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**COVER PIC** — Concentrating on winning — spinnaker trimmer and winch man working as a team aboard *Icefire* during the Hamilton Island Race Week. (Pic — David Clare)

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# *It's* SAN DIEGO

*in*  
1992

**A**MERICA's Cup XXVIII will be sailed off Point Loma, San Diego, in May 1992 in the new International America's Cup Class (IACC) sloop, an exciting 75-footer that is two-thirds the weight of the old International 12-Metre Class yacht and which carries 40 per cent more sail area.

The racing will also be over a new eight-leg, S-course specifically designed to make the races more challenging for the sailors and to give spectators their best-ever close-in view of the action of match-racing.

Upwards of 20 challenge and defence syndicates from more than 12 nations could be involved in a billion dollar yachting extravaganza to win the world's oldest and most prestigious yachting trophy, that Auld Mug that for

132 years was firmly bolted down in the New York Yacht Club — until the wing-keeled *Australia II* came along in 1983.

Already three of the new IAAC yachts have been launched, in Italy, France and more recently in Japan — that country's first ever challenge for the Cup.

Australia's only firm challenger is veteran ocean racing yachtsman and two-times America's Cup contender Syd Fischer who has challenged through the Royal Sydney Yacht Squadron. Alan Bond put his challenge through the Royal Perth Yacht Club "on hold" last September while *Kookaburra III* skipper Iain Murray was seeking corporate support for a viable challenge with his Sydney-based design and sailing group.

Nearly three years of litigation over

By  
*Peter Campbell*



*THE Italians didn't wait for the decision on where the next America's Cup will be sailed before launching the first of probably three International America's Cup Class (IACC) sloops, with Il Moro di Venezia having its first sail off Venice. (Pic — Tim Jeffery)*





*THE America's Cup is hot-ting up, with the Japanese Nippon Challenge syndicate launching its first International America's Cup Class yacht, Nippon, at Gamagori, where it showed its speed against a former New Zealand 12-metre. On Sydney Harbour, Syd Fischer launched first of two halfscale IACC yachts for sail and rig testing while full-size boat is being built. (Pics — Kaoru Soeharta, John Roberson and Anthony Weate).*



the America's Cup between New Zealand's Mercury Bay Boating Club and the San Diego Yacht Club finally came to an end on April 25 when the New York Court of Appeals, in a 5-2 decision, upheld an earlier court ruling that SDYC was the trustee of the America's Cup and could host the next defence in San Diego waters.

NZ challenger, Michael Fay, accepted the decision as final and said that Mercury Bay would be among the expected 14 or more challengers at San Diego in 1992.

It was Fay's bid to win the Cup with the giant K-boat, *New Zealand*, followed by Dennis Conner's defence with the virtually unbeatable catamaran, *Stars & Stripes*, that sparked off the lengthy and, at times, acrimonious legal battle

over who should hold the world's oldest and most prestigious yachting trophy.

Fay won the first legal battle, to force the SDYC to defend the Cup it had won in 12-metres in 1987 from Australia's Royal Perth Yacht Club, but then lost a court bid aimed at preventing Dennis Conner's defence with the catamaran.

After losing a short and one-sided duel on the water, the Kiwis went to court again, this time with a US judge, Justice Cilparick of the Supreme Court of New York State ruling that Conner's catamaran was illegal and that the Cup should go to New Zealand. On appeal, the Americans won but the New York Court of Appeals agreed to hear one last submission by Mercury Bay Boating Club and Michael Fay based on interpretations of the Deed of Gift.

The seven member Court of Appeals ruled by a majority of 5-2 on April 25: "We agree that the *Stars and Stripes* was an eligible vessel under the terms of the Deed of Gift and that San Diego breached no fiduciary duty in racing a catamaran against Mercury Bay's challenging yacht. Accordingly, we affirm." (the previous Appellate court decision).

The Court also held that "Questions of sportmanship and 'fairness' with respect to sporting contests depend largely upon the rules of the particular sport and the expertise of those knowledgeable in that sport; they are not questions suitable for judicial resolution. As sporting activities evolve in light of changing preferences and technologies, it would be most inappropriate and counterproductive for the courts to attempt to



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fix the rules and standards of competition of any particular sport. To do so would likely result in many contests being decided, not in the arena of the sport, but in the courts."

Of the seven judges, the two who dissented from the majority ruling were the only two who are active yachtsmen in the United States. On the question of the eligibility of the catamaran, the dissenting judges said the Cup donors "never conceived of a catamaran as a vessel that might be entered by either the challenger or defender in America's Cup competition".

On the question of fairness of competition, the two judges said: "The long-accepted general notion of fair competition in yacht racing — and indeed, the obvious point that sailing two mismatched boats against each other is not a race but a pointless exercise — are significant."

In San Diego, Commodore Frank Radford commented: "We are happy with the court's ruling. From the very beginning we have said that a yacht race must be decided on the water and not in the courts. Finally the time has come to bury the hatchet, forget the past and get back on the water."

Commodore Radford said SDYC officials would fly to New York to reclaim the 139 year old silver cup, which had been in a bank vault for the past year, and bring it back to San Diego.

In Auckland, Michael Fay commented: "The ruling is final and we accept it. Unfortunately, we did not win the day, but we appreciate the support we have received from both prior trustees, New York Yacht Club and Royal Perth Yacht Club, and more recently, from most of the past America's Cup skippers.

"It is time to move forward, however. Our objective has not changed. In 1984 we set out to design, build and sail America's Cup yachts better than anyone else and bring the trophy to New Zealand.

"We went close in Fremantle in 1987. We did not prevail in San Diego in 1988. Now we will tackle the task again. We look forward to racing for the Cup again off Point Loma in 1992."

## San Diego YC's Plans for 1992

**F**OLLOWING the New York Court of Appeals favourable decision, San Diego Yacht Club announced its plans to host America's Cup XXVIII in San Diego in early May, 1992. The exact date for the start of the best-of-seven race match between the two top yachts

to emerge from the challenger and defender trials has not yet been fixed.

With upwards of 14 or more challengers from 11 countries and a possible 10 US defence syndicates, the America's Cup Regatta 1992 will start in January that year, or even earlier. San Diego is also expected to host a world championship or similar regatta for the new IACC yachts in 1991.

SDYC has received 14 challenges from 11 nations and an accepted "Challenge Period" will remain open for 30 days following the final court decision — until May 25, 1990. San Diego will host a challengers' meeting in San Diego on May 31-June 1. Among the matters to be decided is the Challenger 2 Record to replace the Royal Perth Yacht Club.

According to Tom Ehman, executive vice-president/general manager of San Diego's America's Cup Organising Committee (ACOC), planning has been under way for more than a year to assure a world-class event while mounting a strong defence

"The 1992 America's Cup will be the most competitive in the event's history with a record number of challenging nations," said Ehman.

A number of actions were in place to guarantee highly competitive sailing and avoid any further controversial challenges or legal actions.

"We have already reached an agreement with the challengers on an exciting new class of boat that all defenders and challengers will sail," said Ehman.

"The new International America's Cup Class (IACC) will be an exciting, high performance 75-foot sloop that is two-thirds the weight of the old 12 meters and carries 40 percent more sail area.

"An eight-leg course has been specifically designed to make the races more challenging for the sailors and give spectators a close-in view of the action.

"International interest has already been sparked for the 1992 matches. Currently 14 yacht clubs from a record 11 nations have challenged. Seven more from an additional three nations have expressed interest. The Italians, French and one Japanese Club have recently launched new IACC boats that they've built in preparation for the next Cup challenge.

"The international enthusiasm is extremely exciting but it underscores the months of catching-up that lies ahead for our defence," Ehman added.

Ten potential U.S. Defence syndicates have surfaced, all of which will need money to compete in the defence selection trials beginning in early 1992.

"We have the America's Cup back at the San Diego Yacht Club where it rightfully belongs. But this is just the beginning of our biggest challenge yet,

to successfully defend the Cup," said Commodore Frank Radford.

"We are looking forward to welcoming all of the challengers to San Diego and hosting America's Cup XXVIII and of course, we intend to put on a strong SDYC defence."

Ehman said that some very good things had come out of the 1988 event, thanks largely to the leadership of the San Diego Yacht Club and the challengers who have patiently been working with us on the 1992 event; including:

- The San Diego "Protocol" — the agreement signed by all the challengers, and San Diego Yacht Club, that prevented a repeat of what we've just been through."

- The new International America's Cup Class Rule — a giant leap from the 19th Century 12 metre design to the state of the art racing yachts that were as challenging for the designers and crews as they will be exciting for spectators and television.

- The new "S" race course designed especially to be challenging for the new yachts and visually exciting for television and spectators.

- A renewed cooperative spirit between challengers and defender. Just to name a few.

## Mercury Bay Confirms 1992

**M**ERCURY Bay Boating Club Commodore Tony Morcom has confirmed his club's plans to challenge for the 1992 America's Cup in San Diego with Michael Fay's New Zealand Challenge syndicate.

Morcom said he and Fay would fly to the US to again personally deliver a challenge to San Diego Yacht Club Commodore Francis S. Radford.

Fay confirmed that early talks would be held with the Bruce Farr Design office in Annapolis to finalise lines for a prototype challenger designed to the new International America's Cup Class rule.

He added that he expected building of the yacht to start by June, 1990.

"I'm confident as I've ever been that we can design, build and sail boats better than any country in the world," Fay added.

## Italians — San Diego next Jan

**I**TALY'S Il Moro di Venezia syndicate will move from Venice to San Diego for onsite training in January 1991, taking with them two new International America's Cup Class 75-footers.

The first Il Moro was launched on March 11 and the wealthy syndicate



headed by Raul Gardini will launch its second yacht in July. Since the launching, American-born but Italian resident Paul Cayard (his mother was Italian) has had his crew training daily in the Adriatic Sea aboard the new yacht.

Cayard is enthusiastic about the new IACC yacht, describing it as "a sailor's dream, fast and thrilling", but a highly complex craft requiring the most competent of crews.

The first European America's Cup Class Association Regatta will be held in November this year, with both Italian yachts and at least the first French boat taking part.

The French yacht, *F1*, has also been sailing extensively with Marc Pajot as the skipper.

Dimensions released by the syndicates, and also by the Japanese, show that these first of the IACC boats have been built to the maximum dimensions of 24m LOA, 5.5m beam and 4m draft, with mainsail areas varying between 185 sq.m. and 212 sq.m., and masthead spinnakers of up to 465 sq.m. Displacement figures have been around 22,000 tonnes.

All of the new IACC yachts are being built of carbon fibre composite, as are their towering 34m masts.

## Beashel, Treharne Join Fischer

**C**OLIN Beashel and Hugh Treharne, members of the winning crew of *Australia II* in the 1983 America's Cup, will be the key sailing figures in Syd Fischer's challenge at San Diego in 1992.

Fischer confirmed that the two Sydney sailors will play a vital role in the planning and campaigning of the new International America's Cup Class (IACC) 75-footer he hopes to launch within a year.

Beashel is expected to be helmsman and Treharne his tactician aboard the Australian challenger, while Treharne probably will also direct the setting up of the challenge.

In the 1983 America's Cup at Newport, Rhode Island, Treharne was tactician for skipper John Bertrand while Beashel had the key role of mainsheet trimmer.

It was the agile young Beashel who twice climbed the mast of *Australia II* to save the mainsail falling down after a masthead fitting broke in a vital race against Dennis Conner in *Liberty*.

The sailors were again with Alan Bond's syndicate in 1987 when Beashel skippered *Australia IV* with Treharne as his tactician, losing the hard fought right to defend the Cup to *Kookaburra III*, skippered by Iain Murray, who subsequently lost to Dennis Conner in *Stars & Stripes*.

Beashel is a two-times Olympic helmsman in the Star class while Treharne is a former world champion in 18ft skiffs as well being involved in One Ton and Admiral's Cup campaigns.

They both will be involved in the test-sailing of the two half-scale IACC yachts which Fischer is building for on-the-water testing of designs produced by Peter van Oossanen, the Australian-born Dutch naval architect.

Peter Campbell

---

## A Yen (perhaps a billion!) for the America's Cup

By Peter Campbell who was in Japan for the launching of *Nippon*

**J**APAN has yen to win the America's Cup — and is prepared to spend hundreds of millions of those essential ingredients to achieve that goal in 1992.

A base budget of 300 million yen (\$A 25 million) in cash from 30 Japanese corporations was confirmed when the *Nippon* America's Cup challenge unveiled Japan's first-ever challenger for the world's oldest and most prestigious yachting event.

The final outlay probably will be five times that amount — something between 1.2 to 15. billion yen (\$A100-\$125 million) — by the time the 28th Match for the America's Cup hits the water in early 1992.

The Japanese challenger was christened *Nippon* at a colourful ceremony involving a Japanese Imperial family princess, Shinto priests and five massive barrels of sake (rice wine) at the seaport and fishing city of Gamagori, 300km south-west of Tokyo.

Then, with New Zealander Chris Dickson at the helm, the 24m sloop gave an impressive display of power sailing. In a 12 knot breeze, *Nippon's* massive 465 square metre spinnaker swept the yacht downwind at an effortless 12 knots.

*Nippon* is the first of two, possibly three boats the Japanese intend building in their determination to win the world's oldest and most prestigious yachting trophy.

The magnificent-looking sloop is only the third in the world of the new International America's Cup Class yachts so far built — the French and Italians each have launched one earlier this year.

The IACC yacht is bigger, lighter, carries 40% more sail area and is obviously faster than the outmoded 12-metre class it replaces as the America's Cup campaign vehicle.

*Nippon* is long and narrow, carries a mast that towers 34m above the deck, and has a deep keel with a "bullet train" bulb at the bottom.

In contrast to the relatively simple aluminium or fibreglass 12-metres built up to 1987, with aluminium masts, *Nippon* is built of hugely-expensive carbon fibre laminates cured in a huge heated bag.

For the first time in America's Cup history, *Nippon* has a carbon-fibre mast, towering 30m above the deck. The

*FIRST* sail for Syd Fischer's half-scale International America's Cup Class (IACC) sloop on Sydney Harbour, with Hugh Treharne on the helm and Colin Beashel working mainsheet on the 32-footer. Other crew were David Giles and Peter McCallum.





mast, designed and built in New Zealand, alone has cost close to a million dollars to develop, build and rig.

The mast is not the only expensive New Zealand involvement in the Japanese challenge, the Nippon syndicate has hired former Kiwi America's Cup skipper Chris Dickson for a reported \$US 1.2 million.

Dickson's role has not been strictly defined, but he will be eligible under residency rules to sail for Japan as either skipper or tactician — and after the launching it was he who skippered the boat.

All of which is why it costs twice as much, and more, to build and four times as much to campaign an IACC yacht that it did a 12-metre when the Bonds, the Parrys, the Connors and the Fays did it in 1986-87.

Apart from the direct cash support from 30 of Japan's major corporations, names like Yamaha, Mazda, JAL, Ricoh, Fujitsu and Sanyo, the syndicate has received many millions of yen in support and personnel services from other major companies.

Outside of the Italians, the Japanese syndicate is the richest and strongest so



JAPAN'S Prime Minister gave his backing the Nippon Challenge by using ancient Japanese calligraphy to create the name for the transom of the yacht.

far to emerge in the bid to win the Cup in 1992.

The colourful naming ceremony by Princess Tomohito of Mikasa was watched by several thousand Japanese,

ranging from senior executives of the 30 corporations which have contributed 100 million yen apiece to the several thousand "grass roots" supporters who donated between 2000 and 10000 yen (\$8 to \$83).

### <NIPPON> J3 — Specifications INTERNATIONAL AMERICA'S CUP CLASS INTERNATIONAL 12 METRE CLASS

Overall lengths	24.00m	19.70m
LWL	21.70m	
Max beam	5.50m	3.75m
Draft	4.00m	2.75m
Mast	35.00m	26.10m
Mainsail	212.6m <sup>2</sup>	105m <sup>2</sup>
Spinnaker	465m <sup>2</sup>	200m <sup>2</sup>
Displacement	22.00t	26.50t
Number of crew	16	11
Reaching speed (wind=10knts)	9.6knots	7.5knots
Hull material	Carbon fibre composite	Aluminium
Mast material	Carbon fibre composite	Aluminium
Sail material	Kevlar	Kevlar
Mainsail	Battened	Non-battened
Batten material	Carbon fiber composites	Non-battened
Sail plan	Free	Set

## Fischer May Be Sole Challenger

**S**YD Fischer, Australia's crusty old salt of ocean yacht racing, will launch his challenger for the 1992 America's Cup within a year.

Fischer at this stage is the only definite Australian challenger for the 28th Match which, following the decision of the New York Court of Appeals, will be sailed off San Diego, California, in May, 1992.

Fischer will shortly launch the first of two half-scale 9.6-metre models of the new International America's Cup Class yachts for on-the-water evaluation of the new design.

Sailing of these mini America's Cup boats will complement extensive tank-testing already carried out by Peter van Oossanen, the Australian-born, Dutch-based designer who played a significant role in the tank-testing of Australia II's wing keel in 1983.

Alan Bond, the man whose enterprise and drive unbolted the silver urn from the New York Yacht Club, ending a 132 year winning streak in yachting, may miss the America's Cup for the first time since 1974.

Bond and Iain Murray are the only other likely Australian challengers for the Cup at San Diego.

Bond, who put his challenge through Royal Perth Yacht Club "on hold" last September, will decide whether or not



to revive his syndicate following a meeting with his America's Cup directors, Warren Jones and John Langley, in Perth.

Murray, who designed and skippered *Kookaburra III* against Dennis Conner in the losing Match off Fremantle in 1987, is actively looking for corporate sponsorship to back a challenge.

The Murray concept would use the expertise of a group of sailing and design associates he has kept together since the 1983 Cup and which had been working with the Bond syndicate until last September.

Syd Fischer, a one-time surfboat captain, made his name in yachting as a tough ocean racing skipper, leading Australian teams to victory in the One Ton Cup, the Admiral's Cup and the Clipper Cup with a series of yachts named *Ragamuffin*.

He sailed his maxi yacht *Ragamuffin* to line honours victory in the 1988 Sydney-Hobart race.

This will be Fischer's third tilt at the America's Cup and one that he is confident will bring back the world's oldest and most prestigious yachting trophy to Australia and to his own club, the Royal Sydney Yacht Squadron.

His first bid as a challenger with the radical 12-metre class yacht *Advance* in 1983 was a disaster and in 1987 he made a bid to defend the Cup with the fast, but luckless and strangely named *Steak 'n Kidney*.

"We have been working on this America's Cup challenge for two years," Fisher said but stressed that the half-scale sailing yachts were not the ultimate design for his challenger — they had been built for a purpose and were experimental.

"We will finalise the design for the big boat after sailing tests with these hulls and more extensive tank-testing by Peter van Oossanen and Challenger Design," he added.



# International America's Cup Class

**Y**ACHT racing for the America's Cup has entered a new era of spectacular superboat duels on the water following the final decision of the New York Court of Appeals that San Diego Yacht Club officially holds the Auld Mug.

While many still disagree, as I do, with the manner in which Dennis Conner and San Diego retained the Auld Mug they won back from Australia in 1987, the stage is now set for real competition on the water in a spectacular new yacht — the International America's Cup Class.

Gone are the old "leadmines" of America's Cup racing, the International 12-metre class, in which famous Australian yachtsmen like Jock Sturrock, Sir James Hardy, Noel Robbins, John Bertrand and Iain Murray made their bids to win the Cup.

Never more will we see a repeat of the mismatch of 1988 when Dennis Conner and San Diego Yacht Club produced the unbeatable catamaran to outsail the Kiwi monohull.

America's Cup XXVIII, off Point Loma, San Diego, in May, 1992, will be sailed between these exciting high-tech International America's Cup Class

(IACC) sloops, 75-footers which are only two-thirds the weight of the 12-metres yet carry 40 percent more sail area.

Three of the new boats, designed to a rule created by a group of the world's leading yacht designers, including Australia's Iain Murray, have already been launched by syndicates in Italy, France and Japan.

Like the 12-metre class, the new IACC yachts must be designed within the parameters of a rule which allows designers to vary hull shapes, displacement, appendages (keel and rudder) and the sail area to achieve they consider will be the optimum boat for the conditions — off San Diego in 1992.

In Japan in April I saw the Nippon challenger provide an indication of the power sailing and acceleration these 24-metre sloops will achieve, but also the skills the crews will need to control them in a fresh breeze.

Italy's *Il Moro di Venezia*, the French *F1* and Japan's *Nippon* have each been built of exotic space-age materials providing a tremendous strength to weight ratio.

The huge hulls are of a sandwich composite structure of carbon fibre over a core of high density honeycomb foam,

resulting in a light shell yielding high mechanical performance.

Keels and rudders on the new boats are much deeper than the old twelves, the fin keels up to 4-metres deep with a "bullet-train" bulb on the bottom containing most of the ballast.

The towering rig, also made of carbon fibre, on each of the IACC yachts enables 40 percent more sail area to be carried than we saw on the 12-metres.

*Nippon's* mast rises 34-metres above the deck of the 24-metre long sloop, and the new yacht carried a working sail area (mainsail and jib) of 309.6 square metres when she sailed to windward off Gamagori, 300km south-west of Tokyo, last Sunday.

But the real spectacle came when helmsman Chris Dickson swung the huge white sloop off the wind and the crew hoisted the masthead spinnaker — 430 squaremetres of white and red nylon with the *Nippon* insignia splashed across the sail.

This is more than double the size of the spinnakers carried by the 12-metre class and *Nippon* swept away from her two 12-metre consorts — the former New Zealand boats KZ1 and KZ2.

In the 12 knot breeze, I timed *Nippon* sailing downwind at 14 knots on a flat sea, upwind she was powering to windward at 9.5 knots.

A crew of 16 will sail the new IACC boats compared with 11 on a 12-metre, but life won't be easy for them.

Handling the huge sails is a really hard work, and gybing the mainsail and spinnaker requires precision timing by the crew to avoid the loss of the mast — and who would want to be responsible for a million dollar's worth of rigging going over the side.

"*Nippon* is much more powerful than a 12-metre and needs much less wind to reach optimum speed — even in 4-5 knots of wind she is exciting to sail and at 12-14 knots we have to think about reefing the mainsail," *Nippon's* New Zealand helmsman Chris Dickson said after the launching ceremony and first official sail of the Japanese yacht.

The Italians and Japanese are already building their second IACC yachts, and there will be a spate of activity as up to 20 challenging syndicates in 15 nations and up to 10 US defence syndicates being building with the objective of having a boat on the water by this time next year.

Although the 28th Match for the America's Cup has been set for May 1992, with so many challengers and defenders the America's Cup regatta will start at San Diego in January 1992, possibly earlier.

## Quality But Costly Assets From NZ

**A** revolutionary mast built of carbon fibre instead of traditional aluminium is one of the "secret weapons" the Japanese are using in their bid to win the America's Cup in 1992.

The 34m mast was designed and built in New Zealand to carry the huge sail area on the 24m new International America's Cup Class sloop, *Nippon*.

Exotic carbon fibre, developed originally for the space-age, has been used extensively in the building of hulls of offshore racing yachts and for spinnaker poles.

Rules of the new International America's Cup class, unlike the old 12-metre class, allow exotic composites such as carbon fibre to be used for hulls, masts and spinnaker poles.

The carbon fibre mast was only one the "secrets" unveiled yesterday — the most obvious one being Chris Dickson. The other secrets — onboard computers, cameras, hull keel shapes and rudders (possibly two) — are being kept really secret.

But given Japan's advances in industry, in ship building (and hence, tank-testing facilities) and in computers, then they must be worthwhile secret.

Officially secret too, is the cost of the mast and the fee being paid to Dickson.

Dickson, the "boy wonder" of New Zealand at Fremantle in 1986-87 has since been ignored by the powerbrokers of NZ yachting because of his falling out with Michael Fay, head of the Kiwi America's Cup syndicate.

The Kiwis' loss is certainly the Japanese gain — as Dickson showed yesterday when he steered *Nippon* with the skill that he showed in Fremantle and has since as a two-times world champion of international match-racing.

He has also brought with him his father Roy, who has the role of director of sailing at the *Nippon* challenge base camp at this seaport and fishing city 300km south-west of Tokyo.

The fact that a New Zealander is steering the Japanese boat has not unduly upset the Japanese.

Dickson's comment that the "Samurai Spirit . . . will succeed when coupled with Japanese technology" at a launching day press conference was just the right thing to say to his new employers and the two million watching the ceremony on TV.



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## Kiwi Yacht Enters Jupiters Classic

FOR the first time since its inception, the Jupiters Sydney-Gold Coast Classic is drawing entries from across the Tasman. At least one Kiwi yacht, *Future Shock*, is a likely entry in this year's race which starts from the Harbour on Saturday, August 4.

*Future Shock* is an Elliott-design lightweight flyer, the same dimensions as Mike Clements' 17-metre sloop *Rager* which has raced out of the CYCA for the past three seasons.

*Rager* took line honours in last year's Jupiters Classic and the duel between the two seems certain to be the highlight of this year's race northwards.

*Future Shock* is on its way to Australia after racing from Auckland to Noumea and then from Noumea to Southport. She is expected in Sydney in early June. Other New Zealand yachts in these South-West Pacific races may also contest the Jupiters Classic.

The 380 nautical mile race to the Gold Coast, organised by the Cruising Yacht Club of Australia with the Southport Yacht Club again the host club, is expected to attract a strong fleet, including entries from Victoria and Tasmania.

Many crews are using the CYCA's Digital winter series to prepare for the race to warmer climates and the record fleet currently racing each Sunday on Sydney Harbour augers well for the Gold Coast race. The last winter race is the weekend before the start of the Jupiters Classic.

The race will again be run in three handicap categories — IOR, IMS and PHS. Last year's race was the first in Australia to have an IMS division but this year yachts may nominate for one handicap category only.

Race sponsors, Conrad International Hotel and Jupiters Casino, Southport Yacht Club and the people of the Gold Coast are noted for their hospitality and friends and families of competing sailors will be made most welcome at the Club and Hotel. The Trophy Presentation night will be a spectacular affair at the Conrad International Hotel on Wednesday, August 8.

Overall winner last year in the IOR division was Bruce Staples' Farr 40, *Witchcraft II*, from the Royal Prince Alfred Yacht Club, while the IMS division saw *Apollo Batteries* (Ray Nyman)

become the first winner of an IMS race in Australia. Line honours went to *Rager* from the Queensland boat, *Walk on the Wildside* and *Animal Farm*.

Southport Yacht Club has set its XXXX Gold Coast Winter Regatta to follow on from the Jupiters Classic, with a three race series starting on Thursday, August 9. This should give southern yachts and Queensland boats returning north a day of "R&R" before contesting the popular regatta off the Gold Coast beaches.

All racing will be over Olympic triangles and as well as including divisions for IOR, IMS and PHS-rated offshore racers, there will be divisions for E22 keelboats and JOG-rated yachts. The E22 regatta will actually start on Wednesday, August 8, giving this rapidly expanding Queensland fleet a six-race regatta.

Notices of Race for both the Jupiters 1990 Yacht Classic and the XXXX Gold Coast Winter Regatta are now available from all yacht clubs.

— Peter Campbell

## New Sponsor & Date for Noumea 1991

AUSTRALIA's most popular race into the South Pacific, the biennial ocean classic to Noumea, capital of New Caledonia, will have a new starting date in 1991, with fleets sailing from Sydney and Brisbane on Sunday, September 1.

The race, first held in 1983, also has a new sponsor — the Westpac Banking Corporation, with past sponsors, Club Mediterranee, UTA French Airlines and the tourist office, Destination New Caledonia, continuing their support for the bluewater event.

Announcing details of the 1991 Westpac Australia to New Caledonia ocean race, the Cruising Yacht Club of Australia said the change of time from May/June had been made for two reasons:

- The weather would be more favourable in September for the Pacific crossing — 1,040 nautical miles from Sydney and 900 nautical miles from Brisbane.
- School holidays in New Caledonia would enable a strong fleet of French yachts from Noumea to again compete.

Last year the CYCA received 72 applications for entry forms, of which 52 yachts started from Sydney and Brisbane. However, the fleet was battered by strong headwinds and rough seas and nearly half retired, with French yachts taking both line honours and first overall on IOR corrected times.

The CYCA spokesman said the club had made a detailed survey of weather conditions in the South-West Pacific and had formed the opinion that September to November was the most favourable, with moderate south-east tradewinds almost certainly assured for most of the voyage.

"In past years we have held the race in the late autumn-early winter to avoid a clash with the CYCA summer point-score, but we feel this no longer has the same significance for a long passage race such as the Noumea," the spokesman said.

The CYCA's report on the weather in September-November has been backed up by former Noumea race director Peter Rysdyk, who cruised from Syd-

ney to New Caledonia at that time last year in his 42-footer, *Onya*.

"We had a reach all the way, the weather was warm and sunny during the day and night, the seas smooth — it was absolutely perfect weather sailing there and cruising later around the coast of New Caledonia," Rysdyk said.

"We had candlelight dinners aboard *Onya* as she bowled along at six knots in an 10 knot south-easterly tradewind.

"We also passed several ships and had chats with them on Channel 16 — they were delighted that we called them up. One even invited us aboard for breakfast," Rysdyk added.

The Cruising Yacht Club of Australia is organising the 1991 Westpac Australia-New Caledonia race with the assistance of the Queensland Cruising Yacht Club, while in Noumea the host club will again be the hospitable Cercle Nautique Caledonien.

There will be divisions for yachts to race under IOR, IMS and Arbitrary handicaps as well as the popular Cruising Division. In addition, the CYCA will again organise the post-race Route du Paradis cruise around the south and east coasts of New Caledonia.

The Notice of Race for the 1991 Westpac Australia-New Caledonia race will be available shortly from the Cruising Yacht Club of Australia, New Beach Road, Darling Point, NSW 2027. Phone: (02) 32 9731; Fax: (02) 32 9745.

— Peter Campbell



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# International Offshore

From  
Tim Jeffery

**T**HE soaraway success of the 50ft circuit in the USA has caused a flurry of activity in Europe.

Currently Mike Peacock is the owner of the only British competitive IOR boat, *Juno IV*. A Castro 45, the former Admiral's Cup and Southern Cross team member is having complete underbody surgery to increase mid-depth to allow the additional sail area for a Mediterranean summer.

Peacock is British Sardinia Cup captain, though he does not know his team mates yet. One favourite is the Farr 40 *Hitchhiker II* (ex *Jamarella* 1987) owned by Western Australia's Peter Briggs.

Briggs is tipped to mount a 50ft campaign in 1991, though Mike Peacock has already confirmed next year's boat. She's a new Farr 50, based on the 3rd generation 50-footer from Bruce Farr exemplified by *Springbok* which made her debut in the Key West regatta on the USA circuit.

Lymington's Bill Green will build *Juno V*, ready for launching in October. Mike Peacock intends to ship the boat to America for early season racing so that she returns for the UK Admiral's Cup trials fully benchmarked.

The core of *Juno IV's* crew will move to the 50 under skipper Mike McIntyre. He'll share the steering and tactical duties with young Stuart Childerley,



Britain's 1984 Olympic Finn entry who sailed the 1989 offshore season aboard indulgence.

While there's little sign of other British owners committing themselves to IOR boats, the Italians and Danes look to have their Admiral's Cup teams already in place.

In a bold move, the Italians have bought an off-the-shelf team — three

Farr boats from Auckland builder Terry Cookson. Having sold his 1989 One Ton Cup Winner *Brava* to a Soviet Black Sea syndicate, Pasquale Landolfi is having a new One Tonner built to defend his title at this year's series in Marstrand, Sweden.

Landolfi is key member of Raul Gardini's Montedison chemicals corporation and does a lot of business in the Soviet Union. But this and his executive position in Gardini's Il Moro di Venezia America's Cup syndicate have not been enough to secure Californian Paul Cayard to steer the One Tonner. He'll be too busy with the group's 1ACC 75 footer. Skippering *Brava* will be former J-24 world champion Francesco di Angelis.

As for the other two owners, Pasquale Di Gennaro is moving up from his Apulia One Tonner to a 34.5ft rater while Giorgio Garriero's new *Mandrake* is a 50 footer. The Italian national federation, the FIV, has come under pressure to open up the Admiral's Cup team. A foreign-designed and built team is not a universally popular format.

The Danish Federation have avoided this problem by requiring Cup candidates to lodge a deposit so that their owners are committed to a national, not private, challenge. Denmark's strong showing in Cowes last time and Jens Christiansen's 1st and 2nd in the first two USA 50ft regattas with *Container* this year, proves the Danes are to be reckoned with. Rather like New Zealand, they have a small pool of committed and talented sailors, designers and sailmakers making for a very strong and very cohesive force in ocean racing.

The 4K syndicate have reserved the one tonner slot, but they are holding judgement on the successor to their Farr one tonner until after this year's One Ton Cup.

The other two boats will come from the *Andelsbanken* and *Stockbroker* camps. Victor Gruelich's *Andelsbanken* crew is known to favour the Two Ton slot. Presently the Niels Jeppeson — designed *Andelsbanken* is racing as *Infinity* in the USA, but is returning to Europe for the summer and eventual sale.

She could prove to a top buy, having been raced hard with little time for optimisation. Being preg-preg built, she's very light and durable, yet has an unfashionably large keel and small fore-triangle. Danish thinking seems to be to let another owner extract the yacht's remaining potential while they will build afresh.

No firm design decision have been made yet with the Danish boats.

## Abracadabra's Second 50ft Win

**A**BRACADABRA, a new Reichel/Pugh 50-footer built in Sydney by John McConaghy and launched in late February, won her second World Cup event in a row when she took first at the St. Thomas 50-foot World Cup in April on the south side of the US Virgin Island of St. Thomas.

Driven by John Kolius, *Abracadabra* concluded the series with a 9-point winning margin over *Springbok*, a Bruce Farr design owned by David Rosow of Fairfield (CT). This 9-point lead is the largest winning point margin on any leg of the 1990 International 50-foot Yacht Association World Cup to date.

*Abracadabra*, owned by Jim Andrews of Birmingham (AL) — also won the Miami leg of the World Cup, held in early March only days after the boat's arrival from its Australian building ground.

Although *Abracadabra* concluded the St. Thomas series with a healthy lead, the sailing was as fiercely close as 50-foot sailing always is, and no one

boat is easily dominating this class. *Abracadabra* led the fleet throughout the entire four-day series, but her lead shrunk to a slim quarter-point after the second day of racing. She posted third and second-place finishes in Races 5 and 6 on the third day to put her back in a more secure position. But even in Race 5, her mark-rounding positions switched from first at the first windward mark, to seventh at the second windward mark, to third at the finish.

Other extremely well-sailed boats had radical position changes in their finishes in this 10-boat fleet. *Windquest*, a Bruce Farr design owned by Richard DeVos of Ada (MI) and driven by John Bertrand, included two firsts, an eighth, and a ninth in her seven-race score. *Tiger*, a Farr driven by Peter Lester owned by Masakazu Kobayashi of Japan, also posted two firsts and two ninths in her standings.

The racing is getting so close in this class that the Race Committee has moved to clock 50-foot finishes in 1/100th of a second increments for the rest of the 1990 series, which displays how close these boats can be after a 12-mile race.



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Rick  
Dovey

## Not the Customs House Again!

**T**HE Cruising Yacht Club of Australia's Sailing Committee has made some changes to next season's sailing programme which should be real improvements, if contentious to some.

One is the introduction of an additional pointscore for summer. In past seasons only about 30 percent of the fleet actually sail the whole season as there is a big drop-off in numbers after Christmas and the Hobart. Next year, in addition to the season-long overall pointscore, there will be an additional one for the months after Christmas.

Crew limitations for both IOR and IMS have always come under a lot of discussion with clubs everywhere trying both methods of limited numbers, by number or weight. For next season the CYC has settled on a maximum weight restriction for both systems.

That's good for us lightweighters who find ourselves getting flicked for the human dreadnoughts when the number system is used.

The number of races has also been modified. One long race has been added before the Hobart to answer the need to improve preparation for the toughest race of the season. That takes the total of long races to seven, plus the Hobart. One long race will be dropped for the Bluewater, not the Hobart. In addition there will be 16 instead of 17 short races with 13 to count.

Next year's Noumea Race has undergone surgery. Following advice from the Bureau of Meteorology and cruising yachtsmen, the race will be sailed in September instead of May so that competitors should avoid the headwinds that have plagued the race in six of the past seven years.

With the establishment of IMS, there will be no Illingworth or Australian TCF, it's dead.

### IMS in Trouble?

How long IMS works for remains to be seen, and it has undoubtedly been the greatest problem for the Sailing Committee over the past season. While it has

got off to a good start it is already running into problems.

In essence, the rule is aimed at getting racer-cruisers and old IOR boats back out there racing and it has done that very well here in its first year and in the USA over several years.

But it's under threat already with the measuring of modern IOR boats such as the Farr 40, *Zap*. Take those boats (another example is *Wild Oats*) and put them up against cruiser-racers like the Northshore, Beneteau and Cavalier and the Farr 40 will win every time.

In the coming months more IOR boats which are uncompetitive against those built every two years for the Admiral's Cup trials are going to be measured for IMS. But the rule just cannot equate them with the older boats.

For some, the answer lies in sailing boats of other sizes and just worrying about winning their division, as happens in the USA. But for those sailing similarly sized boats, I fear the IMS will just turn out like the IOR and its days will be numbered.

And that means going back to the drawing board for a reasonable handicapping system. Perhaps it means re-assessing CHS which has just done very well in the South China Seas series and Hamilton Island Week.

Quite correctly, the CYC wants to give IMS every chance so the Sailing Committee has decided to go against the rest of Australia to get back in line with the rest of the world in regard to exotics. For CYC events the grandfather clause for exotics is now re-inserted, which means that boats built with exotics before December 1989 will be allowed to race IMS.

I don't think the IMS is the answer, simply because the newer boats like the Farris will always beat the old. At every Sailing Committee meeting there has been pressure to make changes. In the instances where this has entailed the rule being out of "whack" with our own conditions, such as having crews that are





*SPECTACULAR racing during the Etchells Australian championship in Adelaide. Boat 300 is due to be launched in September.*

too small in total for the Hobart, then yes, the rule should be modified in pursuit of greater safety.

Otherwise, leave it alone so that we can try it in the same form as the rest of the world. Then it can succeed or fail on its own merits. If there must be modification let it be universal. Clubs here and there making piecemeal changes to try and make it work is not the answer. All that does is frustrate owners and crews, make it difficult to compete internationally (and in Australia interstate) and delay the inevitable.

If the rule is good or can be made to work then fantastic. If not, something else like CHS has to be used or another rule devised. I think we'll know whether IMS will ever work within six months.

### **Boom Time for Etchells**

In complete contrast to the troubled offshore scene are the Etchells, or more formally the E22 class.

Next September marks history for the class when the Association officially launches KA 300, the 300th boat to be built in Australia.

The Etchells, formally titled the E22, is already the biggest keelboat class in Australia and we have the world's second biggest fleet.

Next January the World class championships will be held in Perth and it's going to be a great regatta with at least 55 competitors from all over Australia and the world mixing it in what is the best one design keelboat in the world. No fewer than 22 local boats will be loaned to overseas competitors from the USA, Hong Kong, Canada, England and New Zealand.

Former World Etchells champions Iain Murray and Peter Gilmour of Sydney and John Savage of Melbourne will be racing, the latter trying for his third world title.

Also racing will be 1983 America's Cup winner John Bertrand who has finally come out of retirement and returned to competitive sailing by leasing an Etchell to sail in Royal Brighton's winter fleet of 40 Etchells.

Bertrand is keeping his campaign low key but says he's out to win in Perth. He says he chose to return to competitive

sailing in an Etchell "because it's the best one design racer in Australia with excellent racing and a 'nice' objective to go for in the World championships."

From sailing them and considering their growth at home and abroad, one can only agree with his choice. They are strict one-design and give genuine man against man racing, they hold their value for good resale, they are easier to sail than a Star or Soling yet still fast and fun, you don't need to be Lisa Curry or Grant Kenny because hiking devices are prohibited, they are cheap to maintain because of restrictions controlling new gear and finally they are a three man boat which solves the problem all ocean racer owners have of organising a big crew week in and week out.

Undoubtedly all clubs will come under more pressure to provide greater hard stand areas to cater for their growing numbers.

That's difficult considering the costs and pressures on foreshores, but it must be done because already a lot of people are staying in the sport after trying the boat.

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# Prime Factor & Challenge II

## CYCA WINNERS

**T**HE Cruising Yacht Club of Australia's annual pointscore took on a new look for the 1989-90 season with the introduction of the new IMS handicapping system to supplement the IOR and Illingworth divisions. Designed to bring a renewed competitiveness for older IOR-designed boats and encourage more cruiser/racers to compete offshore, the move by the CYCA has been an outstanding success.

IMS has certainly achieved this aim, not only in the Sydney fleet, but also in Perth, Adelaide and Hobart, with Queensland and Victoria now moving into IMS. Highlight of the season was the fact that half the fleet in the NorTel Sydney-Hobart race had IMS certificates, 62 in all — less than six months after the CYCA introduced IMS measuring under the direction of Gordon Marshall.

At the same time, there was no significant fall-off in the IOR fleet racing with the CYCA, the club maintaining its fleet numbers for its long ocean pointscore, the prestigious Blue Water Championship, and lifting its fleet numbers in the short ocean pointscore with the inclusion also this past season of a division for JOG boats.



**PRIME FACTOR**, Bob Brady's Farr 40, winner of CYCA's Blue Water IOR Championship for 1989-90 season. (Pic — Peter Campbell)

On average, between 40 and 50 yachts sailed in the CYCA pointscore races, with 40 yachts entered in the IOR division and 20 in the IMS division (some of these also continued to race under their IOR ratings as well) while 26 boats also entered for the Illingworth division, based on the Australian TCF which includes an age allowance for older IOR boats.

The season saw great competition, highlighted by the NorTel Southern

Cross Cup and NorTel Sydney-Hobart, with the battle for top season honours going right down to the final pointscore races in all divisions.

### IOR Overall

In the Blue Water Pointscore, Bob Brady's Farr 40, *Prime Factor*, won the IOR division overall from the veteran Sparkman & Stephens-designed *Stormy Petrel*, skippered by her equally veteran owner Tony Pearson, with the Davidson 36, *Middle Harbour Express*, skippered by Ray Stone, finishing third overall.

With a strong input from Hood sails Tim Messenger, *Prime Factor* sailed a fine season which included representing Australia, along with *Sagacious* and *Southern Cross*, in the NorTel Southern Cross Cup. In the BWPS she scored nine firsts, seven seconds and a third overall and 11 firsts and six seconds in Division 1. In the Sydney-Hobart, *Prime Factor* finished 11th overall and sixth in IOR Division B.

Built in WA in 1987, she has remained unchanged from the basic Farr 40 concept since Bob Brady bought her in 1988 for racing out of the CYCA.

## CYCA POINTSCORE WINNERS — 1989-90

**O**VERALL pointscore placegetters and perpetual trophy winners, CYCA season 1989-90:

**DIVISION 1:** *Prime Factor* (Bob Brady): Winner, Bluewater Championship; Winner, Jack Halliday Trophy; Winner, Malcolm Halliday Trophy; Winner, Janzoon Trophy Race; Winner, Tradewinds Trophy Race. 1st, BWPS — Division 1; 1st, SOPS — Division 1.

*Challenge II* (Jim Daley): 2nd, BWPS — Division 1; 1st, ILPS — Division 1; 1st, IMPS — Overall; 3rd, SOPS — IOR Division 1; 3rd, SOPS — ILL Division 1; 1st, SOPS — IMS Division 1.

*Big Schott* (Peter Bush): 3rd, BWPS — Division 1; 2nd, ILPS — Division 1; 2nd, SOPS — ILL Division 1.

*Swuzzlebubble Six* (Colin Boyle): 3rd, ILPS — Division 1; 2nd, SOPS — Division 1; 1st, SOPS — ILL Division 1.

*Continental* (Mike Champion): Winner, Rubber Kellaway Trophy; 2nd, IMPS — Overall; 2nd, SOPS — IMS Division 1.

*Matangi* (John Bleakley): 3rd, IMPS — Overall; 3rd, SOPS — IMS Division 1.

*Nadia IV* (Teki Dalton): Member of winning team for the Commodores Trophy.

*Cyclone* (Max Ryan): Winner, Halvorsen Bros. Trophy Race; Member of winning team for the Commodores Trophy.

*Sagacious* (Gary Appleby): Winner, Founders Cup. *Another Concubine* (John Parker): Winner, Royal Clubs Trophy.

**DIVISION 2: STORMY PETREL** (Tony Pearson): Winner, John Borrow Memorial Trophy; Winner, Ron Robertson Trophy; 2nd, Bluewater Championship; 1st, BWPS — Division 2; 1st, ILPS — Division 2; 1st, SOPS — IOR Division 2; 1st, SOPS — ILL Division 2.

*Middle Harbour Express* (Ray Stone): 3rd, Bluewater Championship; 2nd, BWPS — Division 2; 2nd, ILPS — Division 2; 2nd, SOPS — IOR Division 2; 2nd, SOPS — ILL Division 2.

*Impeccable* (John Walker): 3rd, BWPS — Division 2; 3rd, ILPS — Division 2.

*Auspicious* (David Loxton): 3rd, SOPS — IOR Division 2; 3rd, SOPS — ILL Division 2.

*Lady Ann* (John & Ann Kirkjian): 1st, SOPS — IMS Division 2.

*Dow Air* (Farr Lap Syndicate): 2nd, SOPS — IMS Division 2.

*Sweet Lauraine* (John Flachs): 3rd, SOPS — IMS Division 2.

*Haupia* (Tom Johnston): Winner, Flinders Cup; Member of winning team for the Commodores trophy.

**DIVISION 3: FUELS PARADISE** (John Messenger): 1st, BWPS — Division 3; 1st, ILPS — Division 3; SOPS — IOR Division 3; 2nd, SOPS — ILL Division 3.

*Firetel* (R. Lawler/K. Taylor): 2nd, BWPS — Division 3; 2nd, ILPS — Division 3; 3rd, SOPS — IOR Division 3; 3rd, SOPS — ILL Division 3; 2nd, SOPS — IMS Division 3.

*Shenandoah III* (Julius Charady): 3rd, BWPS — Division 3; 3rd, ILPS — Division 3.

**MORNING TIDE** (Jim Lawler): 2nd, SOPS — IOR Division 3; 1st, SOPS — ILL Division 3; 1st, SOPS — IMS Division 3.

*Ceildh* (J. Ewbank): Winner, Woollahra Cup. *Emma* (M. de Burca): 3rd, SOPS — IMS Division 3.

### SHORT-HAUL:

*Cherana* (John Keely): 1st, Short-haul. *Misty* (Alan Brown): 2nd, Short-haul.

*The Doctor* (I. Mansell): 3rd, Short-haul; 2nd, Autumn Short-haul pointscore.

*Privateer* (W. Mirow/P. Mathews): 1st, Short-haul Autumn pointscore.

*Eagle* (J. Boys): 3rd, Autumn Short-haul pointscore.



But the real romance of the season came from the performance of the two veterans, *Stormy Petrel* and *Challenge II*.

*Stormy Petrel* was launched back in 1970 as a then state-of-the-art One Tonner, with Syd Fischer skippering her to victory in the world One Ton Cup in New Zealand that year. Since bought by 1988-89 Ocean Racing Veteran of the Year Tony Pearson, she has continued her winning ways, not only under Illingworth handicaps, with an age allowance, but in straight-out IOR.

Rising 20 years, *Stormy Petrel* was still capable of winning two BWPS races overall on IOR and scoring 12 wins, six seconds and a third against the Division 2 fleet, also winning the Ron Robertson Trophy and the John Barrow Memorial Trophy.

*Middle Harbour Express*, skippered by MHYC member Ray Stone, also ranks in the veteran class. This Davidson 36 was built in Queensland and launched as *Gold Coast Express* for the 1980 Clipper Cup in Hawaii — where she won every race in her division. Current owner Ray Stone has updated the yacht with a Scott Jutson keel and rudder and the boat continues on her winning ways under IOR, also winning Illingworth Division C in the last Sydney-Hobart. More recently, she won IOR Division 3 of the Caltex Sydney-Mooloolaba race.

### IMS Overall

*Challenge II*'s performance in winning the inaugural IMS Division of the Nor-Tel Sydney-Hobart race will go down in history as a unique record. She repeated her overall win (under IOR) of 1983 while her original owner, Victorian Lou Abrahams, notched up his second Hobart victory with his latest racer, the One Tonner, *Ultimate Challenge*.

Now owned by Sydney yachtsman Jim Daley, *Challenge II*, epitomised one of the types of yachts around which the new IMS handicapping system was devised — the older IOR racer now unable to match the latest state-of-the-art, high-tech boats under her current IOR rating, even with the built-in age allowance.

The fractional-rigged Sparkman & Stephens 45-footer was one of the first older IOR boats to be measured for IMS, under the direction of CYCA marina manager Phil Thompson who also was sailing master in the crew. Apart from her 1983 Hobart race win, *Challenge II* was always a fast boat in moderate to heavy airs, being a member of the winning Australian team in a Clipper Cup and winning a Sydney-Suva race.

Thompson believes that crew continuity was one of the key factors in the excellent results achieved by *Challenge II* under IMS. "They turned out every week without fail, they did their tasks aboard with quiet efficiency — we



CHALLENGE II, Jim Daley's S&S46 which won the CYCA's first summer pointscore series under IMS handicaps. (Pic — Max Press)

didn't need any so-called heavies in our crew," he told OFFSHORE.

*Challenge II* won the IMS pointscore by a mere 4.5 points from Mike Champion's John King designed, purpose-built *Continental* — 1883.0 points to 1828.5 points over 21 races — with John Bleakley's *Matangi*, a Frers 39, third. Under IMS, *Challenge II* had six wins, (four seconds and two thirds, *Continental* five firsts,) two seconds and seven thirds. In the Sydney-Hobart *Challenge II* won, *Continental* was fourth overall on IMS.

"Coming into the final few races of the season, *Continental* had to win to beat us — so we match-raced her around the course, managing to push her out of those vital top placings," Thompson said.

*Challenge II* also won the Illingworth pointscore for the season. Sadly, Jim Daley has pulled out of ocean racing and *Challenge II* is up for sale. Her crew have moved en masse to join *Freight Train*, sailing the first race together in the East-West Sydney-Whitsundays race which started May 26.

Another MHYC boat, John Messenger's *Fuels Paradise* won Division 3 of the BWPS from another veteran yachtsman, Julius Charody, skippering *Shenandoah*, with third place going to *Firetel* (Ray Lawler and Ken Taylor).

In the CYCA short ocean pointscore, *Prime Factor* also won IOR Division 1, *Stormy Petrel* took out Division 2 and *Fuels Paradise* Division 3. Under Illin-

worth (Australian TCF) *Swuzzlebubble Six* won Division 1, *Stormy Petrel* won Division 2 and *Morning Tide* Division 3.

IMS winners in the short ocean pointscore were *Challenge II* (Div 1), *Lady Ann* (Div 2) and *Morning Tide* (Div 3).

Yet another veteran yachtsman, Alf Hancock won the Division 4 (JOG) pointscore in his tiny sloop, *Corfu*, beating the JOG champion *Box Office* and *Crackajack*.

And to complete a summer season for the "golden oldies" of the sea, the 1959 Sydney-Hobart winner, *Cherana*, skippered by John Keelty, won the Short-Haul division with four wins, two seconds and four thirds. Alan Brown's *Misty* finished second and *The Doctor* (Ian Mansell) third in this increasingly popular group of more sedate offshore racing enthusiasts.

*Cherana* wound up the summer-autumn by winning the CYCA's Great Veterans Race which marked the opening of the Digital Winter Pointscore. Incidentally, the Winter Pointscore this year has attracted more than 150 entries.

With the expansion of the IMS division and the resurgence of interest in the JOGs, the scene is already set for another great bluewater season in the summer of 1990-91 which will also see the introduction of the NorTel Asia Pacific Offshore Championship, an individual yacht series races leading up to and including the NorTel Sydney-Hobart.

— Peter Campbell



# IOR to IMS

## The Feasibility of Conversion

by Scott Jutson

THE Australian IMS fleet is growing rapidly as more and more yachts measure up. One group that stands on the fringe of this movement is the club level IOR racer. Their yachts, while purpose built for IOR, do not qualify for the grand prix bin to which IOR has been relegated but at the same time they are hardly examples of the well fitted cruiser/racer that the IMS rule hopes to promote. These owners, their yachts and crews form the backbone of the Australian ocean racing fleet and they realise that they must convert their existing yachts to IMS if they wish to carry on. The question is, what's involved to convert?

First, let's set two things straight. As of this writing the AYF has refused to fall into line with the grandfathering aspects of the new material ban rule. Whereas internationally the rule applies only to new vessels the AYF wants it to remain retroactive. So, if your boat falls foul of this, regardless of age, you need read no further. Secondly, though your club may not be enforcing the Optional Regulations it is a fact that all major IMS events next season will be run under these guidelines. Do not think that you will not be scrutinised because you hold a current certificate and have raced with it this season. You will be and if you do not measure up you will not be allowed

to race until such time as your boat is brought up to standard.

Converting the IOR yacht to IMS requires that three major areas be examined. These are the positive limit of stability, the accommodation requirements, and the rather vague consideration that you are upholding the spirit of the rule which is to foster and promote a truly dual purpose yacht. For the sake of example I have chosen the evergreen 37 footer *Middle Harbour Express*. MHE was originally launched as the center-boarder *Gold Coast Express* and has survived many rule changes. Will she be able to reincarnate as an IMS cruiser/racer?

To begin our study we have digitised the lines plan of MHE into the IMS Lines Processing Program. This essentially simulates the full scale measurement procedure and gives us a working IMS file from which we can make assessments and perform modifications. Trimming the boat to its current IOR freeboards and righting moment gives the correct flotation and vertical center of gravity values which allows the LPP to determine the relevant hydrostatic values as well as the positive limit of stability (for further information see OFFSHORE April/May 90). In this case the value is 116 degrees which exceeds

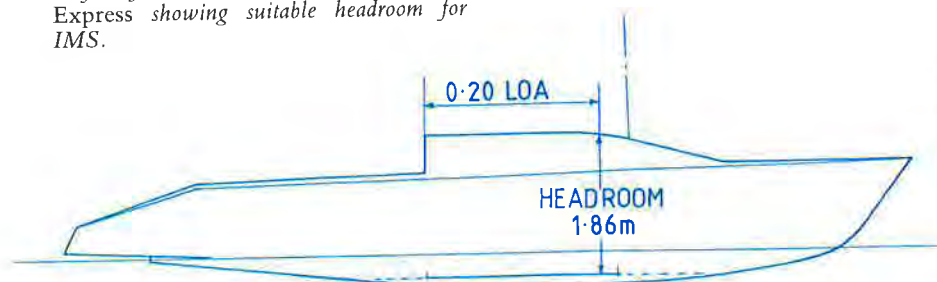
the 103 minimum as well as meeting the 1992 Cat. 1 limit of 115 degrees.

Keeping in mind that this value is for the current IOR configuration we then proceeded to add the estimated fitout weight at the various locations and weights. Free trimming the boat with the new heavier (56kg) displacement and higher VCG (6mm) dropped the positive limit to 115 degrees despite an increase in measured righting moment from 110 to 111 kg/m. There is not a direct correlation between these values but MHE passes the first test anyway.

The next area is accommodation standards. As expected, the boat is certainly below par. First thing to examine is the headroom as this can be a real stinker to correct if you are found under. Two formulas are applied and both are based on your LOA. Most IOR boats are fine in the vertical aspect of the rule and MHE is no exception. The fore and aft extent of the headroom is simply 20% of LOA and it is this dimension that the IOR boat can come to grief. MHE passes but only marginally. Some newer designs have fallen short but again, only marginally.

The bulk of the accommodation requirements are contained in the accommodation number calculation. This number is determined by a weighted point score system found in the IMS Optional Regulations. The idea is that a minimum 100 points must be achieved along with certain "must have" items. These include such things as a minimum 3 burner stove (or two burners with oven), hanging locker, enclosed head, etc. Requirements are again based on length and generally have an acceptable lower limit, a mean, and an upper limit beyond which no credit will be given. Our goal in redesigning the interior of MHE was to satisfy the rule in the most cost effective method possible. Referring to the before and after drawings you can see that the following modifications and additions must be performed to make her

Profile of the IOR yacht Middle Harbour Express showing suitable headroom for IMS.





IMS accommodation number equal at least 100:

- A minimum of four berths is required with at least two being solid bottomed. The boat already has allowance for four solids but the pipe cots must be removed (or not counted) as they lack 500mm of clearance. Cushions to specified thickness and density must be installed.
- A hanging locker suitable for one garment per berth. Suggest foul weather jackets not the wife's silk knickers.
- Replacement of the current two burner/grill with a two burner/oven combination. This needs to be located as shown if it is to be functional. This also increases the galley stowage capability to a generous level.
- Ice box capacity must be increased to base figure which allows for a larger top that can be a nav table.
- Enclose head with solid door onto existing bulkhead to isolate head from main accommodation area. Add sink/vanity arrangement to starboard to make a nice functional area.
- Water capacity at 200 litre maximum already.
- Increase fuel capacity from 60 litres to 81 litre base figure.
- Cabin table must be permanently fitted to specified size.

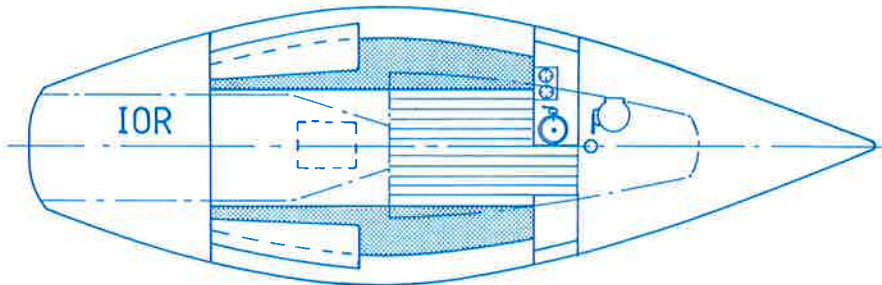
With these items in place the accommodation number calculation looks as follows:

**ACCOMMODATION NO. CALCS FOR MIDDLE HARBOUR EXPRESS AS CONVERTED**

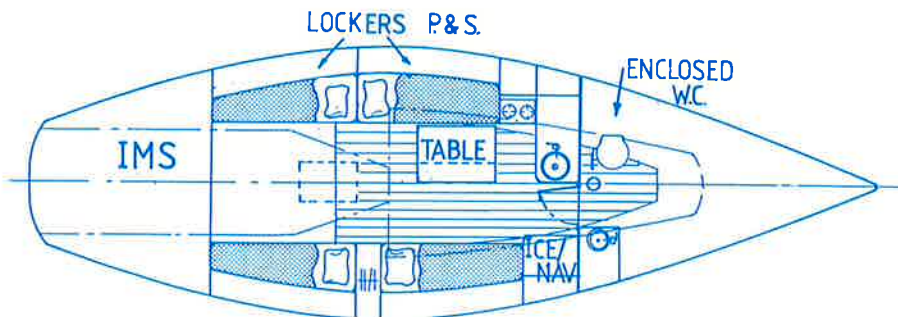
Category	Limits		Actual Base	Factor	Score
	lower	upper			
Berths	4	6	(4 / 5)	x 30	= 24
Ice box vol.	0	.22	(.15 / .15)	x 5	= 5
Galley stowage	.13	.22	(.15 / .15)	x 10	= 10
H2O Capacity	119	199	(199 / 132)	x 12	= 18.09
Fuel Capacity	65	122	(81 / 81)	x 8	= 8
Pers. Gear stowage	.16	.29	(.17 / .17)	x 10	= 10
Cabin table	.58	.78	(.65 / .65)	x 5	= 5
Headroom	1.8	1.92	(1.86 / 1.86)	x 20	= 20
<b>TOTAL</b>					<b>100.09</b>

We have achieved a 100 point fitout with reasonably little fuss so is it OK to go sailing now? The answer is maybe and this brings us to our final hurdle — the spirit of the rule. Race administrators are given discretionary powers under the rule to reject a vessel for non-compliance even if the 100 points are achieved. This power was given to insure that fitouts were truly functional and meet the general idea of what the rule is trying to promote. There is some concern that such a discretionary power could be misapplied if made available to every club to administer as they see fit. It would seem that a better arrangement would be to have it centrally administered as is measurement. Until then it behoves the IMS converter to run their

Plan view of Middle Harbour Express with her current IOR interior.



Plan view of Middle Harbour Express with proposed IMS interior.



and, if any controversy exists, by other sources as well.

Taking our advice, we did just that

minutes ahead of MHE:

	MHE ASIS	MHE IMS	FARR 37	J-35
LYRIO	588.00	589.1	578.7	568.4
OLYMPIC	1266.2	667.1	663.3	648.1

The conversion allows MHE down in IMS VPP terms by about a second a mile which seems a reasonable assumption. That would be 8 minutes to Mooloolaba and 25 seconds on the average CYC SOPS race. The numbers look good.

It would be tempting to see how MHE would have done on the Mooloolaba using our calculated LR10 but the temptation should be resisted for two reasons. First, she will not only be sailing with the extra weight of the fitout but with one less crew member (seven instead of eight) because of the lower IMS crew numbers. This may not be as relevant in a long race but will show up around the cans. Secondly, the number of allowable sails is reduced so gear changes that would have been made may not be possible in the IMS mode. However, the rulemakers have suggested that the IMS limits be raised for longer races so perhaps this would have had no effect in the race. One thing is certain and that is that a well considered IOR conversion should do well under IMS simply because, for all its perceived vices, the IOR does promote good all around performance which is exactly what is required to win under IMS.

plans by their club's race administration and it looks like our conversion will float. Now we have one final matter to consider and that is performance. The LPP figures are now run through the VPP (velocity prediction program) and we now have a set of IMS numbers by which we can see how the boat stacks up against the known competition. The best benchmark for MHE is a Farr 37 as she has traditionally rated lower and sailed faster on most points of sail. Below are listed two sets of commonly used IMS handicap figures for MHE with a pre-conversion IMS rating, MHE after conversion, and a currently rated Farr 37. I have also included figures for the J-35 *Haupia* as she was the overall IMS winner to *Mooloolaba* finishing 47



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*Offshore's*

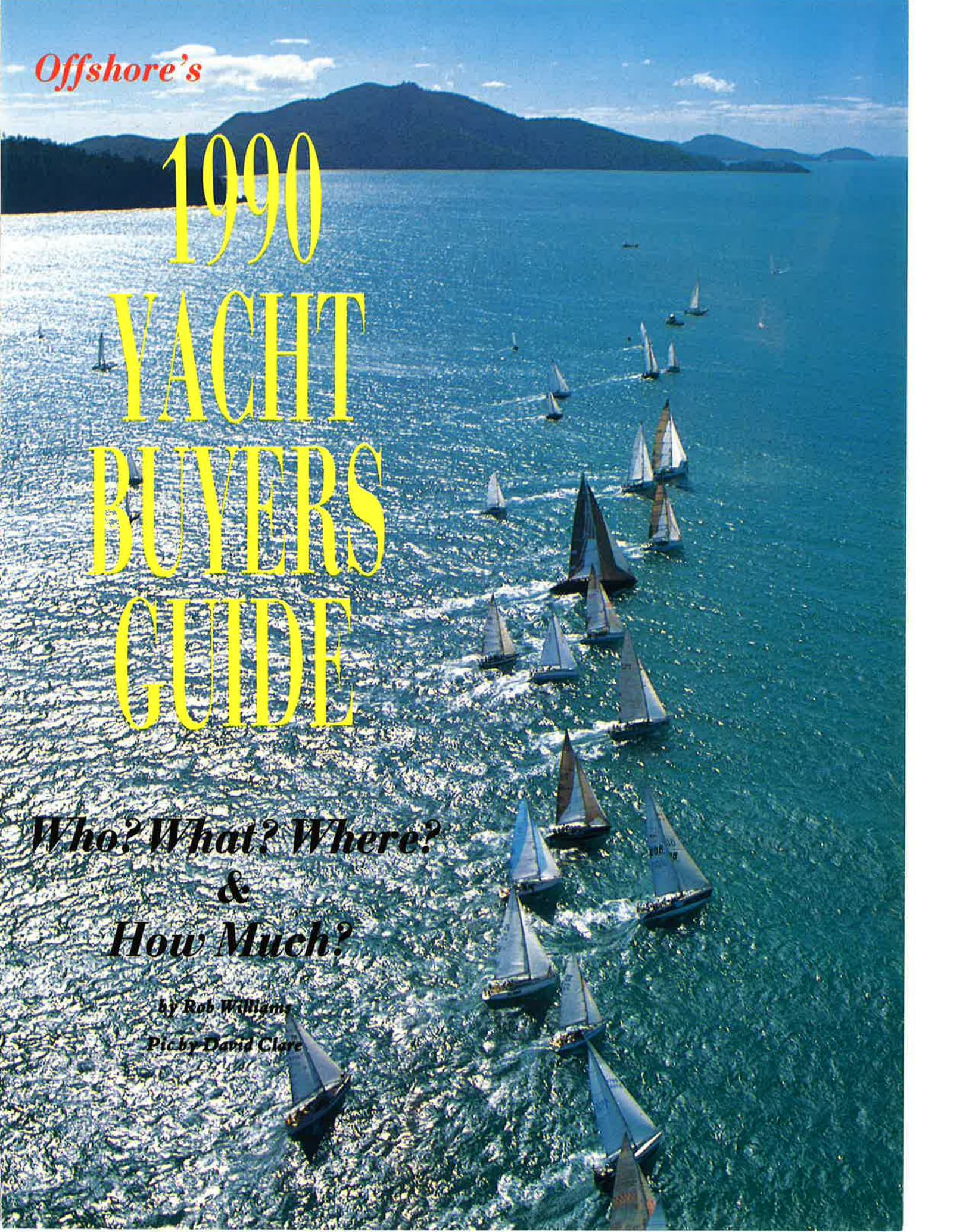
# 1990 YACHT BUYERS GUIDE

*Who? What? Where?  
&  
How Much?*

*by Rob Williams*

*Pic by David Clare*

*1990*





# 1990 YACHT BUYERS GUIDE

**T**HE decision to buy a yacht is easy; it is often not so easy to decide what yacht to buy.

Too frequently people approach the purchase of a yacht with passion, enthusiasm and haste that unfortunately results in them purchasing a boat that will not fulfil their sailing intentions.

It is imperative for potential purchasers to analyse fully both their requirements and the craft available on the market.

The primary, and ultimately the governing factors, in the choice of yacht are its proposed usage and cost.

The astute reader will notice the word "cost" has been used rather than simply price.

With the above firmly in mind, to ease readability of the article I will deal with the factors of choice under broad headings. It is important to remember the final choice in purchase is usually made on the best possible compromise of these factors in combination — only the very fortunate can find an existing boat that meets their needs entirely or that they can afford to have built.

## Usage

In days gone by, and in colloquial terms, yachts used to be categorised as either designed for racing or cruising and were purpose built for the strata of society that could be categorised as the mega rich.

However, the rapid postwar growth in yachting's popularity, in no small way due to the advent of a wide range of GRP products and economic production techniques, has seen the market expand and diversify to include many combinations and specialities of purpose.

With this expansion the scope of yachting activities and therefore requirements of the yachts have increased proportionately.

For the purpose of this article I have split the types of sailing activities into two broad headings: Racing and Pleasure Sailing. This does not imply that racing is not fun.

## Racing

Due to the size limitations of this article we will deal with the more popular types of yacht racing rather than include specialist short-handed and long-distance events which usually feature purpose-designed or constructed yachts.

The types of keel boat racing undertaken in Australia are generally based on one or a combination of the following formats: One Design, Rating or Arbitrary handicap.

Ratings or handicaps usually allot each yacht a Time Correction Factor (TCF) which is multiplied to the yacht's Elapsed Time, that is the time the yacht takes to complete the course, to attain

the Corrected Time: the yacht with the lowest corrected time wins.

For people purchasing their first keel boat with the intention of racing it is imperative that they have at least a working knowledge of the yacht racing rules and have mastered boat-handling techniques. Without this knowledge you will cause worry, and possibly damage, to both yourself and your competitors. Your yacht club or a sailing school should be able to help in this area.

## One Design

One Design Racing is based on yachts of one class or type racing, generally on courses of relatively short distance, with results being on a first past the post basis. Strong classes such as the Etchell 22, Diamond, Soling and J24 have national associations that are happy to supply interested parties details of the class and fleet locations.

Manufacturers, such as Northshore Yachts, in recent times have assisted in the establishment of owners' groups who put on regattas for like-type yachts from the same builder. This type of racing is proving very popular overseas and should experience growth in Australia.

Ideally, One Design Competition is the most 'fair' type of racing and classes, aided by tight association restrictions, should ensure overall fleet competitiveness without competition becoming a 'cheque book war'.

## Rating

The idea of Rating Racing is that each yacht is handicapped, based on measurement of the yacht, in accordance with the applied Rating Rules assessment of the yacht's potential speed.

The four most popular Rating Rules used in Australian racing are the International Offshore Rule (IOR), Junior Offshore Group (JOG), International Measurement System (IMS) and Channel Handicap System (CHS).

These rules share the aim of utilising measurement-based handicaps to offer equal opportunity of competitive success to yachts of different size — in fact, reducing it to a battle of sailing skills.

Due to the variables of nature, and differing configurations of the subject yachts, boats of different sizes and types are often favoured in certain races, but generally the rules work well over a reasonable time span.

The nature of the rules mentioned above differ slightly and a brief description of them is below to illustrate these differences.

## IOR Rule

The IOR Rule is that under which the World's major offshore and rating regat-



*Continued on page 51*



## BENETEAU Oceanis 390



**LOA:** 11.65m  
**Beam:** 3.90m  
**Draft:** 1.65m  
**Berth:** 8/8 persons  
**Disp:** 6.5t  
**Sail area:** 74.0 sqm  
**Designer:** Philippe Briand  
**Price:** \$223,000

**T**HE design concept of the Beneteau Oceanis opens up new horizons for the yachtsman, allowing him to head for waters so far unexplored.

Three separate double cabins (one forward and two aft, depending on the layout you chose) can welcome aboard a full cruising crew. Two separate heads compartments, each with toilet, shower, basin, and hot-and-cold pressurised water system, add that extra touch of privacy and luxury to your cruising. In the big saloon there is room for everyone.

Seven opening ports and four fresh-air vents keep the air in Oceanis 390 sweet and fully ventilated, not just in the saloon but throughout the entire yacht. Comfortable settees and horse-shoe shape seats will comfortably sit ten around her big table.

She was designed with extended cruising in mind, with 120-litre refrigerator, 2-burner stove with oven, hot and cold pressurised water (3 separate tanks with water counter), stainless steel sinks and masses of stowage space.

**\$223,000**

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 New Beach Road,  
 Rushcutters Bay, NSW 2011.  
 Phone: (02) 327 2088  
 Fax: (02) 327 8148.

## BENETEAU Oceanis 430



**LOA:** 12.96m  
**Beam:** 4.22m  
**Draft:** 1.80m  
**Berth:** 7/9 persons  
**Disp:** 9.0t  
**Sail area:** 90.0sqm  
**Designer:** Philippe Briand  
**Price:** \$310,000

**T**HE Beneteau Oceanis offers a brand new sailing concept, thanks to innovations a-plenty. The vast saloon tempts one to relaxation. Plenty of light diffusing through the tinted altuglass panels, which make up the forepart of the coachroof, and coming in freely through numerous hatches, the opening ports, and the side windows.

Ventilation is another very important element of comfort for Beneteau. So is the stowage. The vast forepeak is reserved for sails, there are three lockers in the aft skirt, and huge cockpit lockers. Inside, the hanging, underbunk and other lockers, shelves and drawers will absorb the biggest crewbags content.

The galley is big and totally functional, a big well insulated fridge, hot and cold pressure water from rigid tanks distributed through rigid pipes, high quality gas stove and oven. The Oceanis galley also has a lot of food stowage.

Take a close look at the deck, the spars, the various fittings or the stempiece on the Oceanis 430. With mast furling and furling jib as standard, operated from the cockpit, this allows for sail reducing without any effort and in perfect safety. Winches, cleats, fittings? They are worthy of the Beneteau tradition. All reliable, powerful and set exactly where they should be.

**\$310,000**

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## BENETEAU Oceanis 500



**LOA:** 14.97m  
**Beam:** 4.75m  
**Draft:** 1.80m  
**Berth:** 8/10 persons  
**Disp:** 13.0t  
**Sail area:** 104sqm  
**Designer:** Philippe Briand  
**Price:** \$590,000

**O**CEANIS 500 from Beneteau is the perfect culmination of a new generation of yachts able to speed you in comfort, to distant shores.

The 15-metre deck is uncluttered but note the electric windlass neatly integrated in the chain locker, the self-tipping cantilever roller fairlead and the rear chainlocker. Everything is so practical making life on board truly a pleasure. Mainsail and genoa furling. Roller fairleads neatly incorporated into the toerail. Oceanis 500 has more than one trick up its mast.

Double leather-sheathed steering wheel, self-tailing Lewmars are standard, sail handling is done from the cockpit, rod rigging with thrust stays eliminates tackle, wingleet keel... Sail Oceanis 500 with effortless fingertip control in complete safety.

The warmth of teak or the blond freshness of chestnut. Rare woods worked by master craftsmen, quality fabrics. Incomparable choice in the colour schemes.

**\$590,000**

**Australian distributor:**  
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 Rushcutters Bay, NSW 2011.  
 Phone: (02) 327 2088  
 Fax: (02) 327 8148.



## BENETEAU First 285



**LOA:** 8.77m    **Berth:** 5 persons  
**Beam:** 2.99m    **Disp:** 2,800kg  
**Draft:** 1.60m    **Sail area:** 41.50sqm

**Designer:** Groupe Finot  
**Price:** \$89,500

**F**IRST 285 from Beneteau blends easy sailing with fast cruising. Her generous 9/10ths fractional rig allows precise sail control and perfect trim. Her elliptical, semi-balanced rudder always keep her on track. First 285 is a pleasure to steer on every point of sail.

Settle back in First 285's big, big cockpit and look around: sheets, halyards, topping lift and downhaul are close at hand. Coachroof-mounted jammers, sturdy, anodised deck fittings and powerful winches tell you that this is a yacht just waiting to be taken for a sail. The cleverly designed transom skirt will take both effort and peril out of getting off the boat or coming back on board.

Go below aboard First 285, and there seems so much space you think she's a much bigger boat. The bright and airy owner's aft cabin has almost 6ft headroom. On the starboard side, the bathroom has everything: shower, toilet, handbasin and hanging space. And again, almost 6ft headroom.

The big, airy saloon welcomes you below with warm wood panelling and brightly coloured soft furnishings. Here are both a proper galley and a chart table, as well as full sitting room for all the crew. And forward, there is more comfort in a second, completely separate, double cabin with full stowage.

**\$89,500**

**Australian distributor:**

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 New Beach Road,  
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## BENETEAU First 32s5



**LOA:** 9.90m    **Berth:** 6 persons  
**Beam:** 3.30m    **Disp:** 4200kg  
**Draft:** 1.80m    **Sail area:** 51.2sqm

**Designer:** Jean Berret  
**Creator:** Philippe Starck  
**Price:** \$136,000

**T**HE Beneteau First 32s5 is an ambitious design, a design that fulfills its promise. Her race-boat sail plan gives her a sizzling light air performance, her sweet hull shape means she comes into her own as you put her on the wind.

She's lighter and stiffer than a production boat has any right to be: her laminate "inner hull" and honeycomb deck and bulkheads see to that. Her high prismatic co-efficient (0.543) and low wetted surface give her a responsiveness all her own.

Philippe Starck — France's top interior designer — has brought to the 32s5 a beauty that has spirit, elegance and sincerity. There is a natural harmony in the sweeping curve of the woodwork, a functional brilliance in the use of space. You see its reflection in the width and shape of the saloon, see its practical demonstration in the detail of the sliding chart table.

Fractional rig, discontinuous rod rigging, an array of twelve spinlock jammers, overdimensioned winches, profiled flush-mounted chainplates, a twin-grooved hollow forestay converting to a roller with a drum mounted in the chain well. The First 32s5 doesn't only look racy. On deck she is fitted out to be just that.

Well-designed, good sized cockpit that's comfortable even when heeled — take her helm and instantly know the feel of a champion yacht.

**\$136,000**

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## BENETEAU First 35s5



**LOA:** 10.80m    **Berth:** 6/7 persons  
**Beam:** 3.60m    **Disp:** 5.20t  
**Draft:** 1.90m    **Sail area:** 67.56sqm

**Designer:** Jean Berret  
**Creator:** Philippe Starck  
**Price:** \$170,000

**W**ITH her fine entry U-shape run and medium displacement Beneteau's First 35s5 gives ample notice of what to expect: responsive in light weather, kindly in a seaway and in a class of her own on the wind. Add to all this a no-runner fractional rig, discontinuous rod rigging and double luff genoa reefing system and you have a truly versatile sail plan which can be properly altered for all conditions.

Prismatic and righting moment are high, wetted surface is low, stability is exemplary. Laminated inner hull units interlock to form a strong and rigid structure; deck and bulkheads are honeycomb for lightweight and immense strength, rudder stock is weight-saving epoxy composite. First 35s5 is built like a Thoroughbred.

First 35s5 is the creation of Philippe Starck, France's top interior designer.

First 35s5 is First and foremost a livable boat, comfortable, functional, creative. Startling how the sliding panel turns the chart table into side-board. Ingenious how little nooks are used to give extra stowage above each bunk. Efficient how the halogen spotlamps are recessed into the deck-head lining. Comfortable how the spacious headroom means no stooping. Clever how the saloon blinds stow hidden in the properly positioned handholds. No detail has been overlooked.

**\$170,000**

**Australian Distributor:**

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 d'Albora-Lovette Marina,  
 New Beach Road,  
 Rushcutters Bay, NSW 2011.  
 Ph: (02) 327 2088  
 Fax: (02) 327 8148.



## BENETEAU First 38s5



**LOA:** 11.70m **Berth:** 6/8 persons  
**Beam:** 3.75m **Disp:** 6.6t  
**Draft:** 1.90m **Sail area:** 80.59sqm  
**Designer:** Jean Berret  
**Creator:** Philippe Starck  
**Price:** \$215,000

**A** racing silhouette, a rating hull. Ultra-sharp entry, accentuated U-shaped stern sections, medium-to-light displacement. Hull designed by Jean Berret, interior design created by Philippe Starck. With an astonishing punch in the lightest breeze, the agility to tack quickly without loss of speed.

Enjoy the efficiency of the fractional rig without runners, supported by discontinuous rod rigging. Trim the sails with ultimate ease — all fittings are generously sized and intelligently positioned. The halyards — effortlessly handled, from the cockpit, run under the upper deck layer, reappearing in order, at the double row of jammers.

Attention to detail includes features such as flush-mounted profiled stainless chainplates, an epoxy composite rudder stock, a laminated high-rigidity inner hull moulding. The twin-grooved hollow fore-stay is designed to take a Genoa furler with the drum mounted in the anchor chain locker. The non-slip surfacing is particularly efficient.

The First 38s5 introduces a different concept highlighting the quality of life on board. In the owner's version, you will enjoy the aft stateroom with bathroom ensuite, while your guests enjoy the forward cabin, also with private bathroom. Or you may choose the twin aft cabins version.

**\$215,000**

### Australian Distributor:

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 Ph: (02) 327 2088  
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## BENETEAU First 41s5



**LOA:** 12.60m  
**Beam:** 3.90m  
**Draft:** 2.20m  
**Berth:** 6/8 persons  
**Disp:** 7,400kg  
**Sail area:** 89.80sqm  
**Designer:** Jean Berret  
**Price:** \$259,000

**J**EAN Berret's sleek hull has deep U-sections aft and ultra-fine entry combining downwind stability with breathtaking upwind performance. By building the rudder in epoxy composite, Beneteau reduce weight in the ends of the boat and thus, pitching moment. By using Harken sheet blocks with Teflon bearings, Beneteau make sail trimming a pleasure.

Innovation is everywhere. The aluminium transom step that is also a protection for the navigation light: the thumb-button catches on the locker lids that make them truly capable of being opened and closed with only one hand.

Attention to details is not only about little things. The wide moulded trench in the coachroof top that takes the halyards, cleverly covered with a false deck panel, leaves the cabin top clear for sure-footed working.

The First 41s5 has it all.

- Airily roomy — full head room throughout
- Cleverly astute — concealed saloon blinds in the handrails
- Wholly exceptional. The owner's cabin, with separate bathroom, (and separate shower) with full-size double bed, two generous hanging lockers, and elegant dressing table.
- Quite simply, the First 41s5 defines new territory in yacht design and comfort.

**\$259,000**

### Australian Distributor:

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## BENETEAU First 45f5



**LOA:** 14.20m **Draft:** 2.40m  
**Beam:** 4.25m **Berth:** 6/8 persons  
**Disp:** 10.50t  
**Sail area:** 111.0sqm  
**Designer:** Bruce Farr  
**Creator:** Piniinfarina  
**Price:** \$387,000

**T**HE creativity of Bruce Farr allied with the Piniinfarina legend and Beneteau's craftsmanship. A fabulous union for a fabulous boat.

A sparcraft mast, stepped directly on the keel. A harken sheethorse on the coachroof. Discontinuous rod fractional rig without stays. A Proegin grooved stay Elvstrom Racing sails in HTP Square cloth. A superb, leather-sheathed steering wheel.

The first surprise on board First 45f5 is the saloon. The settees form a circle around the inlaid oval table. The cabin door is rounded with curved laminate surround. The bathrooms, the WC and the drawers even are all moulded without any sharp edges. Smoothness is the word to describe the luxury and beauty on board the First 45f5.

Choose your universe in mellow mahogany or bright cherrywood. The galley benches are made of white marble and the handrails are all leather-sheathed. The dining table is designed to compensate intelligently for the boat's heel. The owner's cabin is a delight to behold. Daylight floods naturally into all parts of the boat. The night is lit with the clear light of halogenlamps adjustable to suit your every mood. Life will be warm and intense on board your First 45f5.

**\$387,000**

### Australian Distributor:

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## BENETEAU First Class Europe



**LOA:** 11.38m  
**Beam:** 3.37m  
**Draft:** 1.90m  
**Berth:** 8 persons  
**Disp:** 3,100kg  
**Sail area:** 74.0sqm  
**Designer:** Group Finot  
**Price:** \$152,000

**S**INCE its launch, Beneteau's First Class Europe has been making waves in the offshore racing world. All means have been employed to make the new Beneteau one design competitive and quick. Taut hull, narrow on the waterline, high prismatic coefficient, long waterline, streamlined water intakes, all explain exceptional performance.

For the construction, the yard has applied high performance technology. The monolithic structure of the hull features triaxial fibreglass; it is strengthened by sandwiched girders and transverse laminated frames; finally, a bonded structural hull liner contributes to the rigidity of the hull.

The shallow cockpit permits a fast exit, the decks are uncluttered. Rod rigging, two sets of runners and check stays and a multi-spreader system control the fractional rig set on the keel. The mainsail rack is equipped with a Harken ball slide. Winches are Lewmar Platinum, genoa cars are Fico ball slides, head foil is double groove, main and genoa halyards are Kevlar, and the remaining deck fittings are of a similar quality.

FIRST CLASS EUROPE is built to ABS and carries Beneteau's exclusive BWS 10 year hull warranty against osmosis.

**\$152,000**

**Australian distributor:**  
Beneteau Yachts Australia Pty Ltd  
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New Beach Road,  
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## BENETEAU Oceanis 320



**LOA:** 9.6m  
**Beam:** 3.26m  
**Draft:** 1.40m  
**Berth:** 6 persons  
**Disp:** 1,200kg  
**Sail area:** 50.5sqm  
**Designer:** Philippe Briand  
**Price:** \$159,000

**E**VERY feature of Beneteau's Oceans is 320 is designed to enable you to get the best out of cruising in comfort: hull shape, sail plan, choice of keel configuration, deck layout and accommodation are all the result of detailed study with your comfort in mind.

From the hull-within-the-hull to the superb finish of the accommodation, every detail has been carefully studied on this yacht. There is a flexible showerhead incorporated in the coaming so you can freshen up before you sunbathe or enjoy a drink in the spacious cockpit. The huge cockpit locker will take all your cruising gear and more. With the mainsheet track across the coachroof it leaves more room for lounging. Aboard Oceanis 320, you shorten sail without leaving the cockpit. The genoa roller drum is sunk into the deck and the anchor locker incorporates a windlass.

Aboard Oceanis 320, life at sea becomes simpler. Never has a yacht of this size had so much space appeal, where you and your guests can relax in comfortable ease.

Below deck, Oceanis 320 is attractive too. She has accommodation for 5 in separate cabins. Airy, too: cleverly lit by the tinted plexiglass wrap-around panel in the coachroof forward, sidelights, opening hatches and windows

**\$159,000**

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## BENETEAU Oceanis 370



**LOA:** 10.60m  
**Beam:** 3.80m  
**Draft:** 1.55m  
**Berth:** 6/7 persons  
**Disp:** 5,100 kg  
**Sail area:** 74sqm  
**Designer:** Philippe Briand  
**Price:** \$196,000

**W**ITH Oceanis 370, Beneteau and Philippe Briand have taken the concept of the Oceanis range further than ever before. Seasoned yachtsmen will rediscover the pleasures of the sea. No more roughing it on board, taking risks to haul in the sails, or squeezing your way around the saloon. Oceanis 370 means comfort, security and space.

Forward: The windlass integrated in the chain locker makes mooring a breeze. You'll want to stretch out in the sun on the cushions that are identical to those in the cockpit.

On deck: Mast main furling and genoa furling are standard with genoa sheet tracks mounted on the coachhouse for uncluttered side decks. The cockpit is voluminous for a yacht of her size with walk thru transom and rear swim ladder.

At sea: Pleasure and comfort are the two words that sum up Oceanis 370. The pleasure of speed almost irrespective of the load because of the sleek hull shape. Comfort when moored or under way, even when reaching, because the design of the aft sections provides greater stability.

Below: Warm-toned wood panelling and light deckhead lining. Two deck hatches, eight side and two rear portholes flood the saloon settee and semi-circular bench around the large table will seat seven for a pleasant meal.

**\$196,000**

**Australian distributor:**  
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## BAVARIA YACHTS Bavaria 300



**LOA:** 9.55m  
**Beam:** 3.00m  
**Draft:** 1.65m  
**Disp:** 3,400kg  
**Sail area:** 47.5 sqm  
**Designer:** Alex Mohnhaupt  
**Price:** \$150,000

**T**HE Bavaria 300 is one of the latest releases from the German manufacturers, Bavaria Yachtbau. Offering exceptional performance combined with a very simple yet functional deck layout, the yacht can be easily sailed single handed.

A luxurious mahogany interior with every attention to detail, as only the German's know how, compares to most other 33ft yachts, offering two private double cabins. As with all of the Bavaria models, teak decks and the furling genoa are standard, not an option. The complete yacht, in fact is fully imported.

With the use of Kevlar in the hull, Bavaria are not only producing one of the strongest 30' yachts on the market, but also one of the most stylish.

**\$150,000**

**Australian distributors:**  
Lamoore Yacht Sales Pty Ltd:  
1017 & 1151 Barrenjoey Rd,  
Palm Beach, NSW. 2108.  
Ph (02) 919 5211 or (02) 919 5222.

## BAVARIA YACHTS Bavaria 340



**LOA:** 10.75m  
**Beam:** 3.45m  
**Draft:** 1.70m  
**Disp:** 4,300kg  
**Sail area:** 49sqm  
**Designer:** Alex Mohnhaupt  
**Price:** \$199,000

**T**HE Bavaria 340 was the first model from the impressive range of Bavaria Yachts from Germany to arrive in Australia.

Offering a choice of two layouts, incorporating a unique dinette arrangement the Lagoon model has two separate double cabins as well as a separate shower/toilet with full headroom, while the Carabic model has 3 separate double cabins, more suitable to the charter yacht market.

The Carabic is operated by fleets in the Mediteranean and Carribean.

As with most of the Bavaria range, the 340 is more comparable to other yachts in the larger size range of 36 footers. The standard of finish is, as you would expect from any German product, excellent.

The Bavaria 340 is fully imported and as with a Mercedes or BMW is an investment in quality.

**\$199,000**

**Australian distributor:**  
Lamoore Yacht Sales Pty Ltd:  
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Palm Beach, NSW. 2108  
Ph (02) 919 5211 or (02) 919 5222.

## BAVARIA YACHTS Bavaria 390



**LOA:** 12.15m  
**Beam:** 4.00m  
**Draft:** 1.80  
**Disp:** 8,000kg  
**Sail area:** 87sqm  
**Designer:** Alex Mohnhaupt  
**Price:** \$299,000

**T**HE Bavaria 390 combines luxury with performance. The latest of the Bavaria range to arrive in Australia, it is one of the top selling boats in Europe.

With a choice of 3 layouts the Carabic model offers 4 separate double cabins with ensuite toilet/showers, while either of the Lagoon models offer a superb owners stateroom aft.

The luxurious mahogany interior leaves nothing to be desired. The complete boat is fully imported from Germany. A clean, functional deck layout makes sailing a dream. The teak decks, of course are standard, as are the furling genoa and fully battened, lazy jack mainsail.

As with the famous German Mercedes Benz and BMW the Bavaria is an investment in quality.

**\$299,000**

**Australian distributor:**  
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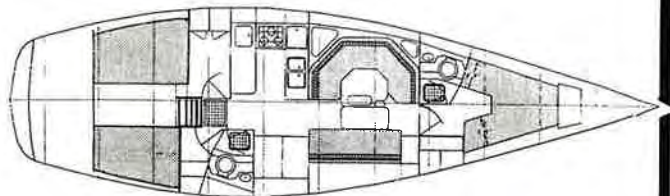
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## HITECH YACHTS Hitech Farr 9.2



**LOA:** 9.445m (30'11")  
**Beam:** 2.850m (9'4")  
**Draft:** 1.580m (5'2")  
**Berth:** 5/6 persons  
**Disp:** 2,880kg (6,336lb)  
**Designer:** Bruce Farr  
**Price:** \$87,000

**H**ITECH Yachts of Western Australia are breathing a fresh breath of life into the Australian Boat Building Industry. Their fast cruising yacht, the Hitech Farr 9.2, has been highly successful here in Australia. They are now exporting this excellent yacht competing favourably against the likes of Beneteau, Dehler and X yachts on the overseas market.

Hitech Yachts entered into the boat building industry with the Farr 9.2 and immediately proved to be a winner.

A refinement of the Farr 1020 with similar walk-through transom and lines the Farr 9.2 enjoys the same sparkling performance of the Farr 1020. Although being a stiffer boat to handle the boisterous conditions found on the West Coast. The cockpit is a large 2.235m (7'4") and comfortable with good protection for cruising and the simple straight forward deck layout puts all important gear close to hand.

**\$87,000**

### Australian Distributors:

Hitech Yachts:  
 12 Sparks Rd,  
 Henderson W.A. 6166  
 Ph (09) 410 1584  
 Fax: (09) 410 1519.

### Victoria:

Sundance Marine:  
 Ph (03) 551 7866, Fax (03) 551 3713.

### NSW:

Southern Pacific Sales:  
 Ph (02) 997 2416, Fax (02) 997 2954.  
 Key Largo Yachts:  
 Ph (02) 555 1100, Fax (02) 818 2624.  
 Pacific Sailboat Centre:  
 Ph (049) 56 5255, Fax (04) 956 5255.

## HITECH YACHTS Hitech Farr 36



**LOA:** 11.0m (36'4")  
**Beam:** 3.45m (11'4")  
**Draft:** 1.90m (6'3")  
**Berth:** 8 persons  
**Disp:** 4,325kg (9,515lb)  
**Designer:** Bruce Farr  
**Price:** \$144,000

**H**ITECH Yachts, latest fast cruising yacht, the Farr 36, has become the benchmark for quality within Australia. Utilising the latest boat building techniques they are matching it with the best from overseas.

This Hitech Farr 36 follows on from the successful Hitech Farr 9.2 (31'). Developed in conjunction with Bruce Farr the Farr 36 is a big sister of the Farr 9.2 with similar walk through transom giving good access for bathers. The Farr 36 enjoys the same sparkling performance as the longer Farr 11.6 but is stiffer to handle the boisterous conditions found on the West Coast.

The cockpit is a huge 2.642m (8'8") and comfortable with good protection for cruising. A simple straight forward deck layout puts all important gear close to hand for the short handed sailor.

**\$144,000**

### Australian distributor:

Hitech Yachts:  
 12 Sparks Road, Henderson, WA.  
 6166  
 Ph (09) 410 1584, Fax: (09) 410 1519.

### Victoria:

Sundance Marine:  
 Ph (03) 551 7866, Fax (03) 551 3713.

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 Key Largo Yachts:  
 Ph (02) 555 1100, Fax (02) 818 2624.  
 Pacific Sailboat Centre:  
 Ph (049) 56 5255, Fax (04) 956 5255.

## ROSS YACHTS Ross 830



**LOA:** 8.3m  
**Beam:** 2.6m  
**Draft:** 1.4m  
**Berth:** 4/5 persons  
**Disp:** 1265kg  
**Sail area:** 23sqm  
**Designer:** Murray Ross  
**Price:** \$45,000

**T**HE Ross 830 is now firmly established as arguably the strongest contender in the under 30-footer class among Australian production yachts, with excellent performances in both the NSW and Australian JOG championships.

The Ross 830s unquestionably were the fastest production yachts in these recent championships, regularly outsailing larger New Zealand-designed yachts on Sydney's Pittwater.

All this performance, with stability afforded by the bulb keel, comes with interior accommodation for up to six. The interior finish can be spartan or luxurious, depending on your budget or plans for the boat. Designed by New Zealander Murray Ross, the Ross 830 is built by Gulf Performance Yachts in Sydney with more than 15 currently racing, including a strong fleet on Pittwater.

A class association is being formed in NSW in June and the first class racing will be held in January, 1991.

**\$45,000**

### Australian distributors:

Southern Pacific Marine Sales  
 Ferry Wharf, Church Point,  
 NSW 2106  
 Ph: (02) 997 2416.  
 Fax: (02) 997 2954.

### Victoria, Tasmania, South Australia:

1/18 Myrtle Rd, Canterbury,  
 Vic, 3126.  
 Ph: (03) 830 5803.  
 Fax: (03) 820 0658.



## CHALLENGER 36 & 39 Motor Sailor



Specifications	36	39
Length Overall	36'2" 11.00m	39'0" 11.89m
Length Waterline	29'3" 8.92m	32'0" 9.75m
Beam	11'4" 3.45m	11'6" 3.50m
Draft	3'6" to 6'6"	1.07m to 1.98m
Displacement	6.20 tonnes	7.60 tonnes
Ballast	2.40 tonnes	3.00 tonnes
Keel Options	Various	Various
Rig Options	Various	Various
Hull Design	Peter Brine	—
Concept & Development	Nick Louis	—
Designer	Nick Louis	Nick Louis

**T**HE Challenger 36 and 39 motor sailers feature modern hulls with efficient underwater design, sensible displacement and good beam to length ratio making them comfortable and easy to handle in all conditions. Balsa cored fibreglass construction builds enormous strength into the hulls and decks.

Every challenger is built to survey and meets Marine Board requirements. Pilot house features dual station control, both models have spacious, open interiors with large accommodation and living areas, however owners have the option of designing customised interiors to their own requirements.

Challengers are available at various stages of construction. The Challenger 36 and 39 motor sailers are elegant, fast, offshore cruising yachts that are easily handled and capable of cruising anywhere in the world.

PACIFIC CHALLENGER PTY. LTD. trading as

**CHALLENGER YACHTS**

BUILDERS & DESIGNERS OF FINE YACHTS 19ft to 50ft

P.O. BOX 74, INGLEWOOD, VIC. 3517

Phone: (054) 38 3222

## CHALLENGER 36 & 39 Trunk Cabin



Specifications	36	39
Length Overall	36'2" 11.00m	39'0" 11.89m
Length Waterline	29'3" 8.92m	32'0" 9.75m
Beam	11'4" 3.45m	11'6" 3.50m
Draft	3'6" to 6'6"	1.07m to 1.98m
Displacement	5.60 tonnes	6.80 tonnes
Ballast	2.20 tonnes	2.70 tonnes
Keel Options	Various	Various
Rig Options	Various	Various
Hull Design	Peter Brine	—
Concept & Development	Nick Louis	—
Designer	Nick Louis	Nick Louis

**T**HE Challenger 36 and 39 trunk cabins feature modern hulls with efficient underwater design, sensible displacement and good beam to length ratio making them comfortable and easy to handle in all conditions. Balsa cored fibreglass construction builds enormous strength into the hulls and decks.

Every Challenger is built to survey and meets marine board requirements. Both models have spacious, open interiors with large accommodation and living areas, however owners have the option of designing customised interiors to their own requirements.

Challengers are available at various stages of construction. The Challenger 36 and 39 Cruiser/Racers are excellent performers with an easily driven hull that is well suited to club racing and off-shore cruising.

PACIFIC CHALLENGER PTY. LTD. trading as

**CHALLENGER YACHTS**

BUILDERS & DESIGNERS OF FINE YACHTS 19ft to 50ft

P.O. BOX 74, INGLEWOOD, VIC. 3517

Phone: (054) 38 3222

## NAUTOR'S SWAN



**LOA:** 18.44m  
**Beam:** 5.00m (16.4')  
**Draft:** 3.10m (10.2')  
**Berth:** 6/8 persons  
**Disp:** 27,700kg (61,000lb)  
**Sail area:**  
**Designer:** German Frers  
**Price:** \$1,600,000

**T**HE Swan 61 world cruiser is built to travel the oceans of the world in style. It is a performance yacht easily handled by a crew as small as two, with luxury accommodation and exceptional stowage space for equipment and accessories.

Nautor, builders of the world's premier production yachts, commissioned this addition to the Swan line from leading designer German Frers, who has brilliantly created a cruising masterpiece.

Among the features Frers has given the Swan 61 include an extended transom for extra lazarette stowage, a long centre cockpit, and the option of a full depth or shallow draft Scheel keel.

Above and below deck, Nautor's craftsmanship and skillful attention to detail is apparent. Hand polished teak and carefully selected furnishings create an atmosphere of elegant comfort throughout the spacious accommodation which includes the owner's private suite and attractive guest cabins with adjacent head/shower facilities.

**\$1,600,000**

**Australian distributor:**

Nautor's Swan,  
 20 Mews Road,  
 Fisherman's Harbour,  
 Fremantle, WA. 6160.  
 Ph: (09) 430 5212  
 Fax: (09) 430 5217.



## CAVALIER Cavalier 37



**LOA:** 11.25m  
**Beam:** 3.50m  
**Draft:** 1.90-2.01m  
**Berth:** 7/8 persons  
**Disp:** 6,897kg  
**Sail area:** 78.8sqm  
**Designer:** Laurie Davidson  
**Price:** \$173,000

**K**AY Cottee made the Cavalier 37, *First Lady*, Australia's most famous production yacht when she sailed the yacht solo and non-stop around the world. Her remarkable effort not only proved her skills of endurance and seamanship but also the seaworthiness and strength of her basically stock Cavalier.

Designed by New Zealand's internationally successful Laurie Davidson, the Cavalier 37 is a moderate displacement yacht with a long waterline length of 9.52m (LOA is 11.25m) and a displacement/length ratio of about 280. These statistics suggest good performance with the potential for fast coastal cruising, or with a slightly smaller rig, comfortable offshore cruising. On the racing side, the Melbourne-based Cavalier 37, *By Order of the Secretary*, has been highly-successful under CHS ratings while another Cav 37, *Salty Lady*, has been raced in the Sydney-Hobart under IMS.

Hull construction is of solid fibreglass instead of sandwich construction, with an end-grain balsa sandwich deck, integral fibreglass headliner and furniture mouldings which are bonded to the hull. There are six stringers and an integral keel support web — all giving outstanding

**\$173,000**

**Builder:**

Spartec Marine Industries Pty Ltd  
 359 Wentworth Avenue,  
 Pendle Hill, 2145, NSW  
 Ph: (02) 688 1666.  
 Fax: (02) 688 2510.

## CAVALIER Cavalier 35



**LOA:** 10.45m  
**Beam:** 3.35m  
**Draft:** 2.01m  
**Berth:** 5/6 persons  
**Disp:** 4,715kg  
**Sail area:** 78sqm  
**Designer:** Laurie Davidson  
**Price:** \$156,000

**T**HE 35-footer in Cavalier's range of New Zealand-designed, Sydney-built cruiser/racers, the Cavalier 35 incorporates the best ideas of both the fast cruiser/racer Cav 28 and the more offshore cruising orientated Cavalier 37. It has the same pleasing hull lines but the overall appearance of the Cav 35 has been improved greatly with a completely new deck and cockpit layout.

Instead of the boxy cabin-top of the original design, the new layout gives a modern-looking cabin-top which sweeps back from the fore-deck. Among other things, it improves the headroom for'ard, but the real improvement is in the practical and comfortable cockpit achieved with the new layout.

An attraction of the Cavalier range is that the sameness of construction and production-line planning through the range has meant that production disciplines can be maintained, with a resultant control on costs. All Cavaliers are built to a sail-away stage, including a furling headsail, plus safety equipment, fenders, anchors and instrumentation and, of course, a complete set-up below decks.

**\$156,000**

**Builder:**

Spartec Marine Industries Pty Ltd  
 359 Wentworth Avenue,  
 Pendle Hill, NSW 2154  
 Ph: (02) 688 1666.  
 Fax: (02) 688 2510.

## CAVALIER Cavalier Lexcen 43



**LOA:** 12.98m  
**Beam:** 4.47m  
**Draft:** 1.90m  
**Berth:** 12 persons  
**Disp:** 8.30t  
**Sail area:**  
**Designer:** Ben Lexcen  
**Price:** \$305,000

**D**ESIGNED by the late Ben Lexcen, this boat was previously known as the Lexcen Spacesailer 43 but is now being built by Spartec Marine Industries as the Cavalier 43. Essentially, it is a large yacht for charter work, being constructed to the approved plans and specifications of the Maritime Services Board of NSW and the Queensland Harbour and Marine Board.

The Cav 43 was designed by Ben Lexcen Yacht Design with the accommodation specifically to cater for the perceived needs of charter users and operators, making full use of the enormous space below afforded by the beam of 4.47m (14'6").

The accommodation layout comes in several combinations, but basically the 43 has four double berths plus four single berths, with two self-contained aft double cabins with full headroom. The for'ard cabin has a double and three single berths while the dinette can convert to a double berth, with a pilot cot outboard above.

Designed and built in Australia for Australian conditions, Cavalier's Lexcen 43 is an excellent example of a modern design in hull form utilised to provide outstanding interior accommodation and a large and comfortable deck and cockpit.

**\$305,000**

**Builder:**

Spartec Marine Industries Pty Ltd  
 359 Wentworth Avenue,  
 Pendle Hill, NSW 2154.  
 Ph: (02) 688 1666.  
 Fax: (02) 688 2510.



## CAVALIER Sports B80



**LOA:** 8.0m  
**Beam:** 2.7m  
**Draft:** 1.4m  
**Berth:** 4/S (2 small doubles)  
**Disp:** 1,760kg  
**Sail area:** main/genoa 27.4sqm  
 spinnaker 42.5sqm  
**Designer:** Andy Brennan/Kim Swarbrick  
**Price:** \$24,000-\$42,000 depending upon stage

**T**HE price of \$42,000 buys you a state of the art, round the buoys racer, that you can take the wife and kids, or girlfriend away on for the weekend in reasonable comfort. It includes motor, sails and most everything. \$24,000 buys you a state of the art lock-up yacht upon which you can spend several thousands of dollars, a number of man hours — (not many actually), a fair amount of heartache, and still finish up with a state of the art racer, etc., etc. A JOG boat will cost very little more.

The B80's are approved for manufacture in survey and pass Cat 3 hauldown easily, ballast being 690kg. This provides excellent performance for racing and training platforms.

Since the original S80 design by West Australian Kim Swarbrick, in 1979, more than 220 yachts of the type have been built, the B80 commencing production with Cavalier yachts in 1985. The B80 class is being launched in June 1990 with 75 boats already built and with State and National championships to be held each year. Class rules for the B80 makes S80's upward compatible, while providing a significant improvement in performance on the old S80 class.

**\$24,000-\$42,000**

### Builder:

BDW Marine  
 PO Box 272,  
 Balgowlah, NSW 2093.  
 Ph: (02) 949 7433.

### Manufacturer:

Spartec Marine,  
 359 Wentworth Avenue,  
 Pendle Hill, NSW 2145.  
 Ph: (02) 688 1666.

## CAVALIER Cavalier 37E



**LOA:** 11.97m  
**Beam:** 3.50m  
**Draft:** 1.90-2.01m  
**Berth:** 6/7 persons  
**Displ:** 5,897kg  
**Sail area:** 78.0sqm  
**Designer:** Laurie Davidson  
**Price:** \$176,000

**T**HIS boat is the Cav 37 with an extended transom, adding about three feet to bring the overall length up to 39ft 4in or 11.97m. It has a new layout designed by John King which provides a larger cockpit, a swimming platform and a more spacious aft cabin. In fact, there is a charter version being built called the Cav 40 which includes three double cabins.

Basically it is still the excellent cruiser/racer designed by Laurie Davidson and made famous by Kay Cottee, a strong, seaworthy and attractive looking masthead sloop in which you can make long ocean voyages, weekend cruises or race with success around the buoys or offshore.

But primarily, the extra length has been to extend the cockpit and deck area to enjoy the on-deck areas of the boat. Already there is exceptional space below decks, with a roomy owner's cabin aft and standing headroom of 6ft 6in throughout the three separate accommodation areas. The Cav 37 has a practical sea-going U-shaped galley, hot and cold shower and comfortable seaberths.

**\$176,000**

### Builder:

Spartec Marine Industries Pty Ltd  
 359 Wentworth Avenue,  
 Pendle Hill, NSW 2154  
 Ph: (02) 688 1666.  
 Fax: (02) 688 2510.

## CAVALIER Cavalier 28



**LOA:** 8.52m  
**Beam:** 2.87m  
**Draft:** 1.60m  
**Berth:** 6  
**Disp:** 2,879kg  
**Sail area:** 44.42sqm  
**Designer:** Laurie Davidson  
**Price:** \$67,500

**O**NE of the first models of the Cavalier family, the Cavalier 28 has proved a success story in one design boats, with its own Class Association. The Cavalier 28 was designed by New Zealander Laurie Davidson as a simple, fast, easily-handled cruiser/racer. Although the 28 was drawn to no rating rule, Davidson became an international "name" designer when his boats won two Half Ton, one Three-quarter Ton and the One Ton Cup. He is one of that renowned school of NZ designers who, in the past decade, have shown that they design the fastest monohull yachts in the world.

The Cavalier 28's interior is ideal for cruising, with six feet of headroom and a quality fitout it could best be described as comfortable and spacious. There are six berths (one double and four singles). A complete galley, an enclosed head and a diesel inboard auxiliary engine.

The Performance: The Cavalier 28 was designed to be easy and comfortable to sail. Her beam and hull shape give her form stability, and her underwater volume is well distributed to minimise tendencies to round-up in gusts, such a familiar habit of modern cruiser/racers that yachtsmen have come to accept it as normal practice.

The Price: Any of the Cavalier Yacht Range represents an investment, used Cavaliers are selling in most cases for well above the original purchase price, and the 28 is no exception.

**\$67,500**

### Builder:

Spartec Marine Industries Pty Ltd  
 359 Wentworth Avenue,  
 Pendle Hill, NSW 2154.  
 Ph: (02) 688 1666.



## NAUTICAT Nauti Cat 35



**LOA:** 10.65m  
**Beam:** 3.45m  
**Draft:** 1.70m  
**Berth:** — 4/6 persons  
**Disp:** 7.5t  
**Sail area:** 78 sqm  
**Designer:** Filtala Yachts, Finland  
**Price:** \$285,000 sail away

**N**AUTICAT 35 has been designed for those sailors who demand excellent sailing performance, but who also would like the choice of conventional outside steering, together with a comfortable pilothouse for inclement weather. The hull form of this yacht, her fin-keel, her efficient sloop rig and her convenient sized sail area, make her a yacht for sailing in any weather. A crew of only two persons can easily handle the yacht. Nauticat 35 offers various innovative technical solutions, which improve the safety and the ease of handling of the yacht. Thanks to the modern diesel engine and the large fuel tanks, the cruising range of this yacht is exceptionally good.

Typical of all Nauticats, the interior offers both warm comfort as well as elegant good taste. When judged by size and luxury, the aft cabin leads the world in this category of motorsailors. The pilothouse-saloon is also exceptionally spacious and from there you'll have good visibility in all directions.

**\$285,000**

**Australian distributor:**  
 Burraneer Bay Marina  
 48 Fernleigh Rd,  
 Caringbah, NSW 2229.  
 Ph: (02) 523 5905, (02) 523 5250.  
 Fax: (02) 527 1298.

## ETCHELLS



**LOA:** 9.2m (30'6")  
**Beam:** 2.1m (6'11.5")  
**Draft:** 1.4m (4'6")  
**Disp:** 1.56t (3450lb)  
**Sail area:**  
 Working — 27sqm (291sqft)  
 Spinnaker — 37sqm (400sqft)  
**Designer:** Skip Etchells  
**Price:** \$39,000

**T**HE Etchells 22, or E22 as it is generally called, is one of the most successful keelboat classes ever designed, with the Australian fleet ranking among the strongest in the world. In fact, "E22 KA 300" will be launched in September this year.

The E22 is by far the biggest one-design class in Australia, with large fleets racing each weekend on Sydney Harbour, Pittwater, Melbourne's Port Phillip, off Adelaide, on the Derwent at Hobart, the Swan River in Perth and on Brisbane's Moreton Bay. Royal Brighton Yacht Club's fleet on Port Phillip is claimed to be the largest club fleet of E22s in the world.

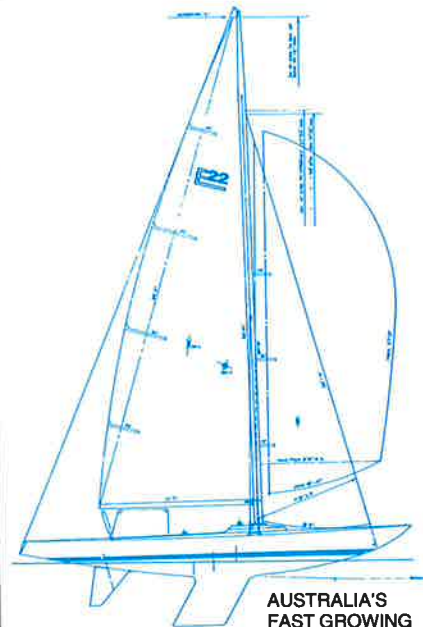
The success of the class is probably due to its extremely strict one-design rules and controls. In what other class is it possible to go halfway round the world with only your sails and compete successfully against the locals in a chartered boat. The strict one-design rules have also meant that the price of second-hand boats is maintained as they are not overtaken with dramatic rule changes and amendments. E22s built in Australia have been exported to Hong Kong, New Zealand, Europe and to the UK.

**\$39,000**

**Licensed builder:**  
 Pamcraft Pty. Ltd.,  
 3 Tepco Road,  
 Terrey Hills, NSW 2084.  
 Ph: (02) 450 2000

**Class information:**  
 Jim Annand  
 35 Bay St, Mosman, NSW 2088.  
 Ph (02) 960 1374.  
 Harry Sutton  
 117 Wallamutta Rd.,  
 Newport, NSW 2106.  
 Ph: (02) 99 2486.

## PAMCRAFT PTY LTD'S ETCHELL 22



AUSTRALIA'S  
 FAST GROWING  
 AND BIGGEST  
 KEELBOAT  
 CLASS

The Etchell 22 is a strict one-design and was established firstly by having all yachts built in moulds owned and controlled by the class organisation.

Here, at Pamcraft, we strive to produce the very best in craftsmanship and are proud of the high quality which we are achieving in this fast growing and popular Etchells 22 Class.

From the hand laid fibreglass matt work, exterior moulded in gel-coat and interior finished in speckled polyester resin, your Etchells by Pamcraft will be a yacht to be proud of, enjoyable to race and sail, and built by experts to last through years of fun and hard racing-which ever is your pleasure.

Contact us today. We'll be happy to talk to you about your Etchells 22 . . .

**BUILDERS:**  
**PAMCRAFT PTY LTD**  
 TERREY HILLS NSW 2084  
 Tel: (02) 450 2000



# Etchells

AUSTRALIA'S  
BIGGEST

INTERNATIONAL  
KEELBOAT CLASS

L.O.A.	30'6"	9.2 metres
L.W.L.	22'0"	6.7 metres
BEAM	6'11½"	2.1 metres
DRAFT	4'6"	1.4 metres
DISPL.	3450#	1.56 tonnes
SAIL AREA - WORKING	291 sq. ft.	27 sq. metres
SPINNAKER - NORMAL	400 sq. ft.	37 sq. metres
MAINSAIL	188 sq. ft.	17.5 sq. metres
JIB	103 sq. ft.	9.6 sq. metres
MAST HEIGHT ABOVE	35'	10.6 metres

#### BUILDERS:

Pamcraft Pty. Ltd.  
3 Tepco Road,  
Terrey Hills N.S.W. 2084  
Tel.: (02) 450 2000

Class information please contact:

J.A. Annand,  
35 Bay Street,  
Mosman N.S.W. 2088  
Tel.: (02) 960 1374

H.L. Sutton,  
117 Wallumutta Road,  
Newport N.S.W. 2106  
Tel.: (02) 99 2486



# E22

#### HISTORIC SEASON AHEAD FOR ETHELLS CLASS

The next season will mark an historic time for the International Etchells Class in Australia, already the biggest keelboat class in Australia.

Next September the 300th Etchells to be built in Australia will be launched in Sydney for Class National President, Jim Annand, in a special ceremony at the Royal Sydney Yacht Squadron.

The three-man 9.2 metre International one design is well established around Australia with fleets racing in all States and orders for new boats keeping the builder busy until October. There are 13 active fleets in Mooloolaba,

Brisbane, Southport, Lake Macquarie, Gosford, Pittwater, Sydney, Botany Bay, Melbourne, Geelong, Hobart, Adelaide and Perth.

Next January the World Class Championships will be held in Perth with more than 70 crews expected from all over Australia and the World. The Championships will be sailed on Perth's Cockburn Sound.

Former World Etchells Champions, Ian Murray of Sydney and John Savage of Melbourne, are preparing for the Worlds, and America's Cup Winner, John Bertrand, has also leased an Etchell and begun competing in Melbourne.

AUSTRALIA'S  
BIGGEST  
INTERNATIONAL  
KEEL BOAT  
CLASS



## NORTHSHORE Northshore 27



**LOA:** 8.22m  
**Beam:** 2.81m  
**Draft:** 1.37m  
**Berth:** 5 persons  
**Disp:** 2,270kg  
**Sail area:** 35.81sqm  
**Designer:** Hank Kauffman  
**Price:** \$68,000

**I**N a Northshore 27, you don't need to be a millionaire to enjoy the thrill of fast sailing. For her, in a superbly proportioned, compact size is a cruising yacht that simply begs for adventure and excitement. Even at rest, its clean flowing lines have a get-up-and-go eagerness that beckons the club racer and family yachtsman.

We believe it offers more in the way of functional design, quality of construction and standard of finish than any other 27-footer you can buy in Australia today. Its popularity with families is legend. The Northshore 27 is unusually stable, and comfortably appointed.

As a club racer, it has introduced many to the sheer thrill of the sport, being supremely easy to control. It's a delight to sail. Part of the secret of the Northshore 27's sailing fun lies in the easily driven hull. Add to this the fractional rig and the combination provides not only windward performance and downhill speed, but sailing simplicity itself.

It's this simplicity that makes it perfect for single-handed or family sailing. The smaller headsails, while being easier to handle, are also considerably more economical than a masthead rig, a worthy consideration.

The Northshore 27 — make it your passport to a whole new world of family fun and adventure!

**\$68,000**

### Builders:

Northshore Yachts Pty Ltd  
 2 Polo Avenue,  
 Mona Vale, 2103, NSW  
 Ph: (02) 997 2944.

## NORTHSHORE Northshore 31



**LOA:** 9.52m  
**Beam:** 3.04m  
**Draft:** 1.83m  
**Berth:** 4/6 persons  
**Disp:** 3,250kg  
**Sail area:** 46.7sqm  
**Designer:** Hank Kauffman  
**Price:** \$95,000

**F**AST becoming one of the most successful production boats built in Australia, the Northshore 31 was designed by Hank Kauffman to be a fast, comfortable cruising yacht. With club racing and twilight sailing becoming more popular every year the Northshore 31, with its good all round performance, is ideally suited to the sailor who is looking for a yacht that requires this versatility.

The standard boat is available with tiller, conventional sails, hot and cold pressure water to galley and shower, fully enclosed toilet, extra large ice box, large functional cockpit, 2 double berths, sail-drive engine with 2 blade folding propeller, fractional rig mast with single aft-swept spreaders (no runners), vinyl-ester resin tie-lay (1st laminate), stainless steel water and fuel tanks, low maintenance interior and exterior. Wheel steering, furling headsail and mainsail are options easily tailor made to suit your individual requirements for the Northshore 31.

Having achieved 13 boats sold in the first 12 months together with an Association already formed, it is the ideal yacht for you.

**\$95,000**

### Builders:

Northshore Yachts Pty Ltd  
 2 Polo Avenue,  
 Mona Vale, 2103, NSW  
 Ph: (02) 997 2944.

## NORTHSHORE Northshore 38



**LOA:** 11.58m  
**Beam:** 3.35m  
**Draft:** 1.78m  
**Berth:** 6 persons  
**Disp:** 5,220kg  
**Sail area:** 61.30sqm  
**Designer:** Hank Kauffman  
**Price:** \$146,500

**A**LREADY Australia's most successful yacht for its size, the Northshore 38 has recently undergone a facelift. To keep up with market trends, the changes comprise all new colour scheme for both hull and deck, along with the new styled and coloured hull striping making the Northshore 38 an even more stunning looking boat than ever before.

To add to the ease and convenience of swimming on these hot days lazing about the addition of an ingeniously designed swim platform and ladder, from the drawing board of Hank Kauffman, which does not detract from but actually enhances the already sleek styling of the Northshore 38.

A recent addition to the option list is the availability of an aft cabin/aft cockpit version finished internally in soft, cool grey laminate trimmed with Australian silver ash with modern easy to clean upholstery. This new version allows for three couples to sleep, eat and relax in total comfort and privacy when required. This addition does not compromise in any way the already tried and proven performance of the Northshore 38 both inshore and offshore.

Make an appointment now with our local dealer for more information about this recent update.

**\$146,500**

### Builders:

Northshore Yachts Pty Ltd  
 2 Polo Avenue,  
 Mona Vale, 2103, NSW  
 Ph: (02) 997 2944.



## NORTHSHORE Northshore 46



**LOA:** 14.02m  
**Beam:** 3.86m  
**Draft:** 1.73m  
**Berth:** 8 persons  
**Disp:** 9,500kg  
**Sail area:** 92sqm  
**Designer:** Hank Kauffman  
**Price:** \$370,000

**T**HE flagship of the Northshore fleet the Northshore 46, is now available in three versions: Standard, Owners and Charter, together with two keel options both shoal draft (one with a centreboard). With four boats delivered in the last 12 months it's obvious that the Northshore 46 is more than a match for the more fancied imports in price, quality, function and styling.

Like all the Northshore's the 46 is a fast, easily sailed cruising boat, that can be raced at club level, both inshore and offshore with the addition of a furling headsail and furling mainsail (onto boom) with battens. The 46 does not need a huge crew to sail it comfortably and the shoal draft keel does not limit its accessibility to any of the more favoured cruising areas.

With three separate double cabins two heads, extra large cockpit, swim platform, furling sails, self-tailing winches etc, it makes the ideal charter boat for those who like the comforts of home. Combine this with the sailing performance of the Northshore 46 and you have the perfect charter boat or fast passage maker for those that want to cruise the Whitsundays in the winter.

The Northshore 46 is available for inspection or charter and one is in the Whitsundays.

**\$370,000**

### **Builders:**

Northshore Yachts Pty Ltd  
 2 Polo Avenue,  
 Mona Vale, 2103, NSW  
 Ph: (02) 997 2944.

## NORTHSHORE Zeston 36



**LOA:** 10.97m  
**Beam:** 3.50m  
**Draft:** 1.60m  
**Berth:** 6 persons  
**Disp:** 6,350kg  
**Sail area:** 48.5sqm  
**Designer:** Joe Adams  
**Price:** \$187,500

**V**ERSATILITY is what the remarkable Zeston 36 is all about. For here, in the one craft, you can enjoy all the pleasure and exhilaration of a fine sailing yacht as well as the open plan and power performance of a motor cruiser.

Whether you are sharing the water with family, friends or business associates, your Zeston 36 is a delight to be on board. It's comfortable, easy to handle under sail or power and exceptionally well mannered in all weather conditions.

From the moment you step on board, the quality which has become the hallmark of Northshore Yachts is evident. Everything feels solid and substantial, from the smallest fitting to the decking underfoot. Your Zeston 36 is an immensely strong boat.

When heading to windward, your 36 takes very little spray over the bow, so even in your position behind the pedestal mounted steering wheel close to the stern of the yacht, you remain dry. You can operate your headsail sheet winches and all self furling gear from the cockpit. So whether you're sailing single-handed or entertaining friends you can always get just the right amount of sail area by pulling a line. Your Zeston 36 is supremely easy to sail.

The Zeston 36 by Northshore Yachts — you'll find it one of life's sweeter rewards.

**\$187,500**

### **Builders:**

Northshore Yachts Pty Ltd  
 2 Polo Avenue,  
 Mona Vale, 2103, NSW  
 Ph: (02) 997 2944.

## NORTHSHORE J24



**LOA:** 7.3m (24'0")  
**Beam:** 2.7m (8'11")  
**Draft:** 1.21m (4'0")  
**Berth:** 4 persons  
**Disp:** 1,180kg (2,600lb)  
**Sail area:** 24.2sqm (261sqft)  
**Designer:** Rodney Johnstone  
**Price:** \$34,000

**T**HE world's most successful one design keel boat the J24 is now being manufactured by Australia's largest yacht manufacturer, Northshore Yachts.

Ian Bashford, Australian Licencee for the 'J' Boat range and current (1989) North American J24 Champion, has sought the expertise of Northshore Yachts to manufacture the J24. Northshore Yachts, under the supervision of Ian Bashford and 'J' Boats USA, have built new hull, deck, rudder and keel moulds for the J24 to bring the finished boat up to the standard that is now available in the USA and Europe.

The J24 is one of the few International one design keel boats, that has both excellent sailing performance and accommodation for the occasional weekend away. This unique design has helped to establish fleets of J24's worldwide with over 4,500 boats sold in the past 12 years (over 160 in Australia).

With Australian sailors at the top level of international sailing, the J24 with its one design concept is a must for any aspiring racing sailors. So whether your looking for the exhilaration of a wild downhill slide, a gentle sunset cruise, the thrill of tight one-design racing in big competition fleets, voyages of exploration, the adrenalin pumping excitement of rounding a mark in front, that quiet weekend away, the J24 is for you.

**\$34,000**

### **Builders:**

Northshore Yachts Pty Ltd  
 2 Polo Avenue,  
 Mona Vale, 2103, NSW  
 Ph: (02) 997 2944.



# When compromise is unacceptable...



SUN ODYSSEY 51



SUN KISS 47



SUN MAGIC 44



SUN LEGENDE 41



SUN CHARM 39



SUN DANCE 36



At Jeanneau (by the way it's pronounced *JANNO* with a 'soft' J) compromise is a word missing from our vocabulary. If it's missing from yours too, we should get along right away, because one of our yachts is sure to be for you.

No-one in the world builds a range of yachts with more dedication to no-compromise design and construction, than Jeanneau. And that dedication was evident in every one of the 5000 boats we delivered last year. Yes, 5000, of which more than 500 were sailboats over 40 feet.

And it's not just our company that's strong. Our boats are tough too. Unlike others, they are all laid up by hand, and for most, we use a unique fiber, reinforced with *Kevlar*, which gives more than double the strength of conventional glassfiber. It's called *Kevlar Energizing*, and was developed by DuPont exclusively for Jeanneau.

In fact, when you look close, Jeanneau is out there alone in a great many ways.



*Flery Michon, helmed by Philippe Poupon, breaking the Atlantic Speed Record at an average speed of over 17 knots. This amazing yacht is just one of the many record-holders developed and built entirely by Jeanneau.*

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Only Jeanneau has pushed forward with such determination, the design, development, and construction of outstanding sail and power craft that have won, and still hold, so many world speed and endurance records.

Why? Because in top-level competition, there's no place for compromise. And competition is the driving force behind our production design and research program (probably the most heavily-invested and professional in the industry) which helps us produce today's state-of-the-art Jeanneau sailboats.

This blend of ultra-modern materials, computer-aided design, leading-edge production technology and traditional craftsmanship produces a yacht unlike any other.

So to know you're sailing the state-of-the-art, be sure to get the full story on Jeanneau. You only have to call up one of our dealers, or call/write us direct.

If for you, there's no compromise ... there's only Jeanneau.

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VOYAGE 12.50 (41ft)



VOYAGE 11.20 (37ft)



SUN LIGHT 30



SUN DREAM 28



TONIC 24



SUN WAY 21



## ROBERTSON 1140 Farr 37



**LOA:** 11.4m **Beam:** 3.7m  
**Disp:** 2.13m (1.8 bulb keel)  
**Sail area:** 69m<sup>2</sup> 100% Foretriangle  
**Designer:** Bruce Farr  
**Price:** \$185,000

**T**HE Robertson 1140 has been introduced into the Australian market to satisfy the demand from owners for a yacht that can be used as an IMS or club racer or the ultimate cruise yacht. The weekend retreat or the finishing line the Robertson 1140 gets there fast.

Outstanding design by Bruce Farr. The yacht is built to a high standard of specification with superb below deck luxury and carries a certificate of compliance to approved American Bureau of Shipping (ABS) plans and a five year warranty against osmosis.

The yacht is offered with a standard layout providing berths for eight persons, comprising three double cabins and two settee berths in the saloon. The saloon and gallery area provide an open plan layout for the social side of sailing with a fully enclosed head and shower located to starboard. Custom designed interior layouts are available to client order as is a choice of timbers and fabrics.

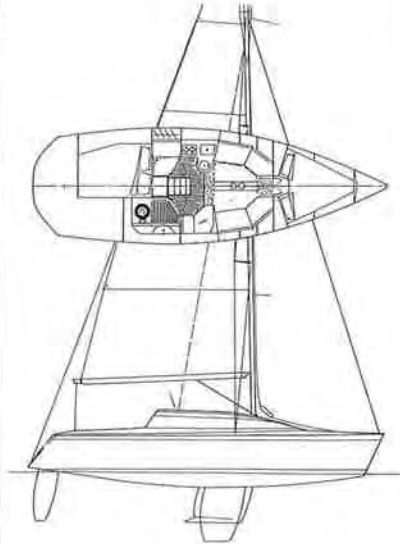
The sailplan is straight forward masthead rig with a high aspect ratio and larger than normal mainsail which is proving to be faster as well as providing much better downwind control. The deck layout ensures simplicity of control for ease and safety of handling by a husband and wife crew and will satisfy the ardent racing sailor.

Overall the Robertson 1140 can be a very competitive racing yacht or pure cruiser that will be a pleasure to sail in all conditions and comes with a comprehensive inventory of standard equipment and fittings.

**\$185,000**



## ROBERTSON 950 Seaflyer 31



**LOA:** 9.425m  
**Beam:** 3.20  
**Draft:** 1.75 (1.275 wing keel)  
**Disp:** 2,850kg (2,550kg racing)  
**Sail area:** 43m<sup>2</sup> 100% Foretriangle  
**Designer:** Seaflyer Naval Architects  
**Price:** \$85,000 — Sail away (kits from \$29,000)

**T**HE Robertson 950 represents a fresh modern approach for a 9.5 metre yacht that combines comfort and sailing efficiency with universal appeal to the cruising family, club racer and dedicated offshore sailor.

The young, innovative team from Seaflyer Naval Architects who produced *Box Office*, the 1990 JOG champion, have designed the most exciting yacht of its size that suits both the IMS and JOG rules.

The hull has no rule induced distortions and features the latest ellipsoidal foil design with a 45% ballast ratio. The rig is the most modern available and features a self tacking headsail and fully battened main as standard equipment. The swept back spreaders obviate the need for running backstays. Overlapping headsails can be fitted with a conventional spinnaker or for ultimate downwind performance a masthead spinnaker can be carried.

ABS approved plans and a 5 year warranty against osmosis. Cruising or racing interior layouts.

**\$85,000**

THE QUALITY TEAM  
 — CLASS SAILING  
 BUILDERS OF FINE YACHTS

## ROBERTSON 1220 Farr 40



**LOA:** 12.243m **Beam:** 4.046  
**Draft:** 2.270m (1.8m bulb keel)  
**Disp:** 6,500kg  
**Sail area:** 74.74m<sup>2</sup> 100% foretriangle  
**Designer:** Bruce Farr  
**Price:** \$240,000

**T**HE Robertson 1220 is Bruce Farr at his best. The most winning and proven hull even in the toughest race conditions is now available with a completely redesigned deck and coachhouse to complement this easily driven hull.

The interior layout is available in two versions both of which meet the IMS rule requirements or custom interiors to suit owner requirements. Choice of timbers, fabric to the owners taste.

Two new rigs are offered, a swept spreader fractional rig, or a masthead rig. A redesigned keel is available both as a high performance foil or cruising version with a 1.8m draft. A 32KW (43hp) Volvo turbo saildrive is fitted, hot and cold pressurised hot water systems to the shower and galley. Large capacity fuel and water tanks.

Each yacht carries a certificate of compliance to American Bureau of Shipping (ABS) approved plans and a five year warranty against osmosis.

Recent places in Division 1 IMS in the Sydney-Mooloolaba and Brisbane-Gladstone ocean races by "Zap" attest to the potential under IMS rule. Farr 40's finished 1st, 3rd, 4th and 7th in the IOR division of the Brisbane to Gladstone race.

Whether you race to Hobart or cruise the reef the Robertson 1140 is the only choice for the discerning yachtsman.

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*The Dehler 36 cws. A perfect synthesis between speed and safety. Its revolutionary central Winch System produces a sheeting method with which all sail manoeuvres can be carried out from the cockpit. Below deck — modern design, soft lighting, matching decor. A spacious galley, luxurious saloon and two separate double cabins fore and aft. The latest from Dehler — fast, safe yachts designed by Van der Stadt, who went right back to basics and rethought the rules, using up to the minute German technology.*

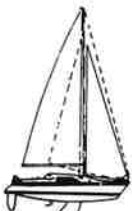
*For more information contact Campbell Pennefather in Sydney (02) 956 8355, Fax 954 0916*

*or Moss Pollak in Brisbane (07) 252 7177, Fax (07) 252 1438.*

*Distributed by Dehler Australia Pty Ltd, Po Box 1286 North Sydney 2059.*



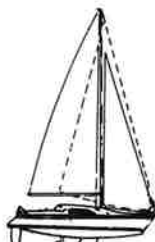
31



34



36



38



**dehler**  
AUSTRALIA



## VAN DE STADT Van de Stadt 34



**LOA:** 10.25m  
**Beam:** 3.30m  
**Draft:** 1.80/1.30/0.97m  
**Disp:** Steel — 5.40t  
 Wood/Alum. — 4.50t  
**Designer:** Van de Stadt Yacht Design  
**Price:** On application

**D**ESIGNED by Van de Stadt Yacht Design of Holland as a fast family cruiser/racer, the 34 is very comfortable, seaworthy and a joy to sail. So far some 500 have been sold worldwide, including more than 80 in Australia.

Currently the Van de Stadt 34 is the fastest steel 34-footer on the market in Europe. While some excellent racing results have been achieved in Australia, the 34 is not an IOR design.

The designers have produced a masthead or fractional rig, with a choice of a variety of underwater profiles, including a centreboard version with twin rudders, or a deep fin with skeg of spade rudder. The hulls are built by a Dutch-trained boatbuilder in a fully equipped engineering works.

The 34 is built in either steel or aluminium to the multi-chine design that is the hallmark of Van de Stadt designs, to the hull/deck stage ready for fit-out, using Van de Stadt's "frameless fairing-quick assembly" technique and computer cut parts cut by builder Jack Peters at his Geelong factory.

**Price On application**

### Australian builder:

Jack Peters Steel Fabrications  
 Lot 1 Point Henry Road,  
 Moolap (Geelong), Victoria, 3221  
 Ph: (052) 48 6616.

## WAYWORLD Wayworld 45LE



**LOA:** 14.00m (46'11")  
**Beam:** 4.25m (13'9")  
**Draft:** Wing Keel 1.9m (6'3"), Deep Keel 2.4m (8'0")  
**Sail area:** (Main & Furling Genoa) 106sqm (1143sq ft)  
**Price:** \$A531,000

**I**N an age of mass production, quality compromises and "look at me" design trends, the WAYWORLD 45LE is the exception. Hailed as the world's finest 45, this magnificent yacht is a handbuilt masterpiece elevating design, finish, function and performance to a combined new level.

To quote Jock Sturrock, Australia's grand master of sailing — "I have sailed a number of yachts of similar size over a long career but have never seen a better finished or more sea kindly yacht. I thoroughly recommend the WAYWORLD 45LE."

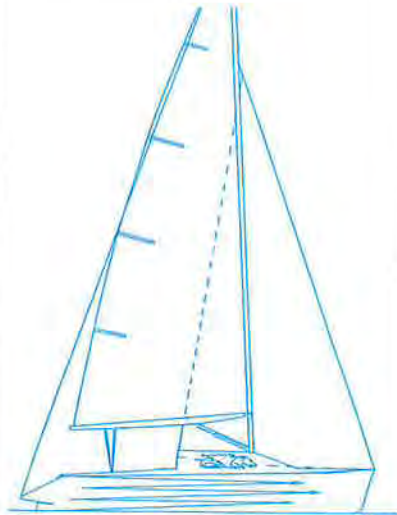
This is a yacht for those who can appreciate the difference between style for style's sake and pure class which is as functional as it is beautiful.

With the IMS rating now gaining deserved popularity, the WAYWORLD 45LE provides the discerning yachtsman with the ultimate pleasures — scintillating performance both on and off the wind combined with a deck and interior layout and finish unequalled in the world.

The specification, design and construction details of the WAYWORLD 45LE fill a small block. Such an item is available for \$A100.

Further information and appointment to personally inspect the WAYWORLD 45LE:  
 Mr John Lord, 32 St Georges Crescent, Drummoyne, NSW 2047.  
 Telephone (02) 81 2407.

## ZULU YACHTS Zulu Mini Ton



**LOA:** 6.72m    **Disp:** 920kg  
**Beam:** 2.49m    **Sail area:**  
**Draft:** 1.35m    **IOR rating:** 16.5'  
**Berth:**  
**Designer:** Ishiro Yokayama  
**Price:** \$35,640

**W**HILST designed around the perimeters of the IOR rule for competition in the Mini-Ton Level Rating bracket, the Zulu 1/8 Tonner has the ability to perform as a top-line JOG racer or division II or III club racer. It is also intended to develop in the future as a three-man keelboat class. All this is coupled with an interior suitable for weekend or holiday cruising.

The hull lay-up consists of a combination of 600CSM and 300E Glass reinforcing using a vinylester resin onto a gel-coat external finish. The lightweight deck is a sandwich construction using Divinycel foam, all bulkheads are manufactured from marine grade plywood and the floors feature a teak/birch inlay.

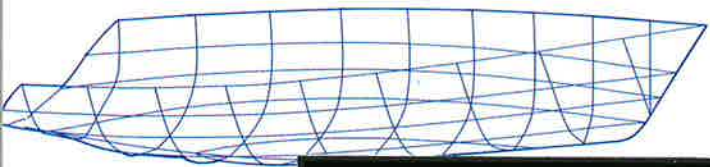
This yacht offers the unique opportunity to have five boats in one; a very competitive IOR or JOG racer, a three-man one-design keelboat and a great little club racer with the ability to have a comfortable weekend away.

**\$35,640**

### Builder:

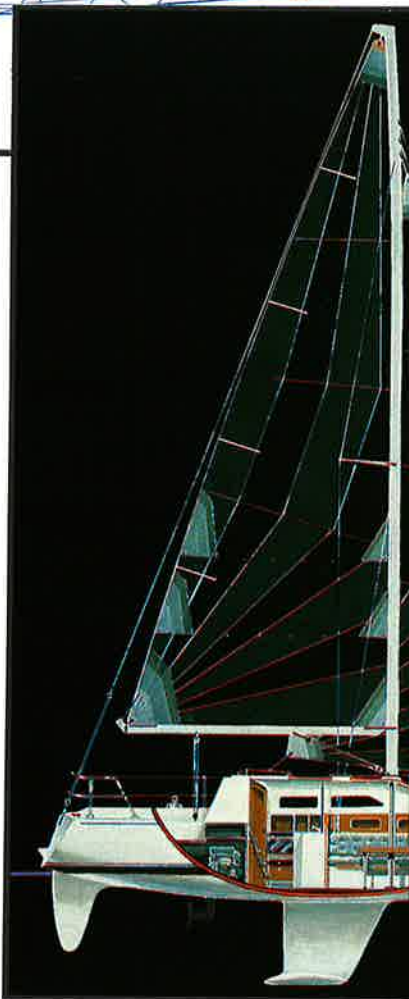
Zulu Yacht Builders Pty Ltd  
 P.O. Box 342,  
 Geelong, 3220, Victoria  
 Ph: (052) 56 1258.  
 Mobile Ph: 018 522 298  
 Fax: (052) 55 2644





Developed from a bloodline  
of thoroughbreds ...

# N31



In the high tech world of yacht design, the tried and trusted is largely still the norm. So it is a bold designer indeed who makes the break with tradition to produce a totally different kind of yacht.

It takes skill; it takes experience; and above all, it takes the genius of inspiration.

Such a designer is Hank Kauffman of Northshore Yachts, and the yacht is our exhilarating new Northshore 31.

And, as our new 31 virtually sets its own standards, it is quite incomparable with anything which has gone before it.

Built to deliver sheer performance, from its state of the art fractional rig, counter balanced with a bulbed fin keel and a larger rudder. Below, the opulence continues, fore and aft double berths, gourmet's galley and large saloon for easy entertaining ... try it, you'll know you're on a winner.

## NORTHSHORE

Northshore Yachts Pty. Limited 2 Polo Ave, Mona Vale NSW 2103 Tel: (02) 997 2944 \*\*

**Sydney Agent:** Sydney Sailboat Centre, Sydney Harbour, The Spit, Mosman 2088 (02) 969 2144; **Pittwater:** Gibson Marina, 1710 Pittwater Road, Bayview, Bayview 2104; **Victorian Agent:** Western Port Marina Yacht Sales, Mullet Street, Hastings 3195 (059) 79 0444; **South Australian Agent:** Quin's, 89 St Vincent Street, Port Adelaide 5015 (08) 47 1266. **West Australian Agent:** Sailing Centre, 242 Sterling Highway, Claremont 6010 (09) 383 3011. **Tasmanian Agent:** Avante Sales, 44 Napoleon Street, Battery Point 7004 (002) 34 7577; **Queensland Agent:** Phone (02) 997 2944.



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# A NEW CONCEPT FROM NAUTOR — A SWAN DEDICATED TO CRUISING

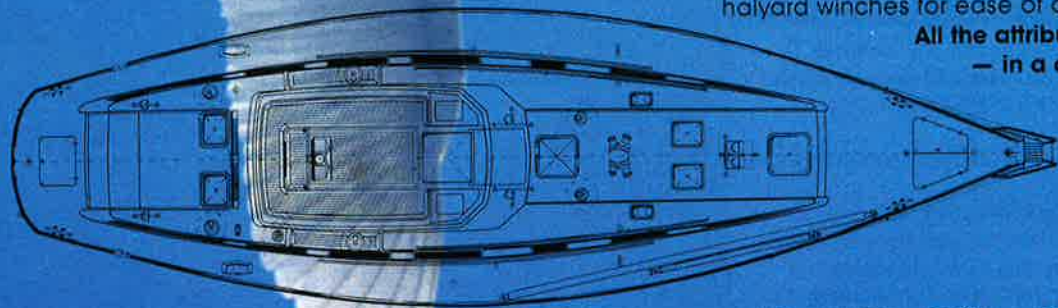
Designed by Nautor's house naval architect, German Frers, the new 55 has all the beauty, performance and reliability you would expect from a Swan, but has been created solely to satisfy the demands of the cruising sailor.

Unencumbered by rating rules, the Swan 55 has a voluminous hull, shallow draft and sufficient sheer and freeboard for dry and comfortable cruising. Her volume offers a spacious interior with full headroom throughout, room for ancillary machinery, cruising equipment and ample stowage space, while her deep bilges allow generous fuel and water tankage adequate for a range of 1000+ miles.

The two interior layouts — one for family cruising, the other with additional skipper's cabin forward — feature the best of Swan crafting and include deep lockers and shelves in every cabin, full length hanging lockers, provision for the installation of T.V. and entertainment systems — even a washing machine can be accommodated. The walk-in engine room provides easy servicing of the generator, electrical equipment and 116 hp diesel.

On deck, commitment to cruising continues — a vast centre cockpit offers comfort, security and generous stowage areas. The recessed anchor windlass, spacious lazarette and large chain and fender lockers mean a safe and uncluttered deck. The efficient rig is designed for short-handed sailing with most controls led back to the cockpit and mast-mounted halyard winches for ease of operation.

**All the attributes of Swan  
— in a cruising formula**



LOA	15.76m	(51.98')	Displacement	23600kg	(52000 lbs)
LWL	13.07m	(42.87')	Ballas	9030kg	(19900 lbs)
Beam	4.85m	(15.90')	Engine	Perkins Range 4	6 cyl.
Draft	2.60m	(8.50')		86.5kW	(116 SHP)

Photo: HANNU HAUTALA

#### Sales offices:

**Asia Pacific**, Swan Marine (Singapore) Pte. Ltd. 38 Duxton Road, Singapore 0208, Tel: 2243969.  
**Australia**, Nautor Australia, Transocean Yacht Sales Pty Ltd., 20 Mews Road, Fremantle, Western Australia 6160. Tel: (09) 430 5212. Fax: (09) 430 5217. **Japan**, The Satori Co. Ltd., 203 Casa Del Pico, 3-3-4 Sendagaya, Shibuya-Ku, Tokyo 151. Tel: (03) 478 5021, Telex: 2423165 Nautor J.

#### Sales offices worldwide:

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## NAUTOR'S SWAN 55

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68601 Pietarsaari, Finland  
Tel: +358 67 601111 Telex: 7547 Nauto SF  
Telefax: +358 67 67364



# 1990 YACHT BUYERS GUIDE

Continued  
from page 28

ta's are raced — basically it is the Grand Prix rule of offshore racing.

By nature, the rule is developmental in that within its parameters designers are continually working to optimise performance potential above that assessed by the Rule.

To be competitive on IOR a yacht must be designed to the rule.

Over the years the IOR Rule has been modified as various loopholes in it have been exploited, but at present administrators are moving to stabilise it, thus extending the competitive life of designs.

The competitive level of optimised older designs within the national IOR fleet is well demonstrated by the successes of *Illusion*, a mid 1980's Davidson Three-quarter Ton design and *Ultimate Challenge*, a 1987 designed Dubois 40, in the last two Sydney-Hobarts.

All major Australian ocean races have their overall result decided on IOR.

IOR is, and always will be, a relatively expensive way to go racing, but does represent the Grand Prix level of our sport.

## JOG Racing

Like IOR, JOG racing has turned into a developmental rule where its initial conception was to provide racing on rating for smaller non IOR boats.

Wisely, the JOG administrators have split the fleet into two divisions, lightweight and heavyweight, to enable older, more conventional designs to enjoy good competition.

The size of the JOG boats is limited to 31ft. LOA and the format of their racing caters ideally for this size of boat.

JOG is enjoying a resurgence and provides excellent racing for those with newer purpose-built yachts and also those with the older yachts.

## IMS Handicapping

Growing disenchantment with the cost and general usability of IOR racing yachts has led to the international adoption of IMS.

This system bases its handicaps on a velocity prediction program evaluation of the boats' potential performance. This means that in general terms it is fair to all boats.

Various yachts around the country have had successful optimisations car-

ried out to maximise performance under IMS, but it has been restricted to the shapes of keel and rudder, and ballast placement, rather than hull surgery often seen on IOR boats.

IMS requires yachts to be fitted with specified internal furnishing and fittings to ensure a degree of comfortable accommodation not found on flat-out IOR or JOG racers.

IMS also has TCF's that vary in accordance with the race course sailed and wind strength as well as a General Purpose TCF, that aligns with those of the other rating systems.

This will rely on the race organising authority being set up with suitable computer equipment to run the programs but will herald in a system designed to provide the fairest handicapping system yet raced under.

IMS was used with great success in the last Sydney-Hobart Race and should ensure growth in the offshore fleets that were dwindling in numbers under the IOR.

---

***“One of the joys of yachting is that people are free to do what they enjoy most . . . the winner of world championship gets no more or less enjoyment from his sailing than the Sunday sailor with his friends.”***

---

IMS is equally fair on enclosed waters and it is hoped that it will be widely used in keel-boat fleets in the near future. The price of measurement may prove a little steep for the less competitive owners of small yachts, but will not hold back the keen.

## CHS Rating

Developed in England and France, the Channel Handicap System has provided a cheap, equitable rating system that can be applied to the bulk of existing keel-boat fleets.

It is based on a secret calculation formula which, among other things, takes into account the age of the yacht, its basic design parameters and use of high tech materials in hull and rig.

While not developmental, as you can't design to a formula you don't know, it has provided good levels of racing for conventional type yachts and has spawned a number of healthy new designs with good levels of performance and accommodation.

By nature, its handicapping is not as tight as IMS, but by virtue of its cost (about \$75 a year) and simplicity it

proves an ideal system that can cope with boats from the smallest keel boat to the maxi's.

CHS has been used for the last couple of years in Melbourne with excellent results and has experienced rapid acceptance overseas.

## Arbitrary Handicapping

Just about all major yacht clubs run races on Arbitrary Handicaps, the formats of which vary from closely monitored performance based systems — run in a similar way to a golf handicap — to ones based on the handicapper's decisions.

These arbitrary systems usually consider performances of the yacht and crew in combination and thus do not supply the same competitive benefits for consistent sailing as those systems that are rating based. However, they do provide racing for all yachts.

With the recent trend of go-fast type yachts that seldom perform well under some rating rules, a number of organising authorities have included an Arbitrary Division in some of the bigger events and regattas with success.

## Cruising/Pleasure Sailing

One of the joys of yachting is that people are free to do what they enjoy most. The winner of a world title gets no more or less enjoyment from his sailing than he who chooses to spend his Sundays on the harbour with a bunch of friends.

It is imperative to have a realistic idea of your yacht's intended purpose in the area of pleasure sailing.

Probably the first thing to be considered is your ability to handle the yacht with the crew you will have on board.

If you will often want to go sailing with just one other person you must ensure the yacht is capable of being handled with just two on board.

There are quite a variety of systems on the market to enable trouble-free short-handed sailing, including sail furling systems, boom brakes and power anchor and sheet winches. With astute selection and planning of these systems rather large yachts can be handled with surprising ease.

If you intend to do some coastal live aboard cruising for extended periods you will have to ensure that the yacht is equipped to provide a reasonable degree of self-sufficiency. The stowage areas required or these types of activities often eat up space that could otherwise be used for accommodation, thus crew numbers are by necessity limited.

## So What Are Your Requirements?

With the above in mind, it is both an interesting and valuable exercise to take a calendar and fill in when you would expect to use your yacht, and what activities you would be undertaking at



these times, over the period of one year.

Count up the days and display them in tabulated form as set down in the example below:

If contemplating entering Offshore category 1 or 2 races, one must ensure that the yacht has been constructed in accordance with ABS approved plans as

suits, the selection of type of boat would depend on the break-up.

Day sailers need only provide shelter below decks in case the yacht strikes an unforeseen inclement change in weather conditions, whereas the accommodation for the live aboard activities depends on both the time to be spent aboard and the waters to be sailed on.

As previously mentioned, the long-distance cruiser is likely to need accommodation for fewer persons than the craft to be used only on weekends where the owner is more likely to invite along friends.

The type of accommodation required for offshore cruising needs to be both comfortable and functional while passage-making at sea. That of the "weekender" would usually be required overnighting in the relative peace of a harbour or safe mooring.

### The Limiting Factors

Other than costs, which we will look at shortly, there are a number of factors that must be considered prior to firming up any decisions.

*Where do you keep the yacht?*

Factors to be considered are the type of berthage you prefer, its availability and access.

You have to be aware of any circumstances that may prove a limitation to your enjoyment of the boat, like a three-hour drive to its berth or the proximity of the berth to the waters in which you intend to conduct the majority of your sailing activities.

*Where do I slip the yacht?*

All slipways and yard facilities have limitations on the size, which is usually expressed in weight, and draft of vessels they can handle.

Be aware of these limitations, and of the location of suitable facilities relative to the yacht's berth, and your home or office, as the need for maintenance and repairs is always more frequent than one would wish.

RACING	IOR	IMS	JOG	CHS	ARB	DAYS	
						Total	%
OFFSHORE over 30nm	—	Yes	—	Yes	—	5	5.7
OFFSHORE under 30nm	—	—	—	—	—	—	—
INSHORE over 30nm	—	Yes	U	Yes	—	8	9.2
INSHORE under 30nm	—	—	—	Yes	Yes	50	57.5
<b>PLEASURE</b>							
Daysails						20	22.9
Live aboard weekends						4	4.7
Extended Cruising						—	—

\*Note: 1. Time taken delivering yacht to and from races is included as Race Time unless the Race involved is done for interest as part of a cruising itinerary.  
2. Live aboard Weekends are assumed to be undertaken in protected waters.  
3. One Design has not been included in the Table although some One Design classes meet the multiple criteria in their own right eg J24 & S80's that can race JOG, CHS & ARB and are fun day; sailers.

Table 1 illustrates an example of the usages that an owner would plan for a yacht over a club season in Victoria taking in a couple of regattas and one short and one medium distance ocean race.

All things being equal, it would be fair to assume that a production boat of around 35ft would ideally suit his purpose. A yacht of this size, and of conventional design characteristics for CHS racing, would suit the owner's competitive requirements and not require any modifications to accommodate his "pleasure" activities.

Should the table show heavy bias towards racing under IOR or JOG one would have to look for a yacht designed to perform in these events. There are a number of production designs available in these areas, but prospective owners would have to look at the relative merits of having a custom boat built or buying an existing yacht that met their criteria.

specified in the AYP Rule Book.

Should the information from Table 1 indicate predominately non-racing pur-



 **QANTAS**  
*Spirit of Australian Yachting*



Where do I get my crew and how many will I need?

This is not so important to the "recreational" sailor that has his boat set up for short handed operations but will be of vital importance to the racing skipper.

What am I up for after I buy?

Before considering the purchase costs for the new boat, prospective owners at this stage must consider the costs associated with owning the boat.

These costs include those of any finance required for purchase, mooring/storage, maintenance, club memberships, race entries, safety gear and insurance which all depend on the size, type and proposed usage of the yacht.

Of these costs finance, insurance, memberships, storage and race entry fees can be estimated with a high degree of accuracy.

Maintenance can be minimised with careful selection of your craft and its equipment in concert with a program that includes regular checks and preventive maintenance.

The fitting of recognised and well-supplied and serviced types of equipment usually aid in ease of maintenance and replacement, where necessary.

A healthy level of safety equipment is laid down in the AYF Blue Book, the carriage of which is mandatory for yachts competing in the various categories of racing. It is a good ideal to equip non-racing yachts in accordance these requirements, taking into account the description of Categories of Races laid down by the AYF.

### What Am I Going To Buy?

At this stage of the exercise the reader will appreciate the intertwined relationship of the factors to be considered and must make an objective decision.

No matter the complexity of the factors involved, after consideration the ultimate questions remain the same.

What type of yacht do I buy?

Simple? Buy a yacht that will meet your requirements.

Analyse your needs and don't be mesmerised or deluded by fallacious notions of bigger being better or that the more equipment you have on the boat the better it will be to sail.

Remember the word "Appropriate".

In specific terms, the boat design, construction and level of equipment should be appropriate to what you want to do with it.

Should I get the biggest boat I can afford?

No, big yachts not only cost more but have limitations in the places they can go due to draught, mast height etc. Stick to a boat that meets your requirements.



*NORTSHORE 38 is one of the most popular cruiser-racers of its size.*

Do I buy new or used?

Invariably the buying price of a secondhand yacht is less than a new one . . . but what of the cost?

The secondhand yacht, if well prepared, will probably have all the equipment on it you require, which is a plus. On the other hand, the boat will have been used and much care must be taken over analysing the items of inventory that may be due, or soon due for overhaul or replacement. Definitely have the yacht surveyed and find out all you can about its history.

The new boat will be covered by some form of manufacturers guarantee that the used one generally won't have. It is important to check with the manufacturer, or his agent, on specific details on their aftersales service and facilities.

As some new boats come in various stages of completion be very sure of the level of equipment of the yacht you are contemplating purchasing or work out any additional costs involved with adding equipment you require — don't forget to include the costs of any specialisms required to fit these additions.

The reputation and credentials of the manufacturer and designer are an important factor. The reputation and designer are an important factor. The reputation and designer are an important factor. *CAVALIER 28, Class Racing on Sydney Harbour. (Pic: Max Press)*



portant issue whether buying new or used. Good reputations in this industry are hard won and well deserved and aid in confirming initial choice and usually ensure a reasonable resale value.

Do I buy a production boat or a one off?

The range of production boats on the market cater for the majority of buyers needs very well.

Production boats have an advantage in that there are yachts of the type in existence to view and test.

However, if your requirements are sufficiently specialised, a custom built boat may be the only way of meeting your needs.

Without getting too detailed, it is imperative that the yacht is designed to meet your particular requirements. Research fully the designers you feel best capable of the task and be sure in your mind of their conception of the project.

Satisfy yourself that good lines of communication exist between the chosen builder, designer and yourself and all involved have a common understanding of the way in which the project will be undertaken.

Thoroughly evaluate your requirements so the construction contracts include them all.

Now what do I do?

Buy a yacht!

Remember not to be frightened to ask questions and if you are unsure of which to ask or any of the answers you're given seek out someone with the knowledge and experience to assist.

The purchase you are undertaking is of significant financial and emotional importance and all reasonable chances of error should be eliminated.

**GOOD LUCK!**

*Editors Note: Rob Williams runs an advisory service for boat buyers as well as writing for Offshore.*



# All Ports

## KENWOOD CUP

# Japanese Head for Hawaii

**J**APAN's multi-million bid to win the America's Cup in 1992, is not that nation's only major incursion into international yacht racing.

Japan is sending a fleet of 20 ocean racing yachts to Hawaii in their strongest-ever bid to win the Kenwood Cup international offshore teams series in August.

Australia, holders of the Kenwood Cup, is fielding only one team of three yachts against the Japanese fleet of three teams each of three outstanding boats.

New Zealand, a past winner of the series, is struggling to even put together one team.

Outside of the nine team yachts, the other Japanese entries will sail as individual entries in the prestigious Pacific regatta.

Details of the Japanese fleet bound for Pearl Harbour in 1990 were announced at a function for international yachting journalists at Gamagori, Japan, during this week's launching of the Japanese America's Cup challenger, Nippon.

At the same time, our hosts, the Kenwood Corporation, announced that in the years when the Kenwood Cup is not held (in odd-number years) it will sponsor the famous TransPac Race from San Francisco to Hawaii.

The Japanese fleet includes seven yachts launched only this year along with their top 50-footers, *Tiger* (ex Bengal) and *Will*, both designed by New Zealander Bruce Farr.

In fact, of the 20 Japanese entries for the Kenwood Cup, 16 have been designed by New Zealanders Bruce Farr and Laurie Davidson.

Members of the Nippon America's Cup Challenge crew, including New Zealander Chris Dickson, are expected to be involved in the Kenwood Cup racing.

In a unique plan, the Japanese yachts are being shipped from the Japanese port city of Osaka to Pearl Harbour on a

large barge which will be towed across the Pacific by a ocean-going tug.

Apart from Australia and Japan, countries expected to be represented at the 1990 Kenwood Cup, a six race series starting on August 3, include Britain, winners of the 1989 Admirals Cup, New Zealand, Hong Kong, Canada, the United States and possibly the Soviet Union.

Heading Australia's team is Alan Bond's maxi yacht from Perth, *Drumbeat*, line honours winner of the last NorTel Sydney-Hobart race, and the two 50-footers, Warren Johns' *Heaven Can Wait* and Max Ryan's *Cyclone*, both from Sydney



**ROTHMANS** — Likely starter in 1990 NorTel Sydney-Hobart.

## Whitbread Maxis For Hobart Race

**T**WO of the fastest maxi yachts in the current Whitbread round-the-world race, *Steinlager 2* and *Rothmans*, are likely starters in this year's NorTel Sydney-Hobart classic.

The plan to sail *Rothmans* in the Hobart race was confirmed by project manager Mike Pavitt in a telephone call to Fort Lauderdale, USA before *Rothmans* and the other 22 competitors in the 33,000 nautical mile race began the final leg of the Whitbread race, across the Atlantic to Southampton on May 5.

Participation in the Sydney-Hobart by *Steinlager 2*, at this stage the overall leader of the Whitbread, hinges on the sale of the yacht at the end of the round-the-world race.

An Australian syndicate, based in Perth, has reached advanced negotiations to buy the maxi ketch to train a

crew to sail a new maxi in the 1993-94 Whitbread race.

"If we buy *Steinlager 2*, we would sail her back to Australia and almost certainly contest the 1990 Sydney-Hobart," syndicate member Peter Grace said in Perth.

Speaking from Fort Lauderdale, Mike Pavitt said that the decision to sail *Rothmans* in the 1990 Sydney-Hobart was part of the ongoing program for the Robert Humphreys-designed 80-footer following the Whitbread race.

"We have four Australians in the crew and most of the others have sailed in the Sydney-Hobart at some stage — we would all like to spend Christmas in Sydney," Pavitt said.

With Whitbread organisers and sponsors confirming that the next round-the-world race in four years will again include a stopover in Australia, the Perth syndicate is confident it can gain corporate sponsorship to buy *Steinlager 2* and then build a new maxi.

## Arabesque Joins Osaka Fleet

**A**USTRALIAN short-handed sailing champions Marc Michel and Michael Formosa plan to tackle the world's longest two-handed ocean race, from Melbourne to Osaka in Japan, in 1991.

The two Sydney yachtsmen will sail the 13-metre Ron Holland-designed *Arabesque*, owned by Norman Marr, in which they won the Australian championship last summer.

The entry of Michel (28) and Formosa (30) in *Arabesque* is the most competitive Australian entry so far received for the 5500 nautical mile south to north longitudinal race which starts from Melbourne on March 23 next year.

The race to Japan is for yachts sailed by a crew of two only, racing in three divisions for yachts ranging in size from 10m to 16m overall length.

*Arabesque* showed its racing performance last weekend by winning the opening race of the Goodman Fielder Watties-sponsored Short Handed Sailing Association's winter series from Sydney to Lion Island and return. In a hard-fought race, Michel and Formosa outsailed the two newly launched 50-footers built specially for short-handed sailing, including Don McIntyre's BOC Challenge yacht at present named *Sponsor Wanted*.

"We plan to improve the yacht's performance by adding a four-foot bowsprit to enable it to carry large asymmetrical spinnakers like the 18-footers as well as having a larger mainsail," Mark Michel said. "We are also making a professional effort to obtain



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# All Ports

sponsorship in Japan for our campaign to win the Melbourne-Osaka race.”

So far 27 entries, 14 of them Australian yachts, have nominated for the Yamaha Cup race to Osaka, others including well known Melbourne yachtsmen Peter Hansen and Peter Inglis in the 50-footer *Orix the Brave*.



MICK Formosa (left) and Mark Michele with Australian Championship trophy.

A fleet of more than 50 yachts is expected to set sail next year, with entries from Australia, Canada, Denmark, Japan, New Guinea, Britain, New Zealand, Papua New Guinea and the United States.

— Peter Campbell

## Transfield Challenge Win to *Innkeeper*

DAVID Adams and Ian Johnston are two of Australia's most experienced short-handed sailors although from "opposite sides of the fence" in offshore yacht racing. Adams has always sailed monohull yachts, Johnston is best known for his international exploits in trimarans.

The two are good friends and they joined forces to sail the 60-footer *Innkeeper* to victory in the 1990 Transfield Challenge TransTasman double-handed race. *Innkeeper* is the boat which Adams will sail solo in the BOC Challenge around the world race, starting from Newport, Rhode Island, in September.

The Transfield race proved to be a tough one, with the fleet battling headwinds for almost the entire course of 1124 nautical miles from Sydney to New Plymouth on the west coast of New Zealand.

*Innkeeper* duelled for most of the race with Adams' upcoming BOC Challenge

rival John Biddlecombe, who sailed his 60-footer, *Interox Crusader*, with his wife Sarah Wilks as crew. Sarah announced on the eve of the race that she was expecting their first child and suffered severe seasickness during the hard bash to windward across the Tasman.

However, 48 hours from the finish, the battle for the biggest slice of the \$25,000 prizemoney turned into a three-boat race, the third contender being the smaller Queensland sloop, *Wild Honey*, a Sayer 40 sailed by Ian Griffiths and Neil Dickson from Mooloolaba.

*Innkeeper* took line honours with an elapsed time of seven days, one hour and 11 minutes. *Wild Honey*, which had sailed the southernmost course of the nine yachts came sweeping into the finish in second place, 37 minutes ahead of the bigger *Crusader*.

Veteran of short-handed sailing, 74-year-old Alby Burgin from Lake Macquarie, sailed his 15.2m *Alstar* into fourth place with crewman Stephen Lamb, 11 hours later. Fifth to finish was the only Victorian entrant, *Orix The Brave*, sailed by Peter Hansen and Peter Inglis from Melbourne, their time being nine days, two hours and seven minutes.

Sixth to finish was Australian short-handed sailing association president Malcolm Jack, sailing *Aussie Spirit*. The 13m sloop lost its centreboard early in the race causing loss of directional stability against eighty days of headwinds.



HAPPINESS is crossing the Tasman — Malcolm Jack and John McGarry of *Aussie Spirit*.

The race was not without its drama with Ian Johnston being catapulted over the boom and into the mainsail when *Innkeeper* suffered a knockdown in a 60 knot rainsquall early in the race. Johnston was wearing his safety harness, but inadvertently had clipped it to a long-running line which saw him slide right down to the sail numbers as the yacht lay with his spreaders in the water.

## NEW SOUTH WALES

### Boom in Sydney Winter Racing

WINTER yacht racing is booming in Sydney after the wettest summer in the history of yacht racing on the Harbour — and offshore.

Dry and warm weekends, with light to moderate breezes this month have attracted record fleets into the Cruising Yacht Club's Digital winter series.

The winter series is also bringing many newcomers into the sport as crew aboard yachts ranging from J24s up to international ocean racers such as *Madelaine's Daughter* and *Heaven Can Wait*.

The club, which normally conducts racing offshore, including the NorTel Sydney-Hobart, each year runs a winter series from May to the end of July for its offshore racing fleet, as well as smaller yachts which normally race within the harbour.

This year the CYCA has received a record block entry of more than 140 yachts and even on Mother's Day, a fleet of more than 100 boats raced around the harbour courses of between 10 and 15 nautical miles.

For many skippers, the winter racing has become an excellent way of assessing potential crew for the coming season's offshore season — starting with the mid-winter Jupiters Sydney-Gold Coast race in August.

Warren Johns and his crew of *Heaven Can Wait* used the first few winter races as a final tune-up before the 50-footer is shipped to Hawaii for the Kenwood Cup in August.

While the CYC winter series is the most popular, Middle Harbour Yacht Club, the Royal Sydney Yacht Squadron and down at Pittwater, the Royal Prince Alfred Yacht Club are running winter races on Saturdays with strong fleets.

Middle Harbour has a worthwhile prize for its winter pointscore, with sponsors Seafarer Sailing offering two weeks cruising for two in the Greek Islands.

— Peter Campbell

### Strong Interest in Lord Howe Island Race

YACHT owners in Tasmania, Victoria and from most major clubs in NSW have lodged applications with Gosford Sailing Club to compete in this year's Chickadee Gosford to Lord Howe Island ocean race.

The 410 nautical mile race, recognised as one of the classic ocean races off the Australian East Coast, starts from Broken Bay on Saturday, October 27, with a fleet limit of 25.



# All Ports

Already, applications to sail to Lord Howe exceed that limit, imposed to protect the delicate environment of this World Heritage listed island. However, entries do not officially close until October 17 and GSC Commodore Bill Bowry says that a reserve list of starters will be kept in event of late drop-outs from the fleet.

Apart from yacht owners lodging entries, the club is already receiving applications from experienced crew keen to again sail to this most beautiful island in the Tasman Sea.

Among the well-known yachts nominated so far are *Inch by Winch*, *Zap*, *Onya*, *Beyond Thunderdome*, *Huon Chief*, *Mistress Again*, *Fowl Play*, *Witchcraft II* and *Narcissus* while past winner George Snow has entered his new Farr 65, *Brindabella*.

*Sheraton Hobart* is a possible Tasmanian entrant, a Farr 40 which finished well up in the fleet in the last Sydney-Hobart race.

The Gosford to Lord Howe Island race is again being sponsored by the Central Coast-based company, Chick-

adee Chicken, maintaining local support for what is the major ocean race in NSW conducted by a non-metropolitan yacht club.

Further information: Gosford Sailing Club Ltd, P.O. 187, Gosford, NSW 2250. Phone: (043) 25 7216.

## WESTERN AUSTRALIA

### BP West Coast Offshore Series

By John Roberson

WESTERN Australia's annual week-long offshore regatta, the BP West Coast Series, was a little down on numbers this year, but did not lack quality, or variety of conditions. There were just over 40 entries for the five racer series in February, which as well as the usual divisions A, B, and C, had an IMS division for the first time.

Hosted by the Royal Perth Yacht Club, the regatta opened on the Friday night with the Bill Lucas Night Race, a 60 nautical mile inshore overnighter around Coburn Sound. Although it was generally a light wind race, with the breeze between 8 and 10 knots all the way, flat water and a mostly reaching course made it quite a quick race.

Although Ross Swanson's *Syrenka* crossed the finishing line some 27 minutes ahead of the second boat *True Blue*, she could do no better than fifth on YAH division A corrected time. Handicap victory went to Martin Navarro and *Alyone*, while predictably Lawson Klopfer and *True Blue* picked up the IOR top spot, as well as third on YAH. Division B went to George Percival's *Shades*, while *Not Tonight*, owned by Timothy Hawkins, picked up the first of a string of wins on IMS.

The second race of the regatta, was a 34 miler for the Perie Banou Trophy. This was sailed in even lighter conditions than the night race, with the wind mostly around 4 to 5 knots. *True Blue* cleared out, and cleaned up on both YAH and IOR finishing ahead of the fleet, but this time *Syrenka* managed to get placed taking third spot on YAH.

The BP Cup was the third race of the series, and the fleet enjoyed a 15 to 18 knot seabreeze for the 20 mile race sailed off Cottesloe. *Not Tonight* achieved an impressive double winning on YAH and IMS, giving Timothy Hawkins his third IMS victory in a row. One of WA's better known offshore sailors, Tony Stanton, sailing *Major Miracle*, took Division B, while IOR again saw *True Blue*

at the top of the list, ahead of *Once a Jolly Swagman*.

The series concluded with the 130 mile Port to Port race. This offshore race takes the fleet from Fremantle, around Rottneet, and then south to Mandurah, before heading north, past the back of Rottneet to Yanchee, and then home.

Winds for this race varied from a 15 knot seabreeze to a 25 knot easterly. John Bruce's *Men at Work* had its first win of the series in Division A, from *Not Tonight*, but the positions were reversed on IMS. *True Blue* again collected the IOR prize, while Tony Stanton won Division B.

### OVERALL RESULTS FOR THE SERIES:

#### Division A — YAH

1. *Not Tonight* (Tim Hawkins); 2. *Alyone* (Martin Navarro); 3. *Men At Work* (John Bruce).

Division B — YAH: 1. *Major Miracle* (Tony Stanton); 2. *Anon* (Ray Gisby); 3. *Minka* (Geoff Backshall).

Division C — YAH: 1. *Caviar* (Michael Sparge); 2. *Charisma* (Robin Kornweibel); 3. *Telstar* (Peter Stanley).

IMS: 1. *Not Tonight*; 2. *Men at Work*; 3. *Major Miracle*

IOR: 1. *True Blue* (Lawson Klopfer); 2. *Hitchhiker* (Peter Briggs); 3. *Apollo VI* (Ron & Rae Carterton).

### Lawson Klopfer Award Nominee

ADMIRAL'S Cup owner/skipper, Lawson Klopfer, has received significant recognition for his outstanding contribution to WA yachting, being put forward as yachting's nominee for the Lindy Award, the WA Sports Federation Award and the Caltex Sport Star Awards.

Apart from winning selection in the Australian Admiral's Cup team and then representing WA in the Southern Cross Cup with his One Tonner *True Blue*, Klopfer has continued his success with the boat back in WA waters.

*True Blue* won the IOR division of the West Coast Series, taking out all four of the races completed and also winning the 180 nautical mile Fremantle-Bunbury race.

Klopfer has currently "gone bush", working on his recently acquired cattle station 400km inland from Derby, but plans to actively campaign *True Blue* next season. The yacht is currently undergoing a refit and will sail with a crew that includes several promising young sailors.

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## SOUTH AUSTRALIA

### SA Premier's Cup In Wild Weather

**W**ILD weather in the Gulf of St Vincent marked the 1990 Deloitte Premier's Cup — South Australia's most prestigious yachting regatta. The heavy weather made it the most dramatic race for many years.

The balmy weather forecasted changed rapidly around start time with winds gusting to 40 knots. Several yachts lost their masts and others lost gear in the wild gulf waters.

Conducted by the Cruising Yacht Club of South Australia, the races were for IMS, IOR, Etchell, 1, 2, 3rd division, half ton and trailable yachts.

The prized Premier's Cup was won by *Silicon Chip* skippered by well-known Adelaide sailmaker Ray Brown, who has been racing for over 30 years. Keen competition came from Phil King in *Patrice III*, which had just returned from competing in the Sydney-Hobart Race with other Hobart entrants, *More Imagination* sailed by Terry Nicholas and *Mini Jumbuck*, sailed by Jim Howell.

The wild weather was the worst for many years, according to organiser Wally Rantanen of the CYC. The Saturday winds were between 30 and 40 knots and on Sunday were still gusting to 25 knots. While these conditions were extremely testing for yachts and crews, they resulted in some of the closest racing witnessed in this type of event for many years.

The damage list was high with three yachts losing their masts. *Wild First*, sailed by Mario Minuzzo, broke its mast

*YACHTS battle stormy conditions in Deloitte Premier's Cup series off North Haven, South Australia.*

at deck level and *Argo 2* lost its complete rig.

The Deloitte Premier's Cup was sponsored by leading Adelaide accounting firm Deloitte Ross Tohmatsu. The Premier's Cup was first held in 1977 to mark the opening of North Haven and is the leading regatta event in South Australia.

## VICTORIA

by Rob Williams

### Port Fairy Race To Chutzpah

**B**RUCE Taylor's well performed Davidson three-quarter tonner, *Chutzpah*, won the 1990 Queenscliff to Port Fairy Race by a staggering margin of more than 45 minutes on IOR.

The CHS Division's *Cotton Blossom*, Eddie Barron's Farr 55, had a comfortable win on corrected time to add to her line honours victory. Ken Ling, sailing *Noeleen III*, finished second ahead of *Bacardi* skippered by Graeme Ainley.

*Animal Farm*, sailed by Rob Hopcraft won on Performance Handicap from Ron Hampson's *Flashdance* and John Kint's *Bundaberg Too*. The divisional split of the 19 entries was IOR-3, CHS-9 and PHD-7.

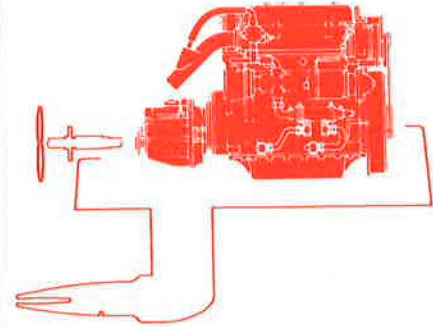
### Veteran Wins Nissan Sunday Herald Regatta

**V**ICTORIAN Ocean Racing stalwart Allan Collins, sailing his Cavalier 37 *By Order of the Secretary*, was the overall winner of the inaugural Western Port Shield and the Nissan Sunday Herald Regatta.

Although entry numbers were disappointingly low due to conflict with



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# All Ports

other major events on the bay the same weekend, the racing between the two leading IOR boats proved interesting and ended in a close result.

The format of the Regatta started with a passage race to Hastings followed by three races on Westernport Bay. In the race to Hastings, the new Westernport Marina works boat *Western Port Venture*, the Dubois designed ex-*Joint Venture*, skippered by Peter Grant and helmed by Ross Lloyd, had a narrow victory of less than two minutes over Lou Abraham's sailing its near sister *Ultimate Challenge*.

By *Order of the Secretary* won on Channel Handicap from *Trump Card* and *Vivacious*. Disappointingly these were the only three CHS entries.

By far the biggest number of divisional entries were for the Performance Handicap event which was won by John Nethererton's *Quasar* with Laurie Ford's *Finesse* and Martin Power's *Breakaway* taking second and third respectively. Line honours was won by *Western Port*

*Venture* from *Ultimate Challenge* with Grant Wharington's *Bolle Wild Thing* in third place.

David Conway sailing *Leda-Free* won race three in the PH Division and took out overall divisional honours. John Sleigh's Adams 40 *Doris VI* won race four.

## Quilt Factory Trophy To Boambillee

CHRIS Chapman's vintage S&S design, *Boambillee* took out Division 1, on VYC Handicap, of Royal Melbourne's Quilt Factory Trophy, from Ray Cromb's *Fiji Express* and Bob Raywood's *Copyright*.

Division 2 & 3 VYC were won respectively by John Griffiths' *Divorce Kit* and Garry Venn and Allan Adams' *Eliza Hawkwind*. The IOR and CHS Divisions were won by Martin Ryan's *Mercedes III*.

## Ultimate Challenge Wins E.B. Green

LOU Abrahams' Sydney-Hobart victor, *Ultimate Challenge*, continued on her winning way in Royal Brighton's E.B. Green Trophy. She won from Paul Woodman and Peter Telford's *Farr 37, Good News*, and Eddie Barron's *Farr 55*, which also took line honours.

*Ultimate Challenge* won both the IOR and VYC trophies for Division 1 with *Chequemate*, sailed by David Pollard, taking both trophies in Division 2.

## San Miguel Takes Services Shield

BARRY Walker, sailing his Adams 36 *San Miguel* won Royal Melbourne's Services Shield on VYC handicap from Martin Ryan's *Mercedes III* with Steve Collis's Adams 40, *Aggro*, finishing third.

*Mercedes III* won both IOR and CHS Divisions of the race with *Comiche*, skippered by Peter Davey, and George Wilson's *Insatiable* taking second and third on IOR. Dennis Milliken's *Surefoot* and *Aggro* took the minor placings on CHS.

## Wedgetail Sinks!

MEL Mollison's Inglis 31, *Wedgetail*, helmed by Mike Robinson, tipped over and subsequently sank below the surface after a gybe went wrong during the Services Shield.

Fortunately, no-one was hurt and the yacht was refloated after the race.

This incident has fuelled the fire already brewing over lightweight boats.

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The two week programme comprises:  
 Aug 4 — Jupiters Sydney-Gold Coast CYCA-SYC;

Aug 9 — Race 1 XXXX Gold Coast Winter Regatta — SYC;

Aug 9 — Race 2 XXXX Gold Coast Winter Regatta — SYC;

Aug 10 — Race 3 XXXX Gold Coast Winter Regatta — SYC;

Aug 11 — Race 4 XXXX Gold Coast Winter Regatta — SYC;

Aug 13 — Race 1 XXXX SCOR series — MYC;

Aug 15 — Race 2 XXXX SCOR series — MYC;

Aug 15 — Race 3 XXXX SCOR series — MYC;

Aug 17 — Race 4 XXXX SCOR series — MYC;

Aug 18 — Race 5 XXXX SCOR series — MYC.

### Commodore-in-Chiefs Trophy To Night Raider

PHIL Sparrows Farr 31 *Night Raider* won Sandringham Yacht Clubs Commodore-in-Chief's Trophy. Minor placings went to John Williams sailing *Bacardi* and Commodore Paul Jacka's *Sagacious II*.

The IOR Division and overall line honours were won by Lou Abraham's *Ultimate Challenge*. Bacardi took second place on IOR with Mike Welsh's *Highway Patrol* third.

*Bacardi* won on CHS from *Sagacious II* and *Dryland*.

### Giverny Wins Dick Lean Trophy

ROYAL Melbourne's Dick Lean Trophy as usual attracted a large fleet of around 80 entries and this year was won overall on VYC Handicap by Tom Dawes little centreboarder, *Giverny*, which also led Div 3.

The race, run in fairly light breeze, saw John Duffins veteran *Apollo II* and John Griffith's *Masram*, *Divorce Kit*, win Div's 1 and 2 on VYC.

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## OFFSHORE SCOOP

# Iain Murray Challenges for America's Cup

**I**AIN Murray, designer and skipper of *Kookaburra III* in the 1987 America's Cup, has lodged a last-minute Challenge for the America's Cup in 1992. Murray will design the International America's Cup Class (IACC) yacht and manage the campaign.

Skipper of the yacht, as yet to be named, will almost certainly be Peter Gilmour, who was starting helmsman and Murray's "first lieutenant" in the *Kookaburra* campaign which saw the Australians lose the America's Cup back to Dennis Conner and the San Diego Yacht Club off Fremantle in February, 1987.

To regain the Auld Mug for Australia has been Murray's obsession since he went down 4-0 to the Americans on Gage Road. But his chances of challenging San Diego were looking remote

By Peter Campbell

after Alan Bond pulled the plug on his challenge through the Royal Perth Yacht Club.

As OFFSHORE went to press, Murray had not announced details of the Challenge, his backers or the club through which the Challenge to the San Diego Yacht Club was to be lodged.

However, I understand that he has the financial support of a group of prominent Australian businessmen and corporate leaders. Details were still being finalised on the eve of the deadline for Challenges for America's Cup XXVIII to be lodged with San Diego.

The challenge had to be accompanied by \$US25,000, but within 60 days each challenge club must lodge a bond of

\$US100,000 that they will be a viable challenger. Murray lodged the challenge on the final day, Friday, May 25, and flew to San Diego the following week to attend a meeting of Challengers from some dozen countries.

The challenging club will certainly be Sydney-based, either an existing Club or one specially formed for the Challenge. The Yachting Association of NSW agreed to formally approve such a Club if necessary.

"We have no one strong backer, but a lot of enthusiastic businessmen supporting the Challenge, some well-known, others lesser known," Murray told OFFSHORE in an exclusive interview. "It has all come together quite late because we wanted to see what was happening with the other possible challengers," Murray said, obviously referring to Alan Bond with whom he and Peter Gilmour had earlier been contracted for the next America's Cup Match.

Murray has been involved in the development of the new IACC sloop since its inception to replace the International 12-metre Class as the America's Cup match-racing yacht. He had done extensive design work for the Bond syndicate until Bond decided last September to put everything "on hold".

Murray told OFFSHORE that he would not have considered a challenge "from scratch" and was in a position to produce an IACC design virtually by "pressing the button" of his computer. "We have put in a lot of research for Bond and I have a lot of ideas in my mind.

"We would not have made a Challenge if we did not think we had a good chance of winning the America's Cup in 1992," he stressed.

Murray said the new syndicate would build one boat and it would be in the water by August 1991. "In the meantime we have to get a lot more finance and do a lot more work on designs, sails and crew training," he added.

A spokesman for Alan Bond said that while his challenge through Royal Perth Yacht Club remained with San Diego Yacht Club, no decision had yet been made to revive the challenge.

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# FREIGHT TRAIN

at

# FULL STEAM



**G**REY clouds combined with rig-damaging rain squalls, turned Middle Harbour Yacht Club's 1990, 480 nautical mile, Caltex "fun race towards the Queensland sun" into an endurance test.

Normally ideal sou'east tradewinds blow over the entire course, providing fast racing winds for skippers and tacticians to plot a surpline course north.

But this autumn the rain depression left over from Cyclone Ivor, which saturated the entire Australian eastern seaboard and beyond, influenced a different combination of offshore racing winds.

Before the start of the 1990 Caltex Sydney-Mooloolaba race weather expert Roger Badham warned crews of a local low depression off the central New South Wales coast. As it turned out, until the fleet hit the Badham-predicted "brick wall" there was excellent racing

developing for class honours in the high-standard fleet.

Several previous race winners, including the revamped Peter Norlin designed *Scampi A* (Robert Shacklady), offered a balance of new and old designs to contest the IOR title.

The Ron Holland-designed maxi, *Condor of Currabubula*, skippered by champion big-boat sailor David Kellett for new owner Tony Paola, a Tam-

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*By Ian Grant*

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worth grazier, was entered for a real line honours duel with the new breed lightweights including the Steinmann "sled", *Bob Sled*, from Port Hacking.

Also in the fleet were the sensationally fast *Ice Fire* from Auckland, Warren Johns top performing 50-footer *Heaven Can Wait* and Gary Appleby's veteran One Tonner *Sagacious*. All were poised

to fight out the places for major points in their divisions.

Little interest was held for the ageing Frers 62, *Freight Train*, formerly from WA and now raced by talented Sydney big-boat sailor Damien Parkes.

As the fleet raced north the offshore predicted conditions took their toll of the fleet as squalls recorded to 50 knots blew across the decks.

*Condor*, with *Bob Sled* riding her wake, held the lead in a duel for line honours during the first 18 hours until *Bob Sled* terminated her boom in the fresh sailing winds.

Skipper Kellett and his crew held respect for the wind strength and were put to the test with sail changes to match the ever-varying winds.

*Condor* built up a big gap on the fleet in the fresher winds and by the time she had weathered Cape Moreton with just 19 miles to go she appeared to have set up another line and corrected time



award for Kellett, who completed the rare maxi boat double in the Sydney-Hobart with *Sovereign*.

Several heavy-weather performers came into contention as the conditions forced some hot chances out with gear failure. Jupiter's Sydney-Gold Coast winner *Witchcraft II* (Bruce Staples) held a winning break but her chances ended with a snapped boom south of Coffs Harbour. John Hancock's Half Tonner, *Half Hour*, ended her challenge with the rig in the tide.

They were some of the first to go in a total of 26 withdrawals which failed to measure up to the conditions.

A "new race" started, with headwinds influenced by local squalls meeting the bulk of the fleet just south of Coffs Harbour. The change from two-sheets and sometimes spinnaker sailing angles into a dead windward slog sorted the players from the stayers.



**DAMIEN** Parkes, owner/skipper of *Freight Train*, had good reason to be pleased with himself at Mooloolaba. (Pic — David Clare)

*Freight Train*, rigged with her No. 2 headsail and full main, revelled in the winds despite a minor navigation problem on board when her electrics were swamped leaving them to race the final 240 miles on the seat of the pants knowledge provided by veteran navigators Dave Lawson and Don Mickleborough.

Soft winds on the top of the course slowed *Condor* when she took over six hours to virtually drift the final 19 miles while *Freight Train*, pressed by Mike Clements in *Rager*, and New Zealander Malcolm Lerner in *Ice Fire* held good pace which ultimately paved the way for her deserved IOR win.

*Freight Train* held out two of Australia's best IOR combinations, *Heaven Can Wait* and *Sagacious*, which added further merit to the performance in one of the most testing races north to Mooloolaba.

## Why They Pulled The Pin

**T**HE Peterson design 36-footer *Sagittarius*, owned by Ted Healy and crewed by seven graduates from Eastsail Sailing School pulled out of the 480 nautical mile Caltex Sydney to Mooloolaba yacht race on April 5.

As *Diamond Cutter*, the 15-year-old yacht had won the Sydney-Mooloolaba. This year she was on charter from the CYCA stable to Eastsail, and took her place in Division 3 of the IOR category. Helmsman Peter Franki pulled the pin 15 nautical miles out of Coffs Harbour. At 10.30pm the sails fell for the final time and she slowly motored into Coffs, found a pen, and the crew checked into the nearest motel.

Franki, a senior instructor with Eastsail (one of the largest sail training schools in Australia) has 11 years sailing experience behind him. He has sailed around the world for four years, and holds the AYF and Master Class 5 qualification.

For the first time in his sailing career, he had to pull out of a major race. Only three months earlier, he had skippered *Pep Talk* along with Deborah McCawley, also a senior instructor with Eastsail, and finished first in the Arbitrary Division of the Pittwater to Coffs Harbour race.

So it was with great disappointment that Peter and co-skipper Paul Jenkinson (known as 'Jenko') decided to pull out of the race.

There were two major factors behind that decision — meteorological and physiological.

By Libby Grover



**PETER** Franki, helmsman of *Sagittarius*. (Pic — Libby Grover)

The crew were strong physically and mentally. Peter knew this from the start, and called his crew 'Keenos'. He meant that they were full of spirit and enthusiasm, and because of this he didn't envisage any major problems.

He also believed that image and identification were important for such a major ocean race. His crew certainly had that. They all belonged to one of the top sailing schools in Australia, and unlike most of the crew, Peter had taught himself. All of this helped to bind the crew together to produce the 'Keeno' team. Eastsail had also provided the crew with team shirts, another important factor for team image.

Throughout the race, the crew performed to the very best of their abilities, and they responded to their skipper's demands with huge dedication. For

Peter and Jenko, this was most inspiring. They could see that their crew was motivated and their objectives were alive.

However, it took severe weather conditions coupled with seasickness to force *Sagittarius* out of the race. The crew had to haul up sails in 40 knot winds and promptly drop them again, for a sudden wind change. They hoisted a spinnaker near Mermaid Reef, where for half an hour a southerly blew. But the kite was soon abandoned, for the wind had died, and the rain set in.

The unpredictable weather forced an incredible number of sail changes. Normally this would not have posed too many problems, but seasickness was beginning to overtake most of the crew.

Up on deck the 'Keenos' were working hard, but most were working on an empty stomach. Mistakes were starting to creep in, simple ones at first — then serious. They found it even harder to work at night — harder to concentrate — harder to keep awake. Even minor problems for the crew were becoming magnified. A misplaced sea boot or Musto jacket, caused great concern.

By the third day, a simple sail change was becoming an ordeal. By the third night *Sagittarius* was 15 nautical miles from Coffs Harbour.

It was here that Peter and Jenko had to make a decision. Both skippers had their hearts set on reaching Mooloolaba, but their crew were desperately tired and seasick. What they had been through was bad enough, any more of it and the 'Keenos' may not want to race offshore again.

At approximately 10.30 on April 5, Peter pulled the pin and headed for the leading lights of Coffs Harbour.

# Freight Train's GOLDEN OLDIES



"GOLDEN OLDIES" of the Caltex Sydney-Mooloolaba race winning crew of Freight Train, Dave Lawson (middle) and Don Mickleborough (right), with another veteran, "Sighty" Hammond, who navigated line honours winner, Condor. (Pic: David Clare)

## • Don Mickleborough

**D**ON Mickleborough, a respected name on the Australian waterfront for many a decade, added another milestone to a colourful career in the recent Caltex Sydney-Mooloolaba race.

Mickleborough, proud owner of vintage class ocean racer *Southerly* for 32 years, still enjoys the challenge of offshore racing.

While *Southerly* held at her mooring in Sydney Harbour, Mickleborough set sail for Mooloolaba in charge of the chart table with Dave Lawson aboard Damien Parkes' *Freight Train*.

"Conditions were a little grey at home, and no different at sea," said the veteran sailor. Mickleborough had sailed the track north in races and on delivery trips so many times and had experienced some of the worst conditions at sea.

He was not surprised the fleet experienced a tough race after the forecast by weather expert Roger Badham. But the sea bag was packed for another trip north and Mickleborough enjoys nothing more than a challenge to test his vast experience.

"There is no better life than the experiences offered by the elements of the sea," he said over a drink at Mooloolaba Yacht Club. "It all helps to keep me young and is always a pleasant way to visit my Queensland mates," Mickleborough said.

"When times are tough they eventually cancel out with the good times, and besides it helps to blow away the cobwebs in old timers like us.

"I sure enjoyed sailing with the bunch of guys on *Freight Train* who were a little puzzled when the electrics went out as to how us guys could figure out where we were. But when you have travelled the track so many times it becomes just seat of the pants stuff."

Mickleborough instinctively knows how the southerly set runs and naturally planned to do some beach bird-watching as they plotted a surfline course for *Freight Train* during the daylight hours. But unfortunately wet and windy conditions forced beach-lovers indoors.

The "golden oldies" of *Freight Train* were the toast of the Sunshine Coast when they corrected out with the fastest time to become the 1990 Caltex IOR Division champions.

During post race celebrations Mickleborough, in his characteristic manner, summed up the yacht race win, "Lawso and I are guilty of false pretences, winning without tools."

The challenge when the electronics on *Freight Train* blacked out certainly highlighted the experience of Mickleborough and his chart table "apprentice".

— Ian Grant

## • David Lawson

**T**HERE are many history making old salts who have created personal legends in their own log books, but very few can compare with Dave Lawson.

"Lawso" has sailed in every Sydney-Mooloolaba race and has shared in some of ocean yacht racing's most treasured experiences.

It is not the winning of yacht races

that count with Lawson. He treasures the fellowship and the friendships which go with yacht racing most.

If some Mooloolaba residents had their way "Lawso" would be Mayor Of Mooloolaba, he is so popular with the saltwater set that the bar talk claims Mooloolaba Yacht Club and Australia's most popular fun race towards the Queensland sun were introduced for his benefit.

Dave Lawson has manned the cockpit and the chart table of some champion offshore racing combinations in the 480 nautical mile classic, sponsored in recent times by Caltex.

Every race has held rewarding experiences starting with the record run in Dr Tony Fishers "Floating Footpath", *Helsal*, which at the height of her career held every major Australian east coast yachting record from Hobart to Cairns. Lawson was on board when *Helsal* rode before storm fed sou'casters to set the Sydney-Mooloolaba race record which still stands.

He was also responsible for looking after the charts and calculations when yachting journalist Bob Ross turned his former Olympic Finn dinghy talent into sailing an ocean racing dinghy, *Nuzulu*, to a deserved corrected time win in 1987.

The young crew headed by Bob Ross, Rob Brown and Rob Mundle called Lawson "Dad" when the successful Zulu racing team added another win to the impressive Half Ton design record for designer Kell Steinmann and owner Bill Dodds of Geelong.

A race record in one of the largest yachts and a corrected time in one of the smallest are just treated as race results for the much travelled blue water sailor.

Whenever the Notice Of Race for the Sydney-Mooloolaba is posted on club notice boards "Lawso" enters the annual ritual of packing his sea bag and sets aside a few "lazy dollars" to have a QLD (Quiet Little Drink) with his mates of Mooloolaba.

He instinctively knows that one owner will come up with an offer of a ride.

This year Cruising Yacht Club of Australia's Damien Parkes, offered Lawson a ride with the equally popular chart table apprentice Don Mickleborough aboard his Frers 62, *Freight Train*.

The two old masters of the sea were only allowed for'ard of the runner winches when they had to check the chart. But 240 miles up the coast fate played into the hands of the "old salts" who had travelled the track so many times before. The vital electronics had a flame out under the stress of driving rain and constant deck spray as *Freight Train* duelled with the new lightweights, particularly New Zealand's *Ice Fire* and Victoria's *Scavenger* for pride of place in the Caltex race fleet.





*CONDOR becalmed off Caloundra as she drifts slowly towards the finish of the 1990 Caltex Sydney-Mooloolaba Race. The maxi took line honours but missed out on IOR victory because of light winds near finish. (Pic — David Clare).*

*BELOW: Fresh weather start with NZ sloop Ice-fire showing her speed. In the background are Scavenger from Melbourne and Australian Maid from Darwin. (Pic — John Roberson)*

The drama of finding the way along the beach in the dark and intense rain depression conditions with bus loads of wind was just second nature to Lawson and Mickleborough.

Not only did they complete a remarkable feat of navigation by sailing a strict headland to headland course, dodging bricks on the way with just the aid of a compass, torch and echo sounder, but completed the feat by logging the fastest corrected time for outright race honours in the highly competitive IOR Division.

— Ian Grant





# ICEFIRE



## Running Hot!

*THE 1990 XXXX Ansett Hamilton Island Race Week once again produced outstanding competition and lots of fun. Above, sensational New Zealander Icefire dominated the CHS division while, at right, Bobsled added her weight to spectacular starts. But not everyone found the navigating easy through the Whitsundays, including Mandrake (top right) which ended high and dry on the coral. (Pics — David Clare and John Roberson)*

**T**HERE is no greater way to end a tough summer of offshore yacht racing on the cold summer circuit of southern waters than to migrate into the tropical paradise of the Whitsunday Islands for the annual XXXX-Ansett Race Week regatta at Hamilton Island.

This unique regatta, born out of an idea to promote a Queensland race week

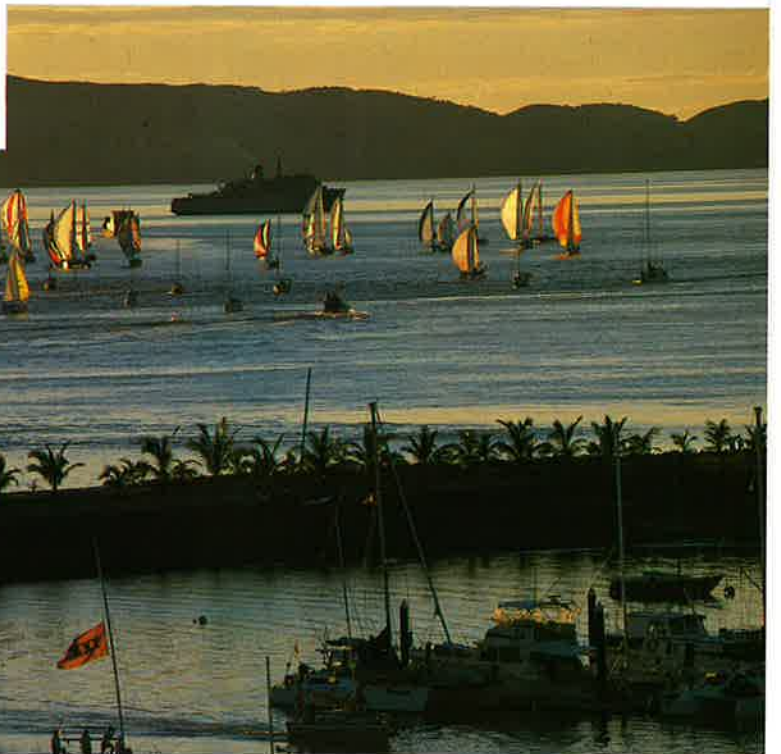
to rival the enjoyment experienced at other major events such as Antigua, has established a place on the offshore sailors' log book to wind down from the highly competitive racing scene.

Hamilton Island and the excellent format of the Race Week regatta has

*Continued on page 80*









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# BRINDABELLA BY FARR

**T**HE downturn in popularity of the IOR rule and debate between the merits of the alternatives of CHS and IMS systems are doing much to encourage yachtsmen who want to forget all about corrected times and just go fast.

In the USA this has already occurred with ultra lightweight big boats (18.3m or 60ft plus) becoming very popular and creating great competition in long races, ignoring the IOR restrictions to concentrate on speed downwind.

"Sleds", as the ULDB's are commonly called, are still largely in their embryonic stage in this country with only a handful of boats taking on the IOR maxis in the long races. These have included the Adams designed *Helicals* and Kel Steinman's *Innkeeper*, *Hammer of Queensland* and most recently *Bob Sled*.

All have had the emphasis on running conditions when their lightweight and wide, flat bottoms have little resistance allowing them to surf quickly and leave an IOR maxi in their wake. This is inevitably at the expense of upwind performance where they are in turn considerably inferior.

Unfortunately the sleds only rarely get the running conditions they need for

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*By Rik Dovey*

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the majority of any long race. All of last season's major passage races were reaching affairs with some beating usually thrown in for good measure.

So while promising much, the sleds have been able to deliver little.

The newest yacht on the Australian offshore scene, *Brindabella*, is aimed at being the ideal compromise and her performance will be closely watched by yachtsmen around the world. She is a moderate displacement yacht which top offshore designer Bruce Farr believes is a

*Continued on page 84*



**POWERFUL** Farr 65 *Brindabella* made international debut in the Corum China Sea Series — now she is on her way to Hawaii for Kenwood Cup. Owner George Snow not only has a fast boat but one that has creature comforts below for long passage races. (Pics — above, John Roberson, left, Rick Tomlinson).



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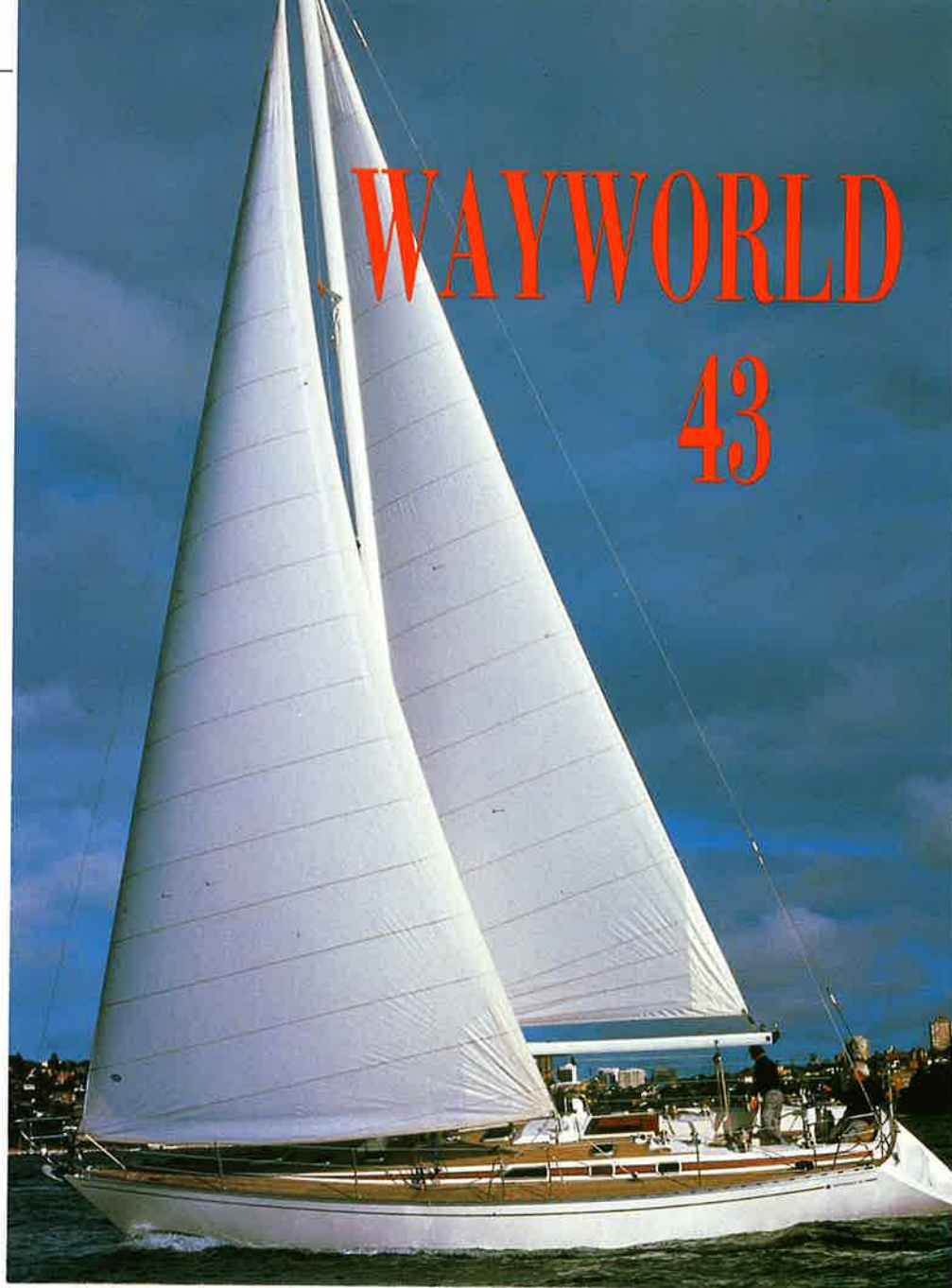


## Luxury Aussie for the World Market

**W**AYWORLD Yachts have targeted their production and marketing of this 45-foot luxury racer/cruiser for the world market.

Attention to detail and quality have been paramount in Wayworld's approach and this has resulted in a yacht ideally suited to the intended market.

OFFSHORE has had the opportunity to sail on both of the first two



*WAYWORLD Yachts are looking to the world market for their 45ft luxury cruiser/racer, with excellent attention to detail, on deck and in the comfortable accommodation. Pics show the Wayworld 45 under sail, the large and efficient cockpit, and the spacious layout of the main saloon.*



Wayworld 45's completed. The improvements in detailing on the second boat attest to the ongoing dedication by the manufacturer to produce a yacht of quality.

The information for this article is based on the test undertaken on the second completed yacht.

*Continued on page 88*



OFFSHORE BOAT TEST

*Style  
&  
Elegance*



*Swan  
63*

*by Bob Williams*



**S**WAN Yachts, by Nautor of Finland, have won international renown as a range of beautifully designed and built cruiser/racers.

When presented with the opportunity of testing a recently commissioned Swan 63 on the Gold Coast we readily accepted.

Those well acquainted with the Swan range might be wondering what the '63' is, as it is not part of the standard range. It is, in fact, a standard Swan 61 World Cruiser with an additional two feet of length added in the form of a reverse transom. This addition is both pleasing to the eye and enables a realistic increase on stowage volume aft.

On first viewing the boat, it is all one would expect, but it was a little hard to understand the reputation these yachts enjoy. After spending an entire day on the Swan, one not only understands the reputation, but appreciates the qualities that have brought it about.

The degree of planning, attention to detail and functional execution of the many systems of the yacht are very impressive.

Nautor have had the '61' designed and built her to cruise extensively in comfort and with reasonably high performance characteristics. She meets these criteria easily and, in addition, is well set up to be sailed short handed.

#### ON THE WATER

Conditions: Breeze 5-10 knots  
Sea: Slight Chop  
Sails: Main & No. 2

#### Under Power

In most tests we put the boat through handling tests to ascertain the yachts' predictability and responsiveness; these are usually simulated but this test afforded conditions that provided actual instances where these characteristics were required.

Leaving and entering the marina for the three different trips undertaken on the day of the test, we experienced strong tide, both ebb and flood, which made manoeuvring in the confined area at best difficult, and at worst dangerous — as some of our unfortunate power boat brethren found out.

The Swan proved very controllable and predictable, maintaining reasonable steerage at very low speeds. She displayed excellent characteristics 'hanging on the prop' while letting the tide assist in berthing. The only slight critical observation made was that the centre cockpit helm position limited the steerer's ability to monitor the side of the boat reference the marina finger.

Once underway, she exhibited excellent feel that belied the size of the yacht. Set up with a standard large quadrant steering system she was very responsive to all helming adjustments. At one stage an errant jet-skier lost control and fell in

about 2 metres in front of the Swan while we were doing about 7 knots in a relatively narrow section of the Broadwater channel. During an emergency turn left (to avoid the jet skier) and another to the right (to avoid the sand bar) the Swan rapidly changed headings and was easily corrected back onto course.

The Turbo Charged four stroke diesel delivered ample power and, despite a reasonably high fuel consumption rate, should give the owner at least 3 days motoring with a range of over 500nm.

#### Under Sail

Unfortunately the light breezes we experienced off Surfers did not give the Swan the ability to really display any great speed. She did however maintain speeds of over 7 knots upwind in a severely underpowered configuration.

Reaching, with a Gennacker set, speeds in the 8 knot range were attained.

The steering system at all time felt very direct and the boat responded precisely to helm adjustments. She exhibited a tight turning circle for a boat of her size and steered well through tacks.



*SWAN 63, an extended version of the Nautor's Swan 61, exudes quality and comfort from cockpit to bow, as Rob Williams found in a boat test sail off the Gold Coast. Note the steering console with easy-to-read instrumentation and, at the bow, the quality of fittings. (Pic — Rob Williams)*







*DECK fittings on Swan 63 are the best, simple and efficient to allow the big boat to be sailed by a minimal crew. Many of the fittings are custom-made for what is one of the world's best cruiser/racers.*



### The Rig

The Swan 63 is rigged with spar sections from her manufacturer, Nautor, and, in keeping with the Swan tradition, equipment from leading international suppliers.

Overall the rig is simple, easily operated and strong.

Her mast incorporates an electronically controlled mainsail furler and is supported with a discontinuous double spreader rig utilising a Navtech rod rigging system. One set and one detachable inner forestay, with a beautifully recessed deck attachment, a single set of runners and a hydraulic backstay provide ample control.

The shrouds and inner forestay are fitted with aluminium rollers to minimise sheet friction.

The boom is very clean as the furling main does away with the requirement for reefing lines and a separate outhaul. Surprisingly, a rope vang system is used, necessitating fitting of a wire/rope boom topping lift; a solid vang would be neater.

The spinnaker and jockey poles are fitted with Sparcraft slides and ends.

Headsail furling is handled by a Reckmann Zwilling R4 system with the control line able to run to a electronic power winch.

### On Deck

The deck layout and quality of equipment reflects the experience of the yacht's designer, German Frers, and the builder. The fittings are a combination of high quality equipment of specialist

suppliers and one-off items purpose built by Nautor.

The custom bow fitting allows the anchor to be secured on deck forward, ready for use, with the chain entering the below deck locker housing a power winch then to a separate chain locker, with its own drain pump.

The cluster of winches located just aft of the mast easily handle halyards and sail controls, other than the furler controls which are run back to the cockpit.

The cockpit winches handle sheets easily, especially when the Electric Lewmar 66's are used. Mainsheet and traveller controls are operated from the bridgneck at the aft end of the cockpit.

The detailing of the deck tracks, turning blocks and rope jammers is particularly impressive. On either side of the headsail tracks angled teak strips are fixed to ensure that toes can't be stubbed or the tracks tripped over. The headsail sheet cars have rope controls, which coincidentally fit between the tracks and teak strips when not in use, with back up stoppers. These tracks and the perforated toe rail have numbers punched into them to identify every fifth hole.

The rope jammers used on the boat are testament to the Nautor approach. They are a simple aluminium fabricated body with cam jammer and delrin rollers on the back end. They're simple and work well.

The fabricated purpose built steering pedestal holds not only compass, engine instruments and B&G instrument control MFD keyboards but also a comprehensive series of electronic systems and alarms and the hydraulic control panel.

An autopilot linked directly to the rudder stock is fitted with controls and digital readout also located on the pedestal.

The cockpit seats eight comfortably, as well as the helmsman, and the raised deck immediately aft of the cockpit has removable cushions that, when fitted, enable at least four people to sun bake in comfort. It also provides seating facing outboard.

The Swan also has a large spray hood that fits over the companionway and a Bimini aft, to give relief from the sun. An enormous amount of stowage is provided in the drained lazarette lockers which are accessed through two large hatches in the aft deck that are fitted with flush fitting teak hatches.

The fitting and placement of mooring cleats are excellent and the lifelines are rigged to detach for side boarding.

### Below Decks

On descending the companionway, the detailing and quality of finish is striking. The more you look the better it gets.

Aft, with access on the starboard side,



is the owner's stateroom. This contains a large double bed, a three seater settee, an occasional table and writing desk. Cupboards and hanging lockers are located on the starboard side with deep drawers are fitted under the bed.

Through the door on the port side is a bathroom with head, vanity unit and shower.

The engine room is situated under the companionway bridge deck and easily accessed from three sides. With the power requirements of the refrigeration, pressurised hot/cold water, main saloon airconditioner and the sailing systems this area not only houses the engine but also a 9.5 KVA Westerbeke generator.

The electrical system, with its monitoring and alarms, is extremely well laid out with all wires numbered in sequence to enable ease of tracing and replacement.

On the port side, opposite the companionway, is a well laid out and comprehensively equipped navigation station.

The galley is located opposite and is fitted with 4 burner/oven range, microwave, twin sinks, top loading freezer, side loading fridge, vegetable crisper and a huge amount of stowage.

An eight seat dinette is located on the starboard side of the main saloon with a four settee and occasional table opposite. Lockers are provided on either side of the saloon with an entertainment (video/TV) unit located above the settee on the port side.

All seating in the Swan 63 is finished with white leather upholstery that sets off the teak internal timberwork with great effect.

Forward of the saloon are two crew cabins with upper and lower bunks, the starboard one of which accesses another fully fitted bathroom.

Opposite the bathroom is a stowage unit. Forward, a double V-berth is located.

Throughout the yacht fans are discreetly located to promote air movement with excellent ventilation provided by the many deck hatches and dorades.

The finish of the timberwork, upholstery and fittings is superb and would meet the requirements of the most fastidious owner.

## Conclusion

The Swan 63 is a truly superb yacht. It meets all the requirements of its intended purpose, and does so in rare style.

The yacht's design pedigree combined with the craftsmanship, and obvious product pride of its builders, have resulted in a yacht that handles beautifully, provides luxurious accommodation and is easily sailed with a two person crew.

## And Now The Good News!

Anyone interested in sailing on the boat can do so. The yacht tested, *Chimera* by name, is taking out cruises and is based at the Marina Mirage on the Gold Coast.

Skipper Rob Allen is happy to let passengers have a go and anyone interested can contact Sail Chimera on (075) 79 9704.

## Details

**Designer:** German Frers  
**Manufacturer:** Nautor, Finland  
**Distributor:** Nautor Australia  
 Transocean Yacht Sales Pty Ltd, 20 Mews Rd., Fremantle, WA 6160.  
 Ph: (09) 430 5212, Fax: (09) 430 5217.

## SPECIFICATIONS

**Hull:** Hand laid GRP.  
**Deck:** Hand laid GRP.  
**Keel:** Lead.  
**Rudder:** Shaft-Stainless steel  
 Blade-Hand laid GRP.  
**Engine:** Volvo TAMD 30/Turbo  
 Charged Rated 130 SHP at 3800 RPM  
**Prop:** 24" dia 3 bladed Max Prop feathering.

**Spars:** Nautor.  
**Winches:** Lewmar including Electric.  
**Electrics:** 12 volt, 6x550 amp/hrs.

## DESIGN MEASUREMENTS

**LOA:** 19.2m.  
**LWL:** 14.68m.  
**Beam:** 5.00m.  
**Draft:** 3.10m.  
**Displacement:** 27,700kg.  
**Ballast:** 9,200kg.  
**Sail Area:** Approx 165sq.m.  
**I** 24.25m.  
**J** 7.065m.  
**P** 21.80m.  
**E.** 6.30m.  
**Ballast:** .332  
**Displacement Ratio**  
**Sail Area: LWL Ratio** .875  
**Sail Area: Displacement Ratio** 18.42  
**Displacement: LWL Ratio** 243.9.

## ENGINE PERFORMANCE

**Head Wind** 10-15kts. **Sea** Clam  
**Revs** Speed (kts)  
**1000 (idle)** 2.8  
**1500** 3.9  
**2000** 6.25  
**2500** 6.8  
**3000** 7.3  
**3800 (max)** 8.2  
**Consumption** Approx 8.5 litres/hour



*BELOW decks on the Swan 63, showing the pleasing use of teak throughout the main saloon and cabins. All seating is finished with white upholstery that sets off the dark teak. (Pics—Rob Williams)*





## Ni' Sa Bula (Welcome) to Musket Cove

By "Boy" Messenger

**I**F you happen to be cruising the South Pacific over the next few months, why not set a course for Musket Cove, aiming to arrive in late August. You'll find you are not alone as yachts come sailing in from all over the Pacific for the 1990 Fiji Regatta Week followed by the cruise-race to Port Vila in Vanuatu.

Musket Cove is a beautiful bay on the south-western side of the island of Malola Lai Lai, roughly 10 miles abeam of the Regent of Fiji and Nadi Airport. Every two years the hospitable island folk in the form of the Musket Cove Yacht Club and the Vanuatu Cruising Yacht Club join forces to conduct a week of sailing and socialising at Malola Lai Lai, followed by the leisurely cruise-race to Port Vila — all downhill, too.

This year the Fiji Regatta Week starts on September 1, with the fleet setting sail for Vila on September 9, the prizegiving being at that famous waterfront watering hole in Vila, the Rossi. The start is set as the nearest Saturday to the full moon, providing near daylight under these tropical skies.

This year will see the 11th Fiji Regatta, founded by the Musket Cove resort's owner, former Sydneysider Dick Smith



*Fiji Week Regatta at Musket Cove involves semi-serious racing and lots of fun afloat and ashore. (Pic — "Boy" Messenger)*

(the family company was Green Cabs) when the crews of five Aussie yachts asked him to start a race to Port Vila. From that original fleet of five boats, the

regatta has grown to 60 yachts from all parts of the Pacific and indeed, all parts of the globe.

Now the regatta attracts a special feeder yacht race from New Zealand and when I was there last year the 68 boats included Kiwis, Americans, Canadians and half a dozen Aussie yachts.

The rendezvous is Dick's Place at the Cove, starting with a welcome feast in the typical hospitality of the Fijians. Day two is a 24 mile race around an island off the Regent of Fiji, day three a cruise to Beachcomber Island, a small but beautiful island off Lautoka.

After all this effort, day four is a day of leisure. Day five is the Castaway Island race, with a barbeque and wet T-shirt contest ashore afterwards.

Then it's a sedate preparation for the dash to Port Vila, with each yacht being allowed three dozen bottles of spirits at a nominal price of \$48 a dozen as an essential part of their victualling for last year's event.

Several Sydney owners have expressed interest in the Fiji Regatta — an annual event — and I would suggest you should allow five to six weeks for the round trip, Sydney-Musket Cove-Port Vila-Noumea-and home wherever it is.

But for the cruising sailors, Musket Cove is a haven for ocean wanderers with fresh stores, fuel and gas available at Trader Dick's Store on the beach.

Further information on the Fiji Week Regatta contact Dick Smith, Private Mail Bag, Nadi Airport, Fiji, (telephone 62215 or 62878) or phone "Boy" Messenger in Sydney (02) 389 6154.

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## Early Priority on Admiral's Cup Team

WITH the change of entry requirements for the 1991 Champagne Mumm Admiral's Cup, the Ocean Racing Club of Australia is giving priority to establishing by early June whether there will be at least one yacht per rating band competing for selection in the Australian team.

The ORCA board has determined that the three Australian yachts will be selected on the basis of a pointscore only method within a regatta.

However, at this stage it is not clear how many yachts will be in each rating band, nor where those yachts will be located.

ORCA has decided that the venue and format of a selection regatta should therefore be determined by the consensus of owners who intend to compete in a specific rating band and who comply with the following proposed timetable:

- Interested owners have been asked to indicate to ORCA by June 1, 1990, the rating band in which they intend competing in the 1991 team;
- By June 21, 1990, ORCA will accept changes to any of the nominated rating bands;
- After June 21, meetings will be called for each of the rating bands at which the owners who have designated an interest will determine the venue and format for the pointscore trials.

Nominations for selection in the 1991 team will be accepted after June 21, but these owners will have to accept the previously determined venue and format of the team selection.

On the technical side, members of ORCA's Technical Committee, Grant Simmer, Ian Burns, Scott Jutson and Bob Fraser, are available for discussions on potential Admiral's Cup campaigns.

### Associate Directors

The ORCA board has decided to invite owners of yachts selected for international events to become associate



## ORCA NEWS

directors, to enable them to have a closer input on team preparations and organisation.

The first event will be the Kenwood Cup in Hawaii in August, and Alan Bond, owner of *Drumbeat*, has nominated John Longley as his representative as an associate director. Owner Warren Johns will represent his 50-footer, *Heaven Can Wait*, as will Max Ryan, owner of the other team 50-footer, *Cyclone*.

Meanwhile, Neil Statis, who has recently been racing *Canon Express*, has joined the ORCA board in place of Gary Appleby.

### Kenwood Cup Entries

The latest news from Hawaii has the expected total entries for this year's Kenwood Cup at 53 yachts, of which 39 will be racing under IOR and 14 under the new IMS division. Of these entries, Japan has nominated 23 yachts.

Australia's confirmed entries are *Drumbeat*, *Cyclone*, *Brindabella*, *Heaven Can Wait*, all from Sydney, and *Ultimate Challenge* and *Wild Thing*, from Melbourne.

International teams expected are: Canada, Europe, Japan, New Zealand, the United States and Australia — and possibly a team from the Soviet Union.

### Qantas Fares to Hawaii

Qantas, through the ORCA office, is offering a return airfare of \$847. Bookings must be made through Tracey Johnston at the ORCA office on (02) 327 8560.

### Kenwood Support ORCA

Kenwood Australia, as ORCA's newest supporter, has supplied for use by Australia's ocean racing teams while training several of their new VHF-FM marine handheld and mobile transceivers.

Released recently on the Australian market, the TKM 207 handhelds and TKM 407 mobile transceiver offer a host of innovative features, including programming for all international marine VHF channels, Channel 87A and 10 weather channels.

### Rating Change for 1991 NorTel Southern Cross

**S**IGNIFICANT changes to the IOR rating band for the 1991 NorTel Southern Cross Cup have been announced by the CYCA Sailing Committee, designed to bring into the series the highly competitive Three-quarter Tonners.

The new IOR rating band will be 24.0' to 40.5', which will in future exclude maxi yachts but will allow these fast smaller yachts to compete in the Australian or State teams or be available for charter to overseas competitors.

The CYCA is confident the changes will see an increase in the number of Australian and overseas teams for the next Southern Cross Cup. Last year the event attracted only seven teams with New Zealand, Tasmania and Queensland among the absentees.

### Ocean Racer of The Year Awards

**T**HE Ocean Racer of the Year Awards have had a new category added to them for 1990 — the International Ocean Racer of the Year to give recognition of Australian yachtsmen's achievements overseas.

Other categories are Ocean Racer of the Year, Ocean Racing Rookie of the Year, Ocean Racing Crewman of the Year and Ocean Racing Veteran of the Year.



## ARAMINE EPOXY/PRE-WET CONSTRUCTION: THE RESULTS SPEAK FOR THEMSELVES

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**ONE TONNER**  
 Canon Express powers to windward on a balmy sailing day in the Whitsunday Islands during 1990 XXXX Ansett Hamilton Island Race Week. Grounding on a coral reef early in long race, and a subsequent penalty, cost the yacht its second successive Race Week victory. (Pic — David Clare)

never been planned for the most serious Offshore IOR sailor but a place to enjoy yacht racing and a social scene perhaps unparalleled in International Yachting. Race Week innovators Keith Williams, David Hutchen and to a lesser extent, Warwick Hoban and Leon O'Donoghue, have certainly provided Australian sailors with the best opportunity to enjoy a great week of yacht racing.

This year's regatta was blessed with the best mixture of weather and as a result perhaps the most exciting regatta on record despite the numbers being down in the IOR division. Hamilton Island Race Week has survived in the time of change because it offers good racing competition from IOR, IMS, Channel and Cruising divisions for monohull yachts and IOMR and Performance Handicap racing for Australia's highly developmental fleet of multi-hull yachts.

Apart from the first race day, The Whitsundays turned on the weather that international travel writers have made it famed for brilliant autumn sunshine which had the foul weather gear stowed for the remainder of the Regatta. But with the weather change came an unusual mixture of sailing winds which offered an excellent test of sailing in the softer wind band.

*Condor of Currabubula*, under the control of champion maxi boat sailor David Kellett headed the fleet in a downwind-upwind course around the Mollie Island

Group to set the standard for the regatta.

The famed maxi revelled on all points of sailing, powering against the swift-flowing Whitsunday Passage current, to a deserved line and corrected time win in the IOR Division. The impressive Auckland sloop *Ice Fire*, helmed by Kiwi K-Boat sailor Tim Sneddon for owner Malcolm Lerner, outclassed the IMS and Channel class opposition.

*Ice Fire's* owner Malcolm Lerner, a former Victorian now living in Auckland, gave relatively unknown Kiwi fishing and cruising boat designer Alan Mummery the commission after methodically testing a radio-controlled scale-model racer in all conditions in Auckland Harbour.

*Condor* strung together three wins in light winds with one over a shortened course while the defending titleholder *Canon Express (Beyond Thunderdome)* recorded a 2-2-2.

After three races the IOR duel had sorted into a two-boat battle with *Leroy Brown* losing all chance following a first race start collision with *Bob Sled* and subsequently retirement which evoked a controversial protest decision.

*Ice Fire*, measured and accepted under the IMS in New Zealand, was denied the chance of dual title honours when a group of IMS skippers advised the Race Committee that her entry under Australian IMS was invalid due to "the grandfather rule" on the use of carbon fibre which remains in force until July.

*Canon Express* had to break *Condor* to have any chance of winning the 1990 series to give her back to back championships. The aggressive attitude was a feature of *Canon's* start with principal helmsman Tony Poole and Fraser Johnson combining with the talented crew to produce a make or break race, 142 nautical miles over a technique-testing course south to Coppersmith Rock then north outside the Whitsunday Islands to Hayman Island south to weather Dent Island, east to Edward Island to Coppersmith Rock then to finish off Hamilton Harbour.

*Canon* busted her chance and some vintage coral on Dent Island during a spirited spinnaker luffing match with Bob Fowler's *Zap*. Helmsman Tony took his chance just a metre to far and *Canon* was an "Express" no longer, her keel wedged in the reef outcrop on a dropping tide which was one of the highest of the year for the Whitsunday waters.

*Canon* was wedged in too hard and when it was evident that she could be extensively damaged, her crew reluctantly had her pulled down by Paul Whelan's *Precision 50, Ocean Piper III*.

Sailing in pursuit of the fleet, the *Canon* crew produced a very determined race to actually head *Condor* during the night, but the cloud of a 20% penalty held some uncertainty over the result.

SPONSOR'S not only provided ample liquid refreshment at the famous Race Week beach party, but also this innovative hat to ward off the sun. (Pic — David Clare)







THE WHITSUNDAYS at their best for yachties — fresh breezes, warm sunshine and keen competition. (Pic — David Clare)

They certainly cost *Canon Express* the series as she had provisionally won the Coral Sea drifter, and then recorded a 1-1 in the later stronger winds with *Condor* slipping to a 4-6. Only two points split them on the overall score with *Leroy Brown* another three points away.

*Condor*, rescued from a dusty existence in a New Zealand boatyard by enterprising new owner Tony Paola, has injected some real interest into Australian big-boat sailing with her line honours win in the Caltex Sydney-Mooloolaba, and she's become the first Maxi to win the Hamilton Island series.

Unfortunately, Paola, a Tamworth district grazier, had to contend with water of a very different kind when the record floods threatened his properties and missed the victory celebrations, but Dave Kellett and crew enjoyed the rewards of the win.

Victoria's former America's Cup training yacht *Mandrake* was less fortunate in the Coral Sea Race when she was caught inside the reef off the northern tip of Cid Island when the wind dropped out as the tide turned. She spent the tide on the bricks, *Australian Maid* also caused minor damage when she bunted the reef in the same area.

*Ice Fire* left her impression on the 1990 XXXX-Ansett Race Week Regatta by becoming the first yacht to win her division with a perfect score. This was no easy task as she was opposed to a very high standard fleet in the Channel handicap class.

The major feature of her win was crew skill headed by Dean Salthouse in the bow and Tim Sneddon at the wheel,

but every crew member contributed to perhaps the best sailing technique ever witnessed at the regatta.

*Zap* won the IMS with a comfortable 11 point margin from the much travelled Darwin sloop *Australian Maid* (Jon Wardill) and Colin Wilson's *Never a Dull Moment*.

*Steely Dan*, skippered by Peter Davis,

proved a very popular winner in the Cruising Division with consistent race results in a wide range of winds. Her lead was protected when the longest race of the series was abandoned when the fleet representing clubs from Port Lincoln to Perth and major east coast ports drifted with the Whitsunday Passage tide the wrong way.



HAMILTON Island Race Week wasn't all about sailing — Channel's 9's *Wide World of Sports* personalities Lou Richards and Max Walker found time to cast a line and a lobster pot in the Whitsundays. (Pic — David Clare)



# THE GAMBLER

## On a Roll

By Ian Grant

QUEENSLANDS Ian Kenny fulfilled a long ambition when he and an equally talented crew won the 1990 Australian Airlines Brisbane-Gladstone yacht race at Easter with the high performance Farr 40, *The Gambler*.

Finally, this determined owner-skipper has been rewarded for remarkable consistency in a tough race that has always proven difficult to win.

Kenny, sailing in his sixth race to Gladstone, held faith that the new decade would bring deserved rewards. His determination to keep chasing after being so close for so many years, added real value to the victory toast on the placid banks of Gladstone's Auckland Creek.

*The Gambler*, a perfectly prepared Farr 40 launched in July 1984, and basically raced in only the XXXX Gold Cup Regatta and The Brisbane-Gladstone Race each year, came up trumps against one of the most spirited battles for the prestigious Courier-Mail Cup.

*The Gambler* had to survive a very determined One Tonners match race over the 308 nautical mile course which featured the Middle Harbour sloop *Canon Express* (*Beyond Thunderdome*) sailed by Neil Statis and Tony Poole, and past race-winner Bob Robertson in his Mooloolaba-based Farr 40 *Queensland Maid*.

The relatively soft easterly wind which varied under the control of local coastal squalls provided an excellent tactical racing wind where the three One Tonners were rarely separated by more than a mile at any time.

The easterly barely had enough strength to blow across the deck at the start with some of Australia's best yachts having difficulty to weather the Fisheries Beacon only a mile from the start in the first hour.

The new Steinmann designed *Bob Sled* from Port Hacking Ocean Racing Club, under the control of defending line honours champions, Andrew and Ian Short, headed the fleet out of Moreton Bay with the help of an excellent sailing angle. She cleared the Caloundra Fairway long before the new flood tide which played a major role in settling the IOR duel in the first 42 miles.

The longer waterline yachts which held good speed included the One Tonners, and they cleared the Bay with only a slight incoming tide disadvantage.



THE GAMBLER, Ian Kenny's Farr 40 on its way to victory in the 1990 Australian Airlines Brisbane-Gladstone Race. (Pic — Mike Kenyon)

However, the smaller IOR contenders, including last year's winner *Leroy Brown* (Wally Wardle) past race winner *Scampi A* (Robert Shacklady) and 1989 Sydney-Mooloolaba winner *Pemberton III* (Max Tunbridge) held a longer fight with the three knot current in a fading wind.

While *Bob Sled* sealed her line honours win with a remarkable log average of 9.25 knots for the first 18 hours in winds, apart from local squalls, rarely gusted above 15 knots, interest centred around the IOR division duel.

At the evening fleet report on Easter Saturday it was evident that the 1990 Race champion would come from *Canon Express*, *The Gambler* or *Queensland Maid* building on their early split to have time on the high performance small boats.

As *Bob Sled* slipped away to record a runaway 7 hour 5 minute line honours win late on Saturday night, Darwin's

*Australian Maid* (Jon Wardill), Melbourne's Inglis 47 lightweight *Scavenger* (Joe Westerlo) and the Ben Lexcen designed *Spirit of Sydney* (Noel Lewis) set into a great battle for the minor placings. *Australian Maid* took second line honours place when she finished just after 6-15 on Sunday morning. She was followed by *Scavenger* at 7.02am and *Spirit of Sydney* at 7.12am.

*The Gambler*, which favoured the northern side of the Rhumbline from Lady Elliot Island, came in first of the One Tonners, finishing fifth in the fleet just 40 seconds clear of *Canon Express* with *Queensland Maid* another 11 minutes 27 seconds astern.

A slightly lower handicap race rating gave Kenny and crew, which included some talented young Brisbane sailors Jon Briggs, Peter Brooke and Mike O'Brien, supported by Ross Jones and Harley Cowlshaw, a popular provisional race win with *The Gambler*.

*Leroy Brown* had to finish at 11.40am, *Pemberton III* 1.30pm and *Scampi A* 4.10pm to beat *The Gambler* on corrected time. But one by one they were eliminated, with *Scampi A*, racing in the Gladstone for the first time since her extensive refit under new owner Robert Shacklady, proved the best of the small boats with a fifth behind the One Tonners *The Gambler*, *Canon Express*, *Queensland Maid* and *Outrageous*, owned by offshore racing rookie, Burleigh Brickie Glen Robinson.

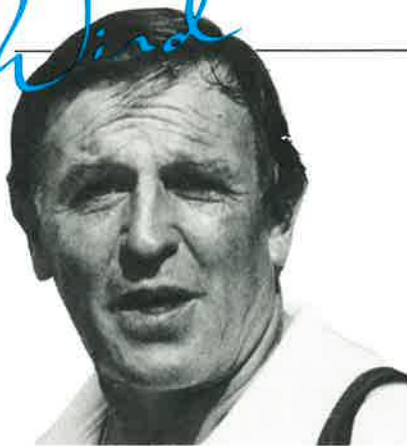
Tom Melville was another popular division winner with his much travelled steel S&S 43 *Jacqui*. After 11 years of Gladstone Races and seven at the helm of *Jacqui* Tom finally deserved his long awaited celebration with his long time sailing mate John McMinn over a rum and coke with the Arbitrary handicap trophy at their side in the cockpit where many great tales have been told.

Minor places when to Lee Clough's schooner, *Triple M FM 104 Windjammer*, and Melbourne's M&W 49 *Yoko*, (Robin Hewitt) racing under the Telecom 008 sponsorship.

Bob Fowler's *Zap*, another Farr 40 from RPAYC Pittwater, won the IMS division from Roger Vickery's cruiser-racer version of the Beneteaus First Class Europe, *Caravanserai II*, from the Whitsunday Sailing Club at Airlie Beach, and Paul Elkington's Young 36, *Wide Load*, from RQYS.



# Across The Wind



by Bob Fisher

**T**HE Whitbread Round the World Race is the leading deep water racing event, and its organisers and competitors showed every intention of maintaining its status at a working party held at Fort Lauderdale towards the end of the race's stop-over there.

A mandate was established for a conference of designers to formulate a new rule. That conference of designers to formulate a new rule. That conference will be held in England at the beginning of June. The new rule, properly prepared, is likely to be a milestone in yacht racing history and could be a progressive alternative to the IOR.

The workshop also gave the competitors the opportunity to point to many of the race regulations which they would like to see altered in order to improve the next race in four years time. Many of the points concerned safety, the topics ranged from the provision of watertight bulkheads to stability and the use of supplementary water ballast, of which they approved, from water tank capacity to emergency steering; from the use of exotic materials to winged keels.

The workshop was opened with a paper, largely prepared by designer Rob Humphreys in which it was pointed out that the Whitbread Race was the ideal vehicle for changing the rule as it had a four year lead time and that boats which took part in one race would have little chance of success in the next. Whitbread, on the other hand, has already declared that the 1993/4 race will include a class for 70ft IOR maxis in addition to any class raced under the new rule.

Because any rule is type forming, it is essential that any new rule is prepared to form the right type of yacht. Whatever the decision which is taken on Whitbread classes for the next race, it could have a profound influence on the sport in general. A properly constructed Whitbread rule could provide a new generation of offshore boats for the type of grand prix racing which the IOR does now, but they could be faster, lighter and more exciting, and, what is more, they could be a whole lot less expensive.

The competitors were generally for a simple rule, but this could produce such widely different boats that the racing in them would not be close. The IOR type is not the best available but the structure of the rule may have a great deal to offer. A middle ground route, therefore, could produce the style of boats which could race on a very level basis. There

seemed to be some reluctance by the participants of the workshop to accept the theory; any mention of the IOR was viewed with some suspicion; they wanted to start with a blank sheet of paper.

The two designers who were present as observers, Bruce Farr and David Pedrick, were reluctant to dismiss the possibility of utilising the 20 years of IOR experience.

Humphreys, in his recommendation, felt that as much as possible should be done to formulate a cohesive mandate so that decisions could be effected with reasonable haste. "The right decision", he believes, "put into effect only after considerable controversy, in-fighting and delay, may be no better for the race or the sport than a slightly inferior decision that is put in place more smoothly."

One of the stimulating factors for the holding of this workshop in the first place has undoubtedly been the performance of the boats in the Vendee Globe Challenge race. That Titouan Lamazou could complete the course single-handed in a 60-footer eight days faster than Pierre Fehlmann had managed with the 70-foot rating UBS four years ago, is clearly an indication that there are faster types of yacht available for deep water ocean racing. However, the opportunity to produce a new rule should not be influenced by trying to include these existing types. Such a compromise is not acceptable.

Most yacht designers see the rule which govern the BOC and Globe Challenge boats as being too simplistic. Any rule should be simple with the complex controls only being produced by dire necessity. Where the IOR has its points is in having years of experience of fine tuning, but where it has been constrained is in having to rate existing boats as well as new ones built after it came into existence and then having to maintain the rule.

The new Whitbread Rule would not suffer that way; it does not have to

consider existing boats, only those which will be built to its constraints.

Humphreys uses the analogy of a bath being filled by a series of taps to describe the IOR. It is the rate at which the taps are turned on which produces the type. His taps have their labels; one is **Rated Length** and another **Rated Sail Area**; they are the main ones. Two smaller ones are labelled **Draft Correction** and **Freeboard Correction** and there is another, running at an almost constant flow, **Engine & Propellor Factor**.

A large and spluttering one is **Centre of Gravity Factor** and a mixer tap feeds in **Rated Beam** and **Rated Depth**. These all produce what the rule sees as a mix of displacement and 'bulk'.

There have been added two more small taps; **Displacement Length Factor** and **Sail Hull Ratio**. A mix of these values determines the character of a boat built to the Rule and its performance profile.

There is no earthly reason why, given the right mix, the new Whitbread Rule should not be formulated in a similar way to the existing IOR. It would also provide the added advantage that there is an existing structure to manage the rule once it has been formulated.

What would the new boats be like? If the **DLF** tap were to be turned off and there was some adjustment to the flow of **Rated Beam** and **Rated Depth**, there would be the avoidance of the pot-bellied, deep rockered shape for which the IOR is now notorious; they require internal ballast to fit the rating. No one wants to carry lead around the ocean unnecessarily; no boat should need any more lead than that required to give it the correct stability.

The question arose, at the workshop, of one mast or two. With almost universality, the vote was for single masted boats. The ketches of this time were only an exploitation of the IOR and serve only to present problems in a new rule. What most were agreed upon was that there should be 'bowsprits', not part of the overall length of the boat, from which assymetric spinnakers could be set and that masthead spinnakers should be allowed on fractionally rigged boats.

The **Sail Hull Ratio** needs to be freed to enable ULDBs to perform well upwind as well as down and to have relatively good performance in light winds as well. If one is formulating a new rule, there is absolutely no reason why the parameters should not be the result of enlightened thinking. Costs too could be dramatically reduced by restricting the materials used in boats built to the new rule. The performance gains of the use of exotics are not in proportion to the costs of them.



# BRINDABELLA

Continued from page 71

better concept than the ultra light sleds.

*Brindabella* is the new 65-footer of George Snow designed specifically for the longer races on the Australian circuit including the Sydney Hobart, Lord Howe and Sydney Noumea races.

The idea behind *Brindabella* is that she is exceptionally fast when reaching and running and still competitive upwind.

She's a lightweight which displaces about 16 tons, just over three tons heavier than the Steinman designed *Bob Sled* and way lighter than the 30 ton IOR maxi.

Snow, a Canberra born and based businessman who looks from his office window over the *Brindabella* mountain range outside the city of politicians, began offshore sailing in 1970 with a Duncanson 35.

After four years with the Canberra syndicate which raced *Mercedes IV* and then *Nadia IV*, Snow discovered fast passage making when he bought the Davidson designed 52-footer *Dr Who*. With her he had a ball, winning the Noumea and Lord Howe races and doing well in many others.

When the time came to get a new and faster boat he considered the sleds, but worried about their lack of performance to windward and close reaching and decided they were too radical.

So when he began talking to top New Zealand designers Bruce Farr and Laurie Davidson he found sympathetic listeners. According to Snow they both

agreed with him that the sleds did not have enough stability to go upwind, something needed for the races he was interested in.

Both Davidson and Farr told Snow that while the sleds measured in at about 26,000 lb displacement, they wanted to go to 30-34,000 lbs, still about 12,000 lbs lighter than an IOR maxi.

Snow was not interested in IOR. Getting from Canberra to race short triangles every weekend is a hassle, he likes going places and fast. He still wants to compete with the IOR dreadnoughts on the way to places like Hobart and Noumea, so he planned a yacht that would rate at about 65 ft and up to the maximum 70ft with a masthead spinnaker.

In the end Snow got Farr to design the boat, mainly he says because the Farr office offered excellent engineering and support which was important as he had never built a boat before.

The result was a 19.7 metre (64ft) yacht weighing in at 34,700 lb and rating 62.3 with fractional rig or 68ft with masthead spinnaker. *Brindabella* has a narrow canoe hull, quite unlike the wider IOR yachts which are only lightly penalised for beam for stability.

In maximum beam *Brindabella* measures in at 4.54m (14ft 9in) compared to *Bob Sled's* 4.79m (15ft 7in).

In the keel *Brindabella* is also quite different to the IOR boats. Instead of having a shallow appendage, hers is 3.5m (11ft 6in) deep with a torpedo bulb at the bottom. Ballast consists of 2,950 kg (6,500 lb) in the keel and 815 kg (1,800 lb) internally.

Snow describes the result as a very fast passage-maker which should be

brilliant reaching and running, yet still able to hold its own on the wind, unlike the ULDB's.

His approach is matched by Farr's description of the design:-

"Developing a concept around the ULDB-style, but aiming for better all-round performance characteristics, Farr and Assoc designed a fractionally rigged 65ft yacht, strong and well balanced with a deep bulb keel for high stability and a deck arrangement to suit a crew as low as 14.

"With more beam and displacement for her size than the typical Californian ULDB "sleds", design 220 offers sufficient ballast and form stability to be a significantly better boat beating and power reaching, relative to her IOR rating of 62.3 ft. *Brindabella* should be very competitive with the "sleds" downwind due to IOR penalties for very light displacement which rob them of sail area.

"The increase in displacement of this design allows a significant increase in sail area resulting in a comparatively higher sail area to wetted surface area ratio. This counteracts the higher wave drag caused by the increased displacement at high speeds."

One other direction to Farr from Snow had to be allowed for in the design. That was that she could be sailed with a crew as small as 14. George Snow likes sailing with his friends and having fun, which means in part not having the hassles of organising a big, unwieldy team.

Snow's only disappointment in the preparation of the yacht was in not having it ready for the Sydney Hobart Race. Otherwise he was satisfied, complimenting the Farr office on their service, Adhesive Technology for supervising the engineering of the laminates and Peter Ulrich of Boat Speed in West Gosford for his construction which came in right on weight and close to budget, and Sydney sailor Simon Flitcroft who co-ordinated design and engineering and oversaw the boat's construction.

Snow says they tried to work to a budget of \$850,000 which ruled out pre-preg carbon fibre and state of the art technology.

Instead they went for a strong hull using modern technology with vacuum bagged E and S Glass and divinycell cores. Carbon fibre was used for the rudder stock, spinnaker pole and boom vang while an aluminium subframe supports the keel.

Snow says he was not interested in spending an extra \$200,000 on carbon fibre just to save 200 kilograms.

Below decks *Brindabella* is a very rare picture of comfort with owner's cabin with separate head, teak and holly floors, galley and settees with all inter-

*AFTERGUARD* aboard *Brindabella* during *China Sea Series* in Hong Kong includes owner/skipper George Snow (right), sailmaker Bob Fraser on the helm, and Peter Shipway. (Pic — John Roberson)





nals teak veneered.

Spars were Comalco sections engineered by sailing master Simon Flitcroft and Alspar, sails by the Fraser loft.

*Brindabella* was launched in time to prepare for the South China Sea regatta in Hong Kong and the Philippines and picked to make up an Australian team with Max Ryan's *Cyclone* and John Eyles' *Fujitsu*. It was the worst possible series to start with as light winds and often glassy conditions kept the big boat from getting going.

But when there was any breeze the boat went well, even though she is not meant to be an IOR racer.

In the second race, the windiest with 18-20 knots, she beat the 50s *Foo 2* and *Cyclone* around the 30-mile triangle course (with 60% distance to windward) by 22 minutes, only missing IOR victory by two and half minutes. Not bad for a boat that is not meant to be an IOR hot-shot.

The long 650 mile race to Manila started with eight hours of very light spinnaker running before increasing to 14-16 knots for 16 hours of beam reaching, on flat seas. Despite the first light patch, *Brindabella* sailed 242 miles in the first 24 hours and at the sked was 48 miles ahead of the 50s. But then the wind dropped out to nothing and the whole race became a drifter, letting the small yachts in while the big boat

couldn't get near her hull speed.

Her next appointment is the Kenwood Cup in Hawaii where she should be ideally suited by the strong Trade winds and if she gets the reaching conditions she has been designed for in the long races, she could give the IOR maxis a fright.

After that it's back to Australia for the Lord Howe Race, the Sydney Hobart, Adelaide's Port Lincoln regatta and possibly the Noumea race.

Snow is really looking forward to them. "You get a lot of beam reaching in those races and when we crack sheets she'll just take off. From her first sail she has always outperformed her VPP (Velocity Prediction Program) when reaching and she should just sail past the maxis.

"I've done the Noumea race three times and a few Sydney Hobarts and both races have their share of tight reaching and working and I think we'll do pretty well. We'll also have a lot of fun."

It will be very interesting to watch *Brindabella* in action. In a typical IOR maxi versus ULDB result, at Hamilton Island recently *Bob Sled* could not match *Condor* upwind but was faster under spinnaker. If *Brindabella* can perform upwind and be as fast as expected downwind, then there is no reason why she should not do very well indeed. In a

race such as last year's Hobart, with most of the time spent close reaching, there is no reason why she couldn't beat the older maxis like *Condor* and *Ragamuffin* to Hobart.

Farr is keen on this type of boat. "It has long been (our) opinion that the typical Californian ULDB "sleds" are too light to be optimum under the IOR for the predominantly downwind conditions of the United States' West coast. The current Whitbread Round the World Race bears this out as the ultralights have been very lacklustre except in strong running conditions against the more moderate boats.

"We expect this design to fit nicely between these types to give sparkling characteristics in other conditions at an attractive cost."

That's quite a "wrap" and gives *Brindabella* much to live up to, but if Farr is right then we can expect to see more of these moderately light maxi raters which pay lip service to the IOR.

#### BRINDABELLA SPECIFICATIONS

LOA	19.7m	64'7"
LWL	16.4m	53'8"
Beam	4.54m	14'9"
Draft	3.41m	11'2"
Displ	15,756kg	34,735lb
Ballast	9,638kg	21,250lb
IOR rating	62.30'	

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# Drifting Across the China Sea

By Chris Harmsen, who skippered *Cyclone*

**F**OURTEEN years after Jack Rooklyn's maxi *Ballyhoo* made a clean sweep of the 1976 China Sea Race Series, Australia sent a full three boat team to Honk Kong aiming for a repeat result. Timed perfectly to coincide with the Rugby 7's tournament, the 1990 series, held later in the season than normal, also coincided with typically light and variable winds and it was in these calm conditions that Australia's hopes were dashed.

Three teams entered in the IOR division, with Australia represented by *Brindabella* (George Snow, Farr 65), *Cyclone* (Max Ryan Frers 50') and *Fujitsu Dealers* (John Eyles, Davidson 36). Hong Kongs team comprised *Steadfast* (Neil Pryde, Farr 40), *Foo 2* (Warwick Miller, Farr 50) and *Bimblegumbie* (Keith Jacobs, Dubois 43), with Europe represented by *Corum* (Briand 44), *Jelik* (Castro 41) and *Sunstreaker* (Castro 37').

Although most media interest was centred around these three teams, by far the greatest entrants were in the Channel Handicap division, with 47 boats competing in the five race series. Along the lines of IMS, the Channel Handicap is less restrictive than the IOR, enabling a large number of boats to compete on reasonable terms.

*Sweet Caroline* (ex. Marshal Phillips) has been optimised for C.H. racing by expat. Australian Stephen Ellis, and performed creditably to finish 10th, but as is often the case, the boats designed specifically to the rule are very hard to beat.

The double points 83 mile intermediate offshore, race 1 in the series, for the first time sent the fleet into Chinese waters, and around a group of Chinese islands (The Lima Group). For the first 40 miles, a light north-westerly gave the fleet easy running and reaching conditions, with the bigger boats holding time as they passed halfway. *Cyclone* and *Foo 2*, both 50s, spent the day trading places and setting the scene for an inevitable series long duel which did neither any favours on handicap.

As night fell after 8 hours of racing, so did the wind, with the following 20 miles taking over 12 hours. Predictably, as the leaders sailed into the void, the smaller boats caught up, and when the race was blissfully shortened with 17 miles to go, it was *Corum* first across, ahead of *Cyclone*, *Steadfast* and *Brindabella*. During the last few hours of zephyr chasing, boatspeed rarely exceeded 1 knot and only the assistance of ½ knot of current made progress semi-respectable.

There was certainly more breeze for the first inshore race, held off Aberdeen on the southern side of Hong Kong Island with another atypical breeze, this time a 20kt Easterly, providing ideal racing conditions.

The extensive modifications to *Cyclone* carried out by Iain Murray's design team which were expected to turn the Australian boat into a heavy air flyer, did just that. *Cyclone* revelled in the No. 3 conditions, taking out corrected time honours by 1min 30secs from rural 50 footer *Foo 2*.

*Brindabella*, at last in a favourable breeze, took line honours and a respectable 5th on time. Unfortunately for *Brindabella* the flat water enabled the smaller boats to hold their time upwind, otherwise her position would certainly have been higher.

Throughout the race disaster was always just around the corner, with tactics centred primarily around how to avoid the trawling junks, of which there were about 30 on the course, all trailing 200m long nets and going upwind at about the same speed as the yachts.

During the briefing for the long race, the forecast given was for winds to follow the typical pattern of fresh north easterlies for the first 200 miles, slowly fading to below 10kts at Manila. General theory and the path of all previous winners, plots a course to be as much as 60 miles South (to leeward) of the rhumbline at halfway, so that as the breeze lightens, you can reach up to maintain good apparent windspeeds.

This all sounds fine in theory, and seemed to be working in practice, with most of the IOR fleet averaging close to 200 miles on day 1, and passing half way after 40 hours.

However, for the last 300 miles, all theory went out the window, with *Corum*, the only boat East of the rhumbline, continuing to make good progress while the rest of the fleet got excited when boatspeed read over 3 knots.

One piece of advice which was heeded was to take plenty of extra water. With





Skipper Chris Harmsen at the helm of Max Ryan's Cyclone during the Corum China Sea Regatta which took the fleet from Hong Kong to Manila. (Pic — John Roberson)

midday temperatures soaring over 40°C, and down below temperatures reputedly reaching 50°C, the advice seemed pretty reasonable! At times there was not a breath of wind to be seen, but when it did come, it was from the north east, making the battle one to get into the coast, rather than stay off it.

In sight of each other throughout the race, and usually less than a mile apart, *Foo 2* and *Cyclone* reached Manila Bay overlapped after a moonless midnight run through hundreds of fishing dories. *Foo 2* took the honours inside the bay, to finish third across behind the exceptionally well sailed 44 foot *Corum*, which repeated her success of race 1. *Brindabella* crossed second, 20 minutes behind.

Best Australian performance came from *Fujitsu Dealers* in 4th place, with the similar sized *Island Fling* (Paul Winkleman) and *Gypsy* (Norman Martel) taking out 1st and 2nd respectively in the Channel Handicap division.

The final two heats in Manila Bay were blessed with light sea breezes, which built frustratingly slowly

throughout the afternoon to about 15 knots.

Needless to say, the lower rating boats held sway with the Castro 37' *Sunstreaker* taking out race 4 and Neil Prydes *Steadfast* taking out Race 5 and overall IOR honours for the series. *Corum*, which had led going into the final race by 1 point, had a bad day, but still managed to exact some revenge by leading her European team mates *Jelik* and *Sunstreaker* to a 2 point victory over Hong Kong.

The Australian team finished well out of the money, but learnt some invaluable lessons which should guarantee far greater success in 1992, when the China Sea Race series becomes part of the World Cup, along with the Admirals Cup, Kenwood Cup, Southern Cross and Sardinia Cup.

In its current format and typical light av, flat water conditions, a team of well sailed one tonners would be very hard to beat.

Anything bigger runs the risk of parking for too long, and as we found out this year, a 65 footer doesn't drift any faster than a 50, or 40 footer, which

basically adds up to more people having less fun!

With enthusiastic organisation at both ends and excellent sponsors in Corum, Holiday Boats, Beneteau, Charles Heidsieck and Mt Gay Rum, the China Sea Race series seems set to attract greater interest in '92 and should have an Australian team entered and out to show that we don't make the same mistakes twice.

## RESULTS 1990 CORUM CHINA SEA RACE SERIES

### IOR:

1. *Steadfast* (1,7,2,2,1:62); 2. *Corum* (2,3,1,6,6:58); 3. *Sunstreaker* (6,6,3,1,2:50); 4. *Foo 2* (4,2,7,3,4:42); 5. *Cyclone* (3,1,8,5,3,:41); 6. *Fujitsu Dealers* (5,9,4,7,8:34); 7. *Bimblegumbie* (7,4,5,8,7:32); 8. *Jelik* (8,8,6,4,4:30); 9. *Brindabella* (9,5,9,9,9:12)

### C.H. Division

1. *Conquistador* (337); 2. *Honk Kong Xpress* (333); 3. *Island Fling* (331); 4. *X-Travagance* (305); 5. *Pak Ling* (303); 6. *RB* (302); 7. *Roxanne* (290); 8. *Close Shave* (285); 9. *Corvatsch III* (274); 10. *Sweet Caroline* (271).



# WAYWORLD 45

Continued from page 73

## On The Water

Conditions — Breeze: 10-15 knots  
Sea: Slight  
Sails: Main & No. 1  
Genoa.

## Under Power

The Wayworld is easily handled and displayed no vices. She was surprisingly fast on low rev settings and attained a comfortable cruise speed of 6 knots at around 1750rpm.

Entering and leaving an alongside-berth was undertaken without fuss and the yacht handled predictably. The Wayworld displays a good radius of turn and is easily controlled in reverse.

Accelerating smoothly, and quite quickly for this size of yacht, with increases in power, the Wayworld also stopped quickly from three knots when put into reverse.

## Under Sail

Under sail the Wayworld demonstrates the same vice-free qualities she did under power.

Naturally she does not reach the performance of a specialist racing yacht of her size, but she should prove a good performer against similar cruiser/racers.

Upwind she sails very easily exhibiting good speed response and feel. She shows a slight, but healthy, tendency to feather into gusts when becoming over-pressed.

Springing sheets to a forward-of-the-beam reach, the yacht accelerated well and proved very responsive to helm adjustments.

Without easing sheets during over-powering gusts, the yacht held course in response to the helm which, although becoming heavier, was in no way uncomfortably loaded.

With the wind on and aft of the beam of the yacht, in test configuration without spinnaker, the 45-footer became grossly underpowered but still managed to hold respectable feel.

During tacks, gybes and shooting head to wind, the yacht steered precisely and remained predictable even at low speeds. The large 48" diameter wheel maintains feel and does not require excessive hand movements in hard turns.

For the type of yacht the Wayworld is, she handles easily, has good speed and displays very good handling characteristics.



DECK area around the mast of the Wayworld 45 is free of winches, with halyards, topping lift and son running aft through rope clutches to winches located near cockpit. (Pic — Rob Williams)

## Rig

The yacht's rig is the only area in which the Wayworld 45 which I feel, could be significantly improved and yet there are a number of one-off fittings, the functional detail of which, are very impressive.

The above, is not in anyway meant to imply or suggest that the fittings and equipment are not suitable for the yacht. Rather, in my opinion, the use of some available alternatives would be more in keeping with the overall approach to the boat.

Fittings such as those used for the removable inner forestay, the pole stowage deck cap and the use of a rod vang all go in the direction of aiding rig control and adding to the usability of the yacht.

The first and most major improvement possible is the standing rigging. I feel the two-in-line spreader set up would be more appropriately rigged with a discontinuous rod system than the wire system used.

The backstay comes with a standard winch handle adjuster. This could be replaced with an hydraulic control which would be more appropriate to the yacht. Again in light of the yachts intended usage, I feel sheet rollers could be included on the cap shrouds and fixed baby stay to ease sheet friction.

To reiterate the comments above; they are not negatives but rather areas in which I think improvements on an already good product are possible.

## On Deck

The Wayworld's teak deck is impressive and the uncluttered layout gives plenty of deck space.

Generous stowage and anchor winch lockers are located forward with a remote control for this winch being located at the helmsman's position. The deck area around the mast is free of

winches with few controls running aft through rope clutches to winches.

Two Dorade vents are located just aft of the baby stay take-off, with one located on each side of the companionway entrance. All these vents are protected with stainless steel rails.

The mainsheet runs from the traveller, just forward of the helmsman's position, along the boom and returns to a winch on the aft end of the coachouse. It is easily controlled but, during the test, block twist on the aft end of the boom was evident.

The cockpit is both comfortable and spacious. Generous sheet winches make sail-handling easy. Surprisingly large cockpit lockers give a generous amount of stowage.

A full width helmsman's seat enables good forward visibility while seated, and the rounded hump in the middle is both effective and comfortable.

Teak covered transom steps give easy access to the stern boarding platform and are both practical and eye catching.

## Below Decks

The interior of the Wayworld, and its associated electrical and plumbing systems, offers a high standard of comfort while maintaining a high level of practicality.

The care taken with detail and finish is ample evidence of the skills of the craftsmen working on the boat.

A good indication of this detail is the way in which the through-finger cabin cupboard latches are located in identical positions: no more gymnastic finger searches.

The yacht comes with optional aft single or double state-room layouts. The single is spacious and contains a double berth and sitting space for dressing, etc. In the double layout all the available floor space is taken up by the double berths. Obviously, the type and amount of stowage in the double layout is nowhere near as generous or comprehensive as the single.

An aft bathroom is located on the starboard side and includes head, vanity unit, stowage and shower. Ventilation is ample with both an opening port and overhead hatch fitted.

Abeam the companionway on the port side is a well equipped galley. This contains a 120 litre top opening freezer, a 130 litre front opening fridge, double stainless sink and a two burner oven and grill. Fresh hot and cold pressurised water as well as pressurised salt water is standard.

Flat working spaces are more than ample for food preparation and generous stowage is provided.

To improve living aboard, an exhaust fan is fitted.

The nav station is located opposite the galley and is dominated by the large chart table and contoured nav seat.



Switch panels, and fuel/water gauges are located in the panelling which also allows for as wide a range of nav equipment as anyone would need.

In the main saloon a U-shaped dinette with seating for up to eight people is located on the port side with a choice of three-seater or twin single settees, with small table between, are situated opposite. The fine timberwork in this area is beautifully set off with leather upholstery on the seating.

Storage, including liquor cabinet and book shelves, in this area is generous and finished to good visual effect.

Three overhead opening hatches, with internal teak trim, ensure adequate ventilation.

Forward, optional layouts are also available. One features an off set double berth located on the port side with dressing area seating and generous stowage to starboard.

The other option is a central V-double berth is fitted with separate upper and lower berths situated aft on the starboard side.

Forward of the main bulkhead on the port side is situated a bathroom with identical equipment to that aft. Ventilation for this area is an overhead hatch.



## Conclusion

The Wayworld 45 represents a serious and successful Australian attempt at attaining the standards of production usually only associated with leading overseas manufacturers targeting this luxury cruiser/racer market.

The standards and workmanship in construction of the internal systems and fittings of the yacht are extremely high.

The only area I perceive that could do with additional attention is the rig and maybe the investigation of the fabrication of a few more one-off fabrications.

The Wayworld directors have advised us that finalisation of a number of overseas orders, the results of a recent world promotion, are imminent and this guaranteed production may make my suggestions above economically viable.

The Wayworld 45 is a fine yacht and with the determination of the producers in manufacturing a superior product already demonstrated, we look forward to observing the yacht's success.

## Details:

**Designer** — Joe Brookes

**Manufacturer** — Wayworld Yachts,  
32 St Georges Crescent,  
Drummoyne, NSW 2047  
Ph: (02) 81 2407  
Fax: (02) 719 8254

**Price: (In Australia) \$520,000**

## SPECIFICATIONS

Hull — GRP  
Deck — GRP/Foam Core  
Keel — Lead  
Rudder — Shaft  
Engine — Perkins Prime 50hp  
Prop — 18" Feathering Max Prop  
Spars — Allyacht Masts  
Winches — Barient  
Electrics — 12V, 4x110 Amp/Hour Batteries

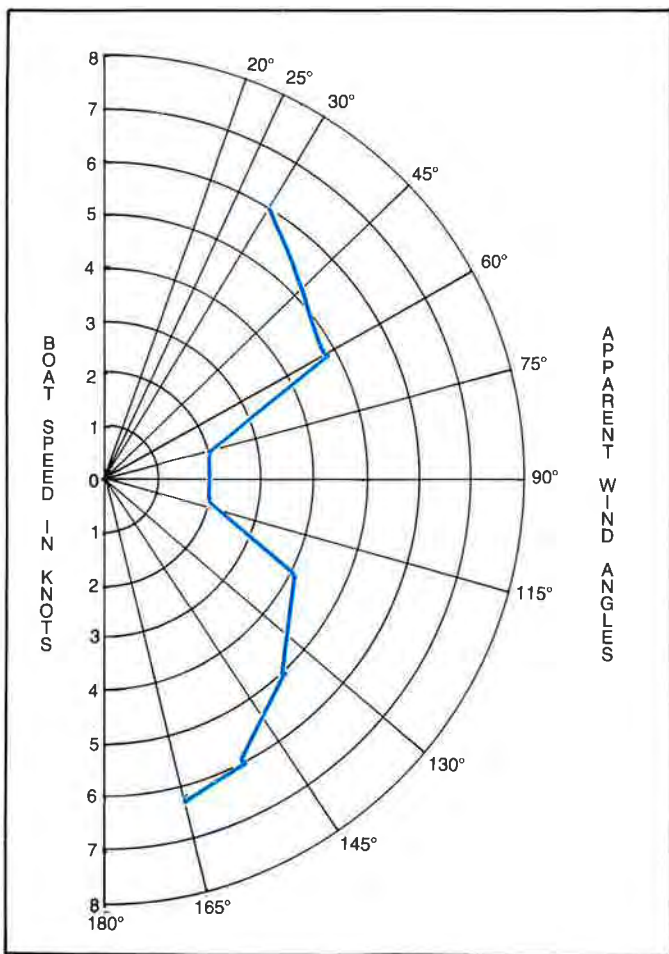
## DESIGN MEASUREMENTS

LOA	14.0m
LWL	11.6m
Beam	4.25m
Draft	1.9m
Displacement	11,350kg
Ballast	4,760kg
Sail Area	106.0sq m
I	17.7m
J	5.7m
P	15.6m
E	4.7m
Ballast: Displacement Ratio	.42
Sail Area: LWL Ratio	.8897
Sail Area: Displacement Ratio	21.49
Displacement: LWL Ratio	203.15

## ENGINE PERFORMANCE

Revs	Speed (kts)
Head Wind 10kts. Sea Calm	
1000 (idle)	2.6
1500	5.4
2000	6.95
2500	7.35

**Consumption** — 3.1 litres/hour.







# GEOFF TYERS P/L

## CYCA OFFSHORE RACING CALENDAR

### IOR/IMS AND OTHER OFFSHORE REGATTAS

- JUNE**  
 2 Round the Isle of Wight Race, Cowes, UK.  
 4-17 World Half Ton Cup, Dublin, Ireland.  
 10 Two-Handed TransAtlantic Race, Royal Western YC, Plymouth, UK.  
 16-17 RORC IMS national champ, Cowes, UK.  
 23 Bermuda Ocean Race, Annapolis-St Georges, USA.  
 23 RORC Around Ireland Race, Ireland.
- JULY**  
 4-8 Ultimate Yacht Race, Corpus Christi, Texas, USA.  
 4-14 World Threequarter Ton Cup, Flensburg, Germany.  
 6-7 JOG Cowes to Cherbourg Race, UK.  
 8 RORC CHS Nationals, Lymington, UK.  
 13 RORC Cowes St Malo Race, UK.  
 16-20 Cork Week, Royal Cork YC, Ireland.  
 21 RORC Europeans Cup, Brighton, UK-Puerto Sherry, Spain.  
 22 RWYC Armada Cup, Plymouth-San Sebastian.  
 28 Aegean Cup, Istanbul, Turkey.  
 29 RYS Regatta, Cowes, UK.  
 30-9 World One Ton Cup, Marstrand, Sweden.
- AUGUST**  
 3 RORC Channel Race, Cowes, UK.  
 3-6 Copa Del Rey, Palma de Mallorca, Spain.  
 3-16 Kenwood Cup, Hawaii.  
 4-12 Cowes Week, Cowes, UK.  
 6-15 IMS Club champ, Breskens, The Netherlands.  
 10-18 Mini Ton Cup, Norway.  
 24 RORC Cowes to Ouistreham Race.  
 22-26 50ft Edgartown World Cup, Edgartown, Martha's Vineyard Island, USA.  
 30-3 Ultimate Yacht Race, Milwaukee, Wisconsin, USA.  
 5-15 Sardinia Cup, Porto Cervo, Sardinia, Italy.  
 11-22 World Quarter Ton Cup, Bayona, 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

##### JUNE

3 CYCA Digital Winter Series.  
 10 CYCA Digital Winter Series.  
 17 CYCA Digital Winter Series, Warren Evans Trophy.  
 24 CYCA Digital Winter Series.

##### JULY

1 CYCA Digital Winter Series.  
 8 CYCA Digital Winter Series.  
 15 CYCA Digital Winter Series.  
 22 CYCA Digital Winter Series.  
 29 CYCA Ladies Day, Chris Lee Trophy.

##### AUGUST

4 Jupiters Yacht Classic, Sydney-Gold Coast Race.

### VICTORIA

##### JUNE

10 NEC Winter Series, RYVC, Race 2.  
 24 NEC Winter Series, RYCV, Race 3.

##### JULY

1 Western Port Marina Classic, ORCV Winter Series, Port Phillip, IOR/CHS/VYC, Race 1.  
 8 NEC Winter Series, RYCV, Race 4.  
 15 Western Port Marina Classic, ORCV, Race 2.  
 22 NEC Winter Series, RYCV, Race 5.  
 29 Western Port Marina Classic, ORCV, Race 3.

##### AUGUST

12 Western Port Marina Classic, ORCV, Race 4.  
 26 Western Port Marina Classic, ORCV, Race 5.

##### SEPTEMBER

8 Western Port Marina Classic, ORCV, Portsea-Hastings, 58 nm.  
 9 Western Port Cup, ORCV.

### 1990 LEVEL RATING WORLD CHAMPIONSHIPS

##### JUNE

4-17 Half Ton Cup, Howth, UK.

##### JULY

4-14 Threequarter Ton Cup, Flensburg, Germany.  
 30-9 One Ton Cup, Marstrand, Sweden.

##### AUGUST

10-18 Mini Ton Cup, Oslo, Norway.

##### SEPTEMBER

11-22 Quarter Ton Cup, Bayona, Spain.

### INTERNATIONAL WORLD CHAMPIONSHIPS, OLYMPIC CLASS REGATTAS, INT: MATCH-RACING NEW SOUTH WALES 1990

##### JUNE

9-16 Hobie 17 world champ, Toronto, Canada.  
 9-19 Finn European champ, Hayling Island, UK.  
 16-22 Dragon, Duke of Edinburgh Cup, Royal Yacht Sqn, Cowes, UK.  
 16-24 Kieler Woche Regatta, Olympic/International classes/IOR/IMS offshore, Kieler YC, Kiel, Federal Republic of Germany.  
 16-24 Int. de France Kourou Cup match-racing, St Tropez, France.

##### JULY

3-9 Women's 420 world champ, Muira, Japan.  
 5-15 Finn Gold Cup, Flensburg, Fed Rep Germany.  
 7-13 Dragon Gold Cup, Dun Loaghaire, Scotland.  
 9-14 Moth world champ, Thunsee, Switzerland.  
 12-22 IYRU Youth world champ, Laser, Laser2, Mistral, Muiden, The Netherlands.  
 13-21 Yngling world champ, Geneva, Switzerland.  
 20-28 Star European champ, Laredo, Spain.  
 20-28 Travemuunde Woche Regatta, Olympic/Int classes, Lubek, Fed Rep Germany.  
 22-29 Europe dinghy world champ, Livorno, Italy.  
 23-28 J24 world champ, Royal Irish YC, Dublin, Ireland.

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