

AUSTRALIA'S TOP  
YACHTING MAGAZINE

# Offshore

October/November 1990

*Australian Yachting*

\$4.95

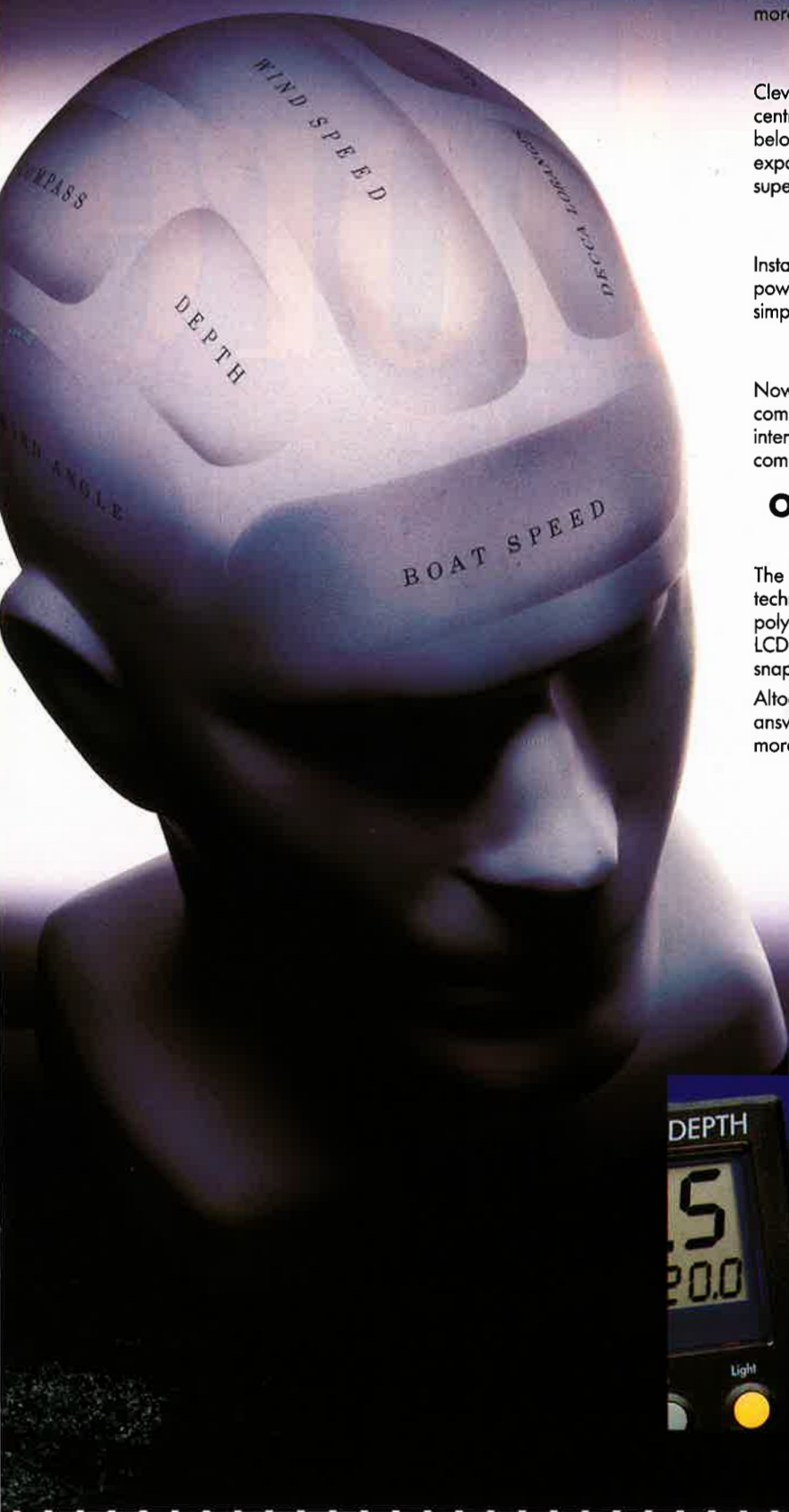
NZ \$6.50 (inc. GST)

**KENWOOD CUP CHAOS**  
**UK MAXI FOR HOBART**  
**ETCHELLS INSHORE**  
**IMS OFFSHORE**



The Magazine of the Cruising Yacht Club of Australia





Whether you need just one or two instruments, or a complete line up, Dataline puts you in touch with more information and more benefits than any other instrument range.

## ONE BRAIN

Cleverer by far, the Dataline system has a tough, super intelligent central brain – The Databox – fitted in a safe, dry environment below deck. And because only the minimum of components are exposed to the often harsh cockpit or flybridge environment, superior reliability is achieved.

## ONE LINE

Installation couldn't be any easier. A single Dataline cable carries power and data from the Databox to the instrument heads which simply daisy chain together.

## ONE LANGUAGE

Now you're really talking . . . using the industry standard communication language, NMEA 0183, Dataline allows you to interface with most Decca, Loran, GPS and Satnav navigators, compasses, plotters and autopilots.

## ONE GREAT LEAP FORWARD FOR BOAT INSTRUMENTATION

The Dataline instruments themselves incorporate a host of major technological advances, like ultra-slim sealed heads in the toughest polycarbonate. Automotive style back lighting, large anti-glare LCDs and simple front-fixing with a choice of interchangeable snap-on black and white covers.

Altogether, Dataline is quite simply the most logical and intelligent answer to boat instrumentation. Call **0705 241313** now to find out more, or complete and return the coupon below.

**stowe**  
  
**Dataline**  
 THE FUTURE OF BOAT INSTRUMENTATION



Tell me more about the new Dataline instrument range from Stowe

Please send me information on the Navigator and Micro instrument ranges from Stowe

NAME \_\_\_\_\_ DAYTIME TEL. NO. \_\_\_\_\_

ADDRESS \_\_\_\_\_

The First® 5's have an athletic build.



## Don't try to follow a First® 5. It's 10 years ahead.

Fractional rig without runners, discontinuous solid rod, twin groove forestay, sails in HTP Dacron, the First® 5's have an athletic build.

The First® 5's spiritedly assert an incomparable personality in the yachting world. They perform beautifully and their elegance is not just a question of line.

Precise and pure form. Large portholes with maximum streamlining. And, inside a unique atmosphere. Satin white or marble. The depth of mahogany. Polished steel.

The First® 5's invite you to discover new sensations. Sensations of beauty, pleasure, speed, power and freedom.

	Overall length	Beam	Sail area	Berths
First 45® 5	14,20 m	4,25 m	111,00 m <sup>2</sup>	6/8
First 41® 5	12,60 m	3,93 m	89,78 m <sup>2</sup>	6/8
First 38® 5	11,70 m	3,75 m	80,50 m <sup>2</sup>	6/8
First 35® 5	10,80 m	3,60 m	67,43 m <sup>2</sup>	6/8
First 32® 5	9,90 m	3,30 m	55,90 m <sup>2</sup>	6



**BENETEAU**   
Lead by choice.



# Offshore

The Magazine of  
The Cruising Yacht  
Club of Australia



## Flag Officers and Directors

**Commodore:** Les McClean

**Vice Commodore:** Leigh Minchan

**Rear Commodores:** David Fuller

Maurice Cameron

**Treasurer:** Colin Bloomfield

### Directors:

Alan Brown

Ross Marr

David Dunn

Gordon Marshall

Donald Graham

Richard Robinson

**Secretary Manager:** Peter Macmorran

**Sailing Secretary:** Bob Brenac

**Chairmen, Club Committees**

**Management & Finance:**

Commodore Les McClean

**House:** Rear Commodore David Fuller

**Yard & Marina:** Director Alan Brown

**Development:**

Rear Commodore David Fuller

**Membership:** Director Donald Graham

**Protocol & Statutory Affairs:**

Director Donald Graham

**Publications:** Director David Dunn

**NorTel Sydney-Hobart**

**Management Committee:**

David Kellett

**Westpac Australia-**

**New Caledonia Race:**

Alan Brown

**East-West Airlines**

**Sydney-Whitsunday Race:**

Alan Brown

**Cruising Division:**

Director Richard Robinson

**Senior Safety Inspector:**

Director Ross Marr

**Ocean Youth Training:**

Rear Commodore Maurice Cameron

**Cruising Yacht Club of Australia**

New Beach Road,

Darling Point, NSW 2077

Telephone: (02) 32 9731

Fax: (02) 32 9745

# INSIDE

## Features



### CHAOS AT THE KENWOOD CUP

Loss of a Japanese yacht and one woman crew-member overshadowed great first-ever ocean racing victory by Japan 8

### BRITISH MAXI FOR HOBART

Whitbread Race maxi yacht, *Rothmans*, is on its way to Australia for the 1990 NorTel Sydney-Hobart ocean classic 16

### JUMPING JUPITERS

Another great race north in the 1990 Jupiters Sydney-Gold Coast Classic, with line honours to *Bobsled*, IOR handicap to *Pemberton III* ..... 46

### GO-FAST SPECIALS OFFSHORE, INSHORE, OR PLAIN FAST

Scott Jutson on design directions for the '90s ..... 19





# Plus...

## IMS — THE LATEST GUIDE

OFFSHORE exclusive — getting into IMS and winning ..... 29

## EXPERT ETHELLES SET-UP

Don "Admiral" Buckley's guide to a custom Ethells for the '90s ..... 50



## SYDNEY INTERNATIONAL BOAT SHOW

Review of the latest in yachts and yachting gear ..... 56

## NEWS FROM ALL PORTS

International, National and all-State reports of offshore and inshore yachting news, from OFFSHORE's correspondents ..... 62

## AMERICA'S CUP NEWS

Australia's Murray and Fischer among final 11 syndicates from nine nations ... 71

## IN-DEPTH BOAT TEST

Full sailing test of popular Farr 36 from WA ..... 74

## TASSIE TREATS

Once again the Apple Isle is planning lots to entertain yachties and their friends and families after the finish of 1990 NorTel Sydney-Hobart race ..... 73



## OFFSHORE/INSHORE COLUMNISTS

Offshore/Inshore Optimising — with Scott Jutson ..... 19

Down the Rhumbline — with Peter Campbell ..... 20

International Offshore — with Tim Jeffery ..... 23

Across the Wind — Bob Fisher ..... 26

**COVER PIC** — Offshore cameraman David Clare catches all the action as the crew of *Cyclone* dash for the weather rail after fast tack during Kenwood Cup in Hawaii. More action pics of Kenwood Cup with Peter Campbell's complete report.

# Offshore

**Publisher**  
MAX PRESS  
**Editor**  
PETER CAMPBELL  
**Art Director**  
GREG MEEK  
**Production**  
JERRY HALABY  
**Photography**  
DAVID CLARE

Published by

## NATIONAL PUBLICATIONS L

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

### Editorial:

**Sydney:** Peter Campbell, 31 Albany St, Crow's Nest, 2065.  
Phone: (02) 439 4514 Fax: (02) 439 8517  
**Melbourne:** Rob Williams, (03) 646 5877  
**Hobart:** Peter Read, (002) 27 8155  
**Adelaide:** Jon Parrington, (08) 294 2009  
**Perth:** John Robeson, (09) 430 4944  
**Brisbane:** Ian Grant, (07) 349 9147  
**New Zealand:** Robert Love, 86 4831  
**England:** Bob Fisher, 590 68 2267

### Advertising:

**Sydney, Melbourne & Hobart:**  
Adam Brown, Carrington Media Services P/L,  
75 Mullens St., Balmain, 2041.  
Phone: (02) 555 7477, Fax: (02) 555 1436.  
Offshore magazine — National Publications,  
Max Press, (02) 764 1111.  
**Brisbane:** John McDonald, The Media Workshop,  
28/30 Balaclava St., Woolloongabba, 4102.  
Phone: (07) 391 6633, Fax: (07) 891 5602.  
**Adelaide:** Roz Pontifex, Admedia Group,  
24 Kensington Rd, Rose Park, 5067.  
Phone: (08) 332 8144, Fax: (08) 31 0185.  
**Perth:** Gerry Howard, Frank Hall Media,  
4th Floor, 102 James St., Perth, 6000.  
Phone: (09) 328 2539, Fax: (09) 328 2911.  
**New Zealand:** Anthony Reeves, Pacific Building,  
127-129 Hobson St., Auckland, NZ.  
Phone: 77 5120, Fax: 34740.  
**USA:** Lane E. Weiss & Assoc.  
582 Market St., San Francisco Cal. 94104 USA.  
Phone: (415) 986 6341.  
**UK & Europe:** Paul Dimmock, Intergroup  
Communications, 286 West Barnes Lane,  
New Malden, Surrey KT3 6L1, England  
Phone: (01) 949 0354.

**Distribution:** Network Distribution Co.,  
54 Park Street, Sydney 2000.

The opinions expressed in this magazine are not necessarily those of the publisher.  
All rights reserved. No part of this publication may be reproduced in whole or in part without the written permission of the publisher.

\* The cover price of \$4.95 (\$NZ6.50) is the recommended maximum charge for this publication. ISSN 0819-7479

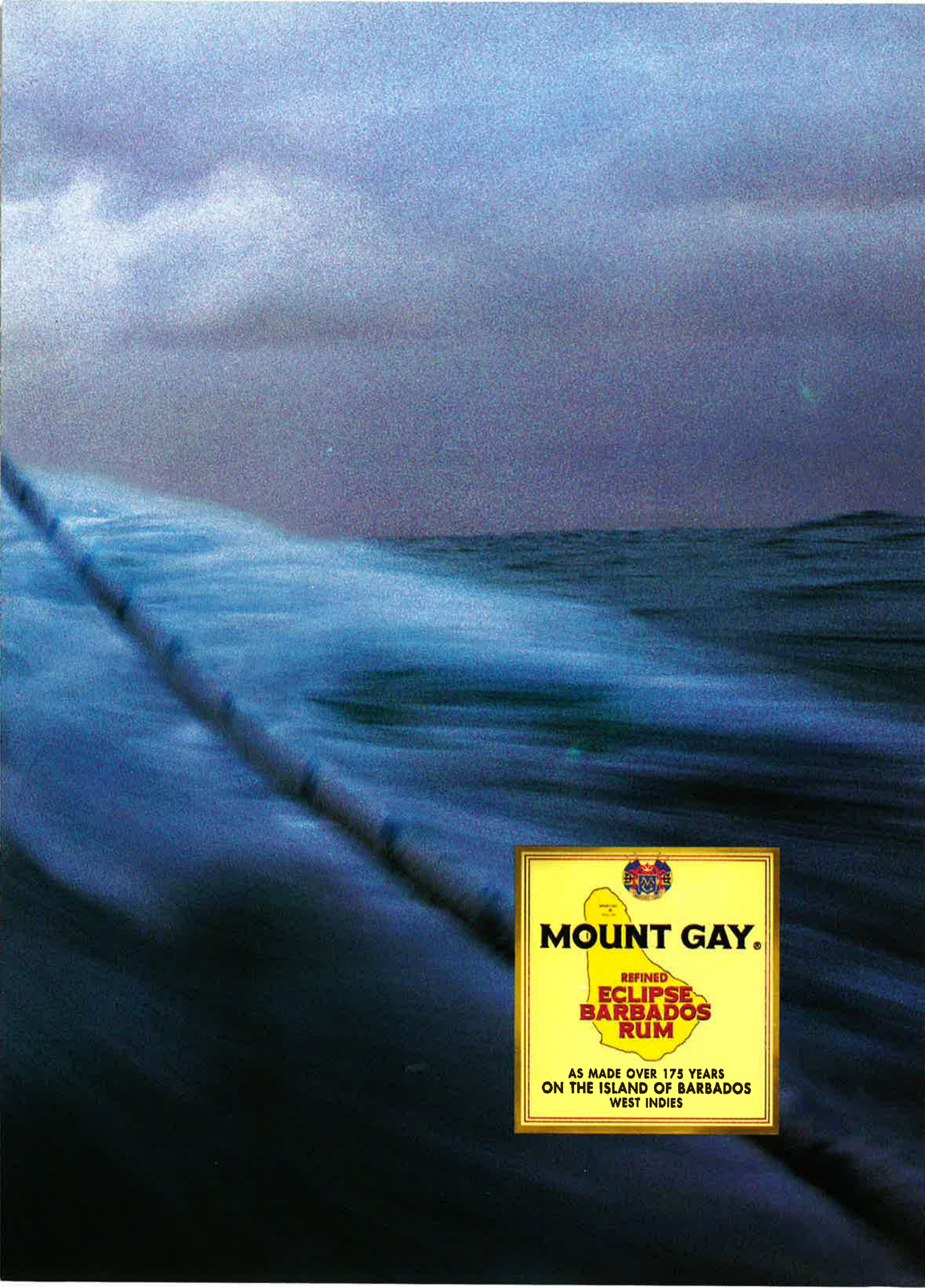
Typeset and printed by Rotary Offset Press Pty Ltd,  
191 Arthur St., Homebush West, 2140 (02) 764 1111.



Mount Gay Rum. 50% C.S.A. distributor: Premier Wine Merchants, Inc., New York, NY. 40% Alc./Vol. 80 Proof. © 1999

# THE CALL





**MOUNT GAY.**

REFINED  
**ECLIPSE  
BARBADOS  
RUM**

AS MADE OVER 175 YEARS  
ON THE ISLAND OF BARBADOS  
WEST INDIES



'90  
KENWOOD  
CUP



# *Australia's* Luckless Last Race Loss

*By Peter Campbell*







AUSTRALIA's Heaven Can Wait, leads her team yacht, Cyclone and the Japanese 50-footers into the leeward mark during one of the short offshore races off Waikiki in this spectacular picture by OFFSHORE photographer David Clare. ABOVE: The New Zealand yacht, Peacemaker powers towards the windward mark. LEFT: Heaven Can Wait's owner, Warren Johns, donned all the gear he could for the weigh-in for bottles of Mumm champagne BELOW: Australian non-team yacht, Wild Thing starting with the maxis in Class A. (Other pics David Clare and Peter Campbell).





*decisions, decisions,  
decisions...*



**ROSEMOUNT  
ESTATE**  
The prestige wine of Australia





Perhaps of more significance, the success of the Japan Blue team, admittedly with a strong input by New Zealand yacht designers, builders and yachtsmen, has strengthened sponsorship interest in international ocean racing. The Japanese-based Kenwood Corporation, Champagne Mumm of France and Switzerland's Corum watch-makers will certainly continue their substantial support for major international events and the World Cup.

There is also little doubt that IOR will continue as the rating system for international regattas in the foreseeable future and discussions between sponsors in Honolulu during the Kenwood Cup will almost certainly see greater promotion and expansion of the Champagne Mumm World Cup.

While Australia lost the Kenwood Cup it won in 1988, the team of Alan Bond's maxi *Drumbeat* and the two 50-footers, Max Ryan's *Cyclone* and Warren Johns' *Heaven Can Wait*, sailed well as a team until *Cyclone's* mast buckled 10 miles into the last race, the 290 nautical mile Kaula Race, a leeward-windward ocean race which this year replaced the traditional 750 mile Round the State race.

The Kaula Race proved to be the only heavy-weather race of the six-race regatta, with the fleet pounding into 30-40 knot headwinds on the 150 nautical mile windward beat back from this rocky outcrop to the west of Honolulu. The earlier races, including the notorious Molokai Race, were sailed in warm, 15-20 knot tradewinds.

Sadly, the 1990 Kenwood Cup was marred by the tragic sinking of the Japanese yacht *AN*, sailed by a crew of 14 women, with one of the Japanese girls drowning after the One Tonner hit a rock and sank off the island of Molokai during the Molokai overnight race. It was the first tragedy in the Hawaiian international ocean racing series and deeply affected organisers and competitors.

Japan sent a remarkable fleet of 21 boats to Hawaii for the Kenwood Cup, nine of them competing in three teams, the others as individual entries in the total fleet of 54 IOR and IMS rated boats. With technical and sailing input by prominent New Zealand yachtsmen, and some Australians, Japanese yachtsmen showed they are a new force in international ocean racing.

Australia went into the final race 28 points ahead of the Japan Blue team of three Farr designs, the 50-footers *Tiger* and *Will*, and the 44-footer *Swing*, which is the former NZ Admiral's Cup yacht, *Librah*. Midway through the Kaula Race, despite the retirement of



"Get out of the way . . ." or whatever the words are in Japanese — crew of Japanese yacht *Will* gesticulate to photo boat during the Kenwood Cup. (Pic — David Clare).

*Cyclone*, it looked possible that the Australians would still win by a couple of points, especially when *Will* damaged its rudder.

However, a strong showing by *Swing* and a great feat of seamanship by Geoff Stagg and the crew of *Will* in completing the 150 mile windward beat back to Honolulu with only half a rudder blade, saw the Japan Blue team win by just 17 points.

Final points for the 1990 Kenwood Cup were: Japan Blue 728, Australia 711, Japan Green 570, USA Red 466, New Zealand 427, Japan Yellow 360, USA White 182.

It was Japan's first-ever team success in the Kenwood Cup and the nation's first victory in a major international ocean racing series.

While we lost the Kenwood Cup, the Australians strengthened their grip on the 1989-91 World Cup, with Lou Abrahams' One Tonner, *Ultimate Challenge*, replacing the ineligible *Drumbeat* in the nominated World Cup scoring team. With *Ultimate Challenge* winning the last race of the regatta, the 390 nautical mile Kaula Race, the Australian team top-scored for World Cup purposes, scoring 276 points to Japan's 266 and the United States 129 points.

Added to Australia's 99 points scored by finishing a close second to Britain in the NorTel Southern Cross Cup last December, this boosted Australia's total score to 375 points with the 1990 Sardinia Cup in Italy and the 1991 Admiral's Cup to be sailed. With Britain missing the Kenwood Cup in favour of Sardinia, the current Champagne Mumm World Cup scoreboard is: Australia 376, Japan 226, USA 129, Britain 101, Hong Kong 98. Britain will compete, but Australia and Japan will miss the Sardinia cup, leaving the Admiral's Cup next August as the decider of the 1989-91 World Cup.

The Cruising Yacht Club of Australia, represented by *Drumbeat*, *Heaven Can Wait* and *Cyclone*, won the Yacht Club team trophy, *Drumbeat* took line honours in all six races and won Class A, while *Heaven Can Wait* won Class C overall.

*Heaven Can Wait* deserved to also win the prestigious trophy for overall top-scoring individual yacht, but missed out because of a controversial tie-breaker. *Heaven Can Wait*, with Jamie Wilmot at the helm, the Japan Blue team 50-footer *Tiger*, skippered by Kiwi Peter Lester, and the Japanese-designed and built One Tonner *Matenrow*, but sailing for New



Zealand and skippered by another Kiwi, Tom Dodson, tied for first place, each scoring 449 points.

*Heaven Can Wait* won two races and finished second in another. Neither *Tiger* or *Matenrow*, won a race, but boosted their points with better placings in the high-scoring long races. *Heaven Can Wait's* IOR placings were: 1-2-5-10-1-7 and significantly, she beat both *Tiger* and *Matenrow* in four of the six races.

For Lou Abrahams, 63 and a veteran of 27 Sydney-Hobarts, victory in the warm tradewinds of the Hawaiian islands was the climax of a great year of ocean racing — last December he skippered *Ultimate Challenge* to first place overall in the NorTel Sydney-Hobart, his second win in the ocean classic. The Sandringham Yacht Club member has competed in every international racing series in Hawaii since 1980 and is a director of the Royal Hawaiian Ocean Racing Club.

Coincidentally, his last previous success in Hawaii was with his first Sydney-Hobart winner, *Challenge II*. The S&S46 was a member of Australia's winning team in Hawaii in 1982 and returned to Australia to win the 1983 Sydney-Hobart.

The major disappointment of the 1990 Kenwood Cup was the lack of strong IOR teams representing the United States and New Zealand. Irving Loube was back with his competitive One Tonner, *Bravura*, with US Olympic gold medallist Robby Haines at the helm, but neither the seven-year-old maxi *Sorcery* or the Californian-based *Camouflage* were in the hunt on IOR corrected times. New Zealand had one good boat in the One Tonner *Matenrow*, reflecting the low ebb of IOR racing in NZ.

Overall entries were on a par with 1988, with the fleet being boosted by the introduction for the first time in an international regatta of an IMS division. Racing was close and interesting, with a contrast in designs between the production J25, *Urban Renewal*, and the light-displacement one-off 40-footer from New Zealand, *Peacemaker*. The end result was victory for the locally owned *Urban Renewal*.

Racing for the 1990 Kenwood Cup was efficiently run, with excellent offshore courses, but there was a breakdown in the Royal Hawaiian Ocean Racing Club's new computer which put results behind the eight-ball. This was compounded by lack of checking of input, and subsequent output of results, and the wrong allocation of redress to 21 yachts in the Molokai Race.

In fact, the final results of the Molokai Race (fourth race of the series) were not



KENWOOD Cup fleet crosses tacks with flying sailboards as they beat up the coast of Oahu after the start of the 350 nautical mile Kaula Race, final event of the 1990 Kenwood Cup in Hawaii. (Pic Peter Campbell)



IF the coin phone doesn't work, then there's always the cellular phone to call home . . . . (Pic David Clare)

available until the fleet had set sail on the final Kaula Race.

#### 1990 Kenwood Cup Team Results

##### 1. JAPAN BLUE — 728 points:

*Swing*, Farr 44, rating 34.42; placings 11-5-9-8-11-4.

*Tiger*, Farr 50, rating 40.50; placings 2-7-2-1-3-6.

*Will*, Farr 50, rating 40.50; placings 5-4-4-1-4-10.

##### 2. AUSTRALIA — 711 points:

*Cyclone*, Frers 50, rating 40.39; placings 3-1-3-1-2-NF.

*Drumbeat*, Pedrick 82, rating 70.04; placings 6-6-6-9-10-7.

*Heaven Can Wait*, Farr 50, rating 40.26; placings 1-2-5-5-1-5.

##### JAPAN GREEN — 570 points:

*Arecan Bay*, Farr 40, rating 30.72; placings 12-8-11-7-7-1.

*Boy*, Farr 40, rating 30.72; placings 9-9-10-5-8-2.

*Blue Note IV*, rating 30.63; placings 13-10-12-4-NF-NS.

4. USA Red 468; 5. New Zealand 427; 6. Japan Yellow 360; 7. USA White 182 points.

## RACE ONE, 27.15nm offshore triangle

AUSTRALIA's top ocean racing yachtsmen sailed their boats to a commanding pointscore lead with a brilliant display in the opening race of the 1990 Kenwood Cup international teams series off Hawaii, sailed in a 16 knot tradewind with 4-6ft ocean swells.

Warren Johns' 50-footer from Sydney, *Heaven Can Wait*, with Jamie Wilmot at the helm, convincingly won the 27.15 nautical mile Olympic triangle on corrected time after a hard-fought duel with the other International 50-footers in Class C.

Max Ryan's *Cyclone*, also from Sydney and steered by young Tasmanian Chris Harmsen, placed third overall, only 21 seconds astern of the Japan 50-footer *Will*, skippered by New Zealander Geoff Stagg.

With owner Alan Bond sharing the helm of his maxi yacht *Drumbeat* with America's Cup skipper Peter Gilmour, the Perth-registered 82-footer led the 54-boat fleet home in a magnificent display of power sailing and placed sixth overall on handicap.

The efforts of the three yachts gave Australia 112 points from the Japanese Blue team on 96 points, followed by USA Red on 78 points, Japan Green 64 points, Japan Yellow 44, New Zealand 52 and USA White 14 points.

The Australians were delighted with their team result. Team manager David Kellett who sailed aboard *Drumbeat* said: "*Heaven Can Wait* put in a sensational race today, outsailing a strong line-up of International 50-footers, while *Cyclone* was right up there, too, and *Drumbeat* did well."

Reveling in the warm, 16-knot Pacific tradewinds, the Perth maxi sailed the 27.15 nautical mile course in just under four hours, beating the US maxi, *Sorcery*, to the gun by 59 minutes. Then came the Japanese ultra-light displacement boat (ULDB) *Marishiten* and another Australian boat, the non-team entry *Brindabella*, owned by Canberra yachtsman George Snow and steered by Fred Neill from Adelaide.



In Class results in race one *Drumbeat* won Class A with *Brindabella* third while *Heaven Can Wait* and *Cyclone* were first and third in Class C.

Kenwood Cup placings: 1. *Heaven Can Wait* (Aust) corrected time 3hrs 15min 20sec; 2. *Tiger* (Japan Blue) 3.17.06; 3. *Cyclone* (Aust) 3.17.28; 6. *Drumbeat*. Points: Australia 112, Japan Blue 96, USA Red 78, Japan Green 64, New Zealand 52, Japan Yellow 44, USA White 14 points.

## RACE TWO — 27.76nm offshore triangle

**A**USTRALIA'S *Cyclone* devastated the fleet in the second short offshore race, bringing an ill wind to opposing Japanese, American and New Zealand yachts. Coupled with the distant *Drumbeat*, Alan Bond's maxi yacht, and a "miracle" recovery by *Heaven Can Wait*, it was again Australia's day in the prestigious international regatta.

Sailing in freshening 15-18 knot Pacific tradewind, over a 27.76 nautical mile course off Waikiki Beach, the Australians finished first, second and sixth on corrected times to notch up 114 points for the race.

*Cyclone*, with young Chris Harmsen at the helm, led the 50-footers all the way in Class C to take first place overall on IOR corrected times. *Heaven Can Wait*, Warren Johns' Farr 50, and winner of race one, finished second after staging a remarkable recovery after losing more than a minute due to a recall at the start.

*Heaven Can Wait* was one of four yachts over the line and recalled at the Class C start and helmsman Jamie Wilmot did a fine job in sailing through the fleet in pursuit of the leading 50-footers, *Cyclone* and *Will* (Japan), eventually finishing second, only 1 min 17 sec astern of *Cyclone*.

Even allowing for the advantage of gaining a clean start while three other 50-footers were recalled, *Cyclone* sailed one of her best races ever for owner Max Ryan. After a somewhat disappointing initial performance in last December's Southern Cross Cup, owner Ryan commissioned Iain Murray to design him a new keel.

Kenwood Cup results: IOR overall: 1. *Cyclone* (Aust) corrected time 3 hrs 9min 36sec; 2. *Heaven Can Wait* (Aust) 3.11.37; 3. *Matenrow* (Tom Dodson, NZ) 3.12.07; 8. *Drumbeat* (Alan Bond). Points after two races: Australia 226, Japan Blue 196, Japan Green 142, USA Red 136, New Zealand 104, Japan Yellow 74, USA White 36.



HIGH RISE buildings of Waikiki provide a backdrop for Alan Bond's *Drumbeat* and her crew as the maxi runs downwind during the Kenwood Cup. (Pic — David Clare).

## RACE THREE — 27.7nm short offshore triangle

**A** Japanese-Kiwi combination out-sailed Australia's race-winning 50-footers in the third short offshore race after an extraordinary four-boat duel between the 50-footers around the 27.7 nautical mile course off Waikiki in yet another day of warm 16-knot tradewind sailing. Overall, however, the 50s were beaten on corrected time by the US One Tonner *Bravura*, with 1984 Olympic Soling gold medallist and sometimes sailor for Australia, Californian Robbie Haines, at the helm.

The New Zealand-designed, built and largely Kiwi-crewed *Tiger*, steered by Peter Lester, beat Australia's *Cyclone* by 29 seconds, with another Japanese 50-footer, *Will*, steered by Geoff Stagg, only 18 seconds further astern and 16 seconds ahead of Australia's *Heaven Can Wait*. *Tiger* is owned by Japan America's Cup challenger Masakazu Kobayashi and previously raced as *Bengal*.

The race between the four state-of-the-art 50-footers was a classic race within a race, all four yachts being never more than half a dozen boat lengths apart until the finish.

While the US Red team One Tonner, *Bravura*, won the race overall on corrected time, owner Irving Loube gained little support from team yachts *Sorcery* and *Camouflage*. The Australian team still topscored for the third time in the regatta, with *Cyclone* placed third, *Heaven Can Wait* fifth and *Drumbeat*, taking sixth place overall as well as line honours.

Apart from the excitement of the four-boat 50-footer duel, the race began sensationally when the Canberra-owned

Farr 65, *Brindabella* dropped its rig seconds after crossing the starting line. Fortunately, she was a little late at the start and to leeward of the other Class A and B boats as they started. Unfortunately for owner George Snow the mast was broken in two places and was irreparable, putting her out of the rest of the regatta.

Kenwood Cup results: 1. *Bravura* (US) corrected time 3 hrs 7 min 54 sec; 2. *Tiger* (Japan Blue) 3.08.25; 3. *Cyclone* (Aust) 3.08.53; 4. *Will* (Japan Blue) 3.08.56; 5. *Heaven Can Wait* (Aust); 6. *Drumbeat* (Aust) 3.09.41. Points after three races: Australia 330, Japan Blue 298, US Red 222, Japan Green 208, New Zealand 160, Japan Yellow 98, USA White 54.

## RACE FOUR — 148nm Molokai Race

**A**LWAYS one of the toughest races of the Hawaiian ocean racing series, the 1990 Molokai Race brought tragedy, drama, international ill-feeling and results chaos to the Kenwood Cup. The first death at sea in the history of ocean racing in the Hawaiian Islands came when the Japanese One Tonner, *AN*, sailed by an all-women crew of 14, hit a rock close inshore off the north-east-tip of Molokai, ripping off its keel and sinking.

Prompt action by another Japanese yacht, *Will Jr*, saw the rescue of 13 of the crew, but one young Japanese woman drowned as the yacht foundered, apparently dragged down when she became entangled in running rigging.

The tragedy exposed weaknesses in race organisation, and it produced chaos in the race results as 21 yachts sought redress for their role in the search and rescue. It became an ongoing saga of



redress claims, further claims and inept errors at race headquarters which saw results and the team pointscores being amended a week after the Molokai Race. In fact, it took requests by Australian team officials and Australian yachting writers before race officials realised their errors.

The Molokai Race took the fleet on an overnight sail from Honolulu on a hard windward leg up the always windswept and rough Molokai Channel, around the north shore of Molokai, before freeing sheets to reach across the Pailolo Channel to the rounding mark off the island of Maui. Then it was a reach back around the north of Molokai and a long spinnaker run back to down the Channel the finish off Diamond Head. That was the plan, anyway.

The tragic loss of *AN* came just before dawn as the crew of 13 Japanese women and one local Waikiki Yacht Club woman sailed the yacht hard on the wind close inshore below the towering cliffs of Cape Halawa. In the pre-dawn darkness below the high cliffs, *AN* slammed into the rock, ripping off its keel and finally capsizing and sinking after a few minutes.

The women had time to launch two liferafts and grab lifejackets, some of them climbing into the rafts, others in the water hanging on. *Will Jr*, another Japanese One Tonner sailing astern of *AN*, heard the cries from the water and immediately went to their assistance, recovering 13 of the crew from the liferaft and water as *AN* foundered, leaving only the tip of the mast and the transom showing above the sea. It was not until then that *AN*'s skipper realised that one of the crew was missing.

By then other yachts had stopped, including the 50-footers *Cyclone* and *Tiger* which were on their way back from the turning mark off Maui and they joined in a search for the missing woman until helicopters from the US Coast Guard and the Maui Fire Brigade, which handles coastal sea and air rescue work, flew in and dropped divers to search the sunken hull. The body of the dead Japanese girl, Hisako Saitoh, was recovered near the hull about an hour after the yacht sank.

At the height of the mayday drama, *Will Jr* was unable to raise either Kenwood Base or Honolulu Coast Guard by radio, but contacted the Japanese 50-footer *Will*, which then acted as a radio link vessel between the Coast Guard and *Will Jr*. Skippers of other competing yachts said later there had been total confusion because at the time of the incident and for some time later the radio communication was only in Japanese and they could not assess the real situation.

*AN* was a new Farr 40 which had been built in New Zealand specially for the all-women crew and their Japanese sponsors. The women were well experienced, with the skipper and others having competed in a 5000 nautical mile race from New Zealand to Japan via Fiji and Guam last year. The incident could not be blamed on their bad navigation as earlier in the night *Drumbeat*, *Starlight Express* and *Mi Mi* had hit the rock, fortunately without the severity of damage suffered by *AN*.

Of the 38 starters in the Molokai Race, 21 subsequently sought redress for their involvement in the search and rescue drama. Each yacht received the time they requested, although in a couple of cases, including *Heaven Can Wait*, they had to re-open the matter to seek the time they had spent in the search area. *Will Jr*, which retired from the race after rescuing the crew of *AN*, received average points based on the three previous short offshore races.

*Cyclone* also lodged a protest against the 50-footer *Will*, claiming that the yacht had not stopped to render assistance and had sailed on to win the race. At the time of lodging the protest, the Australians were not aware that *Will* had, in fact, been in radio communication with *Will Jr*, speaking in Japanese, and had relayed vital information between them and the Coast Guard. The Jury dismissed the protest and explained *Will*'s role in the drama.

*Cyclone*, which had been leading the 50-footers when she pulled out, subsequently received a time redress of 23 min 30 sec which placed her ahead of *Will* on corrected time. *Tiger* received 22 minutes redress and this also placed her above *Will*.

But the race committee, in an illogical interpretation of the rules, then placed *Cyclone*, *Tiger* and *Will* equal first, with other yachts also being given equal placings. Race director Ken Morrison explained this by saying that when a yacht received a time or percentage penalty, dropping her down the results list this did not affect the placings of other yachts. He said he was applying this in reverse.

However, *Cyclone*'s skipper Chris Harmsen disputed Morrison's ruling and this was upheld by the International Jury, who pointed out that it was the intention of the Jury that places be determined by adjusting the elapsed times by the amount of time awarded to each yacht and corrected times recalculated accordingly. Thus *Cyclone* became the outright winner of the Molokai Race.

The end result of a very unhappy incident in international yacht racing, on

the water and ashore, was that the Japan Blue team topscored over the Australians with *Tiger* second, *Will* third and *Swing* 10th against *Cyclone*'s first, an eighth by *Heaven Can Wait* (which had broken its forestay) and a 12th by *Drumbeat* despite her record-breaking 14 hours 52 minutes 31 seconds for the 150 mile race. The final (and correct) results, which cut Australia's lead after four races to 17 points, came out five days after the Molokai Race finished and three days after the final short offshore race had been sailed.

All the drama overshadowed the record sprint around the course by *Drumbeat*, cutting 50 minutes off *Sorcery*'s record for the Molokai, and great seamanship by Jamie Wilmot and his crew of *Heaven Can Wait* in completing the race after breaking the forestay using halyards to sail to the Maui mark under mainsail and storm jib, but then had a two-reach and spinnaker run back to Honolulu.

Kenwood Cup placings: 1. *Cyclone* (Aust) corrected time 14 hrs 14 min 50 sec; 2. *Tiger* (Japan Blue) 14.24.13; 3. *Will* (Japan Blue) 14.26.17; 8. *Heaven Can Wait* (Aust) 14.36.45; 11. *Swing* (Japan Blue) 14.51.55; 12. *Drumbeat* (Aust) 14.52.28. Progressive points: Australia 465, Japan Blue 448, Japan Green 340, USA Red 312, New Zealand 257, Japan Yellow 166, USA White 75 points.

## RACE FIVE — 27.5 nm short offshore triangle

A SHORT but touching moment of remembrance was observed before the start of the final short offshore race for Hisako Saitoh, the Japanese lass who drowned when *AN* sank in the Molokai Race. As members of the crew of *AN*, the family of the dead girl and race officials cast flower leis into the sea, each competing yacht sailed past to leeward, their ensigns dipped, the crews standing to attention on the weather rail.

The 27.5 nautical mile race produced a remarkable boat-for-boat duel between the two maxis, the state-of-the-art, fractional rigged *Drumbeat* and the seven-year-old, masthead rigged *Sorcery*, and a vital winning Kenwood Cup team effort by the Australians.

For the first time in the series *Sorcery*, owned by veteran American big-boat sailor Jake Wood, outpaced *Drumbeat* around the course despite some near overlap situations at the rounding marks.

It was not until *Sorcery* had led around the weather mark for the last time and

cont on page 61



# Navigational stars from VDO.

Match years of experience, co-operation with leading marine technical institutions and the highest quality in design and manufacture – and you'll appreciate why VDO marine instruments enjoy the reputation they do.

You'll also appreciate the accuracy and reliability of these quality VDO instruments on board your vessel.

**VDO Fluxgate Compass** ■ True heading display ■ Compensation for variation and deviation ■ Fully electronic operation ■ Output to Sat-Nav and Autopilots.



**VDO Wind/Speed Direction**  
■ Digital speed ■ Windspeed in kn/m/s/km/h/Bft. ■ Analog direction indicator ■ Close haul/running indicator optional extra.



All available in 12 or 24V – also repeater instruments. VDO instruments – truly stars to steer you by!



**VDO Sumlogs** ■ Choice of 5 models ■ Five speed ranges, 8 to 50 kn. ■ Fully adjustable at 99% accuracy ■ Output to Sat-Nav.

Contact your local VDO stockist, or call (03) 450 3293; (02) 905 5909.

**VDO**  
Instrumental in Protecting  
Your Investment.



**W**HITBREAD Round-the-World Race maxi sloop *Rothmans* is on its way to Australia to contest the 1990 NorTel Sydney-Hobart Race, the first British-registered big boat to contest the ocean classic in more than two decades.

*Rothmans* will be under the command of her Whitbread skipper, Lawrie Smith, with a crew that will include Australian Whitbread veterans Kym "Shag" Morton, Neil Graham and David Powys. Morton is now running the boat with a new delivery crew while Powys continues in his capacity as shore manager and racing crew member. The delivery team will be joined by Smith and seven or eight racing crew members with several Sydney-based crew also likely to join the line-up.

In Australia, *Rothmans* will contest the NorTel Asia Pacific Ocean Racing Championships and then the NorTel Sydney-Hobart before being used for promotional activities in Hobart, Melbourne and Sydney. She may contest the 1991 Sydney-Mooloolaba Race before sailing north to Hong Kong for further promotional activities.

The 80-footer, designed by Robert Humphreys and built with a composite hull, finished fourth overall in the Whitbread Race and was second-placed sloop behind *Merit* and the two Kiwi ketches, *Steinlager II* and *Fisher & Paykel*. Since the Whitbread Race, *Rothmans* has sailed in the 704nm Around Ireland Race, taking line honours and handicap, and beating the previous record. She had a new bulb fitted to her keel before this race and now has a 1990 IOR rating certificate.

Since then *Rothmans* has been in the Mediterranean contesting the Merit Maxi Offshore Cup in Sardinia and the Rothmans Maxi Cup in St Tropez in September. After completing promotional activities in the Mediterranean the yacht is due to be shipped from Marseilles in mid-October aboard the ACT 4 for Botany Bay.

Unfortunately, the maxi yacht line-up for the Hobart race is likely to be restricted to *Rothmans*, Tony Paola's *Condor of Currabubula* and Syd Fischer's *Ragamuffin*. Alan Bond's state-of-the-art *Drumbeat* which sailed to line honours victory last year, is unlikely to return to Australia following the Kenwood Cup in Hawaii. In fact, at the time Bond was confident he would sell the boat there to an American buyer.

With *Drumbeat* not competing, *Rothmans* must already rank as firm favourite for line honours in the NorTel Sydney-Hobart. The last time a British-registered yacht took line honours in the 630 nautical mile race was in 1969 when Max Aitken's 62-footer *Crusade* led the



*BRITISH* maxi yacht *Rothmans* competing in the Whitbread Race . . . the 80-footer is now on its way by ship to Australia to sail in the NorTel Sydney to Hobart ocean classic and the NorTel Asia Pacific ocean racing championship.

## British Maxi's Bid for Line Honours

75-boat fleet to Hobart in 3 days 15 hours 7 minutes 40 seconds.

That was a vintage year for the British — Ted Heath won the race on corrected time with his S&S 34 *Morning Cloud* and the British team won the Southern Cross Cup.

When OFFSHORE went to press with this issue, entries were beginning to come into the CYCA sailing office, with extensive interest in the Asia Pacific Ocean Racing Championships which have now been extended to include Australian national level rating championships for Three-quarter Ton and

One Ton IOR rated yachts. In particular, the CYCA expects strong support for the Three-quarter Ton racing by Victorian boats such as 1988 Sydney-Hobart winner *Illusion* and sistership *Chutzpah*. In NSW, the owners of such boats as *Singapore Girl*, *Dow Air* and *Leroy Brown* are expected to enter. There is also Singapore interest in campaigning a boat.

Similarly, the One Ton line-up is expected to include 1989 Sydney-Hobart winner *Ultimate Challenge* and runner-up *Sagacious*, along with *Canon Express* and other 40-footers, including



Victorian winter series winner *Western Port Venture*.

While the Ton Cup divisions will be level rating, the Asia Pacific championships will be on handicap, with both IOR and IMS handicaps. Early entries included Colin Wilson's *Never a Dull Moment* and Rod Winton's *Uptown Girl*, both for the IMS division of the championships and the Hobart race.

Other early entries for the Sydney-Hobart were the New Zealand sloop *Vendetta*, a Moody 44 cruiser/racer, Peter Rysdyk's newest *Onya*, a Frers 40, Victorian Peter Joubert's *Kingurra*, a 43-footer of his own design, the veteran but still competitive *Mark Twain*, sailed by Hugh O'Neill, and one of the rare entries from Port Lincoln in South Australia, *Suelan*, a Yachting World 40 owned by John Buckland.

The NorTel Asia Pacific Ocean Racing Championships and the Level Rating Championships will be conducted over four races, including the Sydney-Hobart. Series racing will start on December 14 with a 90 nautical mile ocean race off the NSW Central Coast, followed by two short ocean races of 25nm on December 16 and 22 with the Hobart Race starting as usual on Boxing Day, December 26.

Official starter for the 1990 NorTel Sydney-Hobart will be NSW Premier Nick Greiner.

Entries for the Asia Pacific Championships and the Sydney-Hobart close with the CYCA on Wednesday, October 31, while late entries will be received until November 15. This year yachts may enter for only handicap category — IOR or IMS.

## TAB Trifecta For Hobart Line Honours

**T**HE New South Wales TAB will venture offshore in December when it conducts a "SportsTAB" Trifecta pool on this year's NorTel Sydney-Hobart race.

The trifecta will be on the battle for line honours in the 630 nautical mile ocean classic, with Minister for Racing Bob Rowland Smith predicting a pool of between \$100,000 and \$200,000.

Revealing the TAB plans to the Cruising Yacht Club of Australia and race sponsors, NorTel, the Minister said the decision recognised the importance of the race which captured the public's imagination every Christmas-New Year period.

"The TAB decided to only conduct a trifecta on line honours because the system and time it takes to determine the winner on handicap is complicated and lengthy," added the Minister, who said his sailing experience had been limited to service in the RAN during World War II.

"People will be able to place their bets on the race right up until starting time at 1pm on Boxing Day, December 26.

"Because of the large number of starters the TAB will have to bracket some of the yachts, but all leading contenders for line honours will be given individual TAB numbers."

The Minister said the move to allow betting on the Sydney-Hobart fell into line with betting which already took place on other major sporting events.

Welcoming the TAB involvement, Cruising Yacht Club Commodore Les McClean said the club would draw up a

list of the top contenders for line honours for the TAB.

"Picking the trifecta for line honours may prove a lot more difficult than it looks, even with maxi yachts in the fleet," Commodore McClean added.

• Early favourite for line honours this year is the British maxi yacht *Rothmans*.

## CYCA Club upgraded

**Y**ACHTSMEN visiting Sydney in December for the NorTel Asia Pacific ocean racing championship and the NorTel Sydney-Hobart will find further improvements to facilities at ocean racing headquarters.

Both the Morna Room and the Freya Room upstairs have been extended with the enclosing of the balcony and all furnishings have been upgraded. This will allow functions to cater for up to 200 people.

Incidentally, the very competent and pleasant Tony Dowling has rejoined the club as house manager.

## Mia Mia as Radio Relay Vessel

**G**EOFF Hammond's famous cruising ketch *Mia Mia* will be back as radio relay vessel for this year's NorTel Sydney-Hobart, renewing a long association between Geoff and the ocean classic.

*Mia Mia*, is a 75ft steel-hulled cruising ketch from Bermagui, with heaps of auxilliary power, and Geoff made her available to the CYCA as radio relay ship six times between 1965 and 1976.

Recently, Geoff sailed *Mia Mia* in the Cruising division of the East-West Sydney-Whitsundays ocean race — now it's welcome back *Mia Mia* and Geoff Hammond to the Sydney-Hobart.

# CLASS RACING — IMS RACING LUXURY CRUISING

## ROBERTSON 950 LATEST DESIGN

by *Seaflyer Naval Architect*

## ROBERTSON 1140 — ROBERTSON 1220

designed by *Farr*

For information or a test sail contact:

## ROBERTSON YACHTS AUSTRALIA PTY LTD

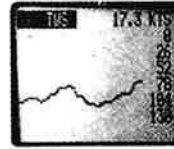
PHONE: (074) 91 1855 Fax: (074) 91 1179

NSW: SOUTHERN PACIFIC MARINE SALES  
ED HAYSOM PH: (02) 997 2416 FAX: (02) 997 2954

QLD: AUSTRALIAN MARINE MANAGEMENT SERVICES P/L  
PH: (075) 77 8575 FAX: (075) 77 8457



# Hundreds of instruments in one!



No other single sailboat or power boat system can give you this much information. Smart Pak literally has hundreds of different displays (far too many to list here) that can be displayed on the one screen. You can tailor the system to your needs now and expand the system when you're ready.

So impressive is this system that we'll actually come to your premises and give you a hands on demonstration.

Distributed in Australia by: Mark Baker Pty. Limited, 8/42 Leighton Place, Hornsby NSW 2077  
Telephone: (02) 482 1544 Facsimile: (02) 482 1579

Please, send me additional product information on the Signetmarine Smart Pak.  
Name: \_\_\_\_\_  
Address: \_\_\_\_\_ P/Code \_\_\_\_\_

## SIGNETMARINE

# Offshore FREE BOOKS!

Subscribe NOW to OFFSHORE and get a book of your choice FREE! **THE IDEAL CHRISTMAS GIFT!**

That's Right! Subscribe now to Offshore and we'll send you a book of your choice free. Just fill in the subscription form for a full two years subscription to Offshore — Australia's top yachting magazine... and enjoy Offshore's expert yachting reports on all the major sailing events worldwide... including the Kenwood Cup, Admiral's Cup, America's Cup, IOR and IMS and lots, lots more.  
Choose from these fabulous books, the one you want us to send to you when you subscribe...

TICK THE SQUARE OF THE BOOK YOU WANT US TO SEND TO YOU...

- (One free book with each Subscription)
- A SAILOR'S GUIDE TO SAILS  
Comprehensive guide to sails — funny illustrated
- CELESTIAL NAVIGATION  
Plotting of position by sun, planets and stars — expert guide
- TIPS AND HINTS FOR YOUR BOAT  
Over 100 ideas for improving your yacht.
- Complete Encyclopaedia of Boating  
Detailed A to Z of boating



Yours FREE — choose a book when you subscribe!  
To National Publications, PO Box 297, Hornsby NSW 2140

Yes, Please Accept my subscription to OFFSHORE and send me my Free book as ticked in the square above

Book is free:

I enclose my cheque for \$61.70 made out to National Publications or charge my  
 Visa  Amex  Mastercard  Bankcard

Card No:

Signed:

Name:

Address:

Postcode:

Or photocopy this form and send it to National Publications, PO Box 297 Hornsby NSW 2140

*Lodge*  
STUDIO APARTMENTS

85 New South Head Road, Rushcutters Bay

- Ideal location for the commencement Sydney to Hobart Yacht Race — directly opposite The Cruising Yacht Club
- Spectacular harbour views
- Superb 'Memphis' bar and restaurant
- Free parking

**\$85.00**/per night  
single/twin/double

*The Bayside*

38-44 New South Head Road, Rushcutters Bay

- Self contained budget studio apartments
- Five minutes walk to the Cruising Yacht Club
- Free undercover parking
- Access to hotel facilities at The Bayside — opposite

**\$55.00**/per night  
single/twin/double

Reservations: Tel: (02) 327 8511  
Toll free: (008) 252 486  
Fax: (02) 327 7808



THERE has been a socially motivated trend in yachting over the past few years which has resulted in the use of ocean racing yachts for Grand Prix day racing. The logic is there: compressed formats, easy logistics, and more time for the good things in life.

It has gotten to the point that these circuits, by which I refer specifically to the high profile 50-footers, have become the dominant focus for IOR performance assessment with success in any one series a near guarantee of future business for the designer, sailmaker, or builder.

This is all good stuff for those whose life is so ordered, but there does appear to be a curious downside for those who sail these yachts away from the main stream East Coast USA circuit.

The simple fact is this: they don't start a race in over 25 knots and they don't sail in the dark.

These limitations lead to highly refined day boats that appears to be unsuited to the requirements of the Australian-based owner. This has become evident in Australia's last two major ocean racing contests where failures and poor results by these yachts have cost the team overall victory despite their predictable dominance in the inshore races.

The aside to this is that older yachts which have proven less competitive around the triangles, have won the high point-scoring long races.

It thus becomes a serious question for both selectors and competitors: have the new designs crossed into the realm of unsuitability for traditional offshore use?

Consider the following:

The overwhelming trend in IOR development has been towards weight concentration achieved through lighter scantlings in hull and rigs leading to smaller, lighter keels. Hull scantlings have probably peaked inasmuch as they are controlled by the ABS rule, but rig scantlings remain a free ride for risk-willing designers.

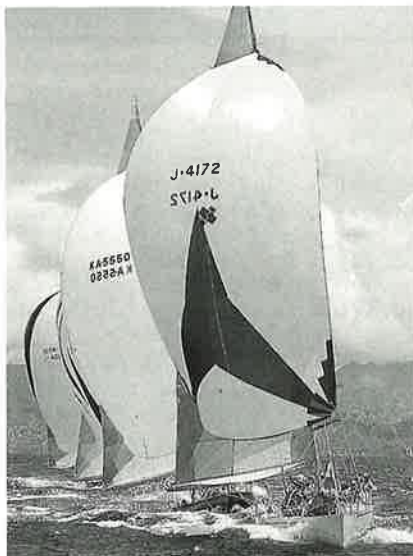
The dominance of this trend has two major consequences for the "inshore" offshore yacht that is forced to be an "offshore" offshore yacht.

First, there is the consequence of the artificial weight concentration of the boat's motion in a seaway. As the vessel pitches about its centre of buoyancy a seasaw effect is created with the velocity increasing the further one is removed from the fulcrum.

The net result, as felt by the crew, is an increase in their acceleration created by the yacht's extreme reaction to the wave state. This is OK in a short race as it is unquestionably fast but in a long race it is very fatiguing and plays heavily on a crew's performance over a period of time. Combine this with no coach roof and low freeboard and you have one miserable crew.

# OPTIMISING

with  
Scott Jutson



JAPAN'S 50-footer Tiger leads her Australian opponents in Kenwood Cup race. (Pic David Clare)

The results of the 50 footers in the 390 mile Kaula Race in this last Kenwood Cup bears this out as they completely dominated all the triangles but could only manage a seventh behind a fleet of veteran One Tonners in what was a tough, but short, ocean race by any standard.

The second consequence of the IOR obsession with weight concentration is in the area of rig design. In this area, the crucial push for day racing dominance has sent safety margins in spars tumbling.

Every ounce of weight is crucial but until our knowledge of rig dynamics is perfected it is preferable to maintain some margin of safety. In the case of

Australian team yacht *Cyclone*, the actual load on a particular piece of rod in the rig exceeded the yield strength of the material.

As yield strength is approximately 20% below breaking strength, it suggests a safety factor or below 1.2 with minimum practice being 2.0 +.

The boat was very fast around the triangles but perhaps would have benefited from a more conservative approach in the rig considering her wider use as an ocean racer.

The fact that six forestays broke in Hawaii is an indication that practical limits are being pushed to impractical ends, ie the DNF, this does little for team points.

It is clear that as long as the pressure to perform in the determinant arena (ie, short course races) is dominant, we will continue to see these sorts of costly failures in the less controlled and more demanding sport of distance racing.

Whether this will lead to a further reduction in interest in distance racing remains to be seen but it does suggest that tried and true older boats will still be required to bolster the team's performance in the high point long races until such time as owners or selectors can learn to recognise the discrepancies that exist in a design and correct for offshore use.

What with the 50ft fleet heading to Cowes for the next Admiral's Cup it behoves team managers, selectors, etc. to consider events in Hawaii before setting out on the Fastnet race where the 25 knot/lights out limit may be exceeded.

With all this concern about weight concentration, one begins to wonder how important it really is outside the IOR.

Accounts from the Southport race suggest that maybe another answer does exist. The 35ft IMS rated yacht *Haupia* did a great job sailing amongst the 40ft One Tonners in all manner of conditions with a 2000kg keel (vs 1350kg for the one tonners), no internal ballast, a near equal displacement, and a nice robust two spreader mast head rig. Very few bods were seen on the rail as well.

She's not fat, flat, or fractional, but she is fast and kind to the crew who seem to indicate that comfort and speed can co-exist. What a perfect way not to compromise!

## SCOTT JUTSON YACHT DESIGN

NEW DESIGN & PERFORMANCE OPTIMISATION

IOR — IMS — SHORTHANDED

23 GRANDVIEW GROVE-SEAFORTH-2092-NSW-AUSTRALIA

TEL: (02) 94 1512 FAX: (02) 94 2392



*Down the  
Rhumbline*

By Peter Campbell



OVER the past 18 months I have been closely involved in yachting events over a wide area of the Pacific Basin — New Caledonia, Japan, Malaysia, Hawaii and, of course, back in Australia, at times in every State. These races and regattas ranged from sailboard and dinghy sailing through to international ocean racing and America's Cup projects. In addition, I spent a month at the Admiral's Cup and other major yachting events in Britain in 1989.

All of which brings me to the conclusion that, while the Admiral's Cup still remains the world's most prestigious event of IOR grand prix racing, the future of offshore yacht racing in Australia lies very much in the development of the sport in this vast Pacific Basin.

Australian yacht clubs, including the CYCA, each year run international races into the Pacific, the Indian Ocean and the Timor Sea and again early next year will see the running of the 5,000 nautical mile two-handed race from Melbourne to Osaka in Japan. In the past 18 months we have despatched large fleets to Bali, Ambon and Noumea and sent international teams of grand prix IOR racers to the Corum China Sea series in Hong Kong and the Kenwood Cup in Honolulu.

With the exception of Noumea and Hong Kong, and the occasional yacht from New Zealand, we still are failing to attract overseas yachts to come to Australia for these races or, more importantly, for our major international offshore regattas such as the NorTel Southern Cross Cup. Of particular concern is the lack of entries from New Zealand, once our greatest rivals on the IOR scene, or from the United States and Japan.

The CYCA has taken the initiative this year by introducing the NorTel Asia Pacific ocean racing championships, with divisions for both IOR and IMS handicap categories, and has already begun an active promotion for the 1991 NorTel Southern Cross Cup.

We must get the Kiwis back across the Tasman Sea for the Southern Cross, or at least get them interested in an IMS Challenge, and we must get the Japanese, as winners of the 1990 Kenwood Cup here in Australia in December, 1991 — if not before.

More is needed than just putting international events on the calendar and sending out colourful Notices of Races and posters. We must develop strong personal contacts with yacht clubs, yachting associations and class associations in all Pacific Basin countries.

Perhaps it is timely, with the next America's Cup to be sailed off the West Coast of America and the likely addition of the China Sea Series to the Champagne Mumm World Cup, that Australia should lead the way towards the

*BONDYSAN — Alan Bond hasn't defected to Japan, merely swapped his Drumbeat aloha shirt for Japanese "Happy Coat" to suit his obvious enjoyment at collecting a swag of trophies with his maxi yacht at spectacular Kenwood Cup presentation dinner at Waikiki. More than 1300 yachties were there. (Pic Peter Campbell)*



formation of a Pacific Forum of International Yacht Racing.

This Forum could promote every aspect of the sport, from junior training schemes to boardsailing, Olympic and international classes and also co-ordinate the many ocean races that are now held in, or throughout, the Indian Ocean, the Pacific Ocean, the Tasman Sea and other oceans that surround Australia.

As far as ocean racing is concerned, chartering Australian yachts to international teams has already proven successful — the Russians, the Swiss and Hong Kong yachties have sailed local boats in the Sydney-Hobart. Australia, through senior clubs like the CYCA and others should endeavour to extend this further by offering positions on Australian yachts to young yachtsmen from Pacific and Asian nations.

On my way to the Kenwood Cup in Hawaii, I visited Malaysia for the Tioman Island International Regatta and came away greatly impressed with the enthusiasm and skill of young sailors from Malaysia and Thailand sailing in 470s, Lasers and sailboards. They will join other young sailors from Asian nations for the yachting events of the Asian Games in China in November.

Australia, through the AYF or senior yacht clubs, could do well to set aside funds to give promising young sailors from Asia and the Pacific the opportunity of visiting here to experience our sailing as a step towards full-scale participation by their countries in Australian and international yachting.



## Fred's Mast-er-pieces

**A**DELAIDE yachtsman Freddie Neill achieved a less than enviable record in yacht racing during the Kenwood Cup. When George Snow's Farr 66 *Brindabella* dropped its rig at the start of race three it was the fourth time that a big boat Freddie had been steering had broken its mast.

His unchallenged record with other people's boats stands as:

*Police Car*, Sir James Hardy's 42-footer — dismasted during the 1982 Clipper Cup in Hawaii;

*Steak 'n Kidney*, Syd Fischer's America's Cup 12-metre, during trials on Sydney Harbour in 1986;

*Helsal II*, Keith Flint's pocket maxi, one hour into the 1990 Adelaide-Port Lincoln race last February;

*Brindabella*, George Snow's 66-footer, 30 seconds after the start of race three of the Kenwood Cup off Honolulu on August 5.

## Ocean Racer Awards

**T**HE Cruising Yacht Club of Australia is currently circulating yacht clubs throughout the nation for nominations for the 1990 NorTel Ocean Racer of the Year Awards, which also includes awards for the Crewman of the Year, Rookie of the Year and Veteran of the Year — all of whom must have sailed actively offshore during the 1989-90 season.

While the CYCA and OFFSHORE organise and promote the awards, it must be realised that these are Australia-wide awards for excellence in ocean racing in Australia and overseas between September 1, 1989 and August 31, 1990. The winner last year was Victorian yachtsman Gino Knezic, owner/skipper of *Illusion*, winner of the 1988 Sydney-Hobart and the 1990 Petersville Regatta, among other events.

Several successful skipper's names already spring to mind — but I'll leave it to readers to make their nominations, through their clubs. But what the judges do need, are nominations for the Crew-



OCEAN Racer of the Year in 1989 was Victorian Gino Knezic, owner-skipper of *Illusion*. (Pic David Clare)

person (as it should be) and the Rookie awards. Send in your nominations now and mark your diaries for the presentation luncheon at the CYCA on Friday, December 21 (it's the lay day between races in the NorTel Asia Pacific ocean racing championships).

## Ampol Sponsorship Ends

**T**ALKING of awards, after 27 years as sponsor of the Australian Yachtsman of the Year, Ampol have pulled out of Australia's most prestigious overall yachting award. Apparently, it is a result of a general tightening of

the belt at the bowser, as Ampol have also curtailed other major sponsorships.

The list of past winners reads like a who's who of Australian yachting over nearly three decades — from Jock Sturrock back in 1962-63 through to Glenn Bourke in 1988-89. Perhaps, to make sure that the Australian Yachtsman of the Year continues as the nation's major yachting award, these past winners would consider contributing, say \$100, to start a trust fund to be administered by the Australian Yachting Federation and by Modern Boating.

The AYF and State yachting associations might also chip in, as over the years the winners have come from all mainland States, and I'm certain my colleague Barry Tranter would ensure his magazine continued its involvement.

*Sydney's most experienced yachting specialist — covering classes from Skiffs, Offshore, Inshore, 12 Metres and Round The World Cruising.*

## J.B.C. YACHT ENGINEERING FOR THE BEST IN TOWN — YOUR ONE STOP SHOP!

- Stainless steel and aluminium fabrication and welding
- All mast and boom repairs
- Custom fittings designed and fabricated — pushpits, pulpits, handrails, compass mounts, auto pilot installation, steering wheels and helms (i.e. *Sovereign*)
- rudder and propeller shafts, sheaves and blocks, chainplates, swimming ladders, Davits, adjustable radar mounts (i.e. *Longhorn* & *Sovereign*) winch repairs, lead keel, s.s. bolts (i.e. *Ragamuffin*) skiff rigs and spreaders a speciality. Also compressor refrigeration installation and now, water scoops for ballast tank fill-up (i.e. singlehanded yachts).

**J.B.C. YACHT ENGINEERING PTY LTD**  
**1 Bradly Ave, Milsons Point 2061**  
**Phone (02) 957-5123 AH 960-2101**





# Offshore Bookshelf

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



**SAILING THEORY AND PRACTICE** — *Marchaj*. The book that every serious sailor has always wanted. An excellent explanation of the aero-dynamics of sailing. Publisher's price \$82.95. **From just \$35.00.**

**CRUISING THE NSW COAST** — *Alan Lucas*. Replaces the NSW Sailing Directions and is essential for all cruising and racing yachts. Hundreds of plans, terrific practical and safety information along the whole NSW coast. **\$39.95.**

**EIGHTY YEARS OF YACHTING** — *Edited by Bill Robinson*. An anthology of the best sea stories taken from the pages of *Yachting* magazine. Contributors include Francis Chichester, Bus Mosbacher, Olin Stephens and many other famous yachtsmen. 280 pages — 36 articles — **Great value at \$25.00.**

**COLONIAL CLIPPERS** — *Basil Lubbock*. A classic history of the wooden and steel clippers which travelled to Australasia from the 1840's to the turn of the century. One of several historical books written by Lubbock and stocked by Boat Books. **Exclusive price at \$45.00.**

**CELESTIAL NAVIGATION** — *Jeff Toghill*. An easy to understand Australian book by a well known Sydney-sider who for many years ran his own Navigation School. Normally \$9.95 — add it to another purchase for **just \$5.00.**

**COMPLETE BOOK OF YACHT CARE** — *Michael Verney*. An up-to-date practical and comprehensive work on maintaining your boat. Chapters on tools, caulking, stripping varnishing, painting, rigging, sails, ropes, engines and many more. Fully illustrated, 264 pages. **A bargain at \$30.00.**

**HOME AND DRY** — *Mike Peyton*. One of a series of funny nautical books by Peyton. The doyen of boating humour — lots of cartoons and witticisms. A funny price too at **\$15.00.**

**COURAGE AT SEA** — *Naomi James*. New Zealander Dame Naomi was the first woman to sail single-handed round the world via Cape Horn. Her collection of studies in human nature in extreme conditions is fascinating reading and at only **\$30.00** provides over 200 well-illustrated pages to all with a yen to cruise or race.

**GREAT PASSENGER SHIPS OF THE WORLD** — *Six volumes — From 1858 to the present*. Each full colour 200 page book deals with a separate period describing in detail the liners over the years. Normally \$39.95 each — **A special for history buffs at \$100 for the set or \$20 each.**

**THE VOYAGES OF JOSHUA SLOCUM** — *Walter Teller*. A fine book on Slocum — Not only on his Spray circumnavigation but includes his other trips in *Liberdade* and *Destroyer* and has many historical photographs. A Boat Books special at **\$30.00.**

To *Offshore*  
PO Box 297, Homebush 2140  
Postage 1st Book \$3.00, then \$2.00 per  
book to a maximum of \$9.00

Please send me the following books. Payment of  
\$..... is enclosed or debit my

Amex/Bankcard/Diners/Mastercard/Visa Card

No .....

Expiry Date .....

PLEASE SEND TO:-

1 ..... \$ .....  
2 ..... \$ .....  
3 ..... \$ .....  
4 ..... \$ .....  
5 ..... \$ .....

POSTAGE \$ .....

TOTAL \$ .....



## Swan World Cup In Sardinia

TEN years ago Finland's Nautor dreamt up the idea for a one-make regatta for their Swan yachts. Now these trend-setting regattas are widely copied by other boatbuilders, though few seem to match the cachet of the original.

No fewer than 68 Swans rolled into Porto Cervo, Sardinia for the biannual World Cup for the addictive mix of good, short races and classy parties. There were usual gripes about Porto Cervo being fine for owners but wickedly expensive for the crews left off the party circuit, and of there being too many hired guns in essentially an owner's event.

Hugh Treharne figured on Bob Oatley's new Swan 53 *Wild Oats* from Australia, Lowell North on Richard Egli's 53 *Chacaboo* from Britain and Mauro Pellaschier on the Italian 46, *Eurasia*, who went on to win with an 11.5 point margin with an impressive 2-1-3-1 record. The scheduled fifth race was dropped. During the agonising windless wait for the abandonment, the crew of *Little Un* caused much mirth by asking permission to reduce her crew number. Nine eventually left before the committee fired the gun, calling it a day.

Fickle winds would have frustrated any attempts to set true Olympic courses, but as this was a Swan regatta so a wind shifting 180 degrees in the second race, causing the fleet to jib reach round the course, was not greeted with a barrage of protests trying to void the race. Only two legs of the third race were held in any sort of breeze, so *Eurasia's* domination was all the more impressive.

Introduced in the Swan Europeans event in the Channel Islands last year, the Worlds used ditched IOR and IMS and used a specially modified version of Channel Handicap (dubbed "Swandicap") for this regatta. The rule goes out of its way to boost the chances of the less race orientated boats. You even get a credit if your crew sleeps onboard. By and large it works well, matching the essential spirit of Swan racing.

## Glenn Bourke's 3rd Laser Worlds

AUSTRALIAN Yachtsman of the Year for 1988-89, Glenn Bourke, has won his third successive World Championship in Laser dinghies, an unprecedented performance in this high-performance single-handed class. Bourke outsailed a fleet of 103 competitors at Newport, Rhode Island, with a remarkable scoreboard of 1-2-2-2-4-11-1.

# International Offshore

By Tim Jeffery

The 29-year-old Sydney sailor this year has won the Australian, South Pacific, Dutch and French championships and the worlds in the Laser.

## Aussie Victory In Barcelona

AUSSIE ingenuity produced a hard-fought victory for catamaran sailors Mitch Booth and John Forbes in the final race of the Tornado class at the Olympic practice regatta in Barcelona.

After leading the series from race one, Booth and Forbes faced defeat midway through the final race when the mainsheet system broke on their near-new catamaran, *GIO Australia*.

With no mainsail controls, they dropped from first in the fleet to 12th with their major rivals, the Italians Zuccoli and Glisoni, sailing into the lead. Working together, the two Sydney sailors managed to rig a replacement system with jib blocks and recovered to finish fifth in the race and win the series.

With fellow Sydney sailors Brad Schafferius and Lachlan Gilbert losing the 1990 world championships last week

by .7 of a point, Australia's Olympic gold medal prospects for Barcelona in 1992 are looking exceptionally strong in the Tornado class.

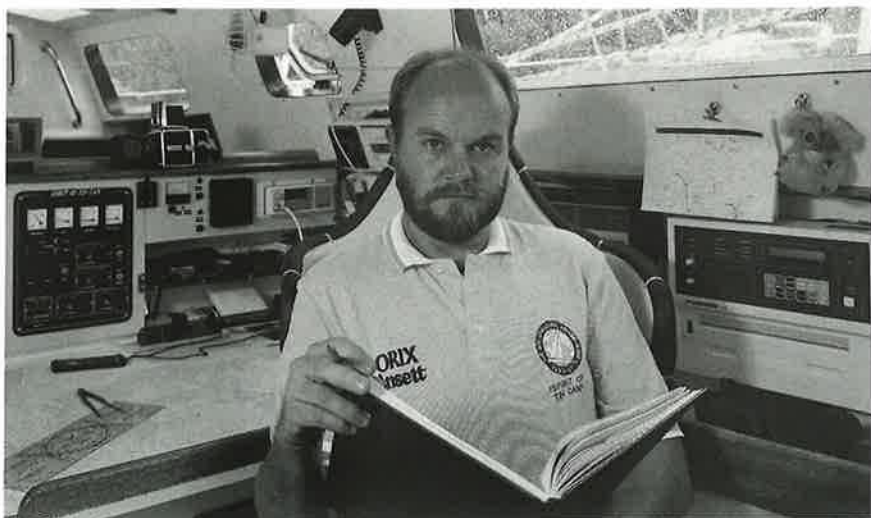
## BOC Challenge Information

MEDIA, school students and the general public will be able to gain access to up-to-date information throughout the BOC Challenge solo around the world race which started from Newport, Rhode Island, on September 15. There will be stopovers in the 27,000 nautical mile race at Cape Town, Sydney and Punte del Estate, Uruguay before the fleet completes the circumnavigation back at Newport.

The information line has been set up in conjunction with the Student Ocean Challenge Education Project will run in schools throughout NSW during the race.

The BOC Challenge information line is 0055 10045 and all calls are charged at 21 cents per 22 seconds, with proceeds donated to the World Wide Fund for Nature.

*DON McIntyre below decks aboard his BOC challenge entrant, Sponsor Wanted, before setting sail from Newport, Rhode Island, on September 15.*







AUSTRALIAN Ian Bashford surges over a sea off Dun Laoghaire, near Dublin, during Irish-hosted J24 worlds. Bashford finished 3rd overall. (Pic Rick Tomlinson)

## J24 Worlds In Ireland

SAILING instructors are usually good sailors, but world class sailors? American Jim Brady answered that in the most emphatic manner by adding the J-24 World championship in Dun Laoghaire to the European title he had picked up a month earlier in Kiel, West Germany.

As an instructor at the J World Sailing School in Newport, Rhode Island in the mid 80s, Brady lived and breathed the class, for Newport is very definitely J headquarters. It was not so far from there that Rod Johnstone built the prototype of this phenomenally successful little keel boat 15 years ago in the garage of his house. His brother Bob continues to market them from Newport, and some of the 5,000 boats now sailing worldwide have been built up the road by Tillotson Pearson.

Brady has sailed the class ever since he crewed with Ulmer Kolius sailmaker Mark Ploch in Florida in 1978. For the past six years Brady has been placed in the top three at every major North American regatta yet somehow failing to make an outright win.

Six months ago he quit Ulmer Kolius, signed up with North and went to work for Dave Curtis, a former J24 World Champion who runs the Annapolis loft. It was a nice piece of timing for Brady has not looked back since, though perhaps only he would have us believe that new sails have made the difference. In 1990 he took the Europeans with a score including four firsts and his World title 2-1-1-3-2 tally was the very model of consistency.

The Royal Irish Yacht Club, Dun Laoghaire, ran a great regatta, ashore

and afloat. What was remarkable about the six race series was that on each race there was clear bias on the start line and only one side to pick on the beats, not due to poorly laid marks but the swirling tide in Dublin Bay.

Running at no more 1½ knots, its clockwise flow around the course had a profound effect. Flying in the face of textbook yacht racing, here was regatta won by sailing, sometimes just a single tack beat, banging the corner so hard that boats were often above the wing mark for the gybe before they hit the layline up to the weather mark.

Brady rarely got it wrong, always managed to start safely but strongly and finding that extra speed when boxed in through having his crew, which included Britain's Olympic 470 representative Andy Hemmings, hike the boat extra hard. So hard were the top crews hiking in fact, that seemingly only the ruck of fabric in the seat of their drysuits was keeping them in contact with the gunwale.

Australian J24 builder Ian Bashford was one of half a dozen who looked quick enough to beat Brady. "Basho" spent much of last year in the States where there are 2,000 Js, winning the North Americans. Former double World and North American champion Ken Read, says: "In a way, the North American's are harder to win than the Worlds. It's a more competitive fleet."

Despite Dave Curtis winning the opening race, it was Read who emerged to pose Brady's biggest threat. Having been out of the class for two years on the Ultimate 30 circuit and aboard the 50-footer *Infinity*, Read acknowledged he wasn't 100% happy with his speed.

But neither was Brady who feared Read enough to lodge a protest. A

sailing instruction banned scrubs after the series start but the morning of Race 3, the lightest of the series, Read had someone in the water cleaning *Fuzzy Duck's* bottom. Brady was outraged. "He's had a scrub on the day where it will benefit most and he'll finish the series with a two-day cleaner bottom."

Bill Edgerton, the RYA keelboat coach helping the 19 strong UK contingent, made it plain that if Brady had not protested, a British crew would have done so.

In event, the jury defined an in-water scrub as requiring breathing apparatus, and Read escaped. But the incident perfectly highlighted what this class is all about: the commercial spoils of victory. Brady, the North Sails man, was effectively trying to neutralise Read, the Shore Bails man. At stake, the 2,000 boat J-24 mark in the USA and other fleets around the world.

Few were surprised that in the final standings industry professionals took the top four slots, for behind Brady, Read and Bashford was Jeff Johnstone, whose father Rod was aboard too, in a kind of Dynasty Goes Yachting.

Bashford's best race was in heat one, in which he finished third after leading at every mark of the course until he allowed Brady and former world champion Dave Curtis to sail away in a more favourable windshift and current.

His subsequent placings were 16th, sixth, fifth and fourth until the final race in which he ended up buried in the fleet to finish 22nd. However, he had sufficient points on the board to secure third place overall.

Best of the other Australians was another Pittwater sailor, Bob Hagan, who finished 15th overall.

After his J24 win, Brady has joined fellow American Kevin Mahany in a Soling Olympic campaign — they have won the last two Soling North Americans. They finished the closest of seconds at the SPA Worlds world championship at Medemblik, Holland, the winner being French America's Cup helmsman Marc Bouet.

Bouet finished with 46.4 points from placings of 6-4-9-6-1-2-14 while the Americans had 46.7 points from placings of 1-4-5-3-15-14-2 with the German skipper Helmar Nauck third on 65 points.

Australia's Bill Hodder began the series well with an eighth and a 12th, only to be disqualified from the second race. From there on he had a disappointing series, finishing 24th overall.

Best Australian performance at the SPA Worlds came in the Tornado catamarans with Seoul Olympians Brad Schafferius and Lachlan Gilbert teaming brilliantly to lose the world title by a mere .4 point to the Frenchman Christ-



ophe Clevenot and Maurice Eisenblatter.

To win the world title, the Austrians needed to win the last race with the Frenchmen back in 10th place. They won the race but the French crew finished ninth — after being let through by another French crew on the final windward leg.

Schafferijs was the Tornado skipper at the Seoul Olympics while Gilbert, a former world sailboard champion, was the sailboard reserve in the team.

## Designer Success In 50-footer

WHILE the 50-foot circuit looked like a Farr benefit last year, it showed every sign of turning into the Judel & Vrolijk show in 1990. Until Nantucket that is, for the New England series at the end of August opened the standings right up with three boats, from three different designers, desperately close on points prior to the deciding round in Newport in October.

Jim Andrews new Reichel/Pugh *Abacadabra* won the Nantucket series, sixth in the USA based 50ft class circuit, with *Abacadabra* match-racing the J/V designed *Container* in the clinching race.

Going into Newport, Udo Schutz's *Container* from West Germany holds 12.30 points, with David Rosnow's Tom Whidden-skippered Farr boat *Springbok* on 13.00 points and the new Australian-built *Abacadabra* on 13.25 points.

One sign that the San Diego pair of Jim Pugh and John Reichel, who used to work for Doug Peterson, are on the up and up is that Japan's Mark Morita is switching to them for his next *Champosa*. He built a brand new Bruce Nelson design for 1990 but was forced out when the rig loads pulled the main bulkhead through the deck in an early season race in Miami.

## Rivals for Farr In One-Ton Cup

THIS year's One Ton Cup in Marstrand on Sweden's West Coast, gave further proof that the design game is opening up, with Bruce Farr's rivals denting his dominance which had seemed unchallenged over the past two years.

Bruce Farr did receive an unexpected fill-up when the Soviets won the opening race of the Marstrand Cup, sailing last year's winning *Brava*, now called *Maestro*. In fact Pasquale Landolfi's new Cookson built *Brava*, sailed by Francesco di Angelis was the only 1990 Farr boat in the entire 28 boat fleet.

After five races it was George Ertso's Greek *Okyaklos VI* which won, topping

her predecessor's Three Quarter Ton Cup win in 1986 using the same Danish connection. The boat is a new Niels Jeppeson development of the last year's *Stockbroker* One Tonner which showed well in Naples, whose crew included the talented Henrik Soderlund of Diamond Sails. Last year's *Stockbroker*, reincarnated as Jens Erik Host's *Zurich Insurance* placed fourth, bringing some cheer to the Danish group who must have been aware that their America's Cup effort was on the brink of collapse.

Slotting in between in second and third places were the Judel/Vrolijk boats *Mean Machine* (Peter de Ridder, Netherlands) and *Amsterdammed* (Jens Visser, Netherlands), proving that when the German/Dutch design partnership rethought their One Ton design philosophy, first seen as *Container* in the 1988 Sardinia Cup, they were clearly on the right lines.

Bruce Farr's best result was fifth with Crown Prince Harald of Norway's *Fram XI*, though the final score sheet, littered with DNFs, was unsettled by damage in the short offshore race. Though it was not especially windy at 30 knots, a very short, square sea gave the new 1990s light One Ton mast sections a thorough examination. Nine boats pulled out of the race, five with broken masts.

## Big Money Match To Chris Dickson

CHRIS Dickson and a mostly Japanese crew won the Yen 20 million (\$A168,000) Merit Cup on

*SPINNAKER* trawl cost Chris Dickson and his Japanese crew their first final race against Peter Gilmour in Merit Cup, but the crafty Kiwi cleared out on next two encounters to win 20 million yen. (Pic — John Roberson)

Japan's Miura Bay in late August. The regatta, a four way match racing contest between Dickson, Peter Gilmour, Peter Isler and Makoto Namba was sailed in the two original and identical fibreglass 12 Metres *KZ3* and *KZ5*.

However, for each of the skippers there was much more at stake in the series than the prize-money. For both Gilmour and Isler it was an opportunity to improve their credibility on the America's Cup fund raising circuit.

For Dickson it was a chance to show the sponsors of the Nippon Challenge that he was worth the reputed \$1 million they have paid for his services. Makoto Namba, who is Dickson's protege and understudy, was eager to show that the master may have to fight for the helm of the Nippon Challenge.

Dickson without doubt proved his worth, though his crew let him down on several occasions. A second place for Gilmour and his team, pushing Dickson to a third match in the best of three final, shows he is not far behind the world champion, though his starting seemed to lack fire.

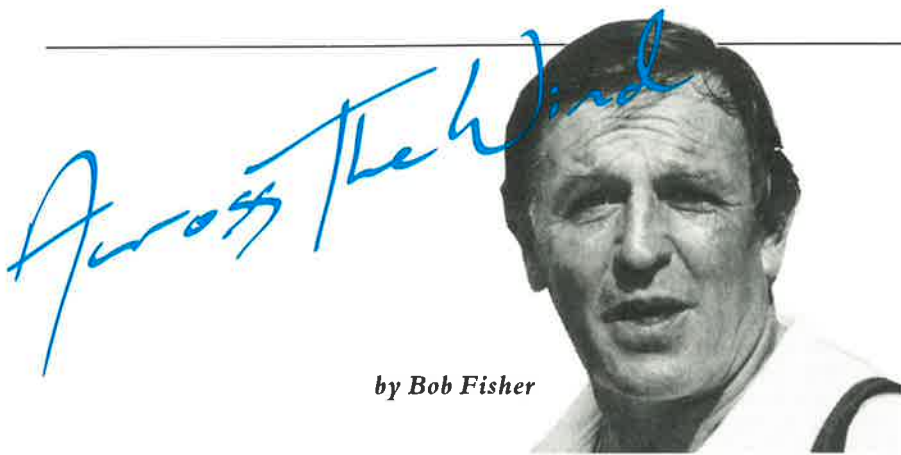
Makoto Namba finished the series in third place, while like Dickson, his tactics were good, his crew weren't up to his level of ability.

Peter Isler finished an unfortunate fourth, though he was unlucky in his sail off against Namba for third place. The race was sailed in very light conditions, and a strong tide. Isler was also the victim of a doubtful call by the umpires at the last mark.

**John Roberson**







by Bob Fisher

commencing, both for reasons of safety checking the static stability and to ensure that any loopholes may be plugged before a radical design exploits the rule. Since the rule does not intend to rate existing boats, the latter reason provides possible owners with a safeguard.

A first draft of the Whitbread Offshore Rule was to be presented at a WRTWR announcement of the course in mid-September and the finalised 60-foot measurements were expected to be available early in January, 1991.

### “Eligibility” Issue

While the ORC will consider the Whitbread Offshore Rule, the IYRU, at its Annual General Meeting, will again tackle the thorny item of ‘Eligibility’. As our sport becomes more open in its attitude to professional sailors, the world authority wishes to make it more difficult for the professionals to compete with the amateurs unless it gets a share of the gilt. In every other sport that is under the aegis of the International Olympic Committee, there is fairly overt professionalism, yet, it would seem, the IYRU seeks to maintain the shamateurism that has been destroyed elsewhere with a web of regulations that might be construed as unnecessarily stifling.

The Royal Yachting Association, which took a stand against the draconian proposals last year, to the extent that they had to be shelved and reconsidered by the sub-committee responsible, is again angered by the tone of the IYRU proposals and also considers their legality in doubt.

The ‘eligibility’ in question is the right to compete in IYRU sanctioned events, including the Olympic Games. Anyone who competes in a yacht race or races where the combined value of media rights (?), event and yacht sponsorship, plus prize and appearance money is less than US\$100,000, while using advertisements in addition to that permitted in Appendix 14, Categories A and B that is not approved by the relevant member national authority and the IYRU, or competes in a yacht race or races, where the jurisdiction of more than one national authority is required, in which the prize money is more than US\$15,000, will not be allowed to compete. In addition, neither will anyone who has taken part in a ‘World Championship’ that has not been sanctioned by the IYRU.

Be warned, there will be more fireworks in London in November than those used to celebrate the failure of Guy Fawkes to blow up Parliament. As the two annual conferences convene, expect there to be relative peace in St. James’s (for the ORC) and explosions in the Cafe Royal, where the IYRU will meet.

**W**HEN the International Technical Committee of the Offshore Racing Council meets in London in November, it will discuss a submission from the Royal Ocean Racing Club for the approval of a new rule for blue water offshore racing, the Whitbread Offshore Rule. It is likely that this rule may make a profound impression on the sport.

Initially, the rule is to cover the 60-foot class in the next Whitbread Round the World Race which starts in September 1993, but it does provide the base for a range of level rating classes of boats of modern concept and its progenitors were fully cognizant of its potential before embarking on the rule formulation. That began at a conference in early June to which the world’s leading yacht designers were invited together with experts in construction and spars. Following that, with Whitbread sponsorship, a British-based group from that conference, has continued with the detailed rule formulation. This has involved the Wolfson Unit at Southampton University in hydrostatic studies to ensure that the yachts built to this rule will be safe as well as fast and exciting to sail.

One of the other criteria which faced the rule formulators was that the boats should be less expensive than their IOR counterparts. This has led to the banning of exotic fibres from their construction and also of titanium anywhere on the boat. Had the Race Committee of the WRTWR seen fit to include the proposed 80-foot class to the WOR in the 1993 race rather than postpone its appearance until 1997, there would have been different material rules for the bigger boats, which would be seen as the leading edge in offshore racing and for whom the construction budget for the race would be only a small proportion of the total expenditure.

The rule was conceived after Whitbread sailors had rejected the proposal of the Offshore Maxi Owners’ Association that there should be a 60-foot one-design for the next race with Whitbread paying for the design and for their

management of it, OMYA would receive 50% of the royalties from the design. The newly formulated rule is proposed to have wider spread than simply for one race every four years and the next move will be to define the parameters of classes at 25 to 50-feet in five feet increments.



ELIGIBILITY moves at IYRU meeting in November could affect, Australian sailors who sail in non-sanctioned “World Championships” such as 18-footers, Tasers and Cherubs. (Pic Ian Grant)

The aim of the WOR is to provide close competitive racing and to that end the sail plans will be virtually one-design and weights of the boats strictly controlled. The key factor is the rated length of the hull and the trade-offs in this formula are solely controlled by two girth stations each forward and aft. There is no trade-off between length and sail area, only severe penalties for boats which fall outside the tight weight limits and those penalties are such that no designer would consider an increase in ‘L’ against the lost sail area. They are there simply to accommodate a boat which has been incorrectly constructed.

For the 60-foot class, it is proposed that the plans shall be submitted to the Chief Measurer prior to construction



**STOP PRESS**  
**36 DB CHOSEN FOR WORLD MATCH**  
**RACING CHAMPIONSHIP AT KIEL '90**



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

*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.*

*All yachts hand lay-up moulded, under supervision of Germanischer Lloyd.*

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

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

**WHAT THE PAPERS SAY ABOUT DEHLER YACHTS . . .**

*"... no other company approaches Dehler's standard of fairness of hull and deck mouldings or the quality of the sub-mouldings ..."*

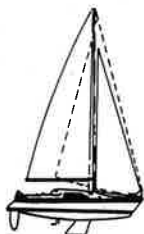
*Yachting World Rally*

*"Dehler are today building production yachts that are setting the standard for other European builders.*

*Yachting Monthly*

*"... 'beautifully engineered' rather than 'built' ..."*

*Yachting World*



**dehler**

34

36 db

36 cws

37 cws

39 cws



**dehler**  
AUSTRALIA



# MUSTO 1990 COASTAL

## OFFSHORE



## NEW MUSTO SNUGS

NEW MUSTO SNUGS JACKETS AND SHIRTS COME  
IN A LARGE RANGE OF EXCITING COLOURS. SEE  
THEM AT YOUR LOCAL STOCKIST- OR SEND FOR  
THE NEW FULL-COLOUR MUSTO CATALOGUE



**MUSTO**

Musto (N.Z.), A division of Gulf Star Products Ltd  
P.O. Box 14-181, Panmure, Auckland.  
Ph: 570-5577, Fax: 527-1779

THE BEST-LOOKING PROTECTION IN THE WORLD



---

# IMS Handbook



Reprinted from "American Sailor" with kind permission of the United States Yacht Racing Union.

SPONSORED BY



# What's Tops On Bottoms?



## Make The Winning Choice

Steinlager 2 made the winning choice with Epiglass Antifouling for the Whitbread Round The World yacht race. Now you can make the winning choice from the Epiglass range.

Epiglass Long Life Antifouling is tough, hard and scrubbable. It gives top performance for racing and cruising boat owners.

Epiglass XL Antifouling has an eroding copolymer technology which means the paint erodes away during the in-service period.



So no sanding down of old antifouling.

Epiglass E-Type Antifouling is a hard, scrubbable all round performer at an economy price.

Epiglass DRP Antifouling is developed specifically for use on aluminium hulls.

To make the right choice for your boat, use the Antifouling Brochure Selection and Application Guide at your Epiglass stockist. It'll ensure you make the winning choice.

**EPIGLASS**

**THE WINNING CHOICE**



# IMS Handbook

**T**HIS IMS Handbook builds on the "Getting Into IMS" insert from the April/May 1990 issue of OFFSHORE. The intervening year has been an exciting one in the development of the International Measurement System — it is now poised to be the predominant offshore racing rule worldwide for the 1990s. As in virtually all other endeavours growth has not been without controversy. In fact, there are a number of issues generating debate within the IMS community. In this insert we will address some aspects in detail to stimulate discussion and your thinking. After all, the rule is competitor driven — if people are not happy on the race course the rating system will not prosper.

Before getting into the heart of this Handbook it is appropriate to take stock of where the IMS is as we enter the new decade. Some important points are now settled. For example, at one time it was thought that the IMS should support both "open" and racer/cruiser classes. It now seems clear that both competitors and designers want dual purpose yachts. Even the new so-called flat out IMS designs include interiors that nominally comply with the IMS regulations. The designs themselves have not pointed to any decisive trend except toward fast stable hulls that are easily driven.

*Reprinted from "American Sailor" with kind permission of the United States Yacht Racing Union.*

**W**HILE many production boats are well fitted out with cruising accommodations, some recent custom designs take the interior accommodations to the limit, proclaiming that the numbers are satisfied. Forgotten or ignored is the statement in the Regulations, Sec.07.02.01 "Nominal compliance with words but not with substance will not be recognised as acceptable compliance." The ends are stripped out to concentrate weight in the centre of the boat and thus valuable interior volume for cruising amenities is unused. The advantage on the race course is plain. As administrators of the Rule, our clear mandate is to insure that dual purpose racer/cruiser production yachts will not be driven out of competition by a few win-at-all-costs custom boats.

While the IMS is directed toward serious racers, the rule is avowedly dual purpose. Just because a yacht may score sufficient numerical points for its accommodations does not mean that the accommodations are themselves laid out in a functional cruising arrangement. The wording of the above quoted section means precisely that: the interior must be usable as a practical cruising arrangement. A wording change reinforcing this is under consideration.

The competitors wanted to halt the arms race and that has been done with IMS leading the way with a strict ban on exotics beginning this year — more on

this in the Regulations section. Longer sail life has been effectuated by allowing full length battens. Both the AYF as the administrator of the rule in this country, and the Offshore Racing Council (ORC) as worldwide overseer, are committed to maintaining the IMS as a true dual purpose yacht rule. Nevertheless, until we can accurately account for weight concentration by pitch moment measurement, the problem of the stripped-out cruiser will to some degree persist.

What is the solution? Protests of boats not in compliance is one answer, that is, for the fleet to police itself. More broadly, we may need a system of controlling light-ended boats by even stronger interior accommodations requirements such as interior scantlings or mandating that a certain percentage of interior volume be built out. The IMS Committee is committed to finding an answer.

Because the IMS takes full hull lines, the performance of the yacht can be computer replicated by a program known as the Velocity Prediction Program (VPP). Given better modelling techniques the IMS was able to refine the minimum displacement limit making it more permissive for larger yachts. This is discussed in more detail under "IMS and Stability". Also, the lower limit on positive stability has been in-

creased in 1990 to encourage stiffer, more knockdown-resistant designs and this, too, will be discussed further.

While all of these changes are directed to encourage dual purpose boats, the "bottom line" is the scoring sheet. No-where else is the debate stronger because the IMS offers unparalleled scoring flexibility. With that freedom comes complexity and this Handbook will explain the issues and offer some thoughts. The popularity of the Rule is measured in part by the increasing number of major events on both coasts and waters in between staging IMS events. 1990 will see the IMS fleet sailing east to Bermuda, west to Hawaii, north to Mackinac Island and south to Key West, as well as in the Sydney-Hobart Race. When they finish, the racers will study the results and engage in the traditional "what ifs". Under IMS there are many "ifs" in the scoring of the race and in this Handbook we will try to sort them out.

We hope that this Handbook, when used with the first one, will present a solid foundation for the understanding of IMS, its origins, where it is today and the challenges it faces in the future. We invite your comments and suggestions on how we can improve the rule and the competitors' enjoyment of racing under the system.





SPINNAKER start for IMS fleet out of Sydney Harbour.

## Scoring Under IMS

**L**IKE any other yacht race handicapping system, IMS is a method for adjusting course elapsed times using "time allowances" which are meant to adjust for those performance differences between boats which result primarily from differences in size and design of the boats. The somewhat idealistic goal of such systems is that the outcome of races between mixed designs should be determined, on the average, only by the same factors as pertain in one-design racing: skill, planning, luck, condition of the boat and so forth.

IMS is the only way to provide fair racing for the wide range of individualised boats that suit the needs of various owners. It does this because it evaluates the speed effect of each of the characteristics exemplified in a particular design, and does so under the course and wind conditions of each specific race.

Applied over time, single number rules, IOR, CCA etc, invariably develop a type formed fleet of very similar boats. These are often excellent for racing but they do not provide owners with any options in the design of their yachts. Maintaining these options is a main advantage of IMS. The demand for bona fide dual purpose boats is met by IMS — both in terms of its ability to equitably handicap a broad range of designs and also through the IMS Regulations accommodation requirements.

## "Variable Handicapping" Makes IMS Different

**I**N striving for this goal, IMS incorporates what no other system in wide use has attempted: an accounting of performance differential for various points of sail in various wind velocities.

There are some specific benefits of IMS under this Variable Handicapping:

- 1) Boats that are optimised for local conditions pay for the optimisation; others less well suited to the conditions receive benefits.
- 2) Similarly, boats do not have to be suited to the conditions found in a particular race to have a chance to win.
- 3) Because the effect of design parameters on speed is evaluated, the advantage of one type over another is minimised. This virtually eliminates "type forming" and reduces the effect of age and fashion within the fleet.
- 4) It prevents the IMS racing fleet from gravitating, through attrition and design optimisation over the years, to a single IMS "type". Thus, variable handicapping helps prevent the design obsolescence so costly to a cruiser/racer fleet.

There is a small price in race committee administrative planning to be paid to achieve the short and long term benefits of IMS variable handicapping — the committee must select from the available options the handicap or procedure which is best matched to the course and wind circumstances of their race(s).

For purposes of handicapping and scoring an event, the IMS offers three different methods. These are:

- a) Use of the General Purpose Handicap as set forth on the certificate;
- b) Optimisation for wind velocity and course configuration utilising one of the four courses in conjunction with one of the seven true-wind speeds as listed on the certificate; or
- c) Specifying the course configuration and allowing the IMS scoring module known as Performance Curve Scoring to compute the proper time allowance.

The time allowances used for scoring appear on the certificate as illustrated below.

— — — — TIME ALLOWANCES IN SECONDS PER MILE — — — —						
General Purpose Handicap	True Wind	Winward/Leeward	Olympic (6-Leg)	Circular Random	Linear Random	Non-Spinnaker
612.6 Sec/Mi	6 KT:	1104.0	1037.6	842.5	806.8	951.9
	8 KT:	876.2	830.0	680.8	656.2	757.4
	10 KT:	750.3	718.0	594.5	576.3	650.4
	12 KT:	674.6	652.6	555.5	529.9	586.4
	14 KT:	626.6	612.4	513.6	500.6	546.0
	16 KT:	594.7	586.1	493.0	480.5	419.3
	20 KT:	554.9	553.7	466.4	453.0	486.7



## (a) The Single "General Purpose Handicap"

THE race committee new to the system may handicap their race using the General Purpose Handicap regardless of actual conditions, but then the advantages of variable handicapping are set aside and the system is much like other single rating systems (eg., PHRF, IOR, MORC). Still, no great harm is done in scoring the occasional event with the General Purpose Handicap. However, if all IMS events were predictably scored on the General Purpose Handicap, then owners and designers would soon abandon design features which did not take advantage of the mismatch between the General Purpose Handicap and prevailing race conditions. In several years, an IMS "design type" would have emerged and existing cruiser/racers not of this type would be obsolete.

To score a race utilising the General Purpose Handicap, the number on each certificate in the box under the legend "GENERAL PURPOSE HANDICAP" provides a time allowance in seconds per mile. No conversion or time allowance table is necessary. Scratch sheets can be made up by listing yachts prior to the race with the respective handicaps in seconds per mile. Subtract 440 seconds from each value and then multiply the resulting number by the course distance to provide a time allowance for each yacht. The allowance is then subtracted from the elapsed or finish time, yielding corrected time. The yachts are then ranked on the resulting corrected times and scoring is complete.

Use of the General Purpose Handicap is primarily a convenience and does not incorporate the inherent power in the IMS system since no attempt is made to replicate the conditions in terms of course and wind strength actually encountered by the competitors. It does provide an easy technique to score IMS races for use by less experienced race committees and/or new fleets learning to use the system.

The quality of the result attained is a function of how close the conditions actually encountered by the fleet were to the mix of course and wind strength that make up the General Purpose Handicap. The General Purpose Handicap is the average of the 8kt and 12kt circular random handicaps (see next page).

## (b) Selection of Course and Wind

IMS variable handicapping is made possible by a Velocity Prediction Program (VPP) which replicates a yacht's sailing performance in wind

strengths from 6-20 knots on various points of sail.

To use the variable handicapping flexibility of IMS, optimisation for wind velocity and course configuration can be done either pre-race or post-race by selecting from the certificate one of the four courses and one of the wind strengths provided in the table of handicaps. The selection would obviously be

tailored to the race conditions actually encountered or predicted to occur based on experience.

It is from this table that the race committee will choose a handicap deemed to suit most closely the racing conditions they anticipate or which have occurred. If the selection is pre-race, scratch sheets can be made up. If post-race, a matrix of such sheets can be used.



AUSTRALIAN IMS Chief Measurer Gordon Marshall using the specially constructed slipway at the Cruising Yacht Club in Sydney, while BELOW, the winner of the IMS Division of Jupiters Gold Coast Race this year was S&S34, Morning Tide, designed 22 years ago.

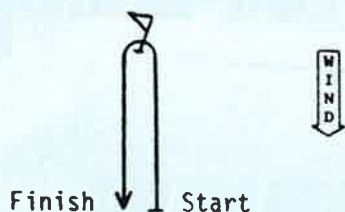


## The Four Course Types

THE four hypothetical courses given in the table on the IMS certificate (p.3) are defined as follows:

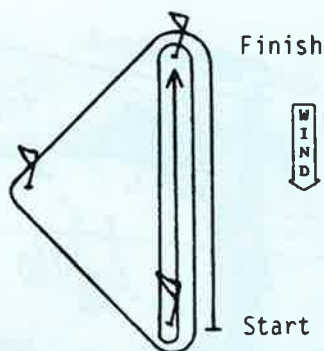
### Windward/Leeward

A course to a mark directly to windward and back to the origin. Beat content: 50% of distance.



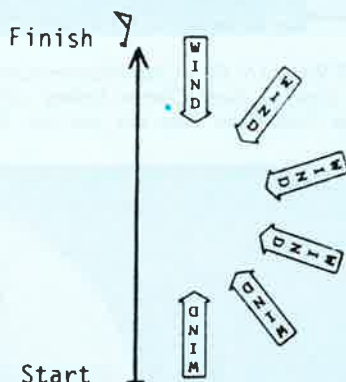
### Olympic (Six-Leg)

Conventional Olympic course around a 45-degree right triangle, three legs to weather, two 45-degree reaches and one downwind leg. Beat content: 55% of distance.



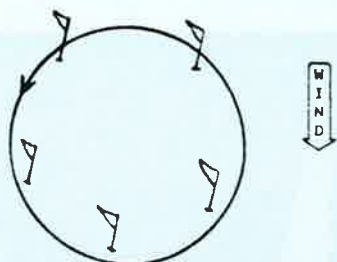
### Linear Random

A straight line course from start to finish with wind blowing for equal periods of time from every true wind direction. Beat content: Approximately 16% of distance or 25% of time.



### Circular Random

As though sailing around a perfectly circular island in a steady wind with equal distances of the course at each possible angle to the wind. Beat content: Approximately 25% of distance.



In addition, a column of handicaps for non-spinnaker racing is shown on the certificate. The non-spinnaker handicaps are based on the circular random course type.

In summary, using this more advanced technique allows a race committee to apply a handicap that reflects a yacht's performance over the course and wind strength which is actually encountered on the course. As an example, for a pair of yachts one of which is superior upwind and one which is superior reaching, the selection of a course which had a higher reach content (such as Circular Random) when the conditions

incurred had a higher beat content would favour the yacht that was more weatherly. Similarly, for a pair of yachts one of which has light air superiority over the other, the selection of wind strength that is considerably higher than that actually encountered on the course would favour the light-air boat.

Thus, the selection of the proper course content and wind strength allows the IMS to rate boats according to their sailing potential and match those ratings to the course conditions sailed. This is in contrast to prior rating systems that must generalise since they utilise only a single rating.

## (c) Performance Curve Scoring

THE third level of IMS handicapping utilises Performance Curve Scoring (PCS) and the associated computer software package. Performance Curve Scoring was pioneered by the Chicago Fleet and further developed by Alan McIlhenny of USYRU's IMS Committee. With PCS, it is only necessary to specify the course configuration; wind velocity is not required.

The Performance Curve Scoring program and its supporting documentation may be purchased through local state authorities if this system is to be used, reference should be made to that documentation. Fleet data files for effortless, error-free loading of time-allowance date are available from local state authorities. Also, arrangements may be made to subscribe to this data service both in the form of diskettes and by telephone modem. Some proprietary race management software is available which incorporate official IMS scoring modules.

## Here is how the IMS Performance Curve Time Allowance System Works

(A) Fundamental Rule of handicapping: Corrected Time = Elapsed Time - Time Allowance.

(B) Fundamental Rule of IMS handicapping: Predicted Time your boat - Predicted Time Scratch boat = Your Boat's Time Allowance from Scratch Boat.

(1) A portion of an IMS Certificate might look like:

True Wind	Windward/Leeward
6 KT:	1018.0
8 KT:	804.4
10 KT:	690.2
12 KT:	624.0
14 KT:	578.6
16 KT:	550.3
20 KT:	516.4

These are predicted times, in seconds per mile, for this yacht on a windward/leeward course.

(2) Predicted Time for the Standard Scratch Boat:

True Wind	All Courses
6 KT:	650.0
8 KT:	510.0
10 KT:	426.0
12 KT:	370.0
14 KT:	330.0
16 KT:	300.0
20 KT:	258.0



These are predicted times, in seconds per mile, for the standard scratch boat on all courses using the Performance Curve System (PCS).

(C) Fundamental Rule of PCS handicapping:

PCS assumes, for handicapping purposes, that your boat goes exactly as fast as the IMS VPP (Velocity Prediction Program) says that it does. (We handicap the boat, not the people in it. There is no time allowance for ability). Consequently, Elapsed Time is the same as Predicted Time.

(3) Combining the above Rules and Tables:

True Wind	Wind/LW Elapsed Time	Time Allow	Correct Time
6 KT:	1018.0	368.0	650.0
8 KT:	804.4	294.4	510.0
10 KT:	690.2	264.2	426.0
12 KT:	578.6	248.6	330.0
16 KT:	550.3	250.3	300.0
20 KT:	516.4	258.4	258.0

Note that tables from (1) and (2) are now relabelled.

(4) Only two columns above have any real importance:

Wind/LW Elapsed Time	Correct Time
1018.0	650.0
804.4	510.0
690.2	426.0
624.0	370.0
578.6	330.0
550.3	300.0
516.4	258.0

So we eliminate the excess information . . . plus any need to consider wind velocity, that old bugaboo of IMS racing for the race committee to select.

**CONCLUSION:** If you know your Elapsed Time, you can know your Corrected Time, directly.

The race scoring program simply interpolates between these tabulated values, figuring your Corrected Time directly from your Elapsed Time.

The course configuration may be selected before or after the race. Before the race is better because that permits the printing of "performance tables". With these tables, each racer can know at marks of the course or at the finish exactly how his elapsed time will translate into corrected time.



CONTRASTING designs competing in the IMS division of the recent Jupiters Gold Coast Race, foreground, Beneteau First Class 10, First Class, and behind her, converted IOR racer, Seaquesta. (Pic Max Press)

## The Spirit of the Rule — Drawing the Line on Accommodations

SEVERAL years ago two members of the USYRU IMS Committee were requested by the US Naval Academy to inspect three Academy yachts for the purpose of determining eligibility under the Accommodations section of the IMS Regulations. All three were IOR conversions: *Conquest*, a flush deck Peterson Serendipity 43; *Victory*, a Dubois Admiral's Cupper; and *Hunter ex Secret Love*, a Peterson 45. *Victory*, lacking headroom, fixed berths, enclosed head and galley, was easy and all concerned recognised that the cost of conversion as probably not worth the effort. *Conquest*, despite the "aggressive" deck layout, is fully finished below with three separate cabins and was like-wise easy since the cruising accommodations were apparent (her headroom was grandfathered in when the limits were raised because she already has an IMS certificate). She is racing in IMS today.

*Hunter* proved to be the problem case. Modified with bladder tanks, plastic zippered bags defining storage, boards under the pipe berths and an enclosure for the head, the boat would literally

measure up to the accommodations; ie, one could point to the required tankage, rule berths, cabin table and the like with the score adding up to 100+ points. However, it was the considered view of the members of the IMS Committee inspecting the boat that it was not truly dual purpose within the spirit of the rule. Why?

First, the headroom provided by the house was not congruent with the usable working and living space below. The house extended well in front of the mast, but that area below was empty save the head on one side. The headroom was wasted. Secondly, the usable interior was essentially open without doors or bulkheads and thus lacked privacy. But for the head, it would have been impossible for someone to go below and change clothes in privacy. Third, the position of the "table", a pair of narrow wings swinging up from the engine box on the sides of the companionway, made its use unworkable. Someone coming below could have stepped in the stew. The conclusion reached was that the interior was not laid out to provide a functional cruising format and the Naval Academy was informed that the boat was not suitable for IMS racing. That recommendation was accepted.





COMPETITION between cruiser/racer yachts has been boosted since the introduction of the IMS handicap category for Australian offshore racing just over a year ago.

## IMS and Stability

NAVAL architects have traditionally looked to stability primarily as a means to provide the power to carry sail in a breeze, and this view has got us into trouble on a number of occasions where we were brought back to reality by tragedy. Simply put, a yacht with superior stability to a sister of the same sail area will be faster upwind, and this stiffness is usually taken as initial stability — that is, the stiffness of the yacht in resisting heel when nearly upright.

What is missing in this approach is an appreciation that this initial stability can be gained in two ways; wide waterline beam and hard bilges, or by low slung ballast. In fact, the distinctively American penchant for the “centreboard” has put us through at least two cycles historically where sight was lost of the fact that hulls of the same initial stability, where it is achieved by the two different means, have greatly different ranges of heel through which the yacht will reright if pushed down: the losses experienced by extreme fishing schooners, the yacht *Mohawk* tragedy in New York harbour which killed the family of

a prominent yachtsman when the vessel capsized at her mooring. Olin Stephens argued in the SNAME (Society of Naval Architects and Marine Engineers) paper that the IOR experience was probably a third cycle, and there might well have been others.

At the time of formulation of the IOR rule, a desire to preclude a “construction” contest where advantage would accrue to sophisticated structures led the leaders to include the Centre of Gravity Factor (CGF) as a control on light hulls with extreme ballasting. As a totally unintended result, the rule led to development of a wide hull form of flat floors and hard bilges, often including much of its lead ballast in the bilge. This type of yacht is a good performer against its sister with low slung ballast, and the type has even dominated recent boats not built to the IOR rule because it leads to sporty performance.

As happens historically, this trend continued unabated until a set of conditions arose which called attention to it in the 1979 Fastnet Race; in this race there was unprecedented loss of life.

Wishing to understand the causes of the Fastnet disaster, USYRU joined with SNAME in a research study to see what could be learned about causes and cures. That study called attention to the disparate ultimate stability ranges of yachts which achieved equal initial stability by the different means, and noted that recent design trends to light displacement and large beam exacerbated the problems. After years of tank testing and other research, the study concluded that some national measures of capsize resistance could be characterised, for example by range of positive stability and capsize size. The IMS certificate has, from the outset, included information on the range that has been a readily available means to alert owners to the subject, although other measures have been put forward including a beam/displacement screen.

It should be noted that virtually all offshore rules have included a provision that racing yachts be “self-righting” but with little in the way of a means to quantify that quality. The IOR included a screen called SV which was demonstrably ineffective in resisting the design pressures of CGF.

When the USYRU/SNAME research was first concluded, the world was not ready for adoption of its findings; one reason was that a large portion of the existing fleet would be singled out by any reasonably strong limits, but as IOR boats have become accepted as day racers, the resistance has declined.

In the meantime, methods to nudge the limit of stability of the IMS fleet upward to resist a decline from its early days led to discussion of creating handicap pressure to encourage larger ranges of positive stability and ultimately to adoption this year of a minimum range of 105-degrees with a two-degree tolerance, and an announcement of an intention to spread this pressure by means of special requirements by race category which were more strict.

As the stability limits either adopted or proposed have begun to gore some oxen, reactions have ensued. What is difficult is how to separate the legitimate complaints about yachts long known to be seaworthy which might get caught by some particular proposal, versus examples where commercial interest is the prime motive to object.

The ORC has adopted (effective January 1, 1992) a graduated scale of minimum positive stability limits keyed to ORC Special Regulations “Race Categories”. We are currently assessing multiparameter screens such as capsize length as a more rational stability control on the IMS fleet. This should be ready by 1992.



# VDO Navpac gives you the leading edge.

Navpac takes the accuracy and reliability of VDO instrumentation and integrates five vital functions into a single, microprocessor based system. Excellent readability comes from 20mm high digital displays. And you can install the Navpac system complete, or 'grow' it as you wish.

**VDO Navpac Log System**

- Average speed
- Trip distance
- Total distance
- Trim function.

**VDO Navpac Wind Speed**

- Apparent wind speed
- True wind speed (with log)
- Gust alarm.

**VDO Navpac Multifunction**

Some of the 29 functions available:

- VMG
- Drift direction/speed
- Tack course/heading/angle/performance
- Best angle to true wind

**VDO Navpac Compass System**

- True heading
- Average course (with log)
- Steering indication
- Automatic deviation compensation.

**VDO Navpac Wind Direction**

- Apparent wind direction
- True wind direction (with log)
- Actual wind direction (with log and compass).

**VDO Navpac Depth Sounder**

- Depth below keel
- Two variable depth alarms
- Anchor alarm
- Depth tendency
- m./ft. option.

- Wind shift indication
- Cross track error
- Position
- Course
- Theoretical boat speed
- Memorise start line
- Timer/count-down
- NMEA-RS232 Interface.

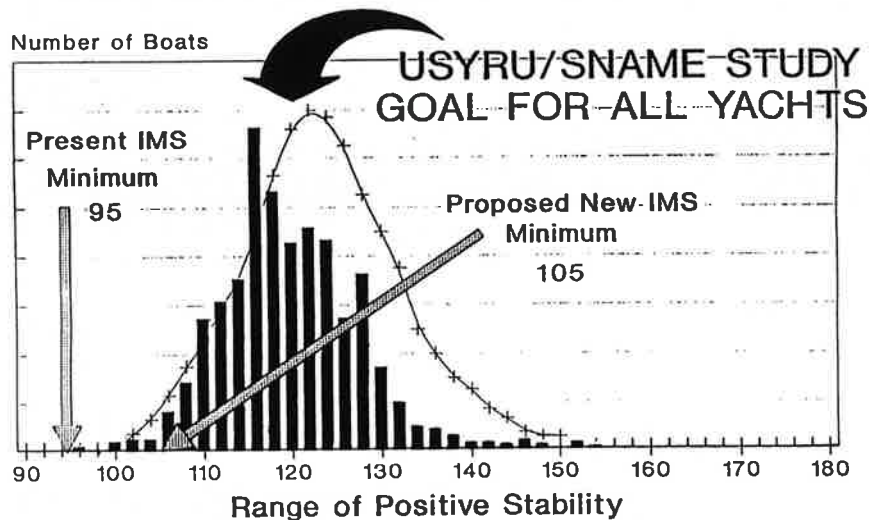
All Navpac system data is available for navigational and racing purposes using personal computers and advanced performance systems, i.e. Sat./Nav. and Autopilots.

Contact your local VDO stockist, or call (03) 450 3293; (02) 905 5909.

## VDO

Instrumental in Protecting Your Investment.

## STABILITY RANGE for IMS FLEET



The ORC has adopted (effective Jan. 1, 1992) a graduated scale of minimum positive stability limits keyed to ORC Special Regulations "Race Categories." We are currently assessing multiparameter screens such as capsizelength as a more rational stability control on the IMS fleet. This should be ready by 1992.

### IMS Developments

**T**HE IMS Committee met on March 7th, continuing its activities to improve the quality of racing under the IMS. Action items included the following:

**1. Draft** — A trend is emerging to design IMS boats with unusually deep draft, a trait incompatible with true dual purpose yachts. Two studies have been conducted to determine whether the VPP is under-predicting the performance effect of extreme draft and additional data is being collected. The Com-

mittee intends to propose a Rule modification to the VPP for next year, taking into account keel and rudder spans and yaw angle.

**2. "L"** — Work is underway to improve the predictions of the effect of sailing waterline length on resistance by using dynamic heel and sink modelling. This work uses advanced computer coding based on better model data of yacht dynamics. A submission may be available later this year that proposes changes in the weightings between the static and sunk Ls to improve the speed predictions.

**3. Crew Weight/Number** — Recognising that the German submission which passed last year yields crew numbers that are too "lean", the committee is preparing two alternative proposals for submission this year. The first would allow the owner to declare at the start of the season the crew number for the boat and it will be so rated for the season (a change could not thereafter be made). The number to be declared would be limited within reasonable boundaries and converted into crew weight for the purpose of making handicap calculations. The declared number would be printed on the certificate. The second is a formula based on L, Disp. RM and other criteria to provide a curve yielding acceptable numbers across the spectrum of the fleet by adding between one (at the low end) to three people to the existing limits.

**4. Stability** — Following passage of the Australian submission tying limit of positive stability with race category in 1992, work is underway to propose in its place a multiparameter screen including limit of positive stability, capsizelength and perhaps other factors.

**5. Pitching Moment** — The research continues on several fronts, including measurement of spectra, damping characteristics and preliminary determinations on added resistance as a function of yacht speed and wave characteristics. Several controlled tests are planned this spring using boat pairs, such as two J/35s, one with a full interior and one without. This research is fundamental to an understanding of the effect of weight placement on sailing performance and when completed will materially improve the IMS.

*MORE than one third of fleet in this year's Jupiters Gold Coast race were entered in IMS handicap category — exceeding total IOR entry. (Pic Max Press)*





# Let us do all the hard work.



Unfortunately we can't do all the work but with Barient Winches' excellent gearing ratios that deliver more power for less effort we certainly do all the hard work.

So next time you are looking for a winch – whether it's an ultra light racing or a durable all purpose cruising winch to make life easier on board, ring the people at Barlow Marine (02) 637 9333 and let them show you the hard working Barient range.

Barient Winches, Sparcraft Masts (UK & USA) and Penquin Hardware are manufactured and exclusively distributed in Australia by:

**BARLOW  
MARINE**

52 Wentworth Street  
Granville NSW 2142 Australia  
Phone (02) 637 9333  
Facsimile (02) 637 9323

# **BARIENT**

## IMS Regulations

COMPLIANCE with the IMS Regulations is required for racing unless the Notice of Race or Sailing Instructions specifically excludes compliance in whole or in part.

The purpose of the Regulations is to permit and encourage dual purpose yachts intended for both cruising and racing to race together equitably and to exclude yachts intended specifically for racing. A secondary purpose is to control cost to the yacht owner by setting limits for sails and construction materials.

The Regulations set a limit to:

- Crew weight (or, alternatively, number)
- Light displacement
- Number of sails carried while racing
- Use of exotic materials in hull, rig and fittings.

They also set minimum accommodation standards. The accommodation requirements for such things as number of berths, cabin table size, headroom, stowage capacity, and fuel and water capacity are based on length overall — the one dimension that a yacht owner is almost certain to know. The larger the boat, the more extensive are the accommodation features required. Nominal compliance with words but not with substance is not recognised as acceptable compliance.

The standards were originally developed by a committee consisting of production boat manufacturers who brought to bear a knowledge of what the market for cruising boats required. This is a sounder basis than a combination of ideas from self-appointed cruising experts, and the result is that almost any intelligently conceived production yachts will qualify.

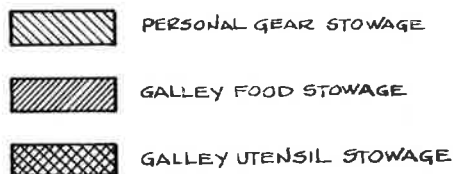
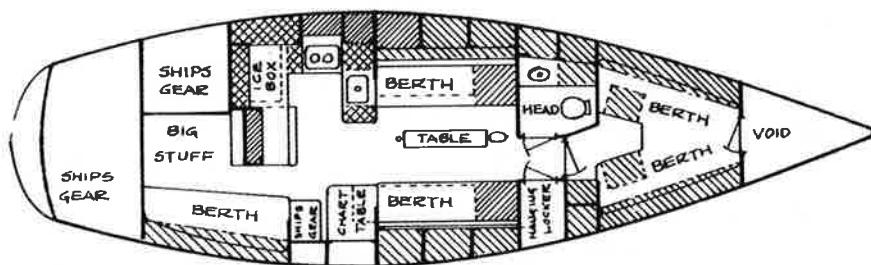
The requirements are somewhat flexible. A modest excess in one requirement, say stowage volume, can make up for a small deficiency in cabin/table area. This is accomplished through an accommodation scoring calculation fully explained in the Regulations themselves. There are upper and lower limits for each item. Any excess over the upper limit cannot be used in the scoring. Any deficiency below the lower limit will result in failure to qualify.

The resulting Accommodation Number must equal or exceed 100 in order to qualify.

There are other requirements that do not vary with size, such as:

- An enclosed head with a W.C. and a wash basin
- A hanging locker
- Cabin sole specifications
- Galley stove and sink

## IMS REGULATIONS ACCOMMODATIONS



- Berth and mattress minimum sizes
- Galley utensil stowage
- Chart table.

An accommodation plan of a 38-foot racing/cruising sloop is shown to illustrate the primary elements of the requirements. Note that there are:

- An enclosed head with a rigid door, a W.C., a wash basin, and sufficient room to use these facilities with the door shut
- A hanging locker
- A galley stove and sink
- A chart table
- Galley utensil stowage.

Requirements that vary with boat size can be tabulated as follows (in the table below) for this yacht:

Item	Actual	Lower Limit	Upper Limit
Berths	5	4	6
Water Capacity	90 gallon	41 gallon	90 gallon
Fuel Capacity	38 gallon	18 gallon	43 gallon
Icebox Volume	6.0 cu. ft.	0	7.5 cu. ft.
Personal Gear Stowage	54.8 cu. ft.	5.4 cu. ft.	10.0 cu. ft.
Galley Food Stowage	6.6 cu. ft.	4.5 cu. ft.	7.5 cu. ft.
Table Area	12.5 sq. ft.	6.3 sq. ft.	8.4 sq. ft.
Headroom	6.25 ft.	5.91 ft.	6.30 ft.

The Accommodation Number works out to 131.9. One hundred is minimum to qualify. If all items had been equal to or above the upper limits the number would be 141.4, the maximum achievable. It can be seen that a qualifying number of 100 is by no means overly strict.

The method to be used for insuring compliance with the accommodation regulations is left in the hands of the race organiser. Self-scoring forms are in-

cluded in the IMS Regulations booklet available from USYRU, and submission of these forms, properly filled out by the yacht owner, is often required by race organisers as a condition of entry.

The measurements required by this form, while not trivial, should not be beyond the capability of anyone intelligent enough to own a yacht suitable for cruising. Inspection schemes are sometimes used by race committees. Non-compliance with any of the Regulations is grounds for protest by a competitor.

The regulation on crew weight (or, if specified in the Sailing Instructions, crew number) limits the total weight of crew that can be carried to the weight used in the VPP for the calculation of

predicted speeds. It has been reduced by 15% for 1990 from its previous value. This reduction is "lean", especially if crew number is specified. USYRU's IMS Committee is proposing a revised formula which is less extreme.

The light displacement limit has also been revised for 1990. The limit for larger yachts has been progressively reduced with increasing size and has been increased for very small yachts. The intention of this change is to avoid



# NORTH LONG LIFE RACING SAILS

... win season after season... because they're engineered that way.

There are three contributing factors that help make North high tech racing sails last. Two of those factors are in our hands, the third is in yours.

North sail designers, like Bruce Clay and Grant Simmer are graduate engineers. They understand loads and how a sail should be engineered. They work together with a team of experienced sailmakers to ensure your sail is crafted to the highest quality.

At North Sails we use the best combination of materials for each sail, we select fabrics from all the major suppliers including our own exclusive Norlam fabrics, to build the right sail for the job.

The third factor is how you treat your sails. Take our tips and get more miles out of your North Inventory.

**Care for your sails.**  Avoid flogging.  Don't exceed wind range.  Protect from chaffing.  Fold and keep dry.  Protect yourself and your sails from sunlight.  Use our free pick up and delivery service from your local club and have your sails checked and serviced regularly.



NORTH LONG LIFE SAILS LAST RACE AFTER RACE.

- 1990** Hamilton Island Regatta  
1st IOR Condor (partial)  
1st IMS Zap  
1st CHS Icefire
- 1990** XXXX Regatta  
1st IMS Foxy Lady
- 1989** Sydney Southport 1st Witchcraft
- 1989** Sydney Hobart  
Class Maxi 1st Drumbeat  
Class A 1st Madelines Daughter  
Class C 1st Intrigue  
Class D 1st Illusion
- 1989** Southern Cross 1st Individual Yacht  
Heaven Can Wait

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



- 1990** Whitbread Race Final Results  
1st Steinlager  
2nd Fisher & Paykel  
3rd Merit  
4th Rothmans  
5th Card  
6th C. Jourdan
- 1990** Kenwood Cup  
3 yachts equal first all North  
Matenrow  
Heaven Can Wait  
Tiger
- 1990** Sydney Southport  
1st Pemberton III
- 1990** Southport XXXX Regatta  
1st IMS Haupia

## ENGINEERED FOR SPEED. ENGINEERED TO LAST.



*PURPOSE*-designed for IMS racing, the imported 12m sloop Lightwave racing in the Sunshine Coast Offshore Regatta series off Mooloolaba. Lightwave made Australian offshore racing debut in the Jupiters Gold Coast Race. (Pic — Ian Grant)

excluding yachts of a weight that can reasonably be expected to comply with American Bureau of Shipping structural requirements and, at the same time, to exclude yachts so light that their speed predictions can not be effectively handled by the VPP.

The new curve calls for greater minimum displacement at the small end of the size range but from about 24 feet, in measurement condition length, up to a maximum size, boats with less displacement than before will qualify.

The new formula can be written as follows in computer terms:

$$\text{Displacement Minimum (lbs.)} = (((\text{LSMO} \cdot 2.5 \cdot \text{MB} \cdot 0.5) \cdot 0.333 + 7.81) \cdot 0.543)^3$$

LSMO is IMS Length in measurement trim and MB is maximum beam. Safety was the primary consideration in selecting the points through which a curve was fitted. As guidance, the curve was intended to approximate the lightest displacement considered appropriate for offshore racing in terms of structural strength and range of positive stability. The American Bureau of Shipping scantling rules for offshore racing yachts were considered for guidance regarding hull weights. It should be emphasized that good design and construction with low ballasting were also assumed and that no boat can be taken as strong or stable just because her displacement falls above this line. The incorporation of the square root of beam as one of the parameters is based on the fact that hull

**FOREDECK** crew of IMS entrant Apollo Batteries setting the spinnaker as the fleet close reaches down the Harbour in the recent Jupiters Gold Coast classic. (Pic — Max Press)



weights increase with beam. Beam is also detrimental to stability range. Thus, with increasing beam, greater displacement is needed to provide for hull strength and to maintain the right relation between beam and canoe body depth. The exponent 2.5 is applied to the length measurement to maintain dimensional homogeneity.

The Sail Limitations have not been changed this year and are subject to whatever variation an organising authority may care to specify in its Sailing Instructions.

A list of materials permitted to be used in hulls, appendages, decks, rigs, and fittings has been added to the 1990 Regulations. By their omission it bans the use of such materials as carbon fibre (except in spinnaker poles), very light core material, titanium, 7,000 series aluminium, cobalt, boron, and, for that matter, gold. Materials not permitted cannot be used in yachts initially measured after June 30, 1990, or on which construction had not begun by January 1, 1990. The reason for the addition of this regulation is to eliminate any perceived racing advantage gained from the use of extremely expensive materials not normally used in cruising yachts and which, in some cases, can have undesirable characteristics from the point of view of durability or quality control.

Reference should be made to the 1990 IMS Regulations for full details.



# THE IMS AND ULDB'S — THE EUROPEAN SCENE

## The European Scene in Brief:

THE IMS rule has enjoyed considerable success and is now well accepted in Holland, Germany, France and Belgium. Older family racer/cruisers are enjoying a new competitive lease of life and people who were forced out of racing by the high cost of quick-to-date IOR boats are now back into competition.

Yachts of the type that have dominated offshore racing in Australia over the past few years are already finished in Europe and seen only in the infrequent level rating international regattas. The bulk of sailors in competition are in IMS and interclub events.

Builders such as Dehler Yachtbau GMB have dropped IOR boats like the DB2 from their range and are concentrating on yachts like the 36CWS and Van de Stadt/Dehler 34 family racer/cruisers. More than 1000 34s have been built since 1984. They are not IOR boats.

The Van de Stadt 34 stock plan (around 450 sold, including some 85 in Australia) is a similar yacht.

Other builders, such as Hunter Boats-UK, Dick Rus/Yachten by-Holland, in aiming for the large European (and Japanese) sales, are adopting similar marketing strategies. Dehler sold 70 yachts in Japan in 1989.

The discriminating European yacht owner demands fast, enjoyable, comfortable, high quality yachts of good re-sale value and this means family cruiser/racers.

## IMS, ULDBs and Planing Hulls

In an effort to improve the IMS rule, and at the request of yachting administrators, to allow for planing hulls and other ULDBs, the Van de Stadt Design team produced six models of extreme designer for computer simulation and tank testing. In fact, computer models are now so sophisticated, and empirical data from past tank testing so complete, actual testing of a model in the towing tank is not essential.

The results will be used to produce handicaps for ULDBs capable of planing speeds outside the limits of the current IMS Velocity Prediction Programme. Van de Stadt Design does not gain any advantage as the decision on handicaps is confidential to the rule administrators.

Van de Stadt Design are in a position to help because of the powerful and comprehensive VPP programmes they use in producing polar performance

By **Eddie Rooms** — Australian and New Zealand agent for Van de Stadt Yacht Design, from information supplied by Hans Korner of Van de Stadt, Holland during his visit to the Sydney Boat Show 1990.

diagrams for their designs. Their design data base is also extremely detailed and comprehensive. It is an accumulation of design technology built up since 1933 and tested and developed to the point where today there are more than 500 designs on file and some 25,000 Van de Stadt designed yachts afloat all over the world.

The illustration shows the polar diagram and its explanation for design No 418, the "Caribbean 40", a stock plan in their "Top Design" series. The design is for the round bilge wood or round bilge aluminium versions. Interestingly, there is no difference in performance between the round bilge wood/alloy and the multi-chine aluminium versions. Some observations of how the polar diagram is produced give an insight into how scientific yacht design has become:

1. There are so many calculations it takes even the computer 25 minutes to draw a polar diagram.

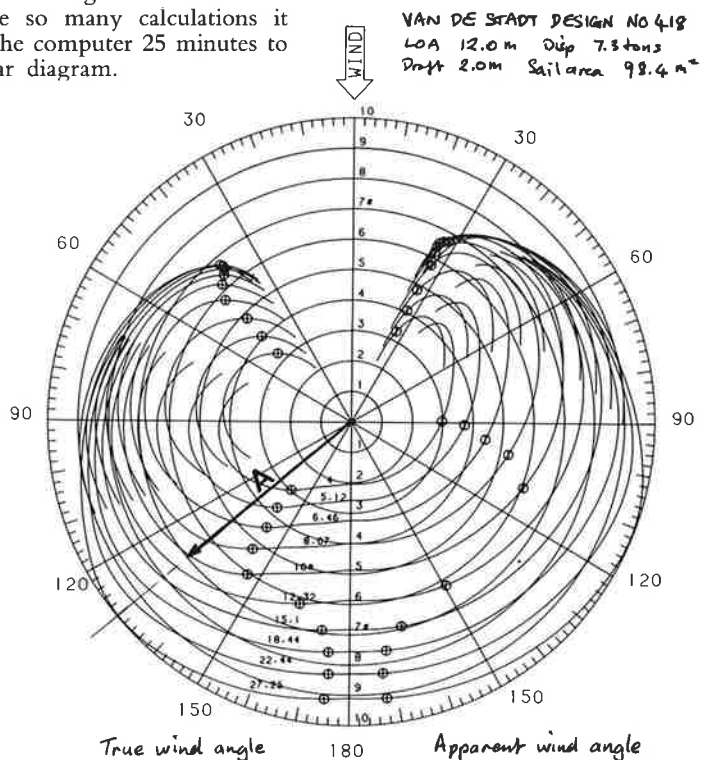
2. The yacht itself is, in fact, a large data file which is loaded, then read by the VPP.

3. The computer searches for the optimum performance and considers, for every three degrees of wind direction and for each of the selected wind speeds, all the yacht's design characteristics, angle of heel, various sail areas, reefed and unreefed mainsail, lift and drag of the keel and rudder, etc etc. In fact, the computer actually simulates the sailing of the boat.

4. The results are not a smooth water optimum. In fact, wave and wind resistance is allowed for. As wind velocity increases so does wave resistance. This can be seen by the cluster of optimum VMG around 5.1 knots true at about 40 degrees true (26 degrees apparent).

5. In practice, the vessel's sea trials closely follow the computer's predictions.

Eddie Rooms, apart from being the Van de Stadt Yacht Design representative in Australia and New Zealand, operates Tradewind Sailing School and yacht charter based at Townsville — PO Box 1762 or phone (077) 72 4021 or fax (077) 72 4021.



In this diagram the curves show the optimum speed possibility of the yacht at a number of windforces and at courses from 30-180 degrees to the wind.



## Stop press on IMS Accommodations

**A**T the request of the USYRU Executive Committee, a one page statement of application of the spirit of the IMS Regulations for accommodation compliance has been produced. It will be circulated to race organisers for their use. The points emphasised are that the achievement of a score of 100 is necessary but not sufficient to pass. A determination on whether a yacht so scoring is within the spirit of the regulations for dual-purpose boat accommodations is an independent determination. In making that determination, objective criteria must be used, not personal taste.

The full text of the statement is as follows:

The IMS Regulations governing interior accommodations seek to control the character of yachts racing under IMS as follows:

1. Yachts in compliance shall suffer no consequential speed disadvantage when compared with other complying yachts. Sec. 07.02.01.
2. To permit dual purpose yachts for cruising and racing to compete without disadvantage relative to yachts built especially for racing. Sec. 01.01.01.

To accomplish these goals the Regulations provide a two-part test.

1. An objective scoring schedule is provided covering Accommodations, Outfit, Headroom and Space. The Accommodation Number must total at least 100 units. Sec. 07.00.00.

2. In addition, nominal compliance with the words but not with substance will not be recognised as acceptable compliance. Sec. 07.02.01. and, the yacht must comply with the intent and spirit of these regulations. Sec. 07.02.04.

The intent and spirit of the regulations are to be gauged as follows:

1. The cruising accommodations need only be reasonable, not lavish.
2. The cruising accommodations must be bona fide and the yacht not stripped out.
3. Yachts having interiors in accordance with normal practice for racing yachts at the time of their design may be declared noncompliant.
4. All of the accommodations components shall operate in a functional manner, ie. they can be used for cruising.

What this adds up to is that the interior of the yacht with all of the required cruising systems must work to provide a means by which the yacht can be cruised. It need not be lavish with expensive wood and hardware but on the other hand, not so flimsy or sparse

as to be considered gutted. The layout cannot be a sham having no reasonable practicality in whole or in any one of the required systems.

**N.B.** In making a judgment on the compliance with intent and spirit, one must be especially careful not to interpose personal taste or extraneous criteria. If there is a basis for holding that the yacht does not comply, it should be articulated with specificity in an objective manner. For example: while the yacht has the required headroom, it does not extend over the interior where the accommodations are built out. Or: while a "table" is present, it cannot be used. The burden is squarely placed on the challenger to point out with particularly the basis for holding the yacht noncompliant.

Where a yacht's compliance with the accommodation section of the IMS Regulations is challenged by protest under Y.R.R. 19 and heard as in Y.R.R. 74.3, it is recommended that if the protest committee is in doubt as to the interpretation of the "intent" or "spirit" of the accommodation requirements, the "authority qualified" (see Y.R.R. 74.3) to interpret compliance is the Race Organiser of the event involved. This recommendation is in accord with statements in the 1990 Regulations which emphasise that they are to be applied by local race authorities.

**Gordon Marshall**

# 1990 NorTel Ocean Racer Of The Year Awards

*For excellence in ocean racing*

## OCEAN RACER OF THE YEAR

*The skipper, navigator or crewman who, in the opinion of the judges, has been outstanding in Australian and/or International ocean racing in the past 12 months*

## OCEAN RACING CREWMAN OF THE YEAR

*Same as above but the award not open to Skippers or Navigators*

## OCEAN RACING ROOKIE OF THE YEAR

*The 1989-90 season must be his/her first season in ocean racing*

## OCEAN RACING VETERAN OF THE YEAR

*Must be over 55, have at least 15 years of ocean racing behind him AND have competed in the 1989-90 season. Open to all.*

- Nominee must be a member of an AYF affiliated yacht club and the letter of nomination co-signed by a Flag Officer, Club Captain or Secretary.

- Nominations close 30th November 1990 and should be forwarded to:

**General Manager, Cruising Yacht Club of Australia, New Beach Road, Rushcutters Bay NSW 2027**

**Presentation of awards will take place at a luncheon at the CYCA, on Friday, 21st December, 1990**



# OFFSHORE VIDEO LIBRARY

## Dennis Conner's Trilogy of Sail

This is a three volume set, but may be purchased singly. Volume One is The Basics of Sailing; Volume Two is Cruising and Volume Three is Yacht Racing.

With Sir James Hardy, Peter and Jill Isler assisting Dennis Conner, takes the viewer through a complete program of setting up the boat and tuning it in the first Volume. In Cruising, information is given on the setting up for relaxed sailing. In the third Volume, sailboat racing is taken to its height of winning by the master of this sport. No yacht club or sailboat enthusiast should be without this three-volume set. Buy them one at a time or all three.

Vol 1: The Basics of Sailing; Vol 2: Cruising; Vol 3: Racing.

\$44.95 each or the complete set for \$134.85

## Understanding Navigation

This video aids sailors by covering the important techniques of both coastal and pilotage. The use of charts, compass, tide tables, direction finding, tidal streams, shaping a course position fixing and entering an unfamiliar harbour are all covered in some detail. Navigation marks and signs are fully explained and illustrated.

Written by Tim Bartlett, the Technical Editor and RYA Yachtmaster Instructor.

One Volume Video \$59.00

## Understanding Weather at Sea

This video shows how to predict weather systems and their effects and to use weather at sea to its best advantage.

Written by top UK Meteorologist and advisor to the UK Admiral's Cup Team. Well recommended.

One Volume Video \$59.00

## Life and Times of Lord Mountbatten

- Vol 1. The King's Ships 1900-1921
- Vol 2. The Azure Main 1922-1936
- Vol 3. Untied We Conquer 1941-43
- Vol 4. March to Victory 1945-47
- Vol 5. Last Viceroy 1947-55
- Vol 6. Man of this Century

Brilliant six video set tracing the life and the times of Lord Louis Mountbatten-Narrated by himself and perhaps one of the most brilliant historical video sets on the history of the 20th century seen through his life.

\$34.95 each or the complete set for \$209.70 reduced to \$199.70

To Offshore Yachting's Video Library,

PO BOX 297, HOMEBUSH 2140

Postage: First Video \$4.50 then \$3.50 per video to a maximum of \$13.50. (All videos are sent certified mail through Australia Post.

Please send me the following Video/s. Payment of \$..... is enclosed or debit my

Amex/Bankcard/Diners/Mastercard/Visa

Card No .....  
Expiry Date .....

Please send to:  
Mr/Mrs/Ms .....  
Address .....

..... Postcode .....

Offshore Yachting magazine has combined with Maxwell's Video Collection to bring you outstanding videos on all aspects of sailing and other interests. Use the coupon (or photocopy it) to take advantage of these special videos. Please allow two weeks for delivery by certified mail through Australia Post.



## Kay Cottee — First Lady (90 mins)

The history making solo voyage by our own Kay Cottee — witness on the great sailing feats of the modern age! Kay's voyage covered more than 23,000 nautical miles across the world's most savage oceans. Alone at sea for 189 days, often in waves 30 metres high and in winds exceeding 80 knots, she survived all that nature could throw at her to return as a national hero.

\$39.95

## Brunel's Great Britain (60 mins)

The SS Great Britain was launched in 1843 and then was the largest and most advanced ship afloat. Designed by Brunel, a genius, she ran aground on the east coast of Ireland and was stranded there for a year but saved in 1847, was sold and came to Australia many times eventually ending up in the Falkland Islands where, in 1970 she was towed back to England to be saved for posterity as a grand museum piece. Historical and highly fascinating.

\$29.95

## Shipwrecked

The true story of one man's amazing struggle for survival after being shipwrecked on a reef off the coast of Australia. Bill Belcher a sixty six year old yachtsman spent 28 days in a tiny rubber raft in May, 1978. This is an amazing account of battles with the sea, starvation, threats of madness and of his wife who would not give up hope.

\$39.95

## Understanding Radar

This video will greatly assist sailors to get the best results from their radar and covers set adjustment, calculating the radar horizons, position fixing, use in avoiding collisions, navigation including chart-work and many more practical working applications. Precise, clear and easy to understand.

One Video Set \$59.00

## The Boat Show

A two hour comprehensive guide to preparing a typical small to medium sized yacht — engines outboards/inboard, sails, rigging, safety, insurance, launching, mooring. Excellent advice and tips for only \$29.95

## Sports Videos Golf

Charles Earp's Golf Lessons — a top video by the coaching master himself, Charlie Earp who has coached the 'greats' like Greg Norman and Wayne Grady. Informative, enjoyable master video almost surely will lower your handicap with practice.

One Video Set for \$39.95

## Tennis Our Way

Vic Braden is often referred to as the 'No. 1 Coach in the USA' with Arthur Ashe and Stan Smith, this top trio shows you how their way to win can be your way to win! Whether an advanced player or a beginner, TENNIS OUR WAY is an excellent instructional tool to improve your game.

One Video \$49.95

1 .....	\$ .....
2 .....	\$ .....
3 .....	\$ .....
4 .....	\$ .....
5 .....	\$ .....
6 .....	\$ .....
7 .....	\$ .....
8 .....	\$ .....
Postage .....	\$ .....
Total .....	\$ .....

# Pemberton III

and the

## “OLD FIRM”

**A**USTRALIANS, naturally drawn to the challenge of ocean yacht racing, enjoy a unique choice of major bluewater events, including the Internationally famed NorTel Sydney-Hobart. In recent years, a new offshore challenge conducted by the Cruising Yacht Club of Australia has proven an outstanding success — the midwinter Jupiters Gold Coast Classic from Sydney to the hospitable Southport Yacht Club.

The sponsor, Hotel Conrad and Jupiters Casino on Queensland's Gold Coast at Broadbeach, are market leaders in the demanding hospitality, tourist and gaming industry and their support, combined with an established international image, contributed once again to the success of the 1990 Jupiters Classic.

This race proved once again that our ocean racing sailors are made of stern stuff, bracing stamina, technique and tactics to master a cold, wet and mostly windy passage up the rhumbline. Certainly, racing the Jupiters is just not the case of keeping Australia on the left and cleating the sheets while you take the ration of “Overcoat” Rum from a warm mug behind the spray dodger.

Surprisingly, the offshore westerly for the 1990 race was tame despite one of the worst winter storms to lash Sydney in many years just 28 hours before start time. Fortunately, it had petered out into the normally accepted moderate winter wind by the time the gun fired.

Nevertheless, the freshwind sailors checked weather maps and the storm rigs hoping for the right conditions to crush the 9.7 knot average of 38 hours 57 minutes 12 seconds elapsed time set by Arthur Bloore's 20.5m *Hammer of Queensland* in the peak 55 knot wind speeds of 1988.

Steinman had a new challenger in *Bobsled*, owned and sailed by owners Geoff Bush and Nick Feros from Port Hacking. With her win in the Australian Airlines Brisbane-Gladstone earlier this year — *Bobsled* had proved she had the pace, but a record depended on favourable winds.

*Bobsled* led the fleet of 64 yachts in a peaceful spinnaker slide out through Sydney Heads with a light to moderate westerly. But once they fixed the course for Barrenjoey, the first sail change was just the start to one of the most thrilling line honours duels ever experienced in Australian offshore racing.

So intense was the competition that principal decision-makers in the cockpit of *Bobsled* and the superfast Greg Elliott designed 17m lightweight *Matua Future Shock* from Auckland, refused sleep as a 380 nautical mile boat-on-boat match race marathon developed with hard-won reputations at stake.

The sparring partners in this war on the water contributed to some daring feats of navigating as they tried to shake the nerve of their rivals. They tacked close inshore and around the rocky hazards with first *Bobsled*, then *Matua*

---

By Ian Grant

---

*Future Shock*, leading the way. Even in the night they were so close that it was possible to read the deck instruments in the loom of the rivals nav-lights.

After 4½ hours of sailing the lead had changed eight times, both *Bobsled* and *Matua Future Shock* recorded the same lat and long on the morning sked.

Vintage “Old Salt” Dave Lawson, who defected to race with the Kiwis, sailed a course within sight of the bottom over Fido's Reef and the shoreside of Cook Island in a valiant fight to give the smaller Kiwi boat a deserved line honours win. But the fighting spirit of the *Bobsled* team fought off the TransTasman challenge to end the 46 hour 31 minute match-race with a 1 minute 44 second advantage.

With the line honours duel resolved, intense interest centred around a changing weather pattern and the tough up-wind slogging and two-sail reaching match to produce the fastest corrected times in IOR and IMS.

Bruce Staples and his “Pittwater Push” crew on Australia's best performed Farr 40, *Witchcraft II*, revelled in

the tough going when the nor-wester pumped to 45 knots north of the Solitary Islands. Staples and crew fancied their chances with a safe split on the rival One Tonners. *Another Concubine* (John and Phil Parker), *Blue Max II* (Jim King and Frank Williams) and the Coffs Harbour-Richards 40, *Outrageous*, skippered by woman owner Jan Partridge.

*Indian Pacific*, racing under the Fujitsu Dealers flag had time on *Ex-Tension* which was racing her first major offshore after a Scott Jutson facelift.

*Outrageous* bunted the bricks north of her home port and the crew spent some anxious moments shoring up the hole which hampered their corrected time, but they had little chance in overall corrected to finally finish 12th.

*Pemberton III*, the former Kel Steinman designed *Ruzulu*, now raced by the vastly experienced Half-Ton racing team of Richard Hudson and Max Tunbridge, proved she is more than a lightweight downwind “skate”.

Her IOR rating of .7051 has provided an excellent basis to build major yacht race wins and she has recorded excellent performances in fresh wind spinnaker wave-riding to take the fastest corrected time titles in the Caltex Sydney-Mooloolaba (480nm) and the Jupiters of 1988. That year, *Pemberton III* recovered from the longest knockdown on record after a spectacular “chinese” off Long Reef to record the fastest corrected time (35hr-21-49) in the Jupiters race history.

But the major factor behind *Pemberton III*'s performances has been the total involvement of the on board “Think Tank”. She is given every chance with painstaking attention to keeping speed numbers up with trimming and tactics.

Colin Mitchell, Chris Links, Ian Thomas and Mark Johnson, like veteran Tunbridge and principal helmsman Hudson, have logged most of their ocean racing miles in Half Tonners.

While special attention is focussed on match-racing boats around them, Hudson and Tunbridge also log up fleet progress, plus wind and sea conditions experienced by the larger rivals and





OVERALL IOR winner of 1990 Jupiters Gold Coast Race was again Pemberton III, the Kell Steinman designed Half Tonner from the Royal Prince Alfred Yacht Club. (Pic — Max Press)

LINE Honours in 1990 Jupiters Class went to Sydney flyer Bobsled, giving Melbourne designer Kell Steinman a line-handicap double with Bobsled and Pemberton III. (Pic — Max Press).



## SEE-BLITZ

"BRILLIANT FLASHING LIGHT"

Sighted at 16 km (clear night)

Special marine & impact resistant

As used by Rescue & Emergency services

Waterproof to 150 metres

Coloured lens caps

2 year warranty

Only needs 4 "AA" batteries

Mounting Strap & Flotation collar included in R.R.P. \$99.50



For further information see your nearest ship chandler or contact Terra Maris Pty Ltd.  
Tel: (02) 451 4534. Fax (02) 975 2600  
5 Robyn Ave Frenchs Forest NSW 2086





JUPITERS fleet heads down Sydney Harbour under spinnaker, with Hugh Treharne's cruiser/racer, Bright Morning Star, out in front of this group. **BELOW LEFT:** New Zealand flyer, Matua Future Shock, and **BELOW RIGHT:** Another Concubine, with father and son combination, John and Phillip Parker in cockpit. (Pics Max Press)



prepare the progressive tactics after a careful analysis.

They also monitor water temperatures very closely which is so important as most crews expect the East Coast Current to have a predicted character to flow south all year.

Tunbridge loves boat racing "when the winds blowing the dog off the chain" and only stirred after an 18 hour stint in the bunk when *Pemberton III* split her race-weary main in 45 knot winds south of the Solitary Islands. The old master exercised his authority in the crisis by issuing tri-sail setting instructions from the safety of the companion way.

They spent six hours sailing under tri-sail and Tunbridge noticed there was an advantage in current running north on the seaward side of the Solitary Islands.

He went for it, and the gamble paid off with Jupiters prize winning chips when *Pemberton III* captured her second race win and the double for Kel Steinman with a 13 minute 1 second advantage over fellow Royal Prince Alfred Club boat *Witchcraft II* with another 14 minutes 20 seconds to *Beach Inspector*

(David Fairfax).

*Witchcraft II's* second place has the unique Jupiters record of 3-3-3-1-2 over the five races since inception.

Less than 19 minutes split a great duel between Australia's best performed IMS racer, the American designed and built production J35, *Haupia*, co-helmed by PC (Drusilla) Johnston and Roger Hickman, and the ageing 1974 version S&S 34, *Morning Tide* skippered by Jim Lawler from the Sydney Amateur Sailing Club.

*Haupia*, optimised with a new Scott Jutson keel, looked set to add to her Hobart race IMS Division third and Caltex Sydney-Mooloolaba race win to her record but Lawler edged the J35 out of first place to highlight the value of IMS to older racing yachts.

Rod Nyman's Alan Warwick designed Cardinal 46, *Apollo Batteries*, the 1989 Jupiters IMS champion, was another 1 hour 41 minutes 22 seconds off the pace to take third.

*Matua Future Shock* edged out the Ron Holland 48, *Group Therapy* (Peter Wheeler) to score a deserved win overall on PHS, while *Bobsled* capitalised on a 20% penalty to the Doug Petersen 52

*Bright Morning Star* (Hugh Treharne) for failure to comply with sailing instruction 23.1 and 23.2 to take third.

### Jupiters Sydney-Gold Coast Race 1990

#### Class I (IOR) — Overall

PI Yacht Name	Elapsed DHMS	TCF	Corrected DHMS
1. Pemberton III	2 15 49 29	0.7051	1 21 00 10
2. Witchcraft II	2 09 00 33	0.7932	1 21 13 11
3. Beach Inspector	2 16 09 16	0.7086	1 21 27 35
4. Another Concubine	2 09 05 24	0.7967	1 21 29 01
5. Public Nuisance	2 16 54 15	0.7036	1 21 40 00

#### Class II (IMS) Handicap GP Course Length 380 Scratch Value 507.5

PI Yacht Name	Elapsed DHMS	GP	Corrected DHMS
1. Morning Tide	2 16 50 20	708.9	1 19 34 48
2. Haupia	2 09 04 26	632.4	1 19 53 24
3. Apollo Batteries	2 08 20 46	609.5	1 21 34 46
4. Seaqueta	2 09 11 45	611.3	1 22 14 21
5. Farr Out	2 15 28 17	660.3	1 23 20 33

#### Class III (IMS) Handicap GP Course Length 380 Scratch Value 507.5

PI Yacht Name	Elapsed DHMS	GP	Corrected DHMS
1. Too Impetuous	2 07 49 28	609.4	1 21 04 06
2. First Class	2 11 39 49	609.9	2 00 51 17
3. Inch By Winch	2 12 37 29	611.0	2 01 41 59

#### Class IV (PHS) — Division A

PI Yacht Name	Elapsed DHMS	TCF	Corrected DHMS
1. Matua Future Shock	1 22 32 44	1.000	1 22 32 44
2. Group Therapy	2 09 56 28	1.020	1 22 45 31
3. Bobsled	1 22 31 00	0.807	1 23 26 49
4. Australian Maid	2 15 10 06	0.772	2 00 45 57
5. Bright Morning Star	2 08 56 34	0.822	1 22 48 25



# 10<sup>TH</sup> PITTWATER TO COFFS HARBOUR RACE



*“THE WARM WATER CLASSIC”*

**STARTING ON THURSDAY, DECEMBER 27TH**

10<sup>TH</sup> PITTWATER TO COFFS HARBOUR  
RACE

*“THE WARM WATER CLASSIC”*

For more information call the Yachting  
Secretary at The Royal Prince Alfred Yacht  
Club, (02) 997 1022 or complete the coupon  
below and we'll send you the “Notice of  
Race” and entry form.

Post This Coupon To:-  
Yachting Secretary,  
RPAYC  
PO Box 99, Newport, NSW 2106

Name .....

Address .....

..... Postcode .....

Tel. H (     ) ..... W (     ) .....

Yacht Name .....

## Etchells

# KA 300 HITS THE WATER

*By Peter Campbell*

**A**USTRALIAN yachting history was made at the Royal Sydney Yacht Squadron on Sunday, September 9, when Jim Annand and his crew hoisted the mainsail of their new Etchells — it proudly carried sail number E22 — KA 300.

The occasion marked the launch of the 300th Etchells one-design keelboat to be built in Australia and making the 9.2m sloop the largest keelboat class in Australia. No other keelboat class has ever reached such numbers in this country, nor has any class achieved such nationwide popularity.

Significantly, the class continues to grow in all States, with 13 active fleets and orders to keep the builder busy until near the end of the year. With Perth hosting the 1990 world championships in January and the 1993 worlds allocated



*ETCHELLS in action — Australia's most popular keelboat class is gearing up for spectacular international racing with the World Championships in Fremantle in January and many prominent competitors, including John Bertrand, Dennis Conner and Iain Murray contesting NSW State titles in November.*



to Brisbane, the expansion of the Etchells class is expected to continue.

The Australian fleet, set to exceed well over 300 by the end of 1990, is the second largest in the world, ranked only behind the USA where the class originated in 1966. Club fleets are among the biggest in the world, with 44 in the Sydney fleet sailing with the RSYS and 42 racing regularly with Melbourne's Royal Brighton Yacht Club.

It is a class that attracts the world's best helmsmen and crews, the Australian fleets including such name sailors as America's Cup skippers John Bertrand and Iain Murray, America's Cup and maxi-boat helmsman Peter Gilmour, two-times Etchells world champion John Savage, Olympic medallist Ian Brown and many former champions from other keelboat, dinghy and skiff classes.

Most will be in Perth for the world championships, with a strong international contingent from the USA, Canada, Hong Kong and Europe, among the likely entries being America's Cup superstar Dennis Conner.

The main attraction of the Etchells is its strict one-design. Very tight measurement rules ensure that all boats produced are identical and that boats stay competitive, despite their age. This has major benefits, both on and off the water.

The racing is the most exciting possible with crew against crew and no need for handicaps. The Etchells represents the best possible value for money as an investment in yachting as all boats hold their resale value. As a rule, owners sell their old boats for the price they originally paid for them new.

And people who buy second-hand boats know they will be just as competitive as those just launched.

The strict measurement rules mean owners are not continually paying for improvements to their boats. Once they have bought their new boat they can do nothing but update their sails. Exotic sails are banned and then the new owner is only allowed two suits of sails in either of the first two years, and one set (one main, one kite and two jibs) in any other year.

There are many other pluses for the Etchells. One is having a three-man crew, an easily managed number. Several former Australian offshore yacht owners have switched to the Etchells to escape the problems of organising big crews every weekend. Another attraction is the economic time needed for Etchells racing. Instead of sailing offshore, normally a full day just for a short race, on the Etchells it is usually just half a day from launch to derig.

Because hiking is banned, age and fitness are not important factors in improving performance.



MASSIVE fleets of Etchells will be racing on Sydney's Botany Bay in November for NSW Title and off Fremantle in January for World Championship.

Finally, no other class in the world makes it easier to attend and be competitive in overseas regattas. Under the Association rules it is possible to take just your sails and borrow a local boat which is in good condition (identical to all others) and compete on an equal footing.

## World Championships In Perth, Brisbane

AUSTRALIA will host the Etchells World Championships in 1991 and 1993 — in Perth next January and in Brisbane in 1993. The choice of the Royal Queensland Yacht Squadron for Brisbane in 1993 was announced at the special ceremony in Sydney in September to mark the launching of the 300th Etchells built in Australia.

A world class fleet is expected in Perth, including America's Cup yachtsmen John Bertrand, Dennis Conner, Iain Murray and probably Peter Gilmour, along with many former class champions and other international sailors from around the world.

The decision to stage the worlds in Brisbane will top off a period of first class Etchells racing in Australia in these strict one-design boats with a fleet of more than 70 expected for Perth and up to 90 in Brisbane.

The world championships in Perth, or off Fremantle to be exact, will see the first encounter on the water between John Bertrand and Dennis Conner since Bertrand sailed *Australia II* to victory in the 1983 America's Cup off Newport, Rhode Island.

Conner plans to buy or charter a new boat in Sydney while Bertrand and

Murray also will be sailing new Etchells in the worlds in WA.

## Champions Enter NSW Championship

THE Etchells NSW State championships will be a significant preview to the World championships in Perth in January. Botany Bay Yacht Club will host the State titles on November 16, 17, 18 and 19 over Olympic triangle courses on Botany Bay.

More than 60 Etchells are expected to contest the six races, with entries from Victoria, Queensland and Western Australia as well as from all NSW fleets.

Confirmed entries include America's Cup skippers Iain Murray and John Bertrand, defending NSW champion Ian Brown and possibly Peter Gilmour. Three times World champion John Savage from Melbourne and current Australian title-holder, Peter White, are also expected to enter.

The Botany Bay fleet has already reached 16 for the coming season, attracting former skiff sailors into the class. Among well-known new-comers to the class are former Moth world champion David McKay and keelboat helmsman Andrew Short.

## Tuning Guide For Etchells

IN the next issue of OFFSHORE, champion Etchells sailor and sailmaker Michael Coxon writes on tuning the Etchells.

Coxon is one of the many Australians who will be contesting the World Championships in Fremantle in January.

# Custom Set-up for Etchells

**T**HE Etchells Class is unquestionably one of the success stories of the Australian yachting industry. With 300 boats now sailing throughout the country and orders piling up with the builders, the future looks bright. This growth, administered by an extremely active and vigilant class association has attracted a huge cross section of sailors and enjoys an increasingly high standard of racing.

Due to its strict one-design nature, the racing is very close with every crew looking for the slightest edge to get them closer to the front of the pack. Over the years, basic layout concepts have been formulated but as placement and type of fittings is virtually unrestricted, there is plenty of room for variation and optimisation.

The customisation of boat layouts is my speciality and over the years the Etchells class has provided me with many opportunities.

When setting up a new boat I organise the entire boat, from liaising with the boatbuilder to handing the boat over complete with quality sun burn cream. From the beginning, I take time to discuss with the crew any ideas or concepts they may have, then looking at all the pros and cons, we arrive at a final layout.

At this stage, I pay great attention to the ergonomic aspects of the boat. What size is the crew? Where will they sit? How strong are they? This allows me to position controls correctly and determine the amount of purchase needed. I take the same approach when updating existing boats, which is always very rewarding as the crew can experience the difference such optimisation makes.



By Don Buckley

*Don "Admiral" Buckley is an expert in setting up and sailing all types of boats, from skiffs to IOR and IMS yachts. In this article he outlines his approach to setting up the highly successful Etchells. He is currently fitting out Etchells for Iain Murray, John Bertrand and Peter Sorensen.*

When choosing the actual fittings, I make sure they will be 100% reliable and operate smoothly. If the best suited fitting for an application is not available I have custom fittings made or modify those existing.

Throughout the set up, it is essential to ensure that everything is engineered and fixed to the highest standard in all respects, such as the suitability, location, size, minimal friction, correct choice of fasteners etc. in a conscious effort to keep things as neat and simple as possible. Simplicity is very important.

In designing the layout I divide the controls logically between the crew. I see the following division of responsibilities the best solution for the Etchells 22.

#### **For'ard hand:**

Has total control of the jib and the spinnaker. His controls are laid out in

such a way as to give him finger-tip control of the jib shape and easy access to the jib and spinnaker halyard, as follows.

- Sidedeck — from front:
  - Jib halyard fine tune 6:1
  - Jib car adjuster 6:1
  - Jib sheet fine tune 5:1
- Cuddy top-centre:
  - Spinnaker halyard.
- Cuddy top-sides:
  - Jib sheet coarse (ratchet blocks) 2:1
- Cuddy rear:
  - Jib halyard in centre
  - Rope to pull kicker forward on starboard side.

#### **Sheethand**

Shares the centre console with the skipper, however, has the mainsail and spinnaker pole to deal with. The console is laid out as follows.



*Spirit of Australian Yachting*



From the front:

- Mainsheet fine tune 8:1
- Mainsheet coarse on Harken swivel base 2:1
- Pole kicker (foreguy)
- Pole car lift and topping lift combined
- Main cunningham 4:1
- Boom vang 24:1.

### Skipper

Along with the console controls he has the main traveller and backstay led to the sidedeck behind the sheethand. This means that in a tight moment the sheethand can help. The skipper is given these controls to play with because it is felt that he can best feel and respond to small pressure changes which allows him to keep the boat in the groove as much as possible.

Other controls such as the spinnaker, tweekers and sheets are positioned for easy access by either the for'ard or sheet hand. The spinnaker sheets are tapered Spectra which is very light and seems to last longer than Kevlar.

In keeping with my total refinement package, the mast is bought from the class builder in its most basic form then finished off with my own running and standing rigging.

The pole car is strengthened and the spreaders are set to the sailmaker's requirements. The mast is finished in a clear coating called Tectyl which is much lighter than paint and more durable. An anodised boom and spinnaker pole completes the spars.

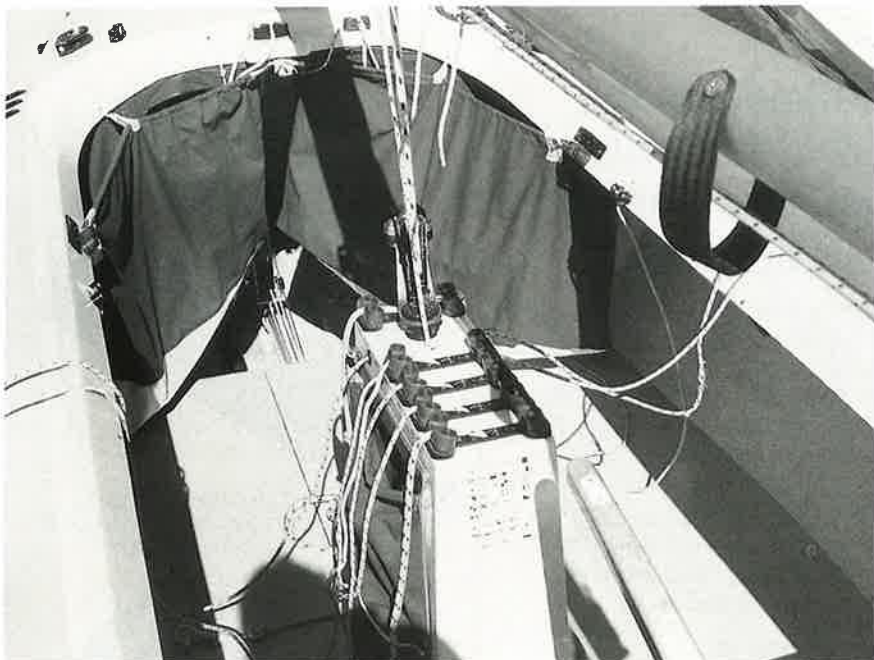
Increasingly popular is the use of Dyform wire on the standing rigging. I have all the standing and running rigging made up by Peter Gardner of Gardlock Rigging P/L.

With the fittings in place, ropes led, safety gear stowed and custom spinnaker bags fitted, the rig is set up to the sailmaker's rake and tension requirements.

On completion, the class measurer weighs the fully rigged boat and checks that the fit-out hasn't breached any rules. Although layout flexibility is allowed, the class has very firm restrictions on things such as the use of hydraulics, leading controls through watertight compartments and frames and minimum rigging size requirements. All these measures protect and ensure the one design, which, to its credit has made these boats very reliable with retirements due to breakdown rare.

With the hot competition Australia-wide and particularly that expected at the World Championships in Perth next January, owners are looking for any small advantage that exists within the rules.

For enthusiasts, I have had a Velocity Prediction Program (VPP) study the



*ETCHELLS custom set-up by Don Buckley. Looking fo'ard, shows centre console and fingertip controls for crew of three on cuddy cabin and side decks. Nearest sidedeck controls are main traveller and backstay.*



*MAST-mounted Plastimo compass is easily read from all angles, while, BELOW, the set-up for fine tuning of the jib — all within easy reach of fo'ard hand.*



theoretical sailing angles and performance for any given crew weight. This information is useful in helping determine the best downwind gybing angles for different wind strengths and the way the boat should be sailed upwind. It also provided an opportunity to determine the ideal crew weight.

Armed with all this, brains buzzing with VMG, AWA, TWS and so on, the well equipped Etchells crew only has to sail perfectly and win. Sounds easy doesn't it?

In fairness though, after many years of racing, I have decided that on average, the race winners are those that have as much advantage as possible, keep their boats in the groove longer than their opposition, make fewer mistakes and have just a bit of good luck thrown in for good measure.

My job is to give crews an opportunity to have the edge in terms of the layout and equipment, the rest, well!!!!???

---

*Don Buckley has over 20 years experience in the sailing industry, services including composite rigging imports (Australian and NZ agent); yacht and industrial rigging; IOR and IMS yacht management; racing preparation; independent yachting consultant; hydraulic specialist; maintenance refurbishment and repairs for all boats.*

*Lamotrek Pty Ltd is run by Don and his wife Fiona King, 127 Awaba Street, Mosman NSW 2008, Tel: 968 1282, Fax: 968 1283.*

# You may buy a cheaper compass,

## Sometimes on the midnight to dawn watch, your compass is your best friend

When there's a lee shore somewhere out there in the blackness, the pit of your stomach tells you you're glad you chose the best. There is none better than Silva for accuracy, reliability and long life. Silva compasses are made in Sweden. The whole country is renowned for its precision and Silva compasses are manufactured with the quality and style born out of necessity, experience and pride taken in perfection.

### Performance

No other compass has better damping qualities than Silva. All Silva compasses have non-yellowing crystal-clear oil filling, even if exposed to sunlight. Each compass sold in Australia or New Zealand is individually balanced for the Australasian magnetic zone. We've tested them to the third degree to perform to the enth degree. Consistent accuracy over many long years is the Silva promise.

### Wide range

Silva has the compass for any mounting application in any boat. There are 30 models in the marine range—a further indication of the degree of dedication of the Silva designers. Writing for our 24 page catalogue will convince you of this.

### Value for money

Once you've compared Silva with the others, there are no hard decisions to make. Talk to the experts. Listen to why they changed to Silva. It's the reputation that Silva has established that may not only save your life but ensure a good resale price if you ever sell.

# SILVA MARINE COMPASSES



**SILVA 33** Luminous parallel grid steering compass for slower type boats. Vertical or horizontal mounting.



**SILVA 85** For horizontal fitting on deck or instrument panel. No need to cut large holes, only 4 screw holes. Memory ring. Patented transparent card. 85mm capsule.



**SILVA 70/P** For permanent flush bulk head mounting on all types of sailing and power boats. 70mm capsule.



**SILVA 70/UN** Steering compass that simply slides out for hand bearing. Can be mounted at any angle and upside down. It even floats! For sail or power. Illuminated version 70/UNB.



**SILVA 105 PBEC-S** For ferrocement and steel boats. Pedestal mounting with B, C coefficients, corrector for D coefficient, and heeling corrector magnets. 12v light system. 175mm diam. base.



**SILVA 1000** For bulk head mounting in bigger sail or power boats. 3 pendulum lubber lines. Built-in 12v light and inclinometer. Compensator available. 100mm capsule.



# but you can't buy a better one.



**SILVA 150** For pedestal mounting in larger sail and motor boats. Patented transparent card with 6 lubber lines and sighting peg. Compensator for B and C coefficient and heeling corrector magnets. 12v light system. 145mm capsule. 170mm diam. base.



**SILVA 103/R** Tactical Olympic course racing compass for deck mounting. Superbly stable and easy to read. Also available for vertical flush mounting—100/P.



**SILVA 700** For sail and power boats. Permanent vertical or sloping mounting. Built-in 12v light. Double scale card. 70mm capsule.



**SILVA 70/NB** Suitable for fast motor boats. Permanent or detachable mounting from any angle, even from cabin roof. Very stable card. 12v light. 70mm capsule. With compensator—70/NBC.



**SILVA 100/NB** For motor cruisers. Mounting at any angle or slope. Extremely steady card. 3 lubber lines. 12v light. 100mm capsule. With compensator—100/NBC.



**SILVA 70/BC** For speed boats and fast power boats. The most stable compass yet designed. Shock resistant to 10G! Illumination from 3 light emitting diodes with a life time of 100,000 hrs. Compensator. 70mm capsule. Also 100mm capsule—100/BC.



Every Silva compass is fully covered by a written, numbered and officially recorded 5-year warranty at time of purchase.

## SILVA MARINE COMPASSES

### AUSTRALASIAN STOCKISTS:

Backed by an Australian-based service organisation with full spare parts and technical back-up facilities. For name of your nearest stockist phone the Silva distributor in your state:

**Victoria / NSW** - Macson Trading Company (03) 489 9766;

**QLD**: Scientific Instrument & Optical Sales (07) 8317672;

**SA**: RPM Industrial (08) 232 0204;

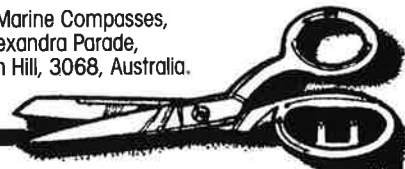
**WA**: AMI Sales (09) 337 3266;

**TAS**: Marineline Distributors (002) 25 1684

### SEND FOR A CATALOGUE

For a comprehensive 24 page, fully illustrated, glossy, colour catalogue, price list and nearest stockist, send your name and address with \$1 stamp to cover postage costs to:

Silva Marine Compasses,  
44 Alexandra Parade,  
Clifton Hill, 3068, Australia.



Enclosed is \$1 worth of stamps. Please send your 24 page catalogue, etc.

Name

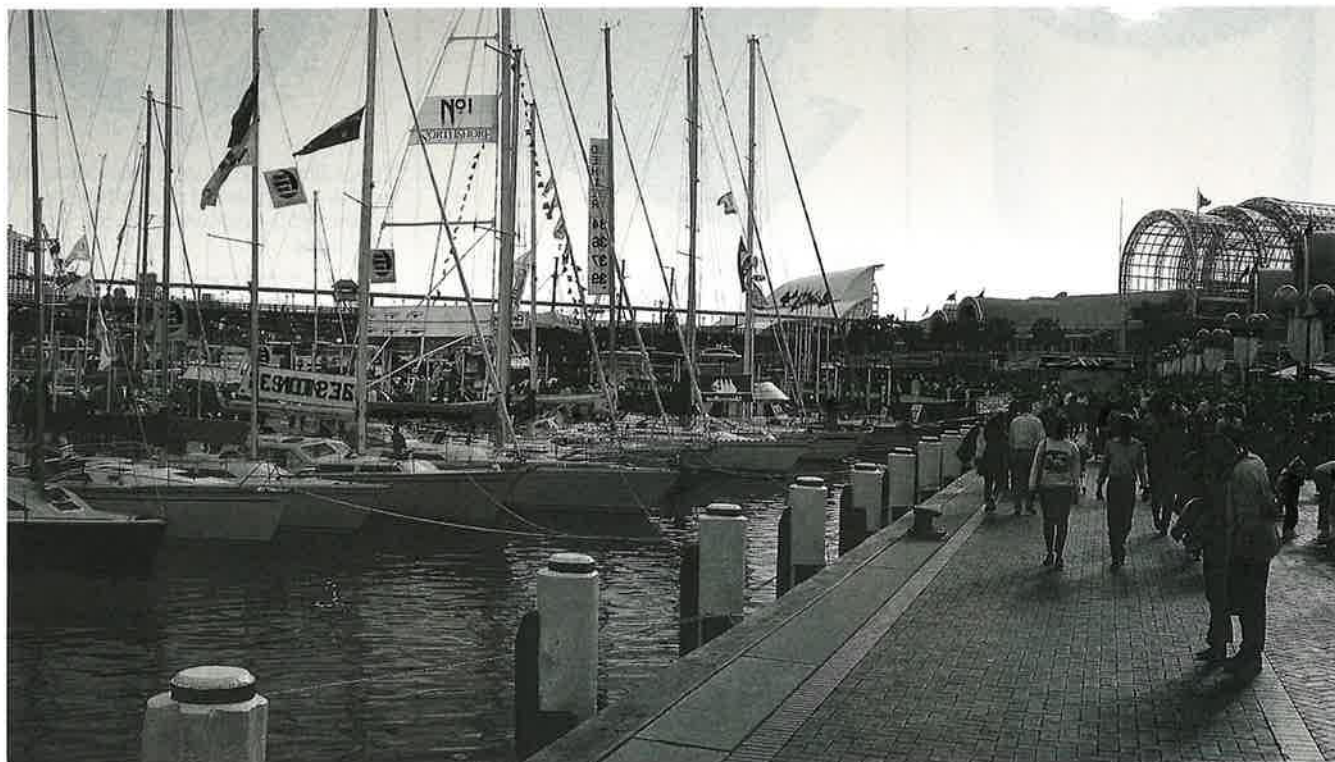
Address

Postcode

AS90

Lance Ross Advertising 10/32

# BOAT SHOW TIME!



**M**OST notable at the 1990 Sydney Boat Show was the marked increase in imported luxury offshore keel-yachts, an invasion that was clearly making the local manufacturers nervous.

The French manufacturer Jeanneau, for example, made a big push this year with six boats from 31ft to 51ft, after a tentative start with just one boat last year. All hulls are hand-laid with 21 per cent Kevlar woven into the glass.

At the show also was Beneteau, as usual, the French manufacturer already well-established here after seven years. The company made its customary strong showing (seven boats), again opting for dry-standing inside the main exhibition halls, a strategy that has attracted a lot of interest.

New from Beneteau were the First 45-f5 (designed by Farr and styled by Pininfarina, with 60hp Perkins), the First 38-S5 (Jean Berret-designed and styled by Phillippe Stark, with 43hp turbo Volvo diesel) and the Oceanis 370 (Philippe Briand design, with 28hp Volvo). Prices: \$434,000; \$246,000; and \$219,000.

All have Bureau Veritas or ABS certification and 10-year hull warranties against osmosis. The Oceanis 370 is a fast cruiser with a shoal-draft keel; the others are purpose-designed Class II IMS cruiser-racers.

A third Frenchman was Gib'Sea, with one boat (the Gib'Sea 442) at the marina, emphasising that the French have ambitious eyes on Australia. With 240-volt shore power, fridge, freezer and furling jib. The price: \$339,900.

The Dehler 37CWS, from Dehler Yachts of North Sydney, was an eye-

---

### *By Peter Forbes*

---

catcher. In naval grey, it has a self-tacking headsail and a cockpit-located electric centre-winch system (hence CWS). Superbly engineered like most things German, it boasts a lazy jack quick main-drop system, single line rapid-reefing, and all lines back to the cockpit winch. It has central heating below decks from the diesel engine and a stern-anchoring fitting. Show price: \$232,000.

Other yachts in the Dehler range include a racing 36, a 37 and 39 CWS and a 34.

Another German on display was the smart-looking Bavaria 390. This Axel Hauptman-designed IMS cruiser-racer featured plenty of teak on deck and a lot of African mahogany below. It was the timber trim of the various foreigners that seemed to be especially exciting the attention of show visitors. Show price from Lamoore Yacht Sales of Palm Beach: \$340,000.

For trend-setting interiors, however, the Jeanneau range probably set the pace. The Sun Liberty 34, particularly, had the French look about it an almost art deco styling. The Australian distributor Harvey Milne, of Bayview Anchorage, Bayview, said it was certainly winning the hearts and minds of women. Price: \$178,690.

Other Jeanneaus included the 44, a magnificently roomy yacht because of its beam (\$400,000 optioned up), and the 36 (\$208,000) with three cabins and two bathrooms.

An offbeat but home-grown product was the Gelignite 35 by Protocept Inter-



# PLASTIMO NAVMAN — Navigating Australia



**Chart plotters used to be bulky, heavy and confined just to the chart table. Now they are portable, light weight and can run off batteries. They can even interface to Satnav and GPS with NMEA 0183 or Navstar signals. Contact us to view our VHS video on the NAVMAN.**

Distributed in Australia by: Mark Baker Pty. Limited, 8/42 Leighton Place, Hornsby NSW 2077  
Telephone: (02) 482 1544 Facsimile: (02) 482 1579



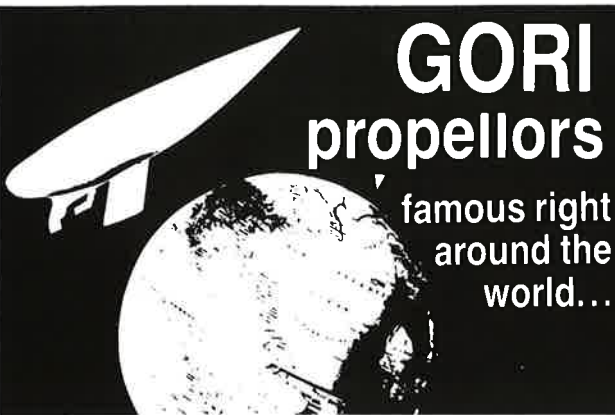
**PLASTIMO**

Please, send me additional product information on the Plastimo NAVMAN.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

P/Code \_\_\_\_\_



**and suits all sail-drive units.**



**The GORI Propeller Increases Speed**  
The low drag of the propeller means better sailing characteristics and ability to sail closer to the wind. The whole rudder blade is used.

**Full Speed When Sailing 1**  
The low drag increases the speed by 0.5-1 knot.

**Full Power When Going Astern 2**  
The GORI Propeller is at least as efficient as a propeller having fixed blades when going astern, but decreases speed faster.

**Full Power With Set Sails and Running on Engine**  
Even the lightest breeze will increase the speed. 3

**Full Engine Power in Calm Weather 4**  
In calm weather the engine power can be fully used meaning another 0.5 knot.

**Full Engine Power in Head Wind and Heavy Seas**  
The self-adjustment prevents the engine from 5 labouring and thus being overloaded.

A GORI Propeller increases the speed by up to 0.5 knot, prolongs engine life, improves fuel economy and utilizes the available engine power.



**MACHINERY SALES PTY. LTD.**  
24 Maroondah Highway, Ringwood. (03) 870 2944.  
Sole Australian Distributor.

HM 04

## Ship Chandlery & Marine Hardware

STOCKS INCLUDE:

COPPER, MONEL, STAINLESS FASTENINGS,  
PAINTS & ADHESIVES, OAKUM

MARINE PLYWOOD, CORDAGE, FITTINGS,  
ETC

PLEASE PHONE FOR OUR COMPETITIVE  
PRICES

## B & E SUPPLIES PTY LTD

12 Mansfield Street  
BALMAIN, 2041

Phone:

**810 0464, 810 1871**

national, of Sydney, the aluminium yacht formed by the HERP (high-energy rate forming) method, which is jargon for blowing the hull into shape with a high explosive. Manufacturer Don Richardson reported several potential orders. Price: \$166,000.

Alongside the Gelignite was another local, the Cape 31, a design from Andrew Cape, marine architect and Australian offshore racer now living in Britain. With foam-sandwich hull and open plan sleeping for six, it is for JOG, IMS and PHS racing. Price from BAC Yachts of Dural: \$100,000.

Close by were other Australians, a range of Northshore yachts which Sydney-siders have come to know and buy. High profile among the Northshore offering were a 46 (standard price \$300,000) and the popular 31 (standard price \$95,000) which marketing manager Ian Vidal said had sold 14 yachts in the past 14 months, making it Northshore's best-selling product. The Zeston 36 motor-sailer had plenty of interested people climbing over it. A special at \$168,525.

Check by jowl with the Northshores were yachts from two US manufacturers: the Catalinas, which have been in this country for five years now; and a beamy (lift) Hunter 30, making a tentative sortie from Stateside. Through Sydney Sailboat Centre, at the Spit, the

Hunter 30's standard price, with hot and cold water and 18hp Yanmar, is \$125,000.

The Catalina 28 (with wing keel, 240-volt shore power and fully battened main) is priced at \$88,362; the Catalina 30 (with lazy jacks and roller-furling 150 per cent mainsail) is \$107,000.

A big foreigner was the Taswell 49, a 14.5-tonne luxury centre-cockpit cutter with lots of roomy, plush comfort above and below. To a Britain design by Bill Dixon, it is built in Taiwan's Tashing yard for world cruising. Priced through Northbridge Yacht Sales: fully optioned, \$620,000.

Other newcomers were two British Moody yachts: Moody 31 cruiser-racer with a Lloyds hull construction certificate and also a Bill Dixon design; and the 33ft Eclipse motor-sailer with twin steering positions, all-round vision in the saloon and a bathroom that drew special approval from some women show visitors.

Moody's Australian representative is Jerry Hendrey, longtime Sydney Harbour boatbuilder and broker of Careening Cove Boat Brokerage, Milsons Point. Prices: Moody 31, tiller-steered, \$126,591; with wheel \$129,969, Moody 33, \$191,204.

Other Moody's up to 43ft are available. The company makes 500-600 yachts a year.

Also there was the Queensland-manufactured Robertson 1140 (37ft). The 1140 is built by "Robbo" Robertson, Caloundra builder of the legendary Farr 40 racing yachts.

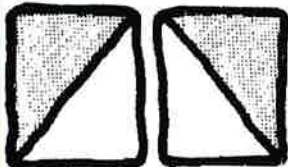
The Robertson is also a Farr design, restyled for IMS racing and with such things as hot and cold water and a lot of interior teak. The hull carries a five-year warranty against osmosis and comes with ABS compliance certificates. Price from Southern Pacific Marine Sales, of Church Point: \$184,475 for optioned-up version.

Not to be missed was the Cavalier 37E, a Cav 37 (the Kay Cottee boat) with an extended transom with platforms for swimming and stowing the liferaft. A Laurie Davidson design, it has a fair amount of interior timber and a lead keel. Standard 37E price without headsail furler is \$176,500.

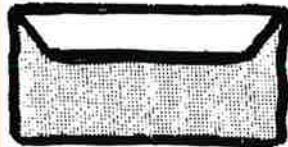
Not least of the Aussies was Kanga Birtles' ABS-certificated high-performance cruiser-racer, the Jarkan 12.5. With a fair share of interior timber, it has a triple spreader rig and IMS potential and sleeps seven. Designed by John King, its prototype *Apple Endeavour* (now *Continental*) was second in the fully crewed division of the 1988 Round Australia race. Price from Northbridge Yacht Sales, for custom fitout and most things except the electronics: \$275,000.

# SAIL

## THE WHITSUNDAY'S CHARTER PROFESSIONALS



*"We combine experience  
with personalised  
service."*



**THE NEWEST FLEET IN THE  
WHITSUNDAYS  
CHOOSE FROM**

- WOODWARD 47
- NORTSHORE 46
- FARR PHASE 4
- LEXCEN 42/43
- SPACESAILER 36
- CORAL SEA 36

# WHITSUNDAY

HOLIDAYS AFLOAT

**STOP PRESS!!**

**COMPETITIVE RATES  
AVAILABLE FOR SUMMER 90/91**

**CALL FOR OUR COLOUR BROCHURE  
008 075 045**

## FEAST WATSON CLASSIC ANTIFOULING



The one  
that works

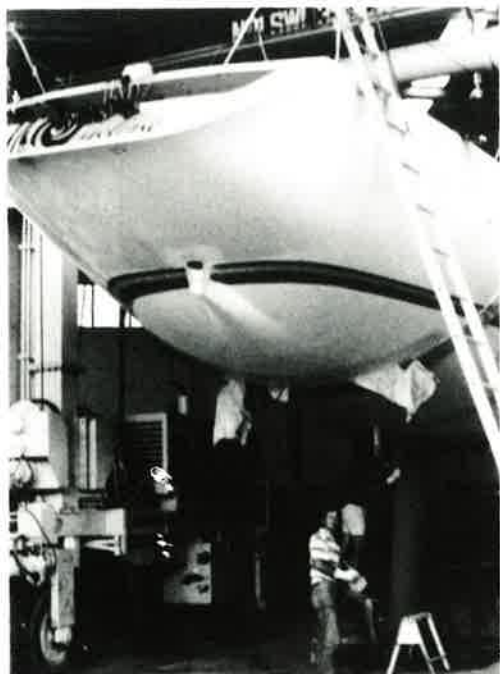
\*\*\*

Suitable for use  
over existing  
antifouling

Contact: Leading chandleries or call  
Feast Watson on (008) 252 502



# THE YACHTSMAN'S BOATYARD



Cyclone and Haupia are fitted with their new keels

## RIVER QUAYS

We are experienced in major hull repairs in fibreglass, exotics, aluminium, steel and timber.  
Keel fitting, modifications and replacements are our specialties.

Recent keels fitted in our yard include those of **Brindabella** (65 ft), **Cyclone** (50 ft)  
**Haupia** (35 ft), **Spirit of Sydney** (60 ft).

**Complete engineering workshops and under-cover, lock-up hardstand.  
Traditional shipwrights for new decks, fitouts and deck furniture.**

### Featuring all this and more...

- Traditional boat building & restoration
- 35 ton travelift. Takes vessels to 17 feet beam
- Undercover hard stand and boatshed
- Full service yard
- Mast-stepping crane
- Professionally trained shipwrights
- S/S and alloy welding
- Professional spray painting
- Engineering workshop
- Marine electrician
- Diesel mechanic



## River Quays

MARINA - BOATYARD - SLIPWAYS - MOORINGS

140 Tennyson Rd., Mortlake N.S.W. 2137

Fax: (02) 736 2487 Phone (02) 736 2633



# SAIL NEW CALEDONIA 1991

*Into the South Pacific*

## Westpac Australia-New Caledonia Yacht Race

Two fleet starts for cruiser-racer yachts from:

- Sydney
- Brisbane

Sunday, September 1, 1991

Handicap Categories: IOR, IMS, PHF plus Cruising Division

*For information form:*

Cruising Yacht Club of Australia

New Beach Road, Darling Point, NSW

Phone: (02) 32 9731 Fax: (02) 32 9745

## ELLIOT YACHTS

Grand Prix Racing Yachts

## FUTURE SHOCK

*Record breaking performer  
launched March 1989*

Superbly maintained with a comprehensive inventory of top-line equipment and sails. Exotic construction with ABS approval.

Full factory support available.

A fast, exciting and easily sailed yacht with style to match.

Available in cruising configurations.



Designed and Built by

**Aus \$520,000**

(Tax Excluded)

**ELLIOT**  
TYPE YACHTS  
LIMITED

**PO Box 8504, Symonds St,  
Auckland**

**Ph (09) 379 393**

**Fax (09) 379 284**

Currently at  
Southport, QLD.



then ripped her headsail that the Australian maxi finally took the lead and went on to win. However, in fairness to *Drumbeat*, the crew found later that her keel had been damaged more than they thought when the maxi hit the rock off Molokai and the drag affect would have been considerable.

In the 50-footer encounter, Jamie Wilmot got *Heaven Can Wait* away to the perfect start and led all the way to win the race overall, the second win of the series for owner Warren Johns and his red-hulled Farr 50. *Cyclone* came in second and with *Drumbeat* placed 10th of the team boats, Australia added another 10 points to its lead going into the final Kaula Race.

When computing errors had been rectified, Australia went into the final race with 571 points on the board, the Japan Blue team with 544 followed by the Japan Green team on 400 and the USA Red team on 382 points.

Kenwood Cup team placings: 1. *Heaven Can Wait* (Aust); 2. *Cyclone* (Aust); 3. *Tiger* (Japan Blue); 4. *Will* (Japan Blue); 5. *Bravura* (US Red); 10. *Drumbeat* (Aust); 11. *Swing* (Japan Blue). Team points: Australia 571, Japan Blue 544, Japan Green 400, USA Red 382, New Zealand 307, Japan Yellow 220, USA White 101.

## RACE SIX — Kaula Race, 390 nm ocean race

AUSTRALIA'S chances of retaining the Kenwood Cup crashed less than two hours after the noon start of the final race, the quadruple-scoring Kaula Race of 390 nautical miles, when the topscoring team boat *Cyclone* was forced to retire with a badly kinked mast. Despite efforts by owner Max Ryan, skipper Chris Harmsen and the crew to straighten the mast and tighten up the rigging in the lee of Koko Head, 10 miles from the start off Diamond Head, it was all of no avail.

A deeply disappointed crew turned back to Honolulu as the rest of the fleet sailed around the north coast of Oahu and set spinnakers for a spectacular downwind run of 150 miles westward to the tiny rocky islet to the south of the island of Niihau, followed by a long, hard slog back to Oahu and Honolulu.

Back ashore, *Cyclone's* crew removed the rig and found that a portside diagonal had stretched 3.5 inches, causing the mast to bend dramatically as it slammed into a big sea off Koko Head. "We were supposed to have cobalt rod rigging which does not stretch," a disenchanted

Max Ryan said later. "We're taking it back to Australia for analysis. It had stretched a small degree in the Molokai Race and was re-adjusted and it seems it stretched again when the boat smashed through the bad waves rounding Koko Head."

Until her retirement, *Cyclone*, a Frers 50 with a new Iain Murray designed keel, had placed 3-1-3-1-2.

Australia had won the Kenwood Cup in 1988 with only two boats completing the Round the State Race, but that time the team went into the final race with a 60 point lead. This time the lead was only 27 points.

As *Cyclone* returned to Honolulu, *Drumbeat*, with her damaged keel repaired the previous day, was opening up a commanding lead over *Sorcery* to lead the fleet on the long spinnaker run to Kaula rock. With the tradewinds lifting to 20 knots in the late afternoon and overnight, *Drumbeat*, led the fleet around Kaula rock, two hours before dawn next day, 24 minutes ahead of *Sorcery*, averaging 12-2 knots for the 195 miles of mostly reaching and spinnaker running.

A couple of hours later came the news that Japan Blue 50-footer *Will*, skippered by New Zealander Geoff Stagg, had broken off part of its rudder but was continuing in the race. *Heaven Can Wait* was first of the 50-footers around Kaula, about 10 minutes of ahead of *Tiger*, with *Will* rounding about 50 minutes later.

Leading the One Tonners around Kaula, only boat lengths apart were the USA Red team boat, *Bravura*, Australian non-team entry *Ultimate Challenge*, and the Japan non-team boat, *Propaganda*. As they rounded, a sharp gust forced them into involuntary gybes, with *Bravura* breaking its boom.

On overall corrected times, at the morning roll-call *Ultimate Challenge* skippered by long-race expert Lou Abrahams, was placed first. While this was of no help to the Australian Kenwood Cup team, it strengthened Australia's placing in the World Cup point-score, with the national team for that score being *Cyclone*, *Heaven Can Wait* and *Ultimate Challenge*.

Powering upwind on the 195 nautical mile return leg to Oahu, with the tradewinds lifting to 40 knots, *Drumbeat* crossed the line off Diamond Head at 2.57am local time, beating *Sorcery* home by more than an hour. It was the sixth successive line honours win by the Perth-based maxi but skipper Peter Gilmore described it as an "horrendous race".

*Heaven Can Wait* finished just before midday, with her titanium pulpit and two starboard stanchions missing rip-

ped away when a wave broke over the bow as a spinnaker was being peeled, taking spinnaker and rails with it. "It was a 48-hour match race with *Tiger*, until the last six hours we were never more than a hundred yards apart," said wearied helmsman Jamie Wilmot.

The result of the 1990 Kenwood Cup hinged not only on whether *Will* could not only complete the course, but on whether it could achieve a high enough placing for the three-boat Japan Blue team to overtake the lead of the depleted Australian team. Luck favoured *Will* — looking for smoother seas as the crew struggled to steer her upward, skipper Stagg set a course under the lee of Kauai and picked up a major windshift which put her right back with the other 50-footers.

When *Will* struggled across the finish line, only three feet of its rudder left, but still only an hour and 23 minutes astern of *Heaven Can Wait*, the writing was on the wall. Then *Swing*, the Japan Blue team's Farr 44 and former New Zealand Admiral's Cup yacht *Librah*, came into displace *Heaven Can Wait* from the top of the corrected time list. The 1990 Cup was Japan's, bar the shouting.

Subsequently, the One Tonners came home in the late afternoon to dominate top results but that did not alter the international teams result.

Overall winner, in a case of winning the battle but losing the war, was Lou Abrahams' One Tonner *Ultimate Challenge*, winner of the 1989 NorTel Sydney-Hobart race but overlooked for the Australian Kenwood Cup team. "I proved my point — I just wanted to beat them (the Australian team boats) once in the series," an elated Abrahams said as he and his crew celebrated at Waikiki Yacht Club. "We had no superstars on board, just our normal crew from Sandringham Yacht Club, but once again we proved our skills in long ocean races."

Abrahams has sailed in every international ocean racing series in Hawaii and was a member of the winning Australia team in 1982 with his other Sydney-Hobart winner, *Challenge II*.

In the Kenwood Cup scoring Japan Blue scored 184 points with *Swing* placed fourth, *Tiger* sixth and *Will* 10th. Japan Green team totalled 168 points while Australia scored 140 points with *Heaven Can Wait* placed fifth and *Drumbeat* seventh on corrected time.

The only compensation was that, with *Ultimate Challenge's* contribution Australia topscored for the regatta in the Champagne Mumm World Cup scoring and the Cruising Yacht Club team of *Cyclone*, *Heaven Can Wait* and *Drumbeat* won the Yacht Club Trophy.

## Drug Testing for Australian Sailors

RACING sailors competing in Australian championships for international classes of yachts, both centre-board and keelboats, have been warned they may be drug tested during the coming summer season.

A positive test of banned substances under the Australian Sports Drug Agency's drug-testing program will result in a life ban from representing Australia in Olympic yachting.

They would also be ineligible for any financial or other support from the Australian Institute of Sport or the Australian Sports Council.

Drug testing of sailors will certainly be carried out during the regatta in Brisbane in late January to select Australia's team for the 1991 Olympic Practice Regatta at Barcelona and in other championships for international classes, including dinghies and sailboards. It is unlikely that there will be any drug testing of crews of ocean racing yachts in Australia, but there could be overseas.

The warning to sailors has come from the Australian Yachting Federation's national coaching co-ordinator, Alistair Mitchell, in a memo to National and State sailing squad organisers and class associations.

At the same time, the International Yacht Racing Union in London says there is "a small but unquestionable drug abuse problem in high-performance dinghy sailing, as well as in keel boats, both day racing and offshore."

The IYRU statement indicates the possibility of drug testing of crews in events such as the 1991 Admiral's Cup offshore racing series in England.

In his memo, Mitchell points out that sailors were athletes under the terms of the drug testing program and were just as liable to drug testing as weightlifters, swimmers and runners.

In his memo, Mitchell also warned sailors of the risk of inadvertently taking prescribed drugs and other pharmaceutical drugs that contained banned substances.

Proprietary medications which contained prohibited substances under the ASDA drug testing program included Codral cold and flu tablets, Panadeine and Sudafed, which contained codeine and pseudoephedrine.

## EastSail's Lord Howe Adventure

EASTSAIL, the long-established Sydney sailing school is heading into the Tasman Sea on an adventure cruise in October, aboard Hugh Treharne's 53-footer *Bright Morning Star*. Designed as a passage trip to train coastal yachtsmen and women the complete facets of ocean sailing, it will be a cruise with a difference.

Firstly, it will be a five day cruise from Sydney to beautiful Lord Howe Island via Port Stephens, taking the crew to this unspoilt island with its coral lagoon — an island so unique that it has been proclaimed as part of the World Heritage.

On the return voyage, *Bright Morning Star* will sail to famous Middleton Reef (weather permitting), some 100 miles to the north of Lord Howe Island — a first for EastSail.

Ocean sail instructions for the AYT TL4 Yacht Cruising Course will be under the direction of Hugh Treharne and Joe Goddard, two highly experienced yachtsmen, with the syllabus during the cruise covering everything from coastal navigation to ocean seamanship, emergency procedures, cooking at sea and on-board maintenance.

Further information from Joe Goddard, EastSail — phone (02) 327 1166 or fax (02) 327 1808.

## Sailing, Cricket at Antigua Week

RATED as one of the top ten regattas in the world, Antigua Week 1991 offers an added reason for Australian sailors to participate — the regatta coincides with the Fifth Test between Australia and the West Indies. Antigua is steeped in the traditions of both sports — it is the birthplace of the great cricketer Viv Richards and in April each year is host to the Sailing Week.

What better reason for Seafarer Sailing to organise an Australian expedition to Antigua Sailing Week in April, 1991.

In fact, what better place to stage a regatta than Antigua, located at the centre of the Caribbean chain of islands some 14 degrees north of the Equator. The prevailing wind is the reliable South-East Trade, the water only a few degrees cooler than the air, and English Harbour, the home port for the regatta yachts is a paradise for any yachtsman.

Seafarer Sailing organised its first trip to Antigua Week in April this year and using this experience is preparing for an expanded exercise in 1991. Seafarer, through its association with Beneteau, has chartered a number of Guadeloupe-based yachts to compete in various classes.

Several leading Australian yacht clubs are endorsing entries, so there will be an interclub dimension to add spice to the international flavour of the week.

Seafarer's travel package includes international flights to and from Antigua with American Airlines, a three-night stopover in New Orleans on the way to the Caribbean, accommodation on board the selected yacht for two weeks, and a three-night stopover in San Francisco on the way back to Australia. The package is priced from \$4575 per person and more information can be obtained from Seafarer Sailing in Sydney on (02) 387 4711.

## NEW SOUTH WALES

### CYCA Short Haul Division Expands

THE CYCA's Short Haul Division was introduced in 1982 to meet the needs of owners of sound yachts who wanted to race offshore with limited crews and without spinnakers. It has been operating successfully every summer since then.

This coming season, besides the normal arbitrary handicap division, the Short Haul programme will also include an IMS non-spinnaker handicap point-score for those yachts measured, based on their IMS certificate non-spinnaker handicap.

The 1990-91 programme consists of 17 events, included in which are two races to Pittwater and one to Port Hacking, each with an overnight stopover and get-together. There will also be one night race on the harbour, starting at 7pm and finishing with a barbeque back at the CYC.

Races this summer will be on the normal inshore/offshore courses, starting at either Cannae Point, in which case the offshore mark is laid four miles off the Heads, or Point Piper, where the mark is three miles from the Heads. This keeps the course distance in both cases to 15 miles.


In both cases, the offshore mark is laid at 90 degrees to the wind, hopefully allowing the yachts a pleasant offshore reach around the course.

The Short Haul fleet caters for all kinds of craft and usually consists of a mixture of yachts, including Northerner 28s, Bonbridge 27s, Northshore 33s, Cavaliers, Beneteaus and even veteran yachts such as Tasman Seabirds and Lion class sloops, along with larger cruising yachts including *Four Sea Sons* and *The Doctor*.

Crew limitations are a minimum of three over the age of 18 up the maximum for the current safety certificate. No extras are permitted, but it is not



## Brewer Sailmakers



*Rob Brewer*  
Sailmaker  
A.Y.F. Coach (Cert.)

2/39 Sydenham Rd.,  
Brookvale N.S.W.  
2100 Australia.  
Phone (02) 905 4103

## PREMIER BOAT TRIMMING

(Formerly De Luxe Boat Trimming)

d'Albora Marine, New Beach Rd., Rushcutters Bay

**Phone: 32 5998**

Boat Covers, Awnings, Upholstery,  
Carpets, Clear Screens

### ALL THINGS OF FABRIC ON BOATS

## ADVANTAGE SAILS

2C MARGARET STREET, WOOLICH

We offer:

- ★ Quality Racing & Cruising Sails
- ★ IMS & Shorthanded Specialist
- ★ Racing & Cruising Multihull Sails
  - ★ Advice on Rigging
  - ★ After sales Service

**( 0 2 ) 8 1 6 2 8 6 0**

B  
R  
I  
A  
N



## SHILLAND SAILS

**94 7447**

67 Kenneth Rd,  
Balgowlah

- Racing Sails
- Computer Designs
- Handsewn s/s rings
- Leather bound corners
- Sails that you can rely on to last
- Guaranteed quality Workmanship
- Made by tradesman with 20 years sailmaking experience

# SOBSTAD

## GENESIS™ Sails: Set for the future

Fast, Long Lasting and Affordable — Custom  
Built from Fabric to Finish

Call us now — **SOBSTAD SAILS**  
246 Harbord Rd, Brookvale 2100  
Phone (02) 905 0681

Telephone: 32 2130

## D. & R. SHIPWRIGHTS (C.Y.C.A.)

New Beach Road  
Rushcutters Bay N.S.W. 2027

- REPAIRS
- PAINTING
- FITTING

## HENDERSON RIGGING

- Complete Yacht Rigging Service
- Traditional Hand Splicing
- "High Tech" Racing Hardware
- Full stocks of Wire and Cordage



**WORKSHOP:**  
Elizabeth Bay Marina  
1 Ithaca Road  
Elizabeth Bay N.S.W. 2011

**JOE HENDERSON**  
Phone: 357 1451

## SECUMAR

### AUSTRALIAN SALES & SERVICE AGENCY

#### INFLATABLE LIFEJACKETS

BS10, BS15, 12KSL, 15KSL, 15 BOLERO  
16L SOLAS D.O.T.&C. APPROVED


M.O.S.S. AUSTRALIA PTY LTD.  
5 Beaumont Place  
Castle Hill 2154

PHONE: (02) 899-4747  
FAX: (02) 899-4515

Adhesive Tech .....	78
Barlow .....	39
B&E .....	57
Beneteau .....	3
Bukh .....	65
Coursemaster .....	66
CYCA .....	44,60
Dehler .....	27
Elliot Yachts .....	60
Epiglass .....	30
Feast Watson .....	58
Hasset .....	57


Headland.....	67
HiTech.....	72
Intermark.....	73
JBC .....	21
Ken Jago .....	73
MacDiarmid .....	70
Macson .....	54,55
Maxco .....	28
Mount Gay .....	6,7
Musto .....	67
North Sails .....	41
Qantas .....	52

River Quays .....	59
Robertson .....	17
RPAYC .....	49
Sail Whitsunday .....	58
Signet .....	18
Southern Pacific .....	70
Stowe .....	IFC
Sturrocks .....	OBC
Tassie Tourism .....	77
VDO .....	15,37
Waves .....	75
Western Port .....	IBC



## TIMBER IMS BOATS

- ★ VAN-DE-STADT DESIGN
- ★ BUILT TO LLOYDS
- ★ ANY STAGE OF CONSTRUCTION



**Boatbuilders Circle Pty Ltd**  
*Custom builders in Timber and Aluminium*  
 6 Bluegum Close, Tuggerah NSW 2259 (043) 51 2417



## FRASERSAILS

### *The Ultimate in Racing and Cruising Sails*

For information on our Sails, Services & Products, please write to:  
 6 NIELD AVE., RUSHCUTTERS BAY, 2011  
 PH. (02) 361 4836. FAX: (02) 332 3271

BRISBANE (07) 831 4022      MELBOURNE (03) 328 3260  
 HOBART (002) 23 8302      PERTH (09) 430 5366



## Noakes Rigging Pty. Ltd.

- All standing & running rigging
- Hand splicing & leather work
- Waterfront premises
- No job to big or small.

925 0306 Fax: 929 6028  
 1 Bradley Ave, Milsons Pt

## CHARTERING'S EXPENSIVE SWAP YACHTS AND CRUISE FREE!

Join worldwide club for boat to boat exchanges. For details send (\*) to YACHTEX, Box 431372, San Diego, CA 92143-1372.

## LEXCEN LOWE YACHT DESIGN

PTY LTD

### *Peter Lowe*

CUSTOM and PRODUCTION DESIGN

Tel.(02)9978744      SUITE 7 9 FOAMCREST AVE NEWPORT  
 Fax.(02)994998      NSW 2106 AUSTRALIA

## APAR PTY. LTD.

Marine & Industrial Pumping Specialists

<p>SALES &amp; SERVICE</p> <ul style="list-style-type: none"> <li>• JABSCO</li> <li>• JOHNSON</li> <li>• MONO</li> <li>• SHERWOOD</li> <li>• AJAX</li> </ul>	<ul style="list-style-type: none"> <li>• PAR</li> <li>• DRAFFIN</li> <li>• DAVEY</li> <li>• RULE</li> <li>• VANE</li> </ul>	<p>3/208 HARBORD ROAD                  BROOKVALE 2100                  P.O. BOX 94,                  FRENCHS FOREST 2086</p> <p>PHONE: (02) 938 6811                  FAX: 938 6720</p>
--	---	---



## Maurice Drent Boating Services

Central Office  
 Cruising Yacht Club of Australia  
 New Beach Road, Darling Point 2027  
 Tel (02) 32 9945, 32 2653 Fax (02) 327 8534  
 Telex AA72278 SEWYSE



for 1x10, 2x7, 7x10 stainless wire

**DON STREET** says  
 "having dealt with every type of wire terminal known to man I regard STA-LOK as the best. It is not only properly engineered but it is the easiest of all to install"

Non-corrodible 316 stainless Lloyd's approved design

**Keep it up with STA-LOK**

For more details on Lloyd's approved STA-LOK Terminals & Insulators Call TOLL FREE 008 226 113 Sydney call 759 2389 The Marinex Corporation, 31 Hugh St. Belmore NSW 2192



Metric eyes—made with inch pins  
 The "Former" bends wires—no pliers—dead easy!  
 Massive "Socket" produces full wire load  
 Stainless "Wedge" grips like a steam!

*For details on advertising in the Offshore Market, contact Adam Brown on (02) 555 7477*



# All Ports

unusual for most yachts to complete the course in under two hours on a windy day.

The whole idea behind the Short Haul division is to cater for three types of yachting people:

- To provide a starting point for those beginning to race offshore and give them the skills without the drama whilst brushing up on the navigation and seamanship;
- Provide a fun series of events for the experienced ocean racer who has "been there, done that" but still wants to keep his yacht active without the ongoing problem of crew reliability and knocking the equipment about;
- For the Saturday sailor who does not want to put up with the drama of round-the-buoys racing in the harbour.

If you don't fit into any of these categories, why not give it a go. All you need is a seaworthy yacht to Cat 4 safety, and a couple of good friends and you can be on your way to an enjoyable summer experience.

John Keelty (Cherana).

## Digital Winter Series Success

THE 1990 Digital Winter Series conducted by the Cruising Yacht Club on Sydney Harbour proved to be an outstanding success, with a regular fleet of 120 yachts competing each Sunday and the pointscores not decided until the final race in most divisions.

With the support of Digital, who were closely interested in the racing as spectators and, at times, participants, the CYCA was able to provide excellent prizes each weekend. The Club was packed from morning to night, with the popular breakfasts and the barbecues.

Close racing was seen in all divisions, but the final result of Division A hinged on the outcome of a protest, ultimately dismissed, against Tom Johnston's J35, *Haupia*. The end result was a victory for *Haupia* with 429 points over *Thirlmere* with 424 and *Too Impetuous* with 423 points.

Division B saw a clearcut win by *Lady Ann*, steered by young Sean Kirkjian to four first places during the series. Competition was closer in Division C, the winner being John Granger's *Vasco Da Granga* from *Public Nuisance* (Steve Wilson and Michael Grout) and *The Force* (Patrick Mayes).

One of the most beautiful boats in the fleet, Carl Scriber's *Suraya*, won Divi-

sion D, notching up three first places, while in Division F, the series went to Phil Ward's *Sundowner II*. Limit boat *Redback*, skippered by David Elliott, won Division G despite giving up to 40 minutes handicap to the front-runners. *Redback* won four of the 13 races, including the final one.

The J24s were out in strength, with 15 boats contesting Division J, the pointscore going to *F22-at-10*, skippered by Allan Rintoul, by just four points from *Mad If You Don't* (John Hunt) with *Nose for the Wind* (George Lewkovitz) a close third overall.

Digital Winter Series Pointscore Results:

**Division A:** 1. *Haupia* (Tom Johnston) 429 pts; 2. *Thirlmere* (Simon Green) 424; 3. *Too Impetuous* (Lambert & Partners) 423.

**Division B:** 1. *Lady Ann* (Sean Kirkjian) 462; 2. *Atara* (John Storey) 449; 3. *Akubra* (Glenn & Debra Hilleard) 447.

**Division C:** 1. *Vasco Da Granga* (John Granger) 419; 2. *Public Nuisance* (Steve Wilson & Michael Grout) 404; 3. *The Force* (Patrick Mayes) 400.

**Division D:** 1. *Suraya* (Carl Scriber) 432; 2. *Rabelais* (Phillip Mills) 417; 3. *Firetel* (Robert Lawler) 416.

**Division F:** 1. *Sundowner II* (Phillip Ward) 445; 2. *Mariko II* (Peter Reuter) 434; 3. *Swashbuckler* (B. Saunders) 425.

**Division G:** 1. *Redback* (David Elliott) 467; 2. *Petty Cash* (Bruce Rankin) 447; 3. *The Maxi* (John Wynn) 440.

**Division J (J24):** 1. *F22-at-10* (Allan Rintoul) 434; 2. *Mad If You Don't* (John Hunt) 430; 3. *Nose for the Wind* (George Lewrovitz) 426.

## Governor to Start Lord Howe Race

THE new Governor of NSW, Rear Admiral Peter Sinclair, will be the official starter for the 1990 Gosford to Lord Howe Island ocean race, again sponsored by the major Central Coast company, Chickadee Chicken.

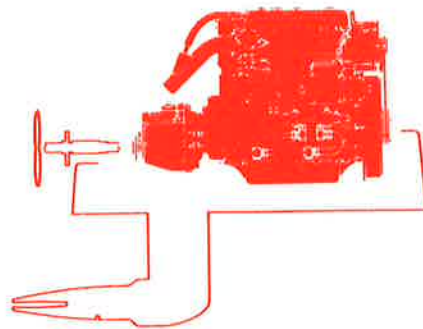
Admiral Sinclair will be aboard *HMAS Fremantle* for the start, at 1pm on Saturday, October 27, when a fleet of 25 yachts set sail on the 408 nautical mile race across the Tasman Sea to the beautiful island. The fleet is limited because of the delicate environment of the coral lagoon of the World Heritage-listed island.

This year's race is being conducted for the second year by the long-established Gosford Sailing Club, and as usual the race is "over-subscribed" with more than 40 owners originally entering their boats. At least 10 are on the waiting list in the hope of late withdrawals.

Heading the line-up this year is the Farr 66, *Brindabella*, owned by Canberra-based yachtsman George Snow,



## MARINE ENGINES



## BUKH IS SAFETY

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

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

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

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

Horsepower range  
10, 18, 24, 36 and 48.

**BUKH DIESEL AUSTRALIA PTY. LTD.**

4/181 TAREN POINTROAD,  
TAREN POINT, N.S.W. 2229 AUSTRALIA

PH:(02) 525-0011 FAX:(02) 526-1084

All Ports

who took line and IOR corrected time honours in 1988 with his previous boat, *Dr Who*. *Brindabella* is on its way back to Sydney by ship after breaking its mast in the Kenwood Cup in Hawaii, but Snow is confident the boat will be re-rigged in ample time for the Lord Howe Island Race.

Also entered is last year's IOR winner, *Witchcraft II*, Bruce Staples' Farr 40 from Pittwater, which this year has also won the Caltex Sydney-Mooloolaba race and finished second in the Jupiters Sydney-Gold Coast Race. Among Gosford entries are the Cole 43, *Fowl Play*, again entered by race sponsor Brian Bailey, and 1984 winner *Narcissus*, Warren McLean's East Coast 31.

Other Gosford Sailing Club entries are *Little Mermaid* (Arne Hansen), *Onya* (Peter Rysdyk) and *New Horizons* (Mike Kelaher).

Another Kenwood Cup participant, Warren Johns, has entered his One Tonner, *Beyond Thunderdome*, which was a member of the winning Australian



RACE sponsor Brian Bailey will again skipper his appropriately-named *Fowl Play* in this month's *Chickadee Chicken Gosford to Lord Howe Island Race*. (Pic Peter Campbell)

team in 1988. His Farr 50, *Heaven Can Wait*, which was topscoring individual yacht this year, is now on its way to the Caribbean.

Of the 25 entries, 15 have entered the IMS Division this year while the IOR Division has 11 entries. Yachts may enter all three handicap categories in this race — IOR, IMS and PHS.

Race Director this year is Gosford Sailing Club Commodore Bill Bowry. Incidentally, the club has a new President this year, John Turner, a former skiff sailor who now crews in an Etchells with Trevor Gowland.

## Pacific Sailing's Classes for CYCA Children

TERRY Wise's CYCA based Pacific Sailing School is to establish special learn-to-sail programmes for children of CYCA members.

The first courses will be held during the Christmas school holiday period. They will cover basic sailing and basic racing techniques and generate lots of well supervised on-the-water fun for students. While the lessons actually comprise two of Pacific Sailing School's usual courses the cost will be only \$200.

These new childrens' courses are part of an impressive expansion programme being undertaken by the school.

Pacific now offers an even greater range of charter holidays through its in-house booking agency. The introduction of Queensland Yacht Charters to the charter agency sees the fleet available in the Whitsundays virtually doubled. If you're looking to charter overseas, cruises on Beneteau class yachts are available in the Greek Islands and the Caribbean.

Pacific Sailing School has also managed to secure the services of J/24 champions Ian Bashford and Bruce Anson for Advanced Racing Courses which will begin this season.

In recent weeks Terry Wise has shown just how diversified his business can be. He had four members of the Navy in the Solomon Islands complete advanced sailing courses so they could be qualified to use a 52ft yacht for hydrographic work in their home waters.

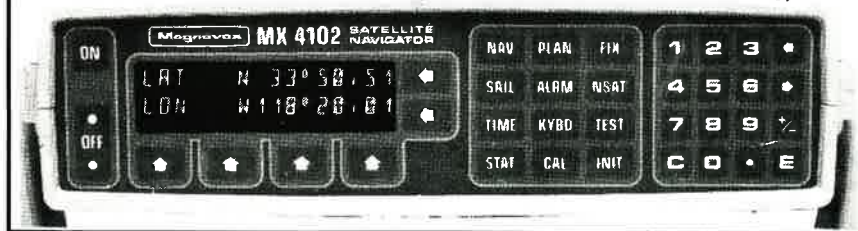
# SYMBOL OF EXCELLENCE.

The world's most prized satnav is the Magnavox 4102. It has won acclaim for its rugged reliability and ease of use wherever blue water sailors cruise. It's truly world class satnav. Now with more useful features than ever before.

For information and brochure contact:

Coursemaster Autopilots Pty Ltd,  
7 Smith St., Chatswood, NSW 2067.  
Phone (02) 417 7097.

G.P.S. Upgrade Kit available for all existing MX4102 owners late 1989



## VICTORIA

### Winter Series To Dry Reach

YOUNG Melbourne yacht designer and skipper Robert Hick completed a remarkable grand slam of Victorian offshore yachting with the Quarter Tonner, *Dry Reach*, when he won the Western Port Marina Classic winter series.

Hick, from the Royal Yacht Club of Victoria, sailed *Dry Reach* to victory in the 45 nautical mile final race, from Portsea in Port Phillip to Hastings in Western Port, beating Bruce Taylor's *Chutzpah* and Nick Knezic's *Illusion*.

The win, on corrected IOR time, lifted *Dry Reach* from third to overall first in the pointscore, winning the Ocean Racing Club of Victoria's prestigious winter series from *Illusion* and *Chutzpah*.

*Western Port Venture* (Ross Lloyd), which had been pointscore leader until a



protest penalty cost the One Tonner first place in the second last race on the bay on Port Phillip, took line honours in the race to Hastings but placed only sixth on corrected time.

*Dry Reach*, designed, built and skippered by Robert Hick for owner Andrew Coulter, was launched less than a year ago. In that time the little sloop has won all of Victoria's major keelboat regattas — the Petersville Regatta on Port Phillip, the Australia Day regatta at Geelong and during the winter, the NEC Series and Western Port Marina Classic on the bay.

The final winter race was unique in that it started at 4am from off Portsea Pier which, despite the hour, was packed with spectators to see the record fleet, illuminated by two 100,000 candle power military parachute flares, head for The Rip.

The Channel Handicap division winner of the final race was Ron White's *Shenandoah II*, but overall series winner was the syndicate-owned *Bacardi* which counted four wins and a second through the winter series.

### Barry Scott Remembered

THE 1991 Petersville Regatta will honour the memory of the late Barry Scott by naming the passage race from St Kilda to Portsea as the Barry



*BACARDI*, the syndicate-owned veteran sloop, took out the Channel Handicap division of the Western Port Marina Classic winter series on Port Phillip.

Scott Trophy Race. Barry, a past president of both the Victorian Yachting Council and the Australian Yachting Federation, was chairman of the Petersville Regatta Committee at the time of his sudden death in May.

Notice of Race for the 13th Petersville Regatta and Series is now available from

all yacht clubs, with the 1991 Regatta comprising six races, starting with a 50-mile day/night race on Sunday, January 13, with the final race from Portsea to Blairgowrie on Saturday, January 19.

For the first time, the Petersville will include an IMS division in addition to the IOR and VYC handicap divisions.

The Petersville Series Races for trailable yachts, 'Couta Boats and Jubilees, will be sailed from Sorrento Sailing Club on three Saturdays, November 10, December 8 and January 19.

Peter Campbell


### Two-Handed Division for Melbourne-Hobart

A NEW two-handed division will be introduced for this year's ocean race from Melbourne to Hobart down the rugged West Coast of Tasmania, allowing the race to be an official qualifying event for Australian and international entrants in the 1991 Yamaha Cup race from Melbourne to Osaka.

With 18 Australian and 20 overseas yachts confirmed as competitors in the 5,500 nautical mile race to Japan, starting next March, many are expected to contest the tough 480 mile West Coaster race as part of their preparation.

Details of the new division and a new race sponsor, the Australian healthy life


**AN OUTSTANDING PERFORMER\***




Sailing with a heat propeller is like driving with your brakes on. A leading propeller eliminates almost all of the drag. Choose WISCOP and you will have a strong, top speed propeller. Efficient. Forward. Reverse and when you hit. The great aluminium bronze propeller is designed to O/R. Measurements. Choose WISCOP.

Proven WISCOP to be the best performance propeller.


**R&D**



**Engine Mounts**



**Couplings**



MODEL	HORSEPOWER		@RPM	GEAR REDUCTION	WEIGHT KG.
	MAX.	MAX.			
M.11	11 HP	-3600	2.25:1/3.05:1	98	
M.17	18 HP	-3600	2.25:1/3.05:1	98	
M.26	25 HP	-3600	2.25:1/3.05:1	112	
M.34	31 HP	-3000	2.25:1/3.05:1	177	
M48	45 HP	-3000	2:1-2.5:1-3:1	220	
M.50	50 HP	-3800	2:1/3:1	215	
SM 616	72 HP	-4400	2:1-2.5:1-3:1	260	
HS-121	115 HP	-3200	2:1-3:1	415	
HS-150	145 HP	-3200	1.5:1-2:1-3:1	425	

**Headland Engineering Pty. Ltd.**

1 Grosvenor Place, Brookvale, N.S.W. 2100 Australia

TELEPHONE: (02) 939-1819 — FAX: (02) 939-8210 — TELEX: AA127068 CALEN

AGENTS: VICTORIA: Access Marine (03) 596 7106 TASMANIA: Glasgow Engineering (003) 31 3499

QLD: Sunshine Marine (07) 396 4800 West Coast Marine: (052) 52 2168 WA: Central Marine (08) 446 9515

**NEW RELEASE!**

**PROUDLY AUSTRALIAN-MADE**

**FLAME FAILURE ON ALL BURNERS ON ALL MODELS**

**COMPACT LPG**

**TWO BURNER/OVEN WITH SEPARATE GRILL**

**FEATURES:** Model TMOF — 2 boiling burners, separate griller, oven, flame failure on all burners, marine grade s/steel.

**MAXCO INDUSTRIES** specialises in gas and non gas cookers and accessories for the Marine Industry. Available throughout Australia and overseas through Ship Chandlers & Marine Outlets.



**MAXCO INDUSTRIES**

8 Bennett St., Mortlake.  
Manufacturing Engineer N.S.W. 2137

Ph: (02) 736-1633 Agents in all states.



# GEOFF TYERS P/L

## CYCA OFFSHORE RACING CALENDAR

### IOR/IMS AND OTHER OFFSHORE REGATTAS

#### 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

#### OCTOBER

3 Wednesday Evening Twilight Racing commences - Start 1700  
6 Range Rover Relay Regatta  
7 Range Rover Relay Regatta  
10 Twilight Race - Start 1700  
13 Short Ocean Race, Start 1100  
17 Twilight Race - Start 1700  
20 Gascoigne Cup - RSYS  
24 Twilight Race - Start 1700  
27 Paul Royal Memorial Trophy, Passage Race to Pittwater. Start 1000  
MHYC - MMI 3 Ports Race  
Gosford Sailing Club, Gosford-Lord Howe Island Race, 410nm. Start 1300  
31 Twilight Race - Start 1800

#### NOVEMBER

3 Short Ocean Race, Start 1200  
7 Twilight Race - Start 1800  
9 Trophy Race, Lion Is-Botany Bay 65nm, Course J or K alternative. Start 2000 hours  
Short Haul Night Harbour Race. Start 1930 hours  
14 Twilight Race - Start 1800  
17 MHYC Club Marine (2 x 12 miles)  
18 MHYC Club Marine (1 x 25 miles)  
21 Twilight Race - Start 1800  
24 Short Ocean Race, Start 1200  
28 Twilight Race - Start 1800

30 Founder's Cup. Second of three races for the Commodore's Trophy, (Approx. 90-105 miles) Flinders Islet - Course G or alternative. Start - 2000 hours

#### DECEMBER

5 Twilight Race - Start 1800  
8 Short Ocean Race, Start 1200  
12 Twilight Race  
14 Race 1: NorTel Asia Pacific Ocean Racing Championships (75 miles)  
Short Ocean Race - Start 1200  
16 Race 2: NorTel Asia Pacific Ocean Racing Championships, (20 miles)  
invitation Wednesday Twilight Race  
19 Race 3: NorTel Asia Pacific Ocean Racing Championships (20 miles)  
22 Lay Day - Asia Pacific Ocean Racing Championships Re-sail if required  
23 NorTel Sydney-Hobart Race (Separate Notice of Race). Third and final race for the Commodore's Trophy

#### 1991

#### JANUARY

1 NorTel Sydney-Hobart, and NorTel Asia Pacific Ocean Racing Championships Presentation Dinner  
King of Derwent  
2 Twilight Race - Start 1800  
9 Twilight Race - Start 1800  
16 RANSA Regatta  
19 MHYC Bruce & Walsh Series  
20 MHYC Bruce & Walsh Series  
23 Twilight Race - Start 1800  
25 12 Metre Challenge, Sydney Harbour  
26 12 Metre Challenge  
Australia Day Regatta  
27 12 Metre Challenge  
28 12 Metre Challenge  
30 Twilight Race - Start 1800

#### FEBRUARY

2 Short Haul - IMS (Non Spinnaker)  
Passage Race to Port Hacking, Start - 1030  
RSYS Milsons Cup  
6 Twilight Race - Start 1800  
9 Short Ocean Race - Race for Cancer Research, Start 1200  
13 Twilight Race - Start 1800  
16 Tradewinds Trophy, Lion Island - Botany Bay, 65nm, Start 1000 hours  
20 Twilight Race - Start 1800  
23 Short Ocean Race, First of three races for the Royal Clubs Trophy, Start 1200  
27 Twilight Race - Start 1800

### 1991 Southern Cross Cup Summer Season

#### 1990

#### DECEMBER

14 Invitation Race  
15 25 Miler  
16-17 75-90 Miler  
18 25 Miler

19 Spare  
20-21 75-90 Miler  
22 25 Miler  
23 Spare  
24 Briefing  
25 Christmas  
26 Sydney-Hobart start

### VICTORIA

#### 1990

#### NOVEMBER

3 Bass Strait Triangle 148nm - ORCV

#### DECEMBER

27 Cock of the Bay - ORCV  
27 Life Be In It Melbourne-Hobart, 480nm - ORCV  
27 TT Line Abel Tasman Melbourne-Devonport, 197nm - ORCV

#### 1991

#### JANUARY

13-19 Petersville Regatta, Port Phillip  
12 Little America's Cup, McRae Y.C.

#### MARCH

23 Yamaha Cup Melbourne-Osaka Race 5500nm.

### QUEENSLAND

#### 1991

#### JANUARY

2-6 XXXX Yachting Classic - Southport Yacht Club  
26 Australia Day Regatta - Mooloolaba Yacht Club

#### MARCH

19 Caltex Sydney-Mooloolaba Yacht Race

#### APRIL

Good Friday Australian Airlines Brisbane-Gladstone Yacht Race

XXXX-Ansett Hamilton Island Race Week Regatta

Easter Nth Qld JOG Championships - Bowen

### WESTERN AUSTRALIA

#### 1990

#### SEPTEMBER

15 Foundation Race, 36nm - Fremantle SC  
22 Mandurah - Return, 91nm - South of Perth YC

#### OCTOBER

26 Fremantle-Geraldton, 220nm - SOPYC

#### NOVEMBER

2 Geraldton-Fremantle, 212nm - SOPYC  
10 Dolphin, triangle, RFBYC  
17 George Haselhurst Memorial, 56nm - FSC  
30 Naturaliste Race, 200nm - RPYC

## TRADITIONAL & MODERN PROTECTIVE MARINE FINISHES

ENAMELLING • VARNISHING • DECORATIVE LINES • SIGNWRITING  
SPRAYING OF 2 PACK ENAMELS • EPOXY COATINGS • ANTIFOULING

### THE BOATYARD

1 BRADLY AVE., MILSONS POINT NSW  
PHONE (02) 922 4612



# All Ports

style organisation, "Life. Be in it", were announced by former Melbourne Lord Mayor and yachtsman Trevor Huggard, himself a regular competitor in the West Coaster.

The "Life. Be in it" Melbourne-Hobart race will start from Portsea at 3.30pm on Thursday, December 27 as the second event in the Sovereign Series. First event of the Sovereign Series will be the traditional Cock of the Bay race on Port Phillip on Boxing Day, the third event the Wrest Point King of the Derwent in Hobart on January 2.

This year's race will have four handicap categories — IOR, CHS, PHD and, for the first time, an IMS category.

## QUEENSLAND

### Knoble Cup Win To Farr 1104

TOWNSVILLE Cruising Yacht Club is a most active club in far North Queensland, conducting 27 races, nine of them offshore events, during the winter season and attracting fleets of 50 or more for races like the Dunk Island Race.

One of the significant events is the John C. Knoble Cup, a memorial event that is held each year over a three-race series with an interesting set of rules. The first race this year was a Saturday afternoon race of 12 nautical miles using the Platypus Channel markers as rounding buoys, along with the Eastern Middle Reef beacon off Magnetic Island, so that the fleet covered most of inshore Cleveland Bay off Townsville.

One hour after the last yacht crossed the finish line, race two started, with the rules requiring that each crew stay aboard between races, that no additional crew be taken on, nor any change or alteration to gear or rigging be made during this rest period.

The second race was over the Magnetic Island/Bay Rock course of about 35 nm where the fleet circumnavigated "Maggie" to port, sailed down the seaward side of the island, around Bay Rock light, then back around Magnetic Island again to finish off the Townsville Casino. As always, this year's second race was a tricky race to win, with the breeze lightening off in the late afternoon and evening as the fleet sailed homewards.

Race three of the Knoble Cup was a 90-100nm overnight race to Havannah Island where the yachts not competing in the three-race series make it a two-race event with a party on the beach between races.

To win the Knoble Cup required consistent sailing and Bob Geodhart and the crew of his Farr 1104, *Kediri 2*, achieved that in wind conditions that ranged from a drifter to 25 knots over the three races. In fact, the final race proved to be a real test of patient sailing with the light northerly fading to near nothing at times on the leg between Bay Rock and Havannah Island.

The success of *Kediri 2* followed Geodhart's wins earlier in the Inter-Pacific Challenge and the Dunk Island Race which this year attracted a fleet of 52 starters.

Second place overall went to Kent Sutton in his Farr 1106, *Ali Baba* while the J and S Motors Arbitrary Trophy went to John Whitbread's *Kekini* in Division 1 while the same trophy for Division 2 yachts went to the Breakwater Marine entrant, *Gitana*, sailed by Graham Hibbs.

Graeme Etherton and his pint-sized wife, Ally, who steers while standing on a "butter-box" to see over the wheel, scooped the pool in the Hydrosport Trophy for Division 3 multihulls.

The third section of the series, for the Active Computers Trophy, saw a win by John Whitbread's *Kekini*, with Maurice Ambrosoli's *Adams 35*, *Adamant*, second and Graham Hibbs' *Gitana*, a close third.

## WESTERN AUSTRALIA

### New Boats, New Offshore Events

WESTERN Australia's offshore season has the making of being the biggest for a long time. There are a variety of new boats, and most of the regulars of the last few seasons will be back in action. There are all the regular annual offshore races, and some special events.

Already in the water, and showing a remarkable turn of speed is a new Laurie Davidson designed Three-quarter Tonnage *Ground Zero*, and a Greg Elliott 10.5 metre *Running Bare*. Both were locally built, *Ground Zero* for John Harry by Mike Baker using kevlar on a nomex core, and *Running Bare*, which was launched just in time for the Bali race, for Rod Housego was built by Elliott Yachts (WA).

Due to hit the water for the start of the season is a new Davidson 50-footer by Peter Milner for himself. The chances are that he will be putting a

Sparcraft rig in it, with Lidgard sails.

Amongst the old and not-so-old faithfuls expected to sail regularly this season are Lawson Kloppe's *True Blue*, Peter Briggs' original *Hitchhiker*, *Once a Jolly Swagman* which is now owned by Alan Brierty, and *Nadia VI*, owned by Brian Thornley.

Other than the usual round-the-cans races off Fremantle, the season's real offshore racing season gets underway with the Mandurah and return race on September 22 followed the next weekend with one of WA's classics, the Geraldton race.

The Royal Perth Yacht Club's week long BP West Coast series starts on February 1 with the Bill Lucas Night Race, and ends with the 133 nautical mile Port to Port race. The longest race on the annual calendar is the 335 nautical mile Albany race, which this season starts on March 22, the weekend before Easter, and feeds the fleet into a week of informal racing and cruising in the Albany area.

The Australia Cup from February 11-17 will again be sponsored by the Victoria Company, and is moving back to its original venue on the river. Acceptances of invitations have already been received from England's Eddie Warden-Owen, Rod Davis representing the Sir Michael Fay's NZ America's Cup syndicate, and Frenchman Bertrand Pace. Also expected to be part of the action are Peter Gilmour, Gordon Lucas, Paul Cayard and Peter Isler.

Highlight of the season is likely to be the Etchells world championships being sailed on the ocean, based out of the Royal Perth Yacht Club's Fremantle annexe.

Two classes of keelboat national championships are being hosted by the Fremantle Sailing Club. The YW Diamonds grace the water of Cockburn Sound from January 2-9 followed by the Solings from January 15-20.

The Australian Master regatta is the brainchild of the "King of Albany", Jack Baxter. He has invited such legends of Australian sailing as Jim Hardy, Ken Beashel, Rolly Tasker, Fred Neill, Tony Manford, Noel Robins, Mike Fletcher, Karl Ryves and John Cuneo to participate, and all have accepted. The series takes place from April 21-29 in Albany.

In October, a team of WA yachtsmen from the State's fastest growing cruiser one-design class, the Farr 9.2 will be visiting New Zealand for the second annual Inter-Dominion Challenge, against the Auckland Farr 9.2 fleet. Last year, at the inaugural series in Perth, the home side had a walk over, but don't expect such an easy win with the Kiwis on their home water, and in their own boats.

— John Roberson

# All Ports

## Valmadre Cup At Fremantle

FREMANTLE Sailing Club's winter offshore series, the Valmadre Cup, attracted a fleet of 33 of Western Australia's best offshore boats. The three race series, sailed over 25 nautical mile courses on Gage Roads is in its fifth year and has continued to gain in popularity each year.

Lawson Klopper's Admiral Cup One Tonner, *True Blue*, picked up the Division A prize on IOR while in Division B, sailed under JOG, Terry Fisher's *Western Union* collected the silverware. Division B also had an IMS section which was won by Merv and Mike Finn's *Huckleberry*.

*True Blue*'s main opposition came from the brand new Davidson 36 *Ground Zero*, owned by John Harry, and Alan Brierty's *Once a Jolly Swagman*, which is sailing its first season in WA. Gordon Blaauw skippered the former Admiral's Cupper for the series, notching up two first and one second place.

## OVERALL RESULTS

### Division A: IOR

1. *True Blue* (Gordon Blaauw); 2. *Ground Zero* (John Harry); 3. *Once a Jolly Swagman* (Alan Brierty).

### Division B: JOG

1. *Western Union* (Gerry Harris); 2. *Botticelli* (Steve Morrow); 3. *Midnight Sun* (Ken Pring).

### Division B: IMS

1. *Huckleberry* (M.&M. Finn); 2. *Delphis* (Roger Passmore); 3. *Bird of the Morning* (Kath Walters).

## SOUTH AUSTRALIA

### Portline Cup on the River

A BITTERLY cold day prevented the fleet record being broken in Adelaide's premier winter race, the Portline Cup, sailed on the narrow Port River.

The race went through a slump when it was sailed during the summer on a Sunday in the early 80s, so the organisers decided to reschedule it in the winter. It's run by the Port Adelaide Sailing Club and is virtually the only time the big first division boats from the Royal SA Yacht Squadron and the Cruising Yacht Club, race in the confined waters of the river.

It's almost become mandatory to have a general recall for the first start of the race each year because there's always the nagging doubt that some of the big boats will get left behind in the pack as the leaders make an early break in clear air. This year was no different but the fleet got away at the second attempt with David Urry in *More War Games* making the early break.

Hot on his transom was Lloyd Sugars in *Kiwa* in front of a pack with Ray Brown in his Beneteau, *Silicon Chip*, Bob Francis in *Renegade*, the Farr 42, *Santana*, with John Stockton on the helm, Jimmy Howell in *Sunburst* and Bob Edgerton in *Outsidedge*.

They could not close the gap and Urry went on to a 10 second win across the line from Edgerton with Brown just over 30 seconds further back in a dying breeze in the main Port Adelaide harbour.

Flint really has the former Geelong flier going well and he won by almost a leg from Urry, with Ivan Samarzia three minutes behind who just had his nose five seconds in front of Brown.

SA's Hardy Shield skipper Alistair McMichael won the Etchells from Michael Wilkinson with Haydn Soulsby third.

— Jon Parrington

MOOLOOLABA QLD  
(074) 44 6239

BELMONT NSW  
(049) 45 4713

HOBART TAS  
(002) 34 5422

SYDNEY NSW  
(02) 427 5565

PERTH WA  
(09) 384 0169

PORT LINCOLN SA  
(086) 82 5152

MACDIARMID  
SAILS

CAIRNS NTH QLD  
(070) 311 914

ALBANY WA  
(098) 44 4146

YOKOHAMA JAPAN  
(045) 621 0798  
OSAKA JAPAN



## SOUTHERN PACIFIC MARINE

Agents For

**ROSS 830 (27')**

A true performance yacht. Fixed or lift keel, diesel or outboard powered.

**FARR 9.2 (31')**

By Hitech Yachts WA. Comfortable, functional and fast. To ABS standards.

**FARR 36**

An impressive easily sailed and quick yacht. Ideal for IMS and to ABS. By Hitech Yachts.

**FARR 37&40**

By Robertson Yachts. The Robertson 950, 1140 and 1220 to ABS and suitable for IMS.

**RANDELL 33**

Motor sailer, the perfect alternative. Motor or sail in comfort and style.

Full details available

Just phone Ed Haysom or Tony Morris at

**Southern Pacific Marine**

Ferry Wharf, Church Point

(02) 997 2416 Fax 997 2954

Boat Brokers • Deliveries • Insurance Deliveries



## Aust Challenges In But 10 Drop Out

By Peter Campbell

**I**AIN Murray and the Darling Harbour Yacht Club moved closer to their 1992 Challenge for the America's Cup when they paid a \$US150,000 performance bond to San Diego Yacht Club by the deadline of September 3. Australia's other challenge syndicate, headed by Syd Fischer and through the Royal Sydney Yacht Squadron, also met their commitment.

However, one of the four US defender syndicates has pulled out of the Cup race and 10 of the 21 challenging clubs from 15 countries did not meet San Diego's Yacht Club's deadline.

American Peter Isler is out, leaving only three US syndicates — Team Dennis Conner, the Triumph America Foundation headed by Larry Klein, and the Beach Boys USA syndicate who have nominated Californian John Bertrand as their skipper.

Out among the challengers are the Germans, Danes, Swiss, Canadians, two of the three British syndicates, the Scottish challenge, and possibly the two Russian syndicates. This leaves 11 clubs from nine countries which have met the September 3 deadline with the \$US150,000 bond. However, the Germans and one of the Soviet syndicates has asked for an extension of time but the Challenger of Record Committee has not yet made a decision on their requests.

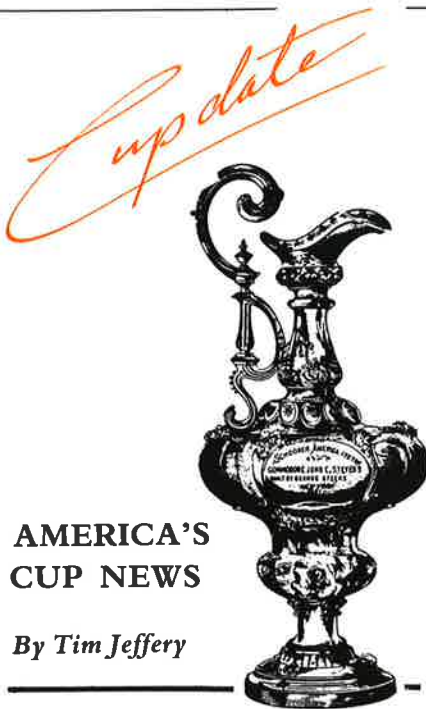
Certainly, the two Australian challengers are working towards 1992, although Iain Murray has not yet began any building work.

"Our challenge has met the second payment commitment of \$US150,000, which makes us a serious challenger for the Cup," Darling Harbour Yacht Club spokesman Tony Bellingham said. "But we are now campaigning for public support — associate membership of the Darling Harbour Yacht Club is available for \$25 — and we hope they will rally to back Iain's effort to regain the America's Cup for Australia."

Forms for Darling Harbour Yacht Club associate membership are available from Tony Bellingham at the club offices at Pier 26, Wheat Road, Darling Harbour, telephone (02) 267 8088 or by fax on (02) 267 1960. A corporate sponsorship package (which is tax deductible) is available for Foundation Members and information on this is available from Steve Rattray on at the same numbers.

Yacht clubs meeting the deadline are:

- Australia (2) — Royal Sydney Yacht Club, Darling Harbour Yacht Club;



## AMERICA'S CUP NEWS

By Tim Jeffery

- England — Port Pendennis Yacht Club;
- France — Yacht Club de France-Sete;
- Italy — Compagnia Della Vela;
- Japan (2) — Bengal Bay Boating Club, Nippon Ocean Racing Club;
- New Zealand — Mercury Bay Boating Club;
- Spain — Monte-Real Club de Yates del Bayone;

*ITALIAN America's Cup syndicate sailed their two International America's Cup Class yachts for the first time in an exhibition race at Palma de Majorca, Spain, in August. The Italians are the first to have two IACC 75-footers in the water. (Pic — Carlo Borlenghi/Il Moro Di Venezia).*



- Sweden — Stanungsbaden Yacht Club;
- Yugoslavia — Yacht Club Galeb.

## Il Moro Di Venezia, Begins Two Boat Program

**A**T Palma de Majorca, Spain, in August, Il Moro di Venezia, the Italian America's Cup XXVIII Challenger presented their second boat in a two-leg racing exhibition against *Il Moro I*, which was launched in Venice last March. The Italians are the first in the world to have two America's Cup Class boats in the water and training.

The new boat (sail number I-7), was skippered by Paul Cayard, general manager of the Il Moro di Venezia syndicate. In addition to the regular crew that have been training together for the past five months in Venice and Palma, special guests; Juan Carlos, the King of Spain; Raul Gardini, Chairman of Montedison, sponsor of the challenge group and Gianni Agnelli, Chairman of Fiat; all took turns at the helm after the race.

The two red boats — *Il Moro*, with its golden lion on the hull and *Il Moro II*, with the Montedison logo on its sides, were an impressive sight in the Mediterranean waters. The spectator fleet included the maxi-boat *Passage*, which is also used in the *Il Moro* training program, *Extra Beat* owned by Agnelli, *Gitano di Venezia*, owned by Eleanora Gardini (Daughter of Raul Gardini) and *Pruitan*, the classic schooner owned by Arturo Feruzzi.



# Hobart's Summer Festivity

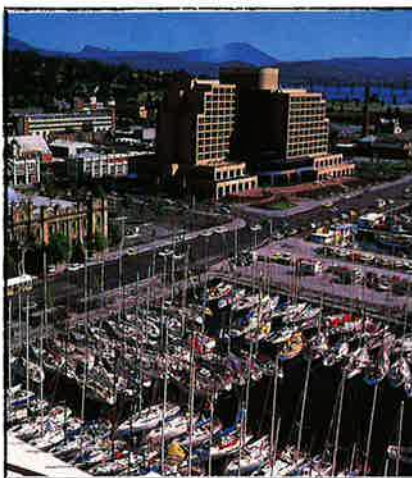
**Y**ACHTSMEN and their families visiting Hobart this summer will find a great deal to entertain them, with the waterfront, naturally, at that time of year a major point of focus.

Activity and entertainment will be brought together in Hobart's Summer Festival, running through until January 5.

During the festival yachts and sailing will be an obvious drawcard, but plenty of other entertainment also will be provided around Sullivans Cove and the city area. The festival will cater for all people — whether international sailors, youngsters wanting to bush dance or simply visitors taking in Tasmania's many and varied attractions.

Much of the action is centred around the finishes to the traditional yacht races, the Sydney to Hobart and the Melbourne to Hobart "West Coaster".

Once the fleets arrive aquatic events will include the Wrest Point King of the Derwent on January 2 for yachts which have participated in the ocean races to Hobart, and the annual Crayfish Derby at Triabunna on the East Coast. A vintage sailboat race on January 3 will



see some of Tasmania's beautiful "old ladies of the sea" take to the water.

Traditional New Year's Eve celebrations will focus on the Constitution Dock area. Earlier in the evening the Lions Festival family concert and activities will take place in St Davids Park.

Over the years the "Quiet Little Drink", or QLD, has become an institu-

tion for yachtsmen. Held at a local hotel on New Year's Day, hundreds of people join in the antics, while raising money for offshore racing training.

Festival details:

**Saturday, December 29:** Salamanca market; Lions Festival of Hobart wood-chopping carnival, Princes Wharf.

**Sunday, December 30:** Taste of Tasmania, Princes Wharf; Lions Festival bike racing carnival and triathlon, Life. Be In It activities, Salamanca Place.

**Monday, December 31** (New Year's Eve): Taste of Tasmania; New Year's Eve celebrations, Constitution Dock area; Lions Festival family concert and activities, St Davids Park.

**Tuesday, January 1:** Lions Festival billy cart derby, music and dancing; "Quiet Little Drink".

**Wednesday, January 2:** Wrest Point King of the Derwent; model yacht race, Risdon Brook.

**Thursday, January 3:** Crayfish Derby, departure from Hobart to Triabunna; Vintage sailboat race.

**Friday, January 4:** Crayfish Derby, Triabunna; Centreboard dinghy race off Castray Esplanade.

## THE FARR 9.2

### FAST AND VERY, VERY CIVILISED

*Under sail the F9.2 is a gutsy performer, designed and built to take on the world. She'll go to windward like a thoroughbred, and on anchor at some secluded anchorage becomes most civilised with luxurious appointments for six crew. We invite you to see the F9.2, to subject her to your most demanding scrutiny.*

*Call now for an appointment or for our new colour brochure.*



**hitech yachts**

12 Sparks Road, Henderson, W.A. 6166

Telephone: (09) 410 1584

Fax: (09) 410 1519

#### AGENTS:

##### Victoria:

Sundance Marine  
(Ken Wilson) (03) 551 7866

##### NSW:

Key Largo Yachts  
Cameron's Marina, Balmain  
Phone: (02) 555 1100  
Fax: (02) 818 2624

Southern Pacific Marine Sales  
Church Point, Pittwater  
Phone: (02) 997 2416  
Fax: (02) 997 2954





**INDEPENDENT TEST rates  
ANDERSEN smoother and  
more efficient than BARLOW,  
BARIENT or LEWMAR**

Here is what 'PRACTICAL SAILOR' magazine had to say about ANDERSEN when compared to BARIENT, BARLOW and LEWMAR. (Maxwell did not want their winches tested.)

*"The ANDERSEN winches were impressive in that they ran with the smoothest motion."*

*"In overall efficiency testing, the ANDERSEN 28 ST came out ahead of comparable models."*

*"A unique feature of ANDERSEN winches is that they are offered only with stainless steel drums."*

*"ANDERSEN has the best drum surface. It holds the line well with minimum wear and tear and should be the most durable."*

*"The finish on most winches wears with use; we don't think that will happen with ANDERSEN'S ribbed finish."*

*"ANDERSEN was the only one with a two year warranty."*

*"We liked just about every feature of the ANDERSEN."*

Here is why 'PRACTICAL SAILOR' was so impressed with ANDERSEN winches.

Unlike most, winch drums, ANDERSEN'S drum is drop-forged 316 Stainless Steel Drop-forging

work-hardens the metal, resulting in a stronger, lighter drum.

Most drums are heavy cast bronze with abrasive surfaces for grip. With age they wear smooth, eventually becoming ineffective but chewing your halyards to shreds in the process. The ANDERSEN drum is ribbed, eliminating excessive halyard wear and providing effective grip for the life of the winch.

ANDERSEN'S self-tailer held ALL diameter lines with less slippage and friction than the others. A result made possible by our unique spring loaded jaws with composite covered teeth. ANDERSEN'S off-centre spindle allows us to fit more gearing into smaller housings making our winch the smoothest operator with more pull.

If you want to know more about ANDERSEN talk to one of our staff at INTERMARK.

I would like to know more about  
ANDERSEN WINCHES  
Name .....

Address .....

Post or Fax this coupon to:  
Fax 891 5637 Phone 393 1817  
INTERMARK AUSTRALIA LIMITED  
P O Box 170  
East Brisbane, Qld. Australia 4169

Whether it's winning the  
**SYDNEY-HOBART** or  
**TOP ONE TONNER** at  
**ADMIRALS CUP** or  
**LUXURY CRUISING** in  
the **WHITSUNDAY'S**



Ken Jago Yachts can  
put you in the picture.  
Custom built racing or  
cruising yachts.

**KEN JAGO YACHTS PTY LTD**  
**(03) 786 8899**

11 Titan Drive Carrum Downs  
Victoria 3201



# FAST BY FARR

**I**T is probably a good indication of the standard of workmanship at Hitech Yachts, and the quality of the design of the Farr 36, that the Royal Perth Yacht Club chose this yacht when it was building a fleet of 10 new yachts for the World Match Racing Championships.

The 10 boats built for the RPYC were completely stripped out, without even an engine, but the hull and rig is exactly the same as the production cruiser/racer put out by Hitech Yacht now. The only change that has been made since that batch of boats is the addition of a longer keel with a bulb on the end.



*FARR 36 is fun to sail downwind with its near 92 sq metre spinnaker (above) and its fast tacking ability is well tested in events like the Lexcen Cup (left). (Pics John Roberson)*

The hull lines of the Farr 36 bear many of the features that make a typical Bruce Farr boat so good looking, slightly flared up for'd, pleasantly raked bow, and sleek lines. The Farr 36 is a leader in its size and variety in this country, from one of the few Australian boat builders that is still solvent.

The boat is designed to cruise and race, it does both well, and seems to suit IMS particularly well.

#### **On The Water**

Conditions: Breeze 8-15 knots; Sea: 1-1.5m; Sails: main & no. 1.

#### **Under Power**

The Farr 36 comes with a standard Volvo 2002 18hp motor which has a saildrive, though the Nanai 22.5hp is available with shaft drive.

The engine started well, and the boat was very manoeuvrable under power. Motoring out of the pen at the start of the day, and backing back in again at the



*By John Roberson*

end were easily achieved, the boat steered well under power both in forward and reverse, and the speed was easily controlled with the throttle.

The Volvo pushed the boat along at about 7.5 knots, and it was easy to control within the restricted marina space. The boat wasn't seriously affected by cross winds, or by the swell outside the marina.

**Under Sail**

To sail a Farr 36 is to sail a pedigree yacht. From the drawing board of a man of Bruce Farr's reputation and experience one would expect a boat with the highest standard of handling qualities, and you get it. The boat is really light to handle, having a dinghy feel about it, it is lively without being difficult to control in windier conditions.

Upwind it is stiff, having an IMS stability factor of 119, and gets into the groove quite easily. The seating position for steering the boat is comfortable, the raised cockpit surround prevents the helmsman from slipping into the cockpit when the boat heels. Visibility from the steering position is good.

Off the wind the boat is fun to sail, and with the 91.98sq.m. spinnaker she is exciting, but without losing any of her



*WHILE the match-racing FARR 36s are stripped-out racing machines, Hitech Yachts production version is well fitted-out, including teak interior. (Pic John Roberson)*

easy handling characteristics. The Farr 36 surfs well in the right conditions, but shows no tendency to broach.

The boat's manoeuvrability and good handling is well tested each year when

the Royal Perth Yacht Club's 10 boats are used for the Australia Cup and the Lexcen Cup. The cream of international skippers like Peter Gilmour and Chris Dickson have attested to the boat's



**JUCA LS**  
Length; 4.01mtrs  
Max H.P.; 15  
No. of Adults; 6-7  
Weight; 30kgs



**MAYA LS**  
Length; 3.60mtrs  
Max H.P.; 10  
No. of Adults; 4-5  
Weight; 30kgs

**JUCA S**  
Length; 4.01mtrs  
Max H.P.; 15  
No. of Adults; 6-7  
Weight; 30kg

**WHY?**

... cartopable ... comfortable ... lightweight  
... safe ... stable ... economical ...  
compactable ... storable ... not just  
a fun boat, but a durable workhorse  
under any conditions!



**JOLLY**  
Length; 2.50mtrs  
Max H.P.; 4  
No. of Adults; 2-4  
Weight; 14kg.



**MAYA S**  
Length; 3.60mtrs  
Max H.P.; 10  
No. of Adults; 4-5  
Weight; 30kgs



**BRONCO S**  
Length; 3.08mtrs  
Max H.P.; 10  
No. of Adults; 4-5  
Weight; 23kgs

**Waves**

O V E R S E A S SOLE AGENTS - METZELER BOATS

142A VICTORIA ROAD, P.O. BOX 553 GLADESVILLE N.S.W. 2111 (02)817 1309 817 1333

sailing qualities, who are we to argue with them.

For all this performance it is still a cruising boat, stable, easy to handle and remarkably dry on deck.

### Rig and Sails

The rig is simple and efficient, fractional, but with a single set of swept-back spreaders, so doing away with the need for runners. Mast bend is controlled with the backstay, which has a simple multi-purchase system that is easy to use.

The mainsail is controlled by an 8-1/4-1 coarse and fine tune system that runs across the cockpit on a traveller recessed into the deck. All the blocks, leads and clutches on the Farr 36 come from Sweden's Easy Marine Products, while the mainsheet traveller is a Harken.

Reflecting the quality aspect of the hardware on this boat, the primary

winch is Barient 24s, while the smaller winches for halyards and control lines are Barient 18s. The layout of control lines along the coachroof is fairly standard these days, and includes spinnaker pole topping lift, two genoa halyards, No. 1 and No. 2 reefs, vang, main outhaul, and spinnaker halyard. The clutches are in two banks of four on either side of the hatch.

The mainsail is 32.69sq.m. which can be controlled well with the standard mainsheet system. The No. 1 headsail is a good size, measuring 6 metres on the foot, but can be held in up to 15 knots of wind. The Barient 24 winches provide plenty of power for headsail trimming.

Spinnaker handling presented no problems, with dip-pole gybes easy to execute. Hoisting can be done from the cockpit, but is easier and quicker if there is a man at the mast to bounce the

halyard. All spinnaker controls are led to the cockpit.

### On Deck

This boat is best described as spacious on deck. The cockpit is large, making for good family cruising and plenty of room to work when racing. The cranked laminated tiller comes up from the aft end of the cockpit floor, and can be pivoted out of the way when the boat is moored or at anchor.

The Farr 36 features a walk-through transom, and swimming platform at the stern, well proportioned side decks, and plenty of room on the foredeck.

The non-slip is moulded into the deck over the working surfaces, and is very effective even when wet, or the boat is heeled. Varying amounts of teak trim come as an optional extra, the most popular option that just breaks up the starkness of an all-fibreglass deck features teak on the top of the cockpit coamings, and the grab-rails along the coachroof.

The deck area is uncluttered, with all control lines on the coachroof, and even with two sets of headsail lead tracks the sidedecks look clean. In the cockpit the mainsheet traveller does not in anyway restrict movement or space when racing, cruising or sunning.

When racing the cockpit area was particularly easy to work, with room for helmsman, tactician, mainsheet and headsail trimmers to operate without getting in each others way.

Locker space in the cockpit is mostly under the starboard side bench seating, and is large. It is divided into two, with the for'd section the biggest, having plenty of room for sails. The aft section runs right across the stern behind the steering gear and is suitable for fenders and ropes. On the port side there is another small locker at the aft end of the cockpit for a gas bottle.

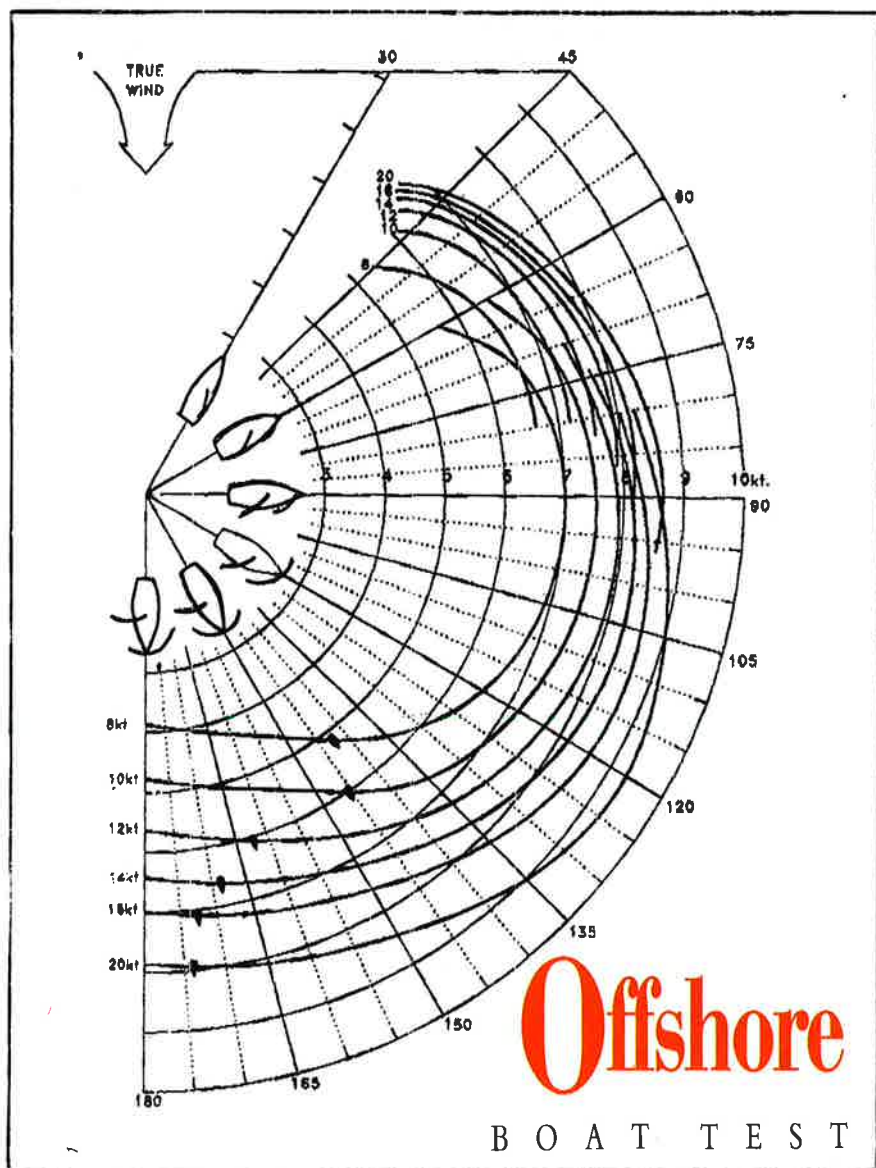
### Below Decks

Once down below on the Farr 36 one starts to wonder how a boat with so much space, and full standing headroom can have such sleek lines. One would expect all that roominess to make a very slab sided, floating caravan, type of appearance.

The layout is, for the most part, conventional but the standard of workmanship, and quality of materials is exceptional. The first impression is one of comfort and quality.

For'd is the traditional V-berth, which is a good sized double, with a length of over two metres. Just aft of this, around the mast area is hanging space to port and the head/shower to starboard.

There are a number of options for the layout aft of this, but the most popular features the main saloon area with a table and U-shaped seating around it,





with further seating on the other side of the saloon. All this seating is also usable as berths, with the possibility of lowering the table to form a double berth. Two pilot berths above and behind the saloon seating is a commonly chosen option.

The aft end of the saloon is occupied by the galley and navigation station. Next to the navigatorium, on the port side, is the entry to the aft double cabin which occupies the area aft of the companionway. The interior finish is all teak, with the bulkheads teak veneer, while the rest of the woodwork is hand-crafted solid teak.

The galley comes with a two burner stove, oven and icebox, the ridge is optional. A water pressure system is standard, and a popular option is the shower on the transom.

### Construction

The Farr 36 hull and deck are of GRP foam sandwich throughout, which make the hull very stiff and tough. Hitech Yachts use Derakane vinylester resin, and Iso NPC gel coat, which they claim gives a better quality finish. They give a five year guarantee against osmosis.

The high load areas of the deck are reinforced with alloy and ply as appropriate. The keel is lead, and is

fixed with eight stainless steel bolts, a stainless steel rudder shaft is also used.

### Conclusion

This is a quality yacht that suits the market it is aimed at perfectly. The standard of workmanship throughout is high, the quality of materials, fittings and accessories used is excellent.

The Farr 36's sailing performance is everything one could ask of a boat of this size and variety. It deserves a considerable share of the market for this sort of boat. It is an Australian product that can stand up against similar boats from elsewhere in the world.

You can doubtless buy cheaper, but will not get the quality.

### DETAILS

**Designer:** Bruce Farr

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

**Agents:** New South Wales  
Southern Pacific Marine Sales  
(02) 997 2416  
Kev Large Yachts  
(02) 555 1100  
Pacific Sailboat Centre  
(049) 56 5255

**Price:** Fully fitted yacht ex-factory  
\$148,000

### SPECIFICATIONS

**Hull & Deck:** CRP over foam core/  
Vinylester resin with  
locally reinforced points

**Keel:** Lead

**Rudder:** Shaft — stainless steel  
Blade — GRP

**Engine:** Volvo 2002S, 18hp sail drive

**Spars:** Tasker

**Winches:** Bariant 24s and 18s

### DESIGN MEASUREMENTS

LOA	11.00m
LWL	8.80m
Beam	3.45m
Draft	1.90m
Displ	3762kg
Ballast	1869kg
Accom	8

**Sails:** Main — Luff 12.73m

Leech 13.6m

Foot 4.937m

Area 32.69sq. m.

**Genoas — No. 1 — Luff 12.1m**

Leech 11.25m

Foot 6.00m

**No. 2 — Luff 11.70m**

Leech 10.80m

Foot 6.04m

**No. 1 jib — Luff**

11.70m

Leech

10.60m

Foot 8.90m

# Finish the race, start the adventure.

Once you cross the line in the Sydney to Hobart Blue Water Classic, your adventure is only just beginning.

You've landed in a veritable wonderland of waterways. A beautiful, unspoilt playground to sail where you will.

Take it easy and tack through a labyrinth



of protected estuaries.

Cruise the craggy coastline. Swan in for a picture-postcard sunset on Wineglass Bay.

Tasmania offers the sailor unique delights at every point of the compass. So don't hurry home after the race. Your adventure is just beginning.

For further information contact your Travel Agent or local Tasmanian Travel Centre now.

MELBOURNE  
256 Collins Street

(03) 653 7999

SYDNEY  
149 King Street

(02) 233 2500

BRISBANE  
217-219 Queen Street

(07) 221 2744

ADELAIDE  
32 King William Street

(08) 211 7411  
1 7411

CANBERRA  
6 Canberra  
Savings Centre, City Walk

(062) 47 0888 0888



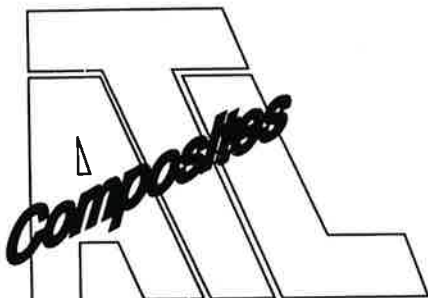
# LET'S SET THE RECORD STRAIGHT

There has been a lot of talk lately about which is the best resin system for advanced composite boat construction.

The FACTS speak for themselves!

## 1990 KENWOOD CUP RESULTS

Built with Aramine Resin		Others
	1	Matenbrow
Heaven Can Wait	2	
Tiger	3	
Will	4	
Boy	5	
Arecan Bay	6	
	7	Cyclone
	8	Ultimate Challenge
Swing	9	
Drumbeat	10	
Propaganda	11	
Bravura	12	



A division of Adhesive Technologies P/L  
PO Box 2349 Southport, Queensland 4215  
Ph (075) 377 636, Fax (075) 378 659.

Sydney office: 7/222 Headland Rd  
Dee Why, NSW, 2099.

Ph (02) 938 3733, Fax: (02) 939 1587.

Manufacturers and/or distributors of: WEST System brand epoxy resins  
Aramine, advanced composite resin matrix system Duratec, polyester tooling  
materials DuraKore, practical, high performance boat building material.



— T H E —  
**WESTERN PORT**  
— MARINA —

Specialists in all Marine requirements with resort style restaurants, bars and convention centre.



**Great by Day — Magic at Night**



**WESTERN PORT MARINA MULLET STREET HASTINGS 3915 VICTORIA P.O. BOX 171 HASTINGS**  
**MARINA RECEPTION: (059) 79 0444 RESTAURANT RECEPTION: (059) 79 3699 FACSIMILE: (059) 79 3692**





# STURROCK'S

Quality Boating, Supplies, Technology, Service

At our **SHIP CHANDLERS** you will find



- Boating Fittings
  - Wet Weather Gear
  - Boating Clothing
  - Nautical Gifts
  - Electronics
- and much more

**FRIENDLY HELP & SERVICE**  
**BIRKENHEAD POINT**

**7 DAYS A WEEK**  
**RUSHCUTTERS BAY**

At our **BOAT YARD** you can get

- Complete Mechanical and Electrical Service
- Engine Sales
- Stainless, Titanium and Aluminium Welding
- Fibreglass & Timber Repairs
- Slipping & Painting
- Electronics Installation



**STURROCK'S SHIP CHANDLERS**  
Birkenhead Point  
(02) 81 4909

Rushcutters Bay  
(02) 32 1939

**STURROCK'S BOAT YARD**  
Rushcutters Bay  
(02) 326 1770