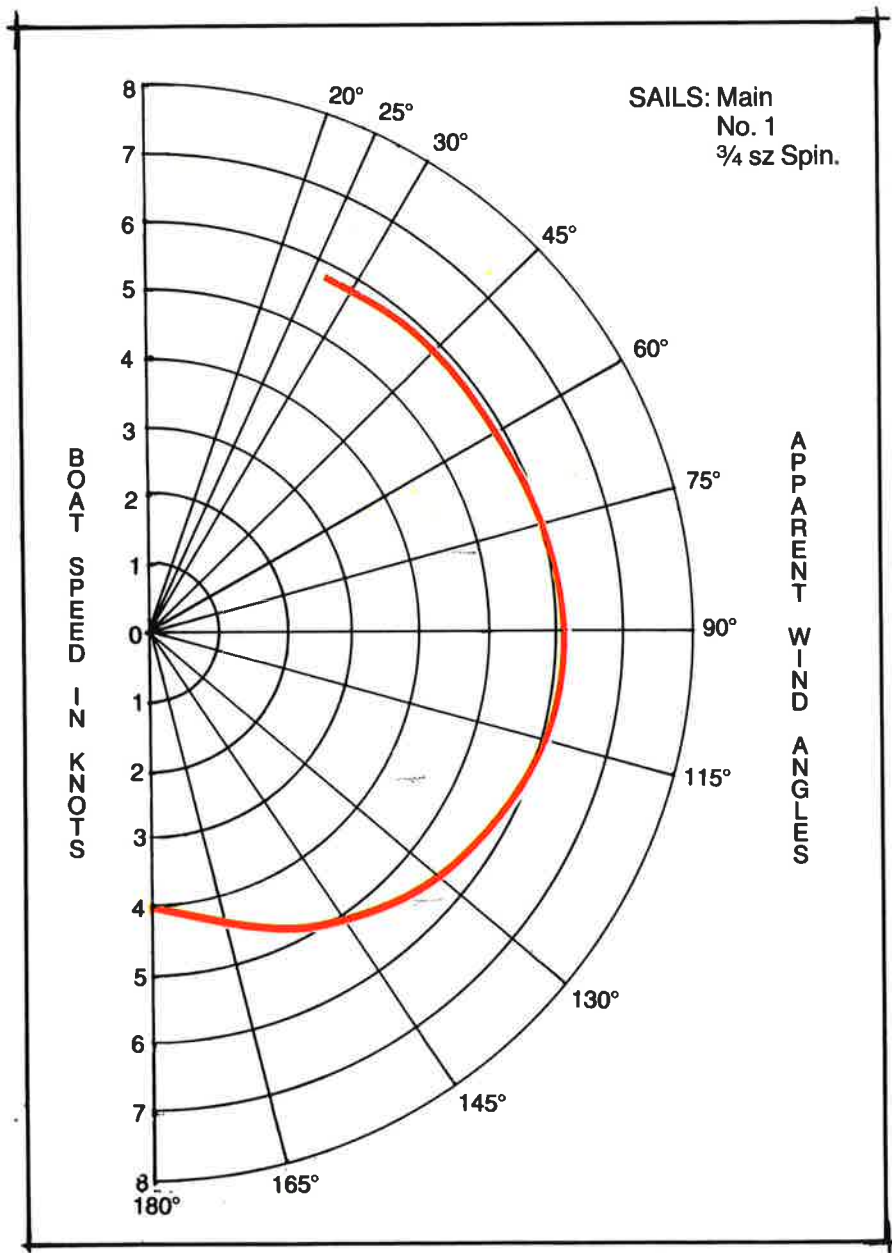
Hull: Hand laid GRP/Foam sandwich
Deck: Hand laid GRP/Foam sandwich
Keel: Lead
Rudder: Shaft — Stainless steel
Blade — GRP
Engine: Volvo 2001, 9hp
Spars: Tasker
Winches: Bariat 2x21, 2x16
Electrics: 12 volt, 80 amp/hrs

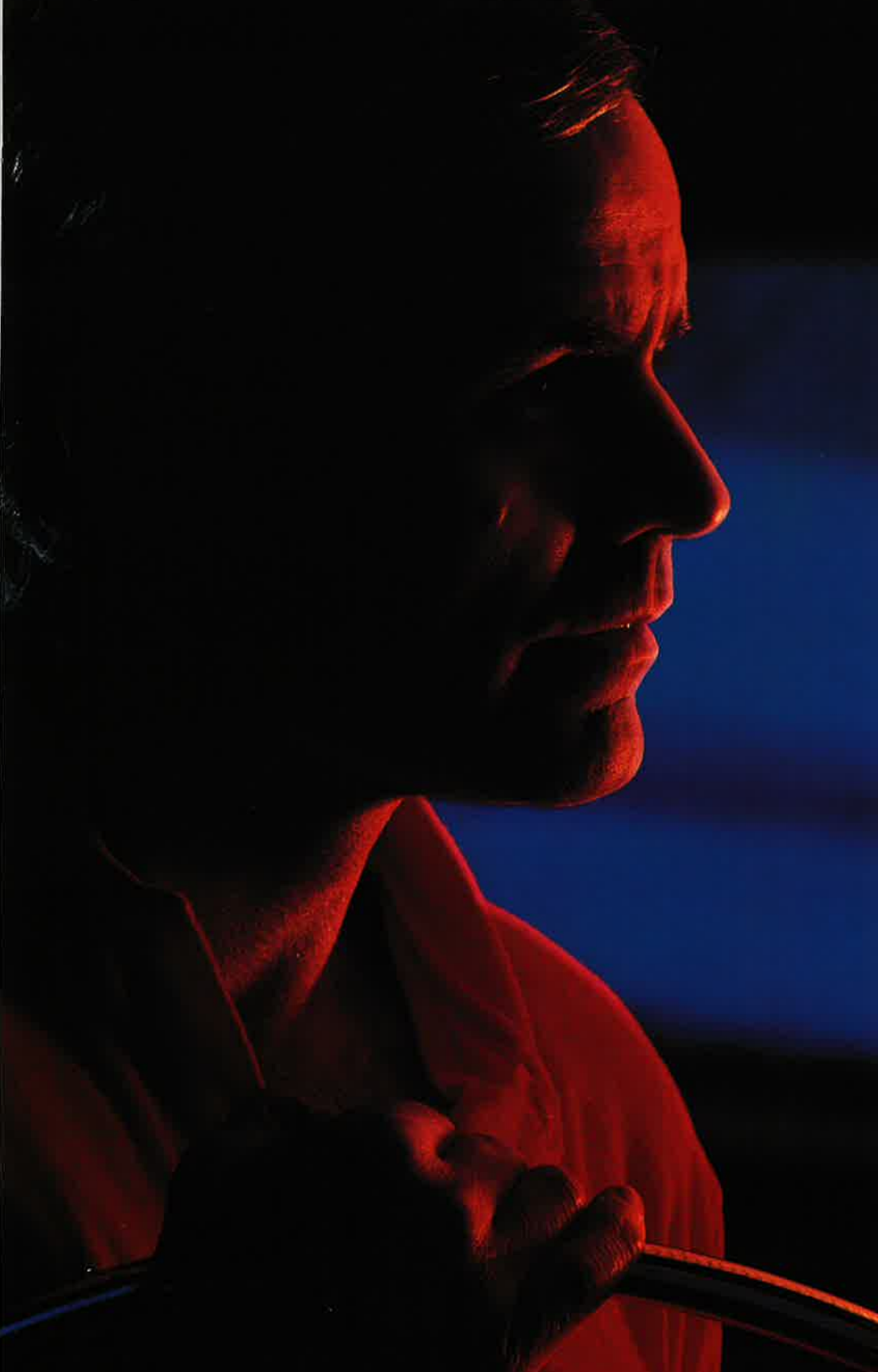
DESIGN MEASUREMENTS

LOA	9.445m
LWL	7.650m
Beam	2.850m
Draft	1.580m
Displacement	2480kg
Ballast	950kg
Sail Area	39.41sq.m
Ballast: Displacement Ratio	.383
Sail Area: LWL Ratio	.7997
Sail Area: Displacement Ratio	142.9
Displacement: LWL Ratio	21.92

ENGINE PERFORMANCE

Revs	Speed (kts)
1000 (idle)	1.5
1500	3.1
2000	4.7
2500	5.7
3000	6.0
Average Consumption — 1.4 litres/hour.	





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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 Ouisstreham 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

AUGUST

- 4 Jupiters Yacht Classic, Sydney-Gold Coast Race.

SEPTEMBER

- 1 CYCA Short Ocean Race, Division 1 - 1100; Division 2 - 1105; Division 3 - 1110; Division 4 - 1115; Short-Haul - 1130

- 8 Short Ocean Race, Start 1100
- 14 Janzoon Trophy Race, 90-105 miles, Bird Islet - Course F or alternative, Start - 2000 hours
- 22 Short Ocean Race, Start 1100
- 28 Halvorsen Bros. Trophy race, First of three races for the Commodores trophy, 180 miles Cabbage Tree Is - Course A. Start 2000 hours

OCTOBER

- 3 Wednesday Evening Twilight Racing commences - Start 1700
- 6 Range Rover Relay Regatta
- 7 Range Rover Relay Regatta
- 10 Twilight Race - Start 1700
- 13 Short Ocean Race, Start 1100
- 17 Twilight Race - Start 1700
- 20 Gascoigne Cup - RSYS
- 24 Twilight Race - Start 1700
- 27 Paul Royal Memorial Trophy, Passage Race to Pittwater. Start 1000
- MHYC - MMI 3 Ports Race
- Gosford Sailing Club, Gosford-Lord Howe Island Race, 410nm. Start 1300
- 31 Twilight Race - Start 1800

NOVEMBER

- 3 Short Ocean Race, Start 1200
- 7 Twilight Race - Start 1800
- 9 Trophy Race, Lion Is-Botany Bay 65nm, Course J or K alternative, Start 2000 hours
- Short Haul Night Harbour Race, Start 1930 hours
- 14 Twilight Race - Start 1800
- 17 MHYC Club Marine (2 x 12 miles)
- 18 MHYC Club Marine (1 x 25 miles)
- 21 Twilight Race - Start 1800
- 24 Short Ocean Race, Start 1200
- 28 Twilight Race - Start 1800
- 30 Founder's Cup, Second of three races for the Commodores Trophy, (Approx. 90-105 miles) Flinders Islet - Course G or alternative. Start - 2000 hours

DECEMBER

- 5 Twilight Race - Start 1800
- 8 Short Ocean Race, Start 1200
- 12 Twilight Race
- 14 Race 1: NorTel Asia Pacific Ocean Racing Championships (75 miles)
- Short Ocean Race - Start 1200
- 15 Race 2: NorTel Asia Pacific Ocean Racing Championships, (20 miles)
- 16 Invitation Wednesday Twilight Race
- 19 Race 3: NorTel Asia Pacific Ocean Racing Championships (20 miles)
- 22 Lay Day - Asia Pacific Ocean Racing Championships Re-sail if required
- 23 NorTel Sydney-Hobart Race (Separate Notice of Race). Third and final race for the Commodores Trophy

1991

JANUARY

- 1 NorTel Sydney-Hobart, and NorTel Asia Pacific Ocean Racing Championships Presentation Dinner
- 2 King of Derwent

- 9 Twilight Race - Start 1800
- 16 Twilight Race - Start 1800
- 19 RANSA Regatta
- MHYC Bruce & Walsh Series
- 20 MHYC Bruce & Walsh Series
- 23 Twilight Race - Start 1800
- 25 12 Metre Challenge, Sydney Harbour
- 26 12 Metre Challenge
- Australia Day Regatta
- 27 12 Metre Challenge
- 28 12 Metre Challenge
- 30 Twilight Race - Start 1800

FEBRUARY

- 2 Short Haul - IMS (Non Spinnaker) Passage Race to Port Hacking, Start - 1030
- RSYS Milsons Cup
- 6 Twilight Race - Start 1800
- 9 Short Ocean Race - Race for Cancer Research, Start 1200
- 13 Twilight Race - Start 1800
- 16 Tradewinds Trophy, Lion Island - Botany Bay, 65nm, Start 1000 hours
- 20 Twilight Race - Start 1800
- 23 Short Ocean Race, First of three races for the Royal Clubs Trophy, Start 1200
- 27 Twilight Race - Start 1800

1991 Southern Cross Cup Summer Season

1990

DECEMBER

- 14 Invitation Race
- 15 25 Miler
- 16-17 75-90 Miler
- 18 25 Miler
- 19 Spare
- 20-21 75-90 Miler
- 22 25 Miler
- 23 Spare
- 24 Briefing
- 25 Christmas
- 26 Sydney-Hobart start

VICTORIA

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.

1990 LEVEL RATING WORLD CHAMPIONSHIPS

AUGUST

- 10-18 Mini Ton Cup, Oslo, Norway.

SEPTEMBER

- 11-22 Quarter Ton Cup, Bayona, Spain.

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812
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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.

