

# Offshore

YACHTING

APRIL/MAY 1991

AUSTRALIA'S TOP  
YACHTING MAGAZINE

\$4.95  
NZ \$6.50 (inc. GST)

**MAJOR CHANGES TO OFFSHORE RACING**

**ETCHELLS WORLD CHAMPIONSHIPS**

**BLUE WATER CHAMPIONSHIPS**

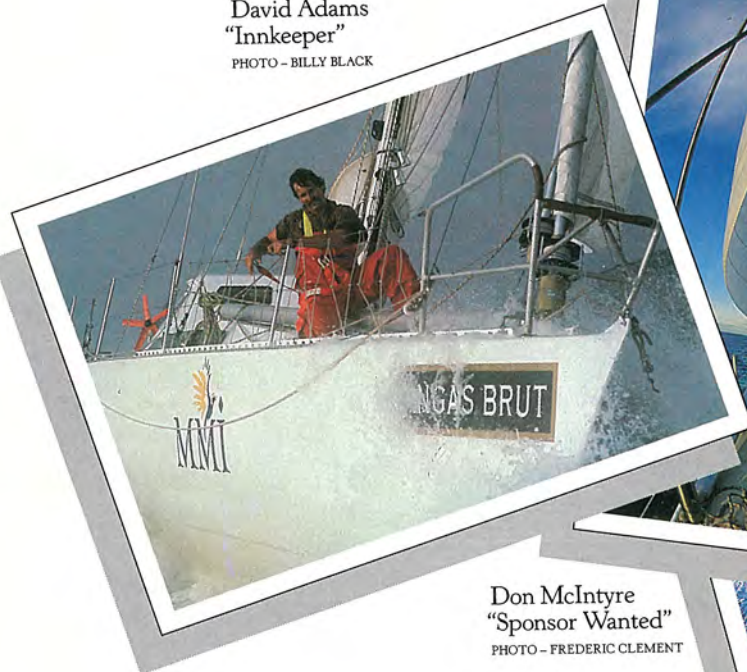
**AMERICAS CUP LATEST**

The Magazine of the Cruising Yacht Club of Australia



# Solo around the world with Ronstan.

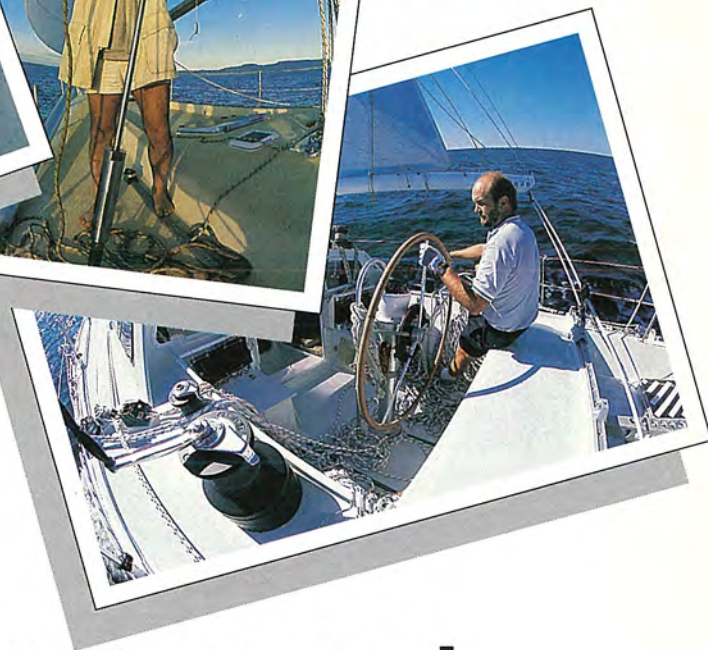
David Adams  
"Innkeeper"  
PHOTO - BILLY BLACK



Kanga Birtles  
"Jarkan Yachtbuilders"  
PHOTO - FREDERIC CLEMENT



Don McIntyre  
"Sponsor Wanted"  
PHOTO - FREDERIC CLEMENT



**The BOC Challenge  
1990-1991.**

## The ultimate challenge needs the ultimate hardware – Ronstan.

From the most sophisticated recirculating ball-bearing traveller system to the smallest stainless steel shackle, these sailors know they can

rely on Ronstan to provide top performance, endurance and reliability.

**Trust Ronstan!**

***RONSTAN***

*Racing Red*

For more information, write to Ronstan International® Pty. Ltd.  
PO. Box 81, Sandringham 3191 Australia. PO. Box 85-091, Auckland 10 New Zealand.






---

EVASION 36.  
THE COMFORT OF THE WHEELHOUSE  
COULD MAKE YOU FORGET  
THAT YOU'RE ON A SAILING YACHT.

---



OVERALL LENGTH	10.80 M
BEAM	3.85 M
SAIL AREA	63 SOM
BERTHS	4 P

BENETEAU HAS CALLED UPON ALL ITS EXPERIENCE TO REDEFINE THE CONCEPT OF DECK SALOON YACHTS. THE EVASION 36 IS COMFORT, HANDLING, POWER, ENDURANCE AND MUCH MORE. MAINSAIL AND GENOA FURLING, SLIDERS ON THE COACHROOF AND SELF-TAILING WINCHES. THE EVASION 36 MAKES LIFE EASY. HER POWERFUL ENGINE WILL TAKE YOU THROUGH ANY CONDITIONS. GET AWAY FOR A WEEKEND OR A LONG HOLIDAY. BENETEAU EVASION 36. THE MOST CIVILISED WAY TO GET AWAY FROM IT ALL, WHATEVER THE WEATHER.

**BENETEAU®**   
Lead by choice.



# Experience...The HOOD Advantage

***HOOD Sailmakers deliver what other sailmakers say you can't have in the one sail:-***

***PERFORMANCE, SHAPE RETENTION & DURABILITY.***

***The HOOD team with 9 Australian lofts and another 28 worldwide offers an unparalleled wealth of sail making knowledge and experience.***



***But its more than size that sets HOOD apart. It's a total approach which starts with the raw material. HOOD were the first to give you dacron, Mylar, Kevlar and Spectra and now HOOD Textiles lead the way with a new range of warp-orientated dacron for those cruisers with a dash of racing blood in their veins.***

***Whether you aim to win a twilight bottle of rum or your Australian champs, improve your performance with HOODS fast designs and uncompromising quality.***

***For a cost effective investment to leave your opposition in your wake call your local HOOD loft today.***

**HOOD**

*The Sailmakers*

**SYDNEY** Tim Messenger (02) 905 0880 **LAKE MACQUARIE** Neville Stevens (049) 50 4485 **MELBOURNE** Col Anderson (03) 646 5273  
**GIPPSLAND LAKES** Russell Broomhall (051) 56 6077 **BRISBANE** Ian Davis (07) 396 9667 **TOWNSVILLE** Michael Hunt (077) 71 5429  
**ADELAIDE** Mark Soulsby (08) 49 4000 **HOBART** Ian Ross (002) 31 0716 **PERTH** Mark Lovelady (09) 384 8800



## CYCA'S MAJOR CHANGES TO OFFSHORE RACING:

SPINNAKER ADVERTISING - CYCA to allow advertising on spinnakers .....	6
OFFSHORE CREW TRAINING - CYCA Youth Training Scheme.....	7
PERFORMANCE HANDICAPS FOR HOBART - Additional Performance handicapping division for future Sydney-Hobart races .....	18
BLUE WATER CHAMPION 1990-91 - <i>Kings Cross Sydney</i> takes prestigious CYCA Blue Water Championship for 1990-91 .....	8
HOW TO HANDLE THE FOREDECK - Vital for all foredeck sailors.....	15
HAMILTON ISLAND 1992 - Top fleet heading north for Ansett XXXX Hamilton Island Race Week .....	22

## BOC CHALLENGE SOLO AROUND THE WORLD:

DRAMATIC RESCUE AT SEA - Dramatic Southern Ocean rescue of race leader John Martin as <i>Allied Bank</i> founders in icy seas .....	24
INNKEEPER THIRD TO PUNTA DEL ESTE - Australian David Adams in <i>Innkeeper</i> finishes third in rugged leg from Sydney to Punta del Este .....	25
EXOTIC GEAR ON BOC YACHTS - Scott Jutson looks at the high-tech yachts sailing (or sunk) in the BOC Challenge.....	27
SEA SAFETY EXERCISE - Safety expert Teki Dalton reports.....	32
PETERSVILLE REGATTA 1991 - <i>Dry Reach</i> wins The Petersville .....	34
"YUPPIES" HELP SEA NAVIGATION - New calculator for navigation .....	38

## AMERICA'S CUP NEWS:

SYD FOR SAN DIEGO - RSYS challenger Syd Fischer unveils some of his plans for <i>Challenge Australia</i> , now being built.....	41
MURRAY CLAIMS BREAKTHROUGH - Spirit of Australia syndicate claims a breakthrough in building of new IACC yachts.....	42
US DEFENDERS DWINDLE - SDY C has only two defence syndicates.....	44
THE PITTWATER PUSH - <i>Pemberton III</i> heads north .....	45
OPTIMISING - Scott Jutson answers questions from yacht owners.....	49
ETCHELLS WORLDS - Great racing off Fremantle as the stars go sailing.....	52
SAILING IN MALAYSIA - Tioman Island hosts international regatta .....	54
BOAT TEST - Robertson 37 - fast cruiser/racer from Queensland .....	58
INTERNATIONAL RACE CALENDAR .....	65
AUSTRALIAN OFFSHORE CALENDAR .....	66
NEWS FROM ALL PORTS .....	67

COVER: Queensland yacht *Mandrake* and her crew epitomise the great autumn racing in Queensland waters, from Sydney to Mooloolaba, Brisbane to Gladstone and then Hamilton Island Race Week. (Pic - David Clare)



## The Magazine of The Cruising Yacht Club of Australia

### Flag Officers and Directors

**Commodore:** Les McClean  
**Vice Commodore:** Leigh Minehan  
**Rear Commodores:** David Fuller  
 Maurice Cameron  
**Treasurer:** Colin Bloomfield  
**Directors:** Alan Brown, David Dunn, Donald Graham, Ross Marr, Gordon Marshall, 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 Maurice Cameron  
**Development:** Rear Commodore David Fuller  
**Membership:** Director Donald Graham  
**Protocol & Statutory Affairs:** Director Donald Graham  
**Publications:** Director David Dunn  
**Sailing:** Vice Commodore Leigh Minehan  
**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





## RACING PROGRAMME SEMINAR

**T**HE Cruising Yacht Club of Australia has made a number of significant decisions aimed at not only improving ocean yacht racing for competitors in its races, including the NorTel Sydney-Hobart, but also aimed at attracting more competitors into the sport, both yachts and, in particular, more crew.

The plans, and their implementation, revealed and discussed at a meeting of yacht owners at the CYCA on Sunday March 10, covered Sponsorship, both event and individual yachts, IOR and IMS developments, the introduction of PHS/Arbitrary racing, the 1991-92 Season Programme, and Youth Training. The Seminar also heard reports on the involvement of the Yachting Association of NSW and the Australian Yachting Federation, the Admiral's Cup and the Ocean Racing Club of Australia (ORCA).

OFFSHORE was there and compiled these reports.

# CYCA To Allow Advertising On Spinnakers

**T**HE Cruising Yacht Club of Australia, in a landmark decision for Australian and international ocean racing, will allow advertising to be carried on spinnakers in all events conducted by the Club in the 1991-92 sailing season.

This will include the 1991 NorTel Southern Cross Cup and 1991 NorTel Sydney-Hobart Race. The first major event to allow advertising on sails will be the 1991 Jupiters Gold Coast Classic which starts on August 3.

The CYCA decision will apply automatically to yachts competing in IOR with a decision on PHS/Arbitrary and Cruising Categories of races still to be taken. For yachts competing under the IMS handicap category permission will first be sought from the Australian Yachting Federation after consultation with the owners of IMS rated yachts.

All CYCA IOR races will be conducted under Category E (Event Classification and Advertising) of the Australian Yachting Federation's prescriptions to Rule 26 of the International Racing Union's yacht racing rules. For the past three seasons the CYCA has been racing under Category D which permits sponsorship of a yacht and limited advertising on a yacht's hull, clothing and personal equipment. This applied to all handicap categories.

The CYCA Board of Directors whilst still to endorse the recommendation of the Club's Sailing Committee had the change of advertising categories on its agenda for this year, along with many other changes to the offshore racing format. However it comes in the wake

*By Peter Campbell*

of the controversy which surrounded the penalty imposed on the British yacht *Rothmans* for flying a then illegal spin-

naker with an advertising logo in the 1990 NorTel Sydney Hobart.

*Rothmans* finished first across the line but following the submission of a dec-



CYCA Commodore,  
Les McClean



laration by skipper Lawrie Smith the British yacht received a penalty of 10 per cent of placings, costing it line honours and second overall under IOR handicaps. Although there were several sponsored yachts in the fleet, no others used spinnakers with advertising logos.

In an ongoing dispute involving other clubs, health fund sponsors and the anti-smoking lobby in Hobart, these yachts were prevented from using their sponsor's logos on spinnakers in the King of the Derwent Race after becoming embroiled in a rules change to prevent *Rothmans* flying an advertising spinnaker in that event.

While these skippers had adhered strictly to the rules in the NorTel Sydney-Hobart race they were unjustly penalised from promoting their sponsors because of the blanket ban on advertising on sails in the King of the Derwent.

The move by the CYCA to allow full-on advertising for sponsored yachts follows similar moves by other clubs conducting ocean racing in Australia. However, it is unlikely to see moves by tobacco and liquor companies to sponsor yachts as this could become illegal under Australian laws on advertising of these products.

In any case, the CYCA has a long-standing policy that event sponsorship from either the tobacco or the liquor industries is undesirable.

Category E reads:

In addition to the advertising permitted in a Category D event (advertising on hulls, clothing and personal equipment) a yacht competing in a Category E event may display advertising on sails, providing such advertising is clearly separated from and below the sail numbers, as follows:

(a) Yachts with spinnakers:

One advertisement only which may appear on each side of spinnakers (which may be the same advertisement as on the hull), such to fit within a rectangle having an area no greater than half SMW (spinnaker maximum width) squared.

(b) Yachts without spinnakers:

One advertisement only which may



*SPINNAKERS like this promotional kite flown by Sanctuary Cove Queensland Maid will be allowed in the IOR divisions of future CYCA races, including the 1991 NorTel Southern Cross Cup and Sydney-Hobart.*

appear on the lower half of each side of the mainsail (which may be the same advertisement as on the hull) such to fit within a rectangle having an area no greater than half the length of the foot squared.

In general the rules state that a yacht

shall not display the advertisements of more than two organisations at one time and that each advertisement shall consist of one or two of the following:

- (i) the name of the organisation;
- (ii) one brand or product name;
- (iii) one logo.

## Changing Attitudes To Sailing

**W**ELCOMING yacht owners and crews to the Racing Programme Seminar, CYCA Commodore Les McClean stressed the importance of yacht owners and their key crew members being kept informed of the Club's plans to provide them with the highest standard of yacht racing.

In this respect, he said, the Sailing Committee had undertaken a major review of key aspects of offshore racing, including sponsorship and the programme of racing that would be undertaken in the coming 1991-92 season.

These changes were designed to reflect the changing attitudes to sailing and to provide a sailing programme to meet the needs of all owners throughout the year.

## Concern at Drop in Offshore Fleets

Vice-Commodore Leigh Minehan, who is also chairman of the CYCA Sailing Committee, told the seminar that the CYCA was concerned at the decline in fleet numbers for offshore events. It was easy to blame the economic recession but we can be misled by that when there were probably other major contributing factors, he said.

He displayed graphs showing that

starters in the Sydney-Hobart had jumped from 123 in 1986 to 158 in 1987, which was a Southern Cross Cup year but had then dropped to 119 in 1988, a non-Cup year. In 1989, a Cup year, starters had risen slightly to 127, but were back to 119 in the recent 1990 NorTel Sydney-Hobart.

"Such numbers are not satisfactory if we are to maintain the Sydney-Hobart as a major international ocean race and attract competitors from many overseas nations," Minehan said.

Similarly, there had been a marked decline in entries for the CYCA summer

*Continued on page 18*



## CYCA BLUE WATER CHAMPIONSHIP

# No longer a bridesmaid

By Frank Martin



RAY Stone, owner/skipper of CYCA Blue Water Champion, Kings Cross Sydney, with John Conroy and John Messenger during lunchtime break in CYCA offshore racing seminar. (Pic — Peter Campbell)

MIDDLE Harbour yachtsman Ray Stone finally overcame the hoodoo which seems to have hung over his head for the past few seasons when he convincingly won the 1990-91 Blue Water Championship conducted throughout the season by the Cruising Yacht Club of Australia.

In its first full season of Stone's ownership, the Davidson 36, *Kings*

*Cross Sydney*, left all-comers behind in securing the coveted title with the final race still to be sailed.

It was the end of a frustrating, at times, campaign over the past few seasons where Stone had had to be content with the runners-up medal. In 1984-85, his *Santana 30* finished just six points in arrears of *Mercedes IV*, despite being forced to withdraw from the heavy points-loaded Hobart race of that year. In *Middle Harbour Express* it was second prize again for Stone in the 1988-89 season behind *Nadia IV* and last season a tight contest for the top three spots in the season saw *Prime Factor* edge out the former Queensland boat.

This season, the final stretch of the



championship, proved to be the most testing when, with discards (from earlier in the season) already accounted for. Stone was faced with the challenge of knowing that he had to start and finish every long race — a daunting task in itself without the added mayhem which became the Tradeswind Trophy.

What appeared to be the least challenging of the season's overnights (a 65 mile, Lion Island — Botany Bay trip) turned into a "demolition derby" as a crippling southerly front (with winds up to 45 knots) left the entire fleet spread-eagled along the coast — with the exception of *Kings Cross Sydney*.

The boat and its crew completed the final leg of the course from Botany Bay





KINGS CROSS SYDNEY, Ray Stone's Davidson 37, winner of the 1990-91 Blue Water Championship with the Cruising Yacht Club of Australia offshore fleet. (Pic — Peter Campbell)

in solitude with the remainder of the contenders having retired. The ferocity of the wind and sea conditions added to the hazards but didn't stop the Davidson covering the 12 mile run to Sydney Heads at an average speed of 15 knots — what a ride!

Although Stone has vowed that this year will be his last Blue Water Championship campaign, claiming the task of organising eight crew every week was "just like running a small business", it is this organisational ability and the consistency of the crew which has contri-

buted greatly to his success.

The entire crew "pool" of up to 15 crew members, who were drawn upon for each race, have sailed together on both *MH Express* and *Kings Cross Sydney*, for the past three seasons. Ray's son, and crew "chief", Glenn, is a former America's Cup sailor (having been a part of the Victorian, *Challenge* crew from 1983), and shares the helming duties with his father in the long races.

The owner started his sailing in the competitive OK dinghy and Vee Ess classes before moving to JOG in Mel-

bourne in a Seaway 25.

Just before the Hobart race this year, *Kings Cross* had a name change, with sponsorship from the Sydney Convention & Visitors Bureau, the signwriter adding the Sydney logo to the stern as well as providing new logo spinnakers to the yacht's wardrobe.

*Kings Cross Sydney* was also in line to pick up another major title with his own club's blue water championship known as the Gillawa Shield. A good showing in the final event, the Caltex Sydney to Mooloolaba race, could see Stone add his name to the prestigious Middle Harbour trophy for a record fourth occasion, in three different yachts.





## Codan Radios On Mia Mia

**T**HE radio relay ship for the recent NorTel Sydney-Hobart race, *Mia Mia* was fitted with a Codan HF4000 400-watt SSB transceiver for some time as part of its complement of electronic navigation and communications equipment.

For the Sydney-Hobart race this year Codan Pty. Ltd. supplied an additional SSB transceiver — their current top-of-the-range Type 8528S 400-watt synthesised HF transceiver. An 18ft. whip aerial was supplied for the race by Hobart antenna specialists, Moonraker Australia Pty. Ltd., with all installation work being carried out by Codan and Moonraker dealer, Ted McNally, in Sydney.

This totally independent system, even having separate batteries, enabled Lew Carter and his team to conduct race sched and other traffic on the 8528S on the prime race frequency 4483 KHz, with the HF4000 available to monitor 2182 KHz, or other channels as required.

Outside sched times, the ability of the 8528s to monitor several channels in the muted scan mode was another bonus, as was the ability to receive beacon or radio broadcasts down to 250 KHz.

All equipment worked exceptionally well, and communications at all times from the *Mia Mia* to both the CYC in Sydney and the RYCT in Hobart were excellent.

## MMI Majority Share of Club Marine

**T**HE MMI Group has purchased a majority shareholding in the business of Club Marine Australia Limited, the market leader in pleasure craft insurance. MMI also has a pleasure boat

*RADIO check-out aboard Mia Mia before the 1990 NorTel Sydney-Hobart. At left is Audrey Brown, at right Michael Brown, who were radio operators aboard during the race south. (Pic — David Clare)*

portfolio as well as being the Insurer of Club Marine.

The two companies have had a long association over many years and jointly insure over 60,000 Australian boat owners.

Mr Tony Venning, Managing Director of the MMI Group, said, "Our aim is to offer a national service to clients through Club Marine and MMI's combined Australian network. We will continue to provide the most complete level of service that is available to boat owners within Australia.

"Club Marine has built a very strong network and a high profile over the past 25 years. When associated with the strength of a diversified insurance group like MMI we become a winning team," said Mr Venning.

The Club Marine concept will be expanded and the business will operate as a separate entity to the MMI Group.

The Wilson family, who founded Club Marine, will continue to be associated with the operation. The current management and staff of Club Marine will remain as will the extensive broker distribution network.

## New Seaphone Channels

**O**TC's Maritime division has announced 10 new Seaphone channels in New South Wales, Queensland and Western Australia as part of its ongoing nationwide expansion program.

In NSW, the new services include Channel 88 to expand Sydney's busy

Seaphone services and Channel 62 at Camden Haven providing for the first time Seaphone coverage North from Forster-Tuncurry to Smoky Cape and 100km seaward.

In Queensland, a new Seaphone channel is now operating at Fraser Island (Channel 62) covering popular Hervey Bay and South to Noosa Heads. Once the effects of recent flooding are overcome, the interim service at Gladstone (Channel 27) will be relocated to a superior site to provide greater coverage. In Brisbane, a third Seaphone channel (Channel 28) has been introduced to meet growing demand.

For technical reasons, the recently established Seaphone facility at Mount Inkerman Ayr in Northern Queensland (formerly Channel 2) is now redesignated Channel 60 and extends Seaphone coverage from Townsville and throughout the Burdekin region South to Bowen and 80km seaward.

In Western Australia, new Seaphone facilities are now operating at Broome (Channel 26), Port Hedland (Channel 27) and Dampier (Channel 23), each controlled remotely by OTC's Maritime Communications Station in Darwin.

Similarly, Carnarvon's new Seaphone Channel 26 is controlled remotely through OTC in Perth. With the opening of Channel 60 on Rottnest Island, Perth now has three Seaphone channels.

## Changes to Boat Registration

**T**HE Chairman of the NSW Waterways Authority Mr John Barraclough, has announced changes to the requirements for boat registration in New South Wales.

"At present vessels capable of 10 knots or more or 9 metres or more in length or on moorings must be registered," Mr Barraclough said. "This left out some boats which use the facilities provided by registration fees, so from January 1, 1991 all sail and power vessels from 5.5 to 9.0 metres must also be registered.

"The only exemptions from the new regulations are small club racing yachts such as the Flying Dutchman, Jubilee, LightWeight Sharpies and Tornado catamarans. Naturally, rowing boats are also exempt."

Mr Barraclough said the changes were designed to ensure that all boatowners paid an equitable share of the cost of supervising and maintaining the State's waterways.

"For a long time the cost of navigation markers, safety patrols and boating advice have been paid for by powerboat and large sailing craft owners," he said. "Now, smaller vessels such as trailer sailers must be registered. Trailer sailers use boat ramps and all the on-water facilities funded by the registration pro-



cess, and it is appropriate that they should contribute."

Mr Barraclough urged all boatowners who are now required to be registered to obtain the necessary forms from the Boating Safety Access Line on (02) 364 2888 or (008) 422 718 (STD free). The forms are also available from any office of the Waterways Authority.

## Sailor Wins Caltex Award

**W**ORLD champion sailor Glenn Bourke is the 1990 Caltex NSW Sports Star of the Year, gaining selection from 14 athletes including distance runners Kerry Saxby and Andrew Lloyd, cross Channel swimmer Susie Maroney, Test cricketer Mark Waugh and Canberra Raiders rugby league captain Mal Meninga.

Bourke, three times winner of the Laser Dinghy world title, and winner of the 1991 Australian championships in OK and Finn dinghies, is the first individual sailor to receive the prestigious award introduced by Caltex in 1969.

NSW members of the *Australia II* crew — Ben Lexcen, Hugh Treharne, Grant Simmer, Colin Beashel, Rob Brown and Phil Smidmore — shared the award in 1983.

The 30-year-old sailor from Sydney's Middle Harbour Amateur Sailing Club is now campaigning a Finn in a bid for Olympic selection at Barcelona in 1992 — following in the wake of his father Bruce who represented Australia as a swimmer at the London Olympics in 1948.

However, he also plans to attempt to win an unprecedented fourth successive world championship in Lasers and his first world title in OK dinghies in Europe this year. All three classes are single-handed sailing dinghies with the Laser the world's largest and most competitive class.

Bourke, the current Australian and NSW Yachtsman of the Year, plans to head overseas in June for an intensive campaign of sailing in the Finn, OK and Laser classes.

Speaking at the Caltex Sports Star of the Year awards banquet, Bourke said there were three factors essential in winning international sailing championships — dedication to the task, tactical sense in sailing, and a total desire to win. As far as the Laser was concerned, the technical side of the boat was far less important. The concept of the Laser, designed 25 years, was that everyone could compete at the same cost level.

Asked by competitor Tony Charlton to name three yachtsmen who had been his inspiration, Bourke said:

"Sir James Hardy for his diplomacy; Iain Murray for sheer brilliance; and Paul Elvstrom for outstanding skill and dedication."

Other yachtsmen nominated for the Caltex awards during 1990 and publicised by the Daily Telegraph-Mirror included BOC solo sailors David Adams and Kanga Birtles, boardsailor

tion checks.

The Centre will also be the facility for skippers of departing small craft to notify Customs of their next port of call, in case of an emergency, as well as getting Customs clearance to sail from Australian waters. Departing yachts can leave their own mooring and sail to the Marine Facility for clearance.



*THE new Customs Marine Centre at Neutral Bay on Sydney Harbour — replacing the century old boarding method at anchor in Watsons Bay, just inside the Heads.*

Greg Hyde, short-handed sailor Ian Johnston and Iain Murray for his Etchells sailing.

— Peter Campbell

## No More Customs At Watsons Bay

**M**ORE than 160 years of tradition for sailing craft arriving in Sydney Harbour has ended with the official opening of a Customs Marine Reporting Centre at Neutral Bay.

Since the early days of the Colony of New South Wales all sailing craft were boarded at Watson's Bay, just inside the Heads, and this has continued for visiting yachts and other small craft.

Often they had to wait many hours anchored overnight, sometimes in uncomfortable sea conditions, for Customs and Quarantine officers to come by boat and carry out clearance inspections.

The new Customs Reporting Centre at Neutral Bay, which will also be used by Quarantine officers and, where required, by other agencies, will be open 24 hours a day. Visiting yachts will be advised by Sydney Radio as they near the port and will sail directly up-harbour to the sheltered Marine Centre at Neutral Bay. There will be no waiting at anchor in sometimes rough conditions for Customs, Quarantine and Immigra-

However, in the case of yacht races to foreign ports, Customs will continue their association with yacht clubs in arranging clearances at yacht club marinas, as they did with the recent re-start of the BOC Challenge around-the-world race. This will also include the Westpac Australia to New Caledonia race being run by the Cruising Yacht Club and starting on September 1.

The Marine Centre was officially opened by the newly appointed NSW Collector of Customs, Mr Jim Conlon, who also launched a new information booklet on Australian Customs for boating people.

"We are here in the boating public's own environment, for their convenience," Mr Conlon said. "By streamlining the procedures for the marine community in general we will be able to devote more of our energies to catching the bad guys," he added.

Mr Conlon said the Marine Reporting Centre in Sydney would aid Customs increasingly relevant role in monitoring the movement of small craft on Australia's East Coast. "The boating public can play an important role in Customs work to aid the interception of prohibited imports such as drugs and contraband, by reporting any illegal activities."

The Neutral Bay Centre is also now the headquarters of Customs' contraband research unit. "The unit gives us vital information in planning strikes at specific areas along the coastline where we now have the facilities for land and



# SCOP<sup>®</sup>

(hyoscine)



## The travel sickness treatment used by NASA astronauts in training and America's Cup sailors in action.

There can be no tougher test for a travel sickness preventative than sailing in an America's Cup yacht race.

Just one SCOP adhesive patch applied behind your ear helps prevent sea sickness – for up to three days, if necessary.

The SCOP patch releases medication into your system through the skin, and you can forget about the worry of taking anti-nausea tablets – and then perhaps losing the dose through vomiting.

Like most effective products, SCOP may cause some minor side

effects, such as a dry mouth or drowsiness.

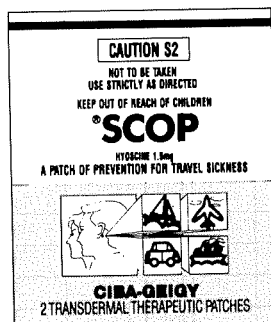
SCOP should not be used by expectant or nursing mothers, by children under 10 or by people over 65. After handling the patch, wash your hands thoroughly or you may get hyoscine in your eyes, causing temporary blurred vision.

So if you or your friends suffer from sea sickness, see your doctor or pharmacist and ask for SCOP.

Further information available from:

**CIBA-GEIGY Australia Limited,**  
140 Bungaree Road, Pendle Hill, NSW 2145.

® Registered Trademark. 06/90. CG.074 ST&P Each SCOP patch contains 1.5mg hyoscine. APB 13744/T





sea strikes," Mr Conlon said.

He added that by the end of the year, the Australian Coast Watch service would have 19 aircraft in the air, fitted with the most sophisticated electronic equipment, integrating Customs land, sea and air surveillance.

**Peter Campbell**

## Nissan Coral Sea Classic

**O**RGANISERS of the Nissan Coral Sea Classic have again demonstrated their willingness to respond to the wishes of competing yachtsmen with a new format for the 1991 race series.

29 competitors from PNG, Queensland, NSW, Victoria and South Australia entered the 1988 Classic conducted over a 1400nm four-race circuit from Australia to Papua New Guinea and return.

In 1990 the same four-race format was scheduled but despite strong early interest race organisers were holding only eight confirmed entries with one month to go before the first race. Yacht owners cited a number of reasons for indecision on whether or not to enter, the main ones being the falling economy in Australia, the lengthy time span for the race series and concern about the then Bougainville Island secessionist problems north of the PNG mainland.

In consultation with sponsors and Queensland yacht clubs the organisers decided to defer the Classic to 1991 and to revise the format to reduce the time involved and make the series more attractive.

The result is a three-race series over a period of eight days with high prizemoney and a supporting programme of social activities that will provide unique entertainment opportunities for crews between races.

The 1991 programme involves the following races:

Race 1 Cairns to Port Moresby, 450nm, Tuesday, 30th April 1991;

Race 2 Port Moresby Inshore Race, 35nm, Sunday 5th May 1991;

Race 3 Port Moresby Inshore Race, 45nm, Tuesday 7th May 1991.

With strong sponsorship support from major companies including Nissan, The Professionals, Air Niugini, Shell and Burns Philp Merchandising the Classic will offer \$50,000 in prizemoney plus all entry fees refunded and doubled for all yachts completing the three-race series.

The races will be conducted in three divisions, IMS, Arbitrary and Cruising.

First entrant for the 1991 Nissan Coral Sea Classic is Bob Goedhart's Farr 1104 *Kediri*. Goedhart is recognised as one of North Queensland's top sailors.

Race entry forms and race information is available from the Race Director, PO Box 140, Port Moresby, Papua New Guinea.



ALAN LUCAS, author of the winning *Boating Book of the Year* with the fine perpetual trophy and his book, "Cruising the NSW Coast," (Pic — Peter Campbell)

## Boating Book Of The Year

**A**USTRALIA'S most extensive author of offshore cruising books in Australian waters and the South-West Pacific, Alan Lucas, has won the 1991 Boating Book of Year award with his revised edition of "Cruising the New South Wales Coast".

The fully illustrated, 396-page book is the most comprehensive guide available to owners of cruising yachts and motor cruisers planning to sail this magnificent coastline of Eastern Australia and visit the many ports-of-call. For Sydney boat-owners who make short cruises north and south, as well as their own Harbour, it is an invaluable reference to complement official coastal charts.

Lucas, who now lives on the NSW Central Coast, received the award at a function held at Boat Books Australia's bookshop and chart agency in Crows Nest. Past winners have included Errol Bruce with "This is Rough Water Cruising" and Bruce Stannard's story of Sydney 18-footers, "Bluewater Bushmen".

Apart from his "Cruising the New South Wales Coast" Lucas has published cruising guides to Papua New Guinea, The Solomons, New Caledonia and Vanuatu and the Red Sea and Indian Ocean. Each of his 20 books has been written and illustrated by the author following extensive practical experience.

"Cruising the New South Wales Coast" has been completely rewritten, re-illustrated and re-photographed following Alan Lucas' latest survey aboard his ketch, *Renee Tighe*, in 1988-89. It offers a wealth of navigational and general interest detail to help the sailor gain more enjoyment from this beautiful part of Australia.

Published and distributed by Horwiz Grahame Pty Ltd, the third edition

"Cruising the New South Wales Coast" by Alan Lucas is available from Boat Books in Sydney, Melbourne, Brisbane and Perth. Recommended retail price is \$39.95.

## Cutty Sark Medal To Kay Cottee

**F**AMOUS Australian sailor Kay Cottee AO has become the second person ever to be awarded the prestigious "Cutty Sark Medal".

The 1988 Australian of the year, flew to London on February 21, to be presented with the medal by His Royal Highness, Prince Philip, Duke of Edinburgh KGKT GBE AC QSO.

The award is in recognition of Miss Cottee's outstanding achievement in the Maritime Field. In announcing the award, the Council of the Cutty Sark said that the Medal is awarded by the Maritime Trust in recognition of outstanding achievement in historic ship preservation or outstanding seamanship.

In the opinion of the Maritime Trust, Kay Cottee's remarkable feat was in the highest traditions of such seamanship.

Kay Cottee is the first woman to sail single handed and non-stop around the world. She left Sydney on November 29, 1987, and returned on June 5, 1988 after a voyage lasting 189 days and covering more than 22,000 nautical miles.

*Cutty Sark* was one of the fastest clippers of her day and apart from being a famous tea clipper, made many record voyages carrying wool from Australia.

## Trans Pac Race From Long Beach

**A**USTRALIANS visiting Long Beach, California, at the end of June can join the excitement of the start of the 36th biennial Trans Pac yacht race, one of the Pacific's toughest blue water classics.

The race from Point Fermin, San Pedro, to Honolulu starts on June 29 and the first of about 70 entries is expected at the Diamond Head finish line within nine days.

Yachts smaller than 50ft, including entries from Australia, New Zealand, Canada and Japan, start their race on June 27. One of the best vantage points for viewing pre-race activities will be the *Queen Mary*, now permanently moored at Long Beach or the Belmont pier. The cliffs overlooking Point Fermin are recommended for watching the actual start.

The 2216-mile race was first held in 1906.

Home to the 1984 Olympic sailing events, four yacht clubs and two marinas with 3400 moorings, Long Beach is considered a haven for sailors. The city annually hosts the prestigious Congressional cup and the major sailing competitions due to its reliable conditions.



# IMI Barient (Australia)...new name...same quality and performance... Barient, the international standard...

## The Australian performance team... IMI Barient

International Marine Industries (IMI), a leading US manufacturer and distributor of marine products throughout the world has purchased the winch business of Barlow Marine.

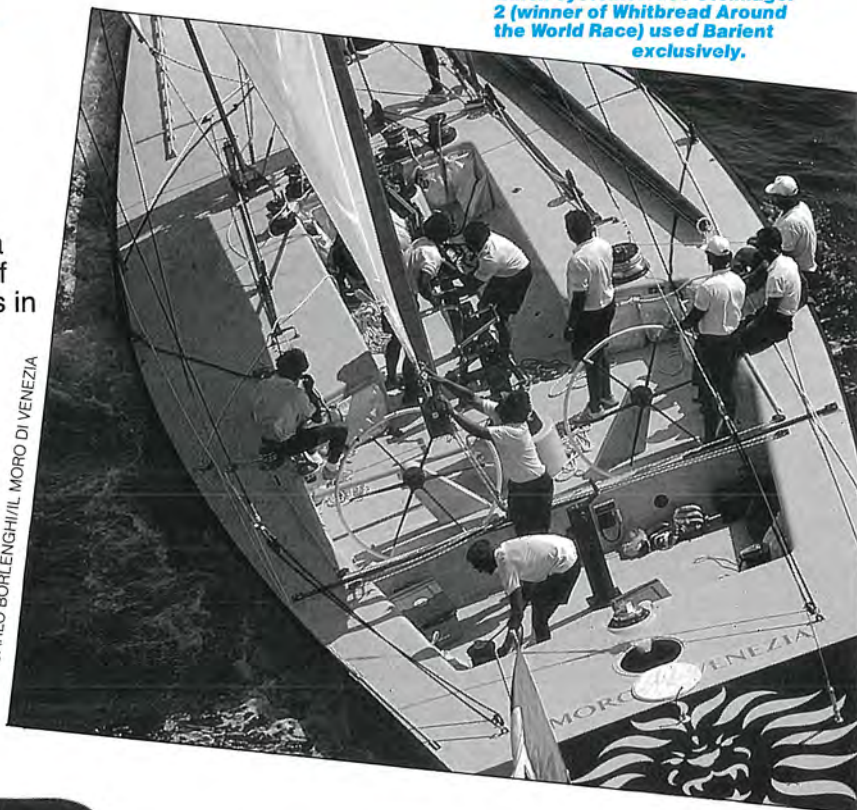
The new company, IMI Barient Australia will provide a platform for the introduction of the world's most renowned marine products in deck hardware, gallery products and electronics along with a substantial commitment to the Australian marine manufacturing industry.



**The new line of IMI Hatches and Portlights using the most advanced technologies are manufactured in a wide range of sizes.**



CARLO BORLENGHI/IL MORO DI VENEZIA



**Il Moro Di Venezia, one of the first 5 America's Cup boats that are all using Barient winch systems. Also Steinlager 2 (winner of Whitbread Around the World Race) used Barient exclusively.**

These products which make up the IMI Barient Performance Team of products and accessories include Adler/Barbour refrigeration, Combi marine stereos, Crosby refrigeration, Francespar spars, Isomat spars, Kenyon stoves, IMI Barient hatches and portlights, Sparcraft (USA, UK) and Vigil radars, lorans and electronics.

For further information on the performance team of both power and sail products call Peter Shipway, Bob Stuart or Brian Baker at IMI Barient on (02) 637 9333.



## **BARIENT**

**IMI Barient (Australia) Inc.  
52 Wentworth Street  
Granville NSW 2142  
Phone (02) 637 9333  
Facsimile (02) 637 9323**



# *How to Handle* **THE FOREDECK**



*BOWMAN aboard Beyond Thunderdome set up for a spinnaker gybe — smooth operation from a well trained crew. (Pic — David Clare)*

## *John Callender reviews the skills you need to stay on top of the action...*

**I**F you are a racing crew who craves excitement, the foredeck is the place for you. In a buoy race, working the front end of the boat means performing a diverse array of tasks in near-flawless fashion if the boat is to have any chance of winning.

Working on the foredeck is a demanding job, but it brings a special feeling of satisfaction, one that comes from battling the forces of wind and waves and coming out a winner. The foredeck is where the action is, which is what keeps veteran foredeck hands coming back for more.

To work on a foredeck, you need good sea legs, some strength, and quick-

ness and agility. Most important, you must value close attention to detail. Here are six ways to get better results from your foredeck activities.

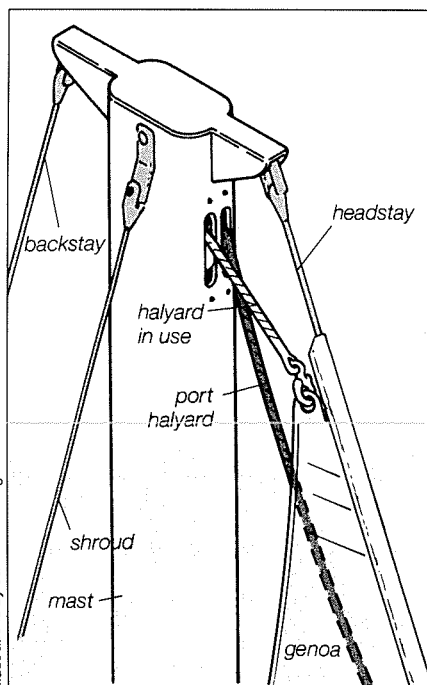
**Pre-race preparation** begins well before the boat leaves the dock. Check

that all sails are onboard and properly folded and packed. Make sure all sheets and guys and halyards are led correctly.

Make sure all shackles open easily and close securely, all blocks and winches turn smoothly, and the hardware at each end of the spinnaker pole is functioning properly. If anything sticks or works roughly, fix it now — before it acts up on the race course.

If there are wire halyards, check for broken strands; these “meat hooks” can cut your hand. Remove them by holding a hard-edged implement (the back of a rigging knife works well) at right angles to the halyard and scraping briskly up and down until the little hooks





fatigue and fall away. Bend on a line and hoist the halyard to full height to check the wire-to-rope splice.

**Good communication** is vital when you are under way. As the bow lookout, you play a key role at the start, calling attention to other boats that the rest of the crew might not see. Understanding the racing rules and knowing your boats manoeuvring characteristics as well as the starting strategy are important for the task.

Make all communications to the helm clear, concise and unambiguous. Don't say, "There's a boat headed right for you." Say, the red J/35 is six boatlengths ahead and two to leeward, headed for you on starboard tack."

You are in the best position to estimate the remaining distance to the line at the start. On large boats it helps to have prearranged hand signals to tell the helmsman how far away the line is.

**Upwind headsail changes** are another area in which foredeck work makes a big difference. A boat invariably loses speed while the change is being made, and if the change isn't made quickly, more time may be lost during the change than can be made up using the new sail.

The most common problem in making an upwind headsail change is a halyard that is not led cleanly. If the new headsail is going up the windward slot of the headstay groove, the new halyard must exit the mast to windward of the current halyard. Take the new halyard straight forward to the bow, but be careful not to take it to leeward of an intermediate forestay or babystay.

If the new sail is going up the leeward slot of the headstay groove, the new halyard must exit the mast to leeward of the current one. In this case, take the halyard forward on the leeward side of the current headsail. If you have a

masthead genoa, flick the halyard around to the aft side of the leeward shrouds, let out as much slack as possible (but don't let go of the other end so it goes up the mast), and pass it behind the clew of the headsail. Then, holding the new halyard shackle under the sail's foot, walk it forward to the bow (Fig. 1).

Keeping a lot of slack in the halyard at this stage allows it to fall away to leeward of the current headsail and not alter the sail's shape. When you get to the bow, use your free hand to reach around in front of the headstay and take the halyard from your other hand. Be extremely careful not to let go with your old hand until your new hand has a firm grip on it.

Now glance up and make sure that the halyard leads cleanly. Attach it to the pulpit or some other secure location and get the new headsail ready to go up. Put the sail's tack on the tack fitting, and make sure the luff is positioned well

forward so it doesn't make a sharp angle at the point where it feeds into the headstay groove. Feed the head of the sail into the headstay prefeeder and groove. Make sure you don't inadvertently get a twist in the head of the sail as you feed it in. Attach the new halyard, have your mast crew take up slack, and then move back to the mast to help hoist the sail.

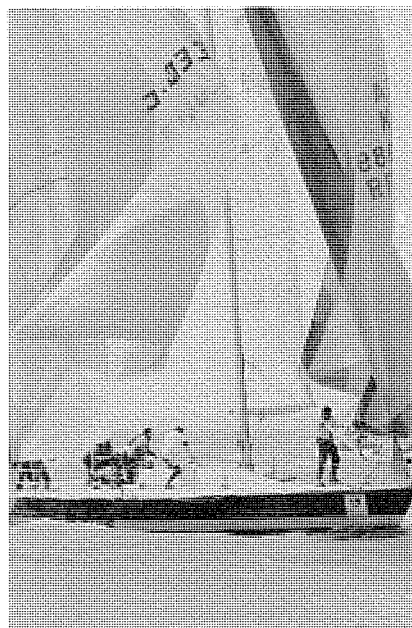
With the right technique and good co-ordination, you can raise a new headsail in seconds. Once it is sheeted in, get the old sail down and out of the way, and then get your weight back on the weather rail where it will do some good.

**Spinnaker work.** The number of sets that go wrong on race courses every weekend shows that foredeck crews don't pay enough attention to detail in those last few moments before the weathermark. Don't be like them.

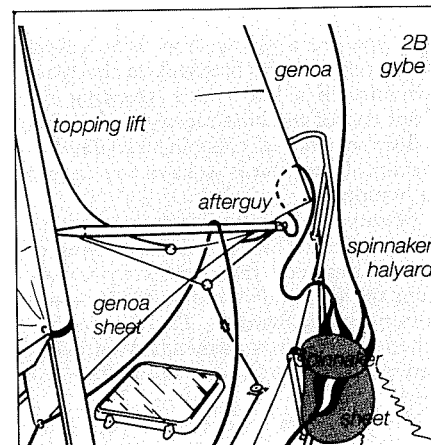
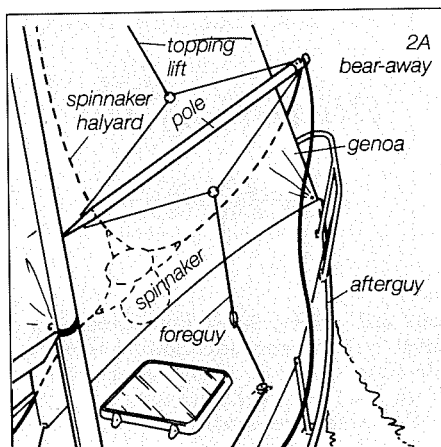
The most common set is the bear-away set. In this manoeuvre you round the windward mark, bear away off the wind and hoist the spinnaker. Here you want to get the pole up into place as soon as you can before going around the mark. Hook up the after guy, sheet, and halyard, making sure all control lines are attached to the correct corners of the sail. Few things in life are more embarrassing than sailing with the spinnaker hoisted by a clew. Double-check to make sure no lines are led through life lines or go inside a shroud or stay. Then hoist the pole up into position a few lengths before the mark, and when you get the word from the cockpit team, hoist the spinnaker (Fig 2A).

A gybe set, in which you round the windward mark, gybe, and then hoist the spinnaker, is like the bear-away set except all the spinnaker gear is set up on the opposite side of the boat. The big difference between the two manoeuvres is that the pole isn't raised into position until after the gybe has been completed.

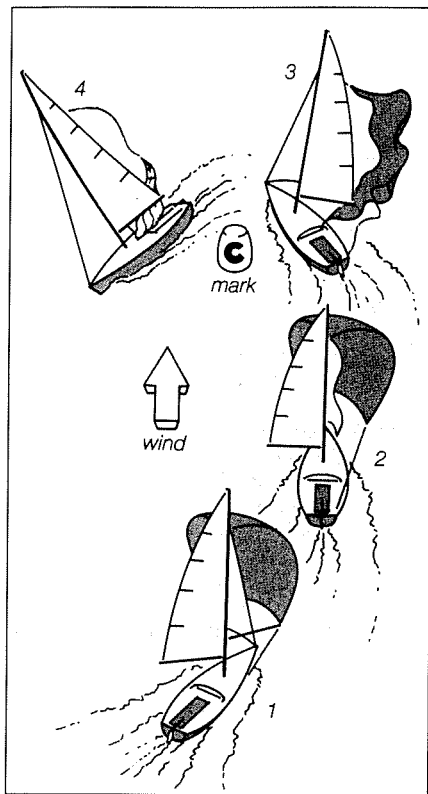
It's very important to keep the headsail from getting hung up on either the pole topping lift or the spinnaker halyard during the gybe. When the gybe is completed, get the pole up into position quickly (Fig. 2B). Then hoist the chute.



GYBING the spinnaker requires complete co-ordination between the bowman and the cockpit crew controlling sheet, brace and topping lift. (Pic — Peter Campbell)







**Spinnaker gybes** are the foredeck crew's real moment of glory, so make sure you do a good job. If your pole is set up for an end-for-end gybe, first unclip the inboard end of the pole from the mast and reattach it to the new spinnaker afterguy. Always make sure to slide the pole's outer end forward to the clew of the sail. Unclip the other end of the pole from the old afterguy and attach it to the mast.

If your boat is rigged for a dip-pole gybe, the trick is to catch the outboard end of the pole at the bow, get it under the headstay, put the new afterguy into the end fitting, and get the pole moving aft on the new windward side. Have good communication with the trimmers of the pole topping lift and the new afterguy. Also make sure the pole end fitting is firmly closed with the afterguy inside before you send the pole aft.

On the foredeck, timing is everything during a gybe. Bungle your part of the manoeuvre and you throw the whole thing off. Visualise the steps in advance; then concentrate on doing everything quickly, smoothly, and precisely.

**Spinnaker takedowns.** In a standard takedown to starboard when you are on the port gybe, your job is to get the headsail up well before the mark and help gather in the spinnaker as it is lowered. After the mark rounding you secure the spinnaker pole and topping lift and get the boat ready for tacking.

In a floater takedown, the manoeuvre is a bit different because you are approaching the leeward mark on starboard — assuming the mark is to be left

to port. You raise the headsail a short distance before the mark. But before the boat reaches the mark, you release the afterguy from the spinnaker pole and lower the pole to the deck. Getting the pole down permits the headsail to be gybed over when the boat rounds the mark. It also allows the spinnaker to be dropped on the near leeward side (Fig. 3).

This takes precise work on the foredeck. They key is getting the pole down quickly and clearing the topping lift back to the mast. If you can do it in just a few seconds, the spinnaker can be flown to within several boatlengths of the leeward mark.

Here again, run through the entire manoeuvre in your mind and make sure you know what is going to happen. The key is that all halyards and sheets run cleanly and everyone knows what he or she will be doing. Confusion over who's doing what is an invitation to disaster.

For many sailors there is no substitute for foredeck work. While others may like to fiddle with the loran, make tiny sail-trim adjustments, or predict what the wind will do next, the foredeck is the place for the real sailors. If you want excitement, it's the place for you.

*John Callender does most of his racing in Southern California waters.*

# Shallow Water Breathing Apparatus

## BRAND NEW CONCEPT DESIGNED SPECIFICALLY FOR THE CRUISING YACHTSMAN & MOTOR BOATS



- ★ Gives you access to your hull up to 2 metres below the surface.
- ★ Clear your fouled propeller, clean your hull, replace anodes and perform general underwater repairs without expensive hire of scuba gear and lugging of gear and compressors.
- ★ Operated by two people (one on the vessel and one below the surface) Swebra consists of a high volume, hand operated pump, feeding air (via a collapsible reservoir) to the companion beneath the surface.

- ★ Simple, reliable, effective and with inbuilt safety features. Can be set up in seconds and stows away neatly just as quickly.
- ★ Currently used by police patrol craft in UK and by "Rothmans" in BOC Challenge.
- ★ Undergone months of testing in Australia by the relevant authorities.
- ★ Full in-depth instruction manual.

# SWEBRA

SHALLOW WATER BREATHING APPARATUS

FOR FURTHER INFORMATION AND TO ARRANGE A FREE DEMONSTRATION  
CONTACT DIRK KAMERLING AT KAMERLING PTY LTD

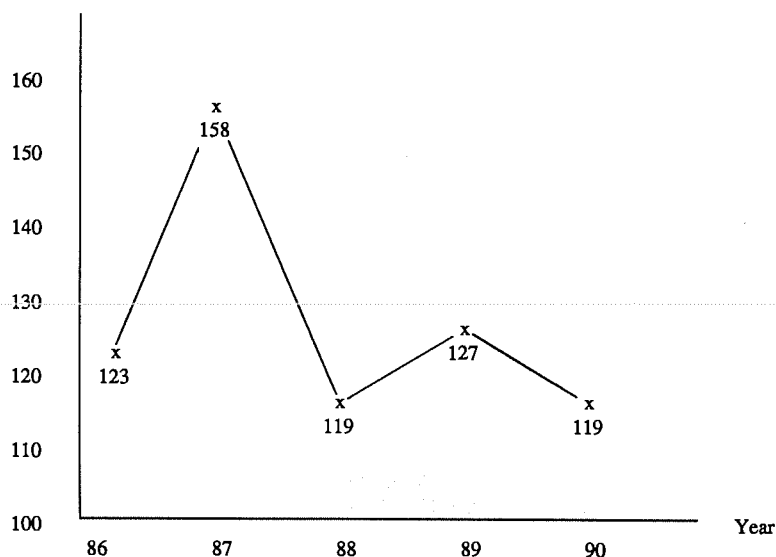
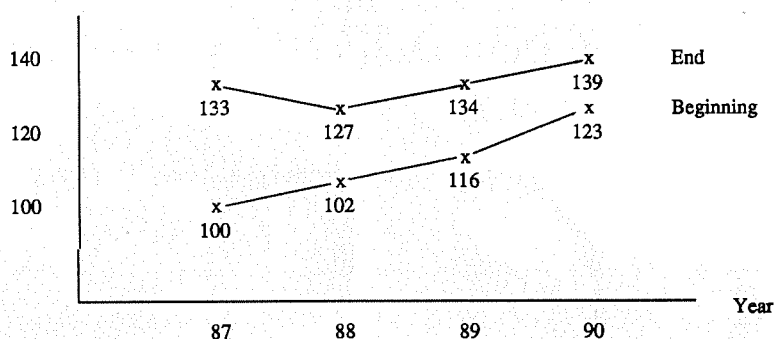
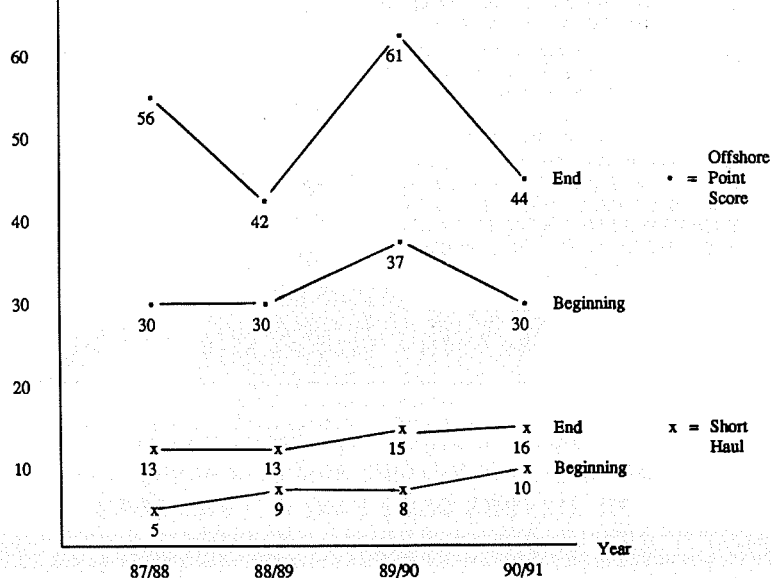
1ST FLOOR, 418 MILITARY ROAD, CREMORNE, 2090

PH: 02-953 8522 FAX: 02-953 8963

CARRY SWEBRA AS PART OF YOUR BOAT'S "FIRST AID" KIT





no. of  
entries**NORTEL SYDNEY - HOBART****FLEET SIZES**no. of  
entries**WINTER SERIES****FLEET SIZES**no. of  
entries**SUMMER SERIES****FLEET SIZES**

season, declining from 61 block entries for the 1989-90 season to 44 for the season just completed. There had been a marked decline in the number of yachts actively racing in the latter half of each season. In the final long offshore race of the Blue Water Championship only 19 yachts had started.

In contrast, the Winter Racing on Sydney Harbour was going from strength to strength, with a record 139 yachts entered for the 1990 series, of which 123 were still racing at the end of the series. Twilight racing, clearly a fun event, had reached a peak of 98 entries in 1989-90 but was down slightly in the summer just ended to 83 entries.

The Vice-Commodore said the Sailing Committee believed a number of factors contributed to the decline in the Summer fleet entries:

- The cost to owners to remain competitive under the IOR rule, with the need for upgrading of keels and rudders and the purchase of new sails;
- More intense pressure on yacht owners and their crews from business and family commitments;
- A shortage of experienced crew needed to sail high-tech IOR racing yachts.

Minehan said the CYCA had, over recent seasons, made changes to the sailing programme to suit owners' needs and had introduced a number of successful innovations such as the Range Rover Regatta.

David Kellet, chairman of the AYF Offshore Committee and now a member of the international governing body of ocean racing, the Ocean Racing Council, explained the structure through which the views of ocean racing owners could be passed from the club level to the AYF and, subsequently, the ORC.

**Aust Team for Admiral's Cup**

Peter Bourke, chairman of ORCA, told the seminar of the important services offered to yacht owners through ORCA's technical committee of yacht designers, sailmakers and international yachtsmen.

He said Australia almost certainly would be represented in the 1991 Admiral's Cup by a team comprising Max Ryan's 50-footer *Cyclone*, with the Two Tonner and the One Tonner in the team being chartered in Europe. At present three owners were interested in chartering these yachts.

Bourke said that Australia was in a position to become the first nation to win the Champagne Mumm World Cup for the second successive time. Australia would go into the Admiral's Cup with a lead of one point over Britain.

He added that Australia's participation in the Admiral's Cup was also important as part of the promotion of the NorTel Southern Cross Cup among European and American yacht owners.



# Performance Handicap Division For Hobart

**I**N a major change in its philosophy towards ocean racing, the Cruising Yacht Club of Australia will introduce a Performance Handicap (PHS) or Arbitrary handicap category for the 1991 NorTel Sydney-Hobart Yacht Race. Like the introduction of IMS, the move is designed to open up ocean racing to a wider range of yachts designed and built for offshore sailing and sailed by competent crews.

A specific requirement will be that all yachts wanting to sail under PHS handicapping must meet the stability requirements of IOR or IMS measurement or provide other satisfactory proof of their stability.

This will be the first time the CYCA has allowed a non-rating category or division within its most famous of all ocean races, the Sydney-Hobart, although there are non-rating divisions in its other long passages races, to the Gold Coast, to Noumea and to the Whitsundays.

The new PHS category will replace Class III (IMS) in the Hobart race, a class that was introduced last year to cater for a group of yachts that had been measured for IMS but did not fulfil the "spirit and intent" of the IMS rules. It gave owners of older IOR yachts a chance to assess their performances under a Velocity Prediction System before making a decision to fit out their boats for IMS rating.

Such yachts and others built outside the handicap parameters of the IOR rule will qualify for the PHS category, thus attracting more yachts into the fleet for the Sydney-Hobart and the major long passage races. PHS handicap categories are already planned for the Jupiters Yacht Classic Sydney to the Gold Coast Race in August and the Westpac Australia to New Caledonia Race in September.

Announcing the CYCA decision at the Racing Programme Seminar, Vice-Commodore Leigh Minehan said that IOR and IMS handicap racing assumed top competitive fleets, sails "as new" and a more intense level of competition.

PHS/Arbitrary handicapping made allowance for a club racing level of crew ability, less frequent upgrading of sail inventory and an equal chance for all levels of sailors to succeed. The disadvantages were that handicap setting was subjective and it required of owners a compliance with the spirit of this racing category.

"IOR and IMS racing assumes you are going to have a highly competitive crew to sail your boat. The introduction



of PHS means you can race at a slightly less competitive level offshore," added Vice-Commodore Minehan, the Chairman of the CYCA Sailing Committee.

He said that dual entry between IOR and IMS would not be permitted for the 1991-92 season. The Sailing Committee is still considering whether yachts entering the PHS category will be allowed to also enter either the IOR or IMS categories throughout the CYCA programme. A decision will be made following the feed-back from owners.

## 1991-92 Racing Programme

The Sailing Committee put forward a summary of the draft programme for the 1991-92 season providing for eight long races (one drop) and 18 short races (four drops) compared with seven long and 15 short offshore races in the season recently ended.

Other major events on the programme include the Westpac Sydney-Noumea race starting September 1, the Range Rover Relay on October 12-13, the NorTel Southern Cross Cup of six races in December, comprising three races of 25 miles and two of 75-90 miles leading up to the NorTel Sydney-Hobart of 630 nautical miles starting on December 26.

Also on the Sailing Committee drawing board are two long passage races to and back from Port Stephens and an

Autumn pointscore to encourage owners to sail offshore throughout the latter half of the summer season.

The composition of the Blue Water Championship evoked considerable debate and will undergo further consideration based on the views of owners at the Seminar. The number of Divisions also caused extensive debate and again these have not been finalised.

Various owners made suggestions to increase competition, with 1990-91 Blue Water Champion Ray Stone (*Kings Cross Sydney*) suggesting closer liaison between all clubs to have monthly all-club races offshore as was done in Melbourne with "centre-course" racing on Port Phillip. "The competition in those races is tremendous and I think we could generate the same thing here in Sydney," Stone added.

However, the general consensus of opinion was that the greatest difficulty facing owners of ocean racing yachts was to get sufficient experienced crew to race regularly offshore. "To get a crew of eight you need a squad of a dozen or more sailors to call on if you want to sail in the Blue Water Championship and win," Stone added.

The Sailing Committee will now review the comments of owners and present the proposed Sailing Programme for the 1990-91 Season as soon as possible to yacht owners.



# MICROLOGIC GPS and MASTERCHART PLOTTER



- AFFORDABLE PRICE
- 100 WAYPOINTS
- FIVE SATELLITE TRACKING
- NMEA 0183 COMPATIBLE
- EASY TO USE
- OPTIONAL REMOTE CONTROL/DISPLAY
- ONE YEAR WARRANTY



- EASY-TO-SEE CRT DISPLAY
- 120 WAYPOINTS, 200 MARK POINTS
- COMPACT SIZE
- NMEA 0183 COMPATIBLE
- USES C-MAP™ CARTOGRAPHY
- REMOTE KEYBOARD
- ONE YEAR WARRANTY

For the name of your closest dealer contact

## COURSEMASTER AUTOPILOTS

7 Smith St Chatswood NSW

PH (02) 417 7097

FAX (02) 417 7557

TO: Customer Services Manager  
Coursemaster Autopilots Pty Ltd  
7 Smith St Chatswood NSW 2067

Please send my free copies of  
MICROLOGIC literature.

Name \_\_\_\_\_

Address \_\_\_\_\_

Post Code \_\_\_\_\_

Telephone (Bus) \_\_\_\_\_ (H) \_\_\_\_\_

Description of my boat is \_\_\_\_\_

"ICEFIRE"

## THE YACHT

...THAT WON THE SYDNEY TO MOOLOOLABA P.H.R.S. 1990.

...THAT WON 5 OUT OF 6 STARTS P.H.R.S...HAMILTON ISLAND RACE WEEK 1990.

### MUMMERY 45... IMS CRUISER RACER

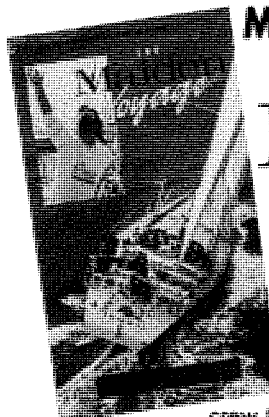
This most desirable cruiser/racer equipped with creature comforts such as shower, freezer etc., is now produced and available in Australia and can be purchased with fixed or lift keel. First boat is nearing completion and is ready for inspection.

21 Edith Street, MARKS POINT  
N.S.W. 2280.

Phone: (049) 45 4965  
Fax: (049) 68 3755

2001  
YACHTS  
PTY. LTD.

## MASTERCRAFT VIDEOS



# Maiden Voyage

Exciting New Video – Sail through treacherous waters of wind, cold and seas with the first all-female crew to complete the Whitbread Round the World Race. They confound the sceptics, win two legs and re-write history. Inspirational!

#### OTHER SUBJECTS

- 'All at Sea' (Cruising)
- Understanding Weather at Sea
- Understanding Navigation
- Understanding Radar
- 'Life on the Line' (Rescue)
- 'At One with the Wind' (Dinghy Sailing)
- 'Capture the Wind' (Dinghy Racing)
- A Course in Coastal Navigation

Videos approx 60 mins (Life on Line & Understanding Radar 40 mins) **\$49.95 plus \$5 p&p each**

### MASTERCRAFT VIDEOS

PO Box 331 Northbridge 2063  
Tel (02) 958 1724 Fax (02) 958 2812  
Cheque/Bankcard/Mastercard/Visa



# CYCA to buy 10 Training Yachts



Rear Commodore,  
Maurie Cameron

**I**N a practical move to overcome the apparent shortage of crew members for ocean racing, the Cruising Yacht Club of Australia is planning to implement a Youth Training Programme. Although plans and approval of the Board is still outstanding the program is to buy up to 10 Duncanson 26 yachts suitable for Division 4 and JOG racing offshore.

Details of the scheme were announced at the CYCA Racing Programme Seminar at the CYCA on March 10 by Rear Commodore Maurie Cameron, chairman of the CYCA Offshore Youth Training Committee.

Rear Commodore Cameron said the scheme would be self-funding, with the yachts being bought at a basic stage for between \$30,000 and \$35,000 each. It is hoped that delivery of the first yacht would be in July and the CYCA would

have five yachts sailing within a year. The Duncanson 26 yachts are based on the former JOG national champion, *Gingerbread Man*, modified for training.

Cameron said finance for the project had been offered by at least one CYCA member and the Club had already been promised support from sailmakers, spar-makers and marine paint companies.

Under the scheme the Club will use the yachts for its own Youth Training Programme, for youngsters aged 12 to 21 years, but will also make them available to local schools which plan to introduce sailing into their curriculum. Already several prominent Eastern Suburbs schools have shown positive interest in support to the scheme.

The Club will appoint a professional manager/coach to oversee the programme and to control use of the yachts to

train potential ocean racing crew, using the AYF approved training schemes.

"The entire objective is to ensure a constant flow of younger people into the sport of ocean racing," Rear Commodore Cameron explained. He said a comprehensive study had been made of youth training schemes at other clubs based on dinghy sailing, which also now had full-time coaches. But none of these fitted the special needs of the CYCA in respect of ocean racing and in addition the CYCA did not have suitable facilities.

"Our charter is for sailing offshore and we should progress in that direction," he added, explaining that eventually the CYCA hoped to have 10 yachts which would be able to join in JOG and Division 4 offshore racing under the directions of experienced training skippers.

Rear-Commodore Cameron explained that the CYCA scheme would complement the programmes of sailing schools such as Pacific Sailing School which catered for older people anxious to learn how to sail. Pacific Sailing School had, in fact, introduced more members and more new boats to the CYCA than any other source.

He said there would be many other uses for the Duncanson 26s to make certain they were generating income into the Youth Training Scheme. Members could hire them for picnic cruises on the harbour, for twilight races and they would be available for general club usage, such as match-racing regattas and special regattas for women sailors.

Country clubs could arrange for members to come to the CYCA and sail on the Duncanson 26s.

"There is great interest among local schools and also among the universities in becoming involved in the scheme," Rear-Commodore Cameron added.

*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**





# 75 Year-old Alby Off to Sea Again

**A**T 75 years of age, yachtsman Alby Burgin has set sail in one of the world's longest non-stop ocean races, 5,500 nautical miles from Melbourne to Osaka in Japan. His single crew aboard his 16-metre sloop *Alstar* is a man less than half his age — 31-year-old Cole Butterworth.

Burgin and Butterworth, who both come from Lake Macquarie on the NSW Central Coast, are among a fleet of 50 yachts which started in the 1991 Yamaha Cup Melbourne-Osaka double-handed race. The longest non-stop longitudinal race in the world, and the second between the sister ports, start on March 23.

The 50 entries from 10 nations include 19 Australian and 31 overseas entries, including three yachts from the USSR and 10 from Japan.

Speaking from his home at Belmont, near Newcastle, before heading south to Port Phillip, Burgin recalled that he

learnt to sail as a Scout at the age of 11, "I was born at Speers Point and I'm still sailing on the lake.

"I see no reason to give it up when I enjoy ocean racing — although they did talk me out of the BOC solo race around the world after I had had a heart valve replaced last year," the sprightly sailor said.

In his long career of ocean racing, Burgin has sailed in 29 Sydney-Hobart's, winning one, and also winning an Australian One Ton Cup, a CYCA Blue Water championship and races to Lord Howe Island and Suva in fully crewed races.

Turning to short-handed sailing in recent years with *Alstar*, he has twice won single-handed TransTasman races and his division of the Bicentenary double-handed race around Australia. Sailing *Alstar* he was the first Australian and third yacht to finish the 1987 Yamaha Melbourne-Osaka race and only last

month won the Australian offshore championship in galeforce conditions off the NSW coast.

Overseas entries included yachts from Japan, Denmark, the USA, Britain, New Zealand, USSR, West Germany, France and Canada.

Australian entries for the Yamaha Cup Melbourne-Osaka race are:

*Orix Blue Wave* (Peter Hansen and John Longden, Vic); *Eureka Sunchaser* (Ian Randell and crew, NSW); *Southern Dufour* (Nicholas and Nicola Brettingham-Moore, Tas); *Knots* (Bill and Will Oxley, NSW); *\$\$ (Dollars)* (Bob Goodey and Ian Schmidt, NSW); *Kidnapped* (Arnold Tickle and Tony Vick, Qld); *Bahloo II* (John Peers and Robert Bradbury, Vic); *Morning Noon & Night* (Ken French and Richard Lock, Vic); *Mercator* (Tim Roberts and Ron Baxter, Vic); *Rachel Duggin* (Robert Crowhurst and Paul Hobbs, WA); *Solar Wind* (Lyle Perkins and Cristina Bonavita, Qld); *Arabesque* (Marc Michael and Mick Formosa, NSW); *Vagrant* (Stephen and Ann Lord, SA); *Pacific Breeze* (Gerald Hitchman and Paul Stanmore, NSW); *Golden Seagull* (Neil Hunter and Wayne Stodbridge, Vic); *Flying Fish* (Peter Mounsey and Jon Sayer, Qld); *Fuji Logitech* (Ron and Murray Spence, Vic); *Katrina* (Ian and Enid Rose, Tas); *Perenti* (Larry and Susan Bardsley, Qld); *Bobby Dazzler* (Simon Kellett and Chris Pullin, Vic); *Integrity* (Doug Ennis and Kazuyoshi Metani, Qld); *Alstar* (Alby Burgin and Cole Butterworth, NSW).

## Morning, Noon & Night For Osaka

**F**OUR young Melbourne yachting enthusiasts who have spent the past two years building their own ocean racing yacht, launched the 52-footer a month before the Osaka Race and named it *Morning Noon & Night*.

"It sums up our efforts to build and fit out the yacht — we have worked morning, noon and night every weekend and at least three nights a week to complete the boat," part-owner Anne Thacker said as the big sloop was lowered into Melbourne's Victoria Dock.

*Morning Noon & Night* is owned by Ken French (34) and Anne Thackerby (33) of West Brunswick and Richard Lock (28) and Catherine Rumberg (27) of Port Melbourne.

Designed by naval architect Scott Jutson, it was the first Australian yacht

to be purpose-designed and built for the 1991 Yamaha Cup two-handed ocean race from Melbourne to Osaka.

Ken and Richard set sail in *Morning Noon & Night* on March 23 in the 5,500-nautical-mile race to Japan after a qualifying cruising to Lord Howe Island and back. Anne and Catherine expect to join them in Japan to cruise the yacht in Japanese waters before sailing it back to Melbourne.

Scott Jutson has designed a multi-purpose yacht in *Morning Noon & Night*, a fast, moderate displacement boat for solo or two-handed passage races or for fully crewed racing under IMS handicapping. While the Osaka Race is the immediate project, the four owners plan to use *Morning Noon & Night* for extensive racing and cruising.

"We began building the hull almost

exactly two years ago, working every weekend and an average of three nights a week," Anne Thackerby said. "We started in our backyard at West Brunswick but later moved the hull to Victoria Dock.

"The only break was when the hull was turned over — we took a holiday, flew to Noumea and chartered a yacht to sail to the Isle of Pines.

"It has cost us \$160,000 to build *Morning Noon & Night* and we estimate our labour has been worth at least \$200,000."

While all four owners worked together on the building of the plug for the hull and then the fibreglass construction of the hull and deck, each made a particular contribution of expertise to the end result.

Ken, a house-builder, built the 70-foot mast while Richard, marketing manager for an office interior company, has designed the comfortable fit-out below decks — with accommodation for up to 10 crew. Catherine, a computer manager with IBM, has done all the electrical wiring and electronics, while Anne, a barrister, designed the colour scheme, including the graphics for the name of the yacht on the topsides.

— Peter Campbell



# **The Chart Room**

## **WE HAVE MOVED**

To: 2/1 Grosvenor Place  
Brookvale NSW 2100

Our New Phone No. is

**(02) 939 1966**

Fax (02) 938 6210

*From Sextants to Satnavs, everyone knows us for our  
extensive range of navigation equipment.  
But what about our other products?????*

- Easy Marine rope clutches, vangs and blocks
  - Sole diesel engines
- Danaplug electronic logs, wind,  
VMG and heading sensors
- Wisco folding propellers • Bausch & Lomb binoculars
  - Water pumps and much more.

*Well now we have room to display them!!!!*

So come in and see our new showroom, or take  
advantage of our mail order facilities by dropping us a  
line or phone for our free catalogue.

## **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**

THE BOATBUILDER'S EPOXY

# **SYSTEMTHREE**

## **MAKE YOUR NEXT ANTIFOULING YOUR LAST!**

POX-E-COP is an epoxy resin containing minute copper flakes. Extensive testing in the USA has proven that it resists marine growth almost indefinitely, even in very warm, highly polluted waters.

POX-E-COP is hard enough to be scrubbed or water blasted without diminishing its antifouling properties. It can be buffed to a very smooth finish and is unaffected by exposure to air.

POX-E-COP is non-leaching and does not harm the fragile marine environment.

POX-E-COP can be rolled or sprayed onto existing hulls or used as a below water gel-coat replacement on new hulls, thus resisting fouling and osmosis in one stroke.

POX-E-COP works out cheaper than conventional antifouling methods. One application should last as long as your boat! Given the cost of regular hauling-out and repainting, POX-E-COP should pay for itself within 18 months.

Take advantage of our  
excellent literature, service  
and technical advice.

PO Box 6,  
Redland Bay, Qld. 4165

Ph: (07) 206 8085

Fax: (07) 829 0017









# HEROIC SEAMANSHIP SAVES BOC LEADER

By Peter Campbell

**T**HE dramatic Southern Ocean rescue of BOC Challenge race overall leader John Martin by fellow BOC competitor Bertie Reed will go down as one of the great feats of courage and seamanship in the history of the round-the-world solo race. Far beyond the reach of international search and rescue operations and commercial shipping, Martin certainly owes his life to Reed, a fellow South African and veteran of three BOC races.

Reed rescued Martin from his sinking yacht, *Allied Bank*, at the height of a wild storm in the Southern Ocean, 2000 nautical miles south-west of Cape Horn, on February 20 after the 60-footer had been holed by a "growler" (a small iceberg) at Lat 58 south.

Had *Allied Bank* foundered before Reed reached the area in his boat, *Grinaker*, the chances of Martin, 37, surviving the icy conditions and storm-swept seas, even in a life raft, would have been remote.

The yachts, along with 17 others, were competing in the third leg of the 27,000-nautical-mile race around the world, from Sydney to Punta del Este in Uruguay. When they sailed from Sydney on February 3, *Allied Bank* held a 16-hour overall lead midway through the gruelling solo circumnavigation race.

The foundering of *Allied Bank* and the rescue of Martin came as a vicious storm swept the Southern Ocean, with many of the yachts suffering knockdowns as they dodged the potential hull piercing icebergs. The solo sailors maintained four hourly radio "skeds" between each

other to report the state of their boats and the sea conditions — and any sightings of icebergs.

The \$2 million, high-tech *Allied Bank* began taking water after hitting the "growler" but Martin advised race officials that he hoped to continue on around Cape Horn or put into a port in South Chile. But Martin's plight worsened dramatically as winds of 50-65 knots swept the area where *Allied Bank* was sailing, Lat 58.07 south, Long 126.17 west.

Reed, the nearest competitor to Martin, diverted course after radio links between *Allied Bank*, his home base in Cape Town and race headquarters at Newport, Rhode Island, where the voyage starts and finishes.

It was the third time in a BOC Challenge solo race around the world that a lone sailor had been rescued by a fellow competitor as his yacht foundered in giant seas.

In 1982-83 race, Tony Lush was rescued after *Lady Pepperall* pitchpoled and sank in the Indian Ocean and Jacques de Roux was rescued when *Skoierm III* also pitchpoled in the Southern Ocean between Sydney and Cape Horn. The rescue of Frenchman Jacques de Roux took some 56 hours to complete and was described at the time as a triumph for British seamanship made possible by a French satellite system, American navigational expertise and the perseverance of the international Ham radio network.

The third BOC rescue, in the 1990-91 BOC Challenge, followed almost the same pattern, with accurate positioning

by the globe-girdling Argos satellite system and voice radio communications through two Ham operators in New Zealand and Massachusetts, USA.

Reed made the heroic rescue just after daylight as 65-knot storm winds whipped up huge ocean seas. Other BOC solo yachtsmen in the area described conditions as "horrendous" and said they were deteriorating. Many of the leading yachts reported sighting icebergs.

The Falkland Islands weather station reported that there was a very serious depression in the Southern Ocean, centred on 57 south, 130 west. The low registered 538 millibars — hurricanes usually register about 975 millibars.

As Reed, sailing his 60-footer *Grinaker*, neared the crippled *Allied Bank*, Martin, clad in a wet suit, jumped into a liferaft. The 44-year-old Reed, a veteran of three BOC Challenge solo races around the world, showed great seamanship in manoeuvring *Grinaker* alongside the liferaft and quickly pulling Martin to safety.

In a radio link reporting the successful rescue, Reed, who is known in sailing circles as "Biltong Bertie", said the rescue had been "a very traumatic experience." He added "John is fine" and said that Martin had opened the seacocks before abandoning *Allied Bank* to make certain it sank and did not become a hazard to other shipping.

*Grinaker* at the time was more than 1950 nautical miles from Cape Horn and Reed said he intended to sail on to the finish of the third leg of the BOC Challenge, from Sydney to Punta del Este in Uruguay. He will not be penalised for carrying an unexpected crew member in a solo race.

In fact, Martin was lifted off *Grinaker* as the yacht rounded Cape Horn and Reed continued on to finish the leg from Sydney alone — as he had started but to a hero's welcome in Punta del Este.

Australian Don McIntyre aboard his 50-footer *Buttercup*, spoke by radio with John Martin after *Allied Bank* had hit the growler, cracking the main springer in two places. There was also delamination around the keelson. Despite repair efforts, *Allied Bank* was hit by strong headwinds and heavy seas and began taking water. With the forecast of storm force winds he was placed in a vulnerable position where his only option was to abandon the stricken *Allied Bank*.

Commenting later on the incident by radio from *Buttercup*, McIntyre said that during his conversation with Martin he had realised that the boat wasn't going to last, and there was no way of saving it.

"A lot of the competitors are talking about the huge risks involved in going too far south (60.30 S). It's also a factor that is a large concern of the BOC race organisers as many of the competitors head into the extreme southern conditions to find a faster path around Cape Horn.

"For me 50 S was far enough, the risks farther down are too great."



## Drama in the Southern Ocean

**D**ON McIntyre recorded the dramas of John Martin's rescue and his ocean knockdown in radio reports from *Buttercup* back to Sydney:

**Monday, February 18, 1300 hours:** Rip in leech of No 1 genoa . . . John Martin hit a growler, cracked keel and hull is delaminating . . . *Credit Agricole* has sight 45 icebergs . . . *Generali Concorde* hit a growler at 23 knots.

**Tuesday, February 19, 1600 hours:** Freezing cold, 4 degrees C in cabin . . . 45-50 knots NE turning SE . . . under storm staysail . . . now in iceberg area.

**Wednesday, February 20, 1400 hours:** Blew all night, 45-50 knots . . . confused seas and hailstorms. 2330 hours: 50 knots . . . huge low across the Pacific . . . storm staysail up and still doing 12 knots . . . freezing cold . . . wouldn't want to be on any other boat . . . John Martin is getting off *Allied Bank* . . . within the hour Bertie Reed on *Grinaker* will sail alongside and pick him up.

**Friday, February 22, 2000 hours:** At 0700 the boat went through 360 degrees roll over . . . bloody scary . . . three knockdowns as well . . . seas 30 feet high, wind 60 knots . . . both wind generators are gone, wind instruments

on mast also . . . had to cut a hole in the mainsail to let out the half tonne of water trapped by the rollover . . . under stormsail and sailing at 20 knots . . . staying bunk with safety helmet on . . . it's scary down here and I'm not too proud to say it.

**Monday, February 25, 0945 hours:** Becalmed most of the day . . . will be rounding Cape Horn in eight days.

**Tuesday, February 26, 0900 hours:** Expecting a big gale about two days before Cape Horn . . . I can hardly wait.

**Wednesday, February 27, 1645 hours:** Three knockdowns today . . . latest in the middle of dinner . . . potatoes, bacon and eggs went flying.



### BOC CHALLENGE Sydney to Punta del Este

# Adams Third in Wild Leg Around Cape Horn



AUSTRALIAN solo sailor David Adams

**D**AVID Adams turned in the best-ever BOC Challenge result by an Australian yachtsman when he finished third in the third leg of the 1990-91 solo round-the-world race, from Sydney to Punta del Este, Uruguay, around storm-lashed Cape Horn.

His performance with his borrowed 60-footer, *Innkeeper*, against the purpose-built French and American yachts was an outstanding feat of seamanship and ocean racing skill.

An exhausted Adams hand-steered the Kell Steinman-designed, Queensland-owned *Innkeeper* across the finish line at Punta del Este on March 8, taking

33 days 2 hours 23 minutes 41 seconds to sail the 7,200-nautical-mile leg from Sydney.

The Sydney-based sailor, who began his sailing on Melbourne's Port Phillip, had been hand steering between 18 and

*By Peter Campbell*

20 hours each day for the previous 10 days because he had no power for his auto-pilot. To add to his problems, the yacht broke a forestay an hour before finishing, but he still held off a deter-

mined bid by the heavily-sponsored American Mike Plant, sailing *Duracell*, who finished about six hours astern.

The only yachts to beat Adams on the 7,200-nautical-mile leg were the radical million-dollar French boats, *Generali Concorde* (Alain Gautier) and *Groupe Sceta* (Christophe Auguin), which finished only 13 hours ahead of *Innkeeper*.

In contrast to the heavily sponsored French yachts, designed and purpose built for the BOC Challenge, the Stein-

*Continued on page 37*



# Innovations & Ideas from the 1991 BOC Race



*Bow of Credit Agricole — three furlers and retractable pole.*

**T**HIS year's BOC stopover in Sydney's Darling Harbour created unprecedented interest in a form of our sport that is often viewed as well on the radical fringe. While it may be hard for the average club racer to see himself roaring through an icefield at 62 south he can see the enormous innovation occurring in this fleet in terms of both speed and efficiency. Clearly the cross-over of this technology into cruising and high performance offshore racing is not far away.

Bound by the world's simplest rule with high stakes for winning, these craft know only one constraint and that is the need to finish. What was impossible to consider four years ago is now the new

lower limit as the boats grow more and more powerful and significantly faster. Herein is a brief tour of some of the top boats.

---

*By Scott Jutson*

---

#### **GROUPE SCETA:**

Skipped by Frenchman Christohe Auguin, age 30, an accomplished all rounder from mini-tonners to Formula 40. The boat is an update on the Finot designed *Generali Concorde* and is lighter and simpler. The largest headsail is a No. 3 set on a furler with the largest

carbon mast and mainsail combination in the fleet. One genoa track and six winches make the boat the simplest as well.

She has an all up displacement of 10 tonnes with a beam of 5.8 metres and 3 tonnes of water ballast per side used upwind only. Auguin has no major criticism of the boat though he feels the beam could be reduced slightly. Carrying a non overlapping headsail allows the chainplates to go full beam reducing rig loads.

#### **ALLIED BANK!**

Allied Bank was built by her skipper John Martin and designed by the South African-based Angelo Lavarnos. Martin



has a wide range of experienced including good results in the last BOC as well as skippering *Atlantic Privateer* in the Whitbread. *Allied Bank* is the beamiest of a beamy lot at 6 metres. He carries 3 furlers and has a deck layout which owes more to the IOR in terms of its variety of adjustments and layout.

Martin also claims an all up displacement of 10 tons with 4 tons of water ballast per side. He has never used his full ballast potential which he hopes to solve in the future with a bigger rig. The tanks can be filled in under 12 minutes with electric pumps and transferred side to side in 3 minutes. As with all the top boats the sails are kevlar with spectra sheets. Mast is carbon. All-round performance is considered excellent with upwind speeds of 10.9kts at 27 apparent.

**NOTE:** *Allied Bank* was damaged in a collision with an ice "growler" and foundered after being abandoned by Martin in the Southern Ocean, 2000 mile south-west of Cape Horn.

#### **CREDIT AGRICOLE:**

Philippe Jeantot is a three-time winner of this race but is not having such a good run this time being plagued by endless

*Ariel platform Groupe Sceta. w/mini camera, composite construction, very light.*

*Bow of Groupe Sceta — one furler and fixed carbon pole.*







breakdowns mostly centred around the gooseneck fitting. The boat was designed by French architect Marc Lombard for the Globe Challenge.

Jeantot's boat does not vary much from the other two with slightly less beam than *Allied Bank* but with greater sail area. It is never slow but playing catch up is always a hard road. The boat was built by Jeantot's own yard. The deck layout is similar to Martin's with full adjustment and three furlers and whereas Martin does not use a bowsprit Jeantot has a retractable pole on the centreline.

*Mast Credit Agricole* — typical in fleet w/all halyards, controlled at mast with jammers. Note fixed spinnaker pole bell, 2:1 main halyard and low gooseneck.

*Bow of Allied Bank* — three furlers and no pole.

*Cockpit Allied Bank* — 14 winches and a pedestal.





**NEW!**

# Premium protection for your boat's

■ RUNABOUTS

■ YACHTS

At last! A specially formulated range of marine products to cover every need.

Caltex purpose-formulated AQUA TEC marine oils and greases maximise performance and provide superior protection against rust and corrosion for the engine and equipment of vessels large and small.

AQUA TEC high-technology formulations contain no environmentally damaging CFC's; what's more, their packaging is as innovative as the products themselves.

Check the  
**AQUA TEC**  
range:

**Premium Super  
Outboard Motor Oil.**

For 2-strokes of any horsepower; meets the severe requirements of



the National Marine Manufacturers Association performance classification TC-WII.™ Because most outboard users prefer to mix their own 2-stroke fuel, the 1 litre container features a non-drip measuring cup.

**Premium Marine  
Petrol/Diesel Engine Oil.**

High Performance oil for severe duty operation in 4-stroke petrol, turbo and



The ocean going



# and maximum performance engine and equipment.

## POWER BOATS

## CRUISERS

non-turbo diesels; maximises engine life, filter service and oil change intervals. Controls sludge, varnish and carbon deposits to maintain cleaner pistons and to resist ring sticking.

### High Water Resistance Graphite Grease.

For use where good water resistance is required; ideal for plain bearings and slides.

### Premium All Purpose Grease.

Resists moisture and salt water; ideal for engine grease points and boat trailer wheel bearings.

Suitable for high speed, high temperature applications.

### Premium Gear Oils; Electric/Manual

A light gear oil for electric shift, medium oil for manual. Contains rust preventatives to protect bearings and gears. With free easy-fill adaptor.



### Premium Threadtex Zinc Base.

Excellent adhesion, water resistance and anti-seize properties; helps prevent seizure of bolts, thread joints, shackles and turnbuckles. Exceptionally resistant to heat and will even prevent seizure of high temperature manifold bolts.

### Premium Marine Degreaser.

A quick spray to remove grease and oil.

### Protective Grease Spray.

Sprays as a fine mist that rapidly turns into a thick protective lithium grease lubricant; spray enables access to difficult to reach crevices; the grease helps prevent fresh and saltwater corrosion in winches, blocks, linkages, splines and cable rollers.



### Drying and Penetrating Spray Oil.

A water-displacing, corrosion preventing fluid for drying out damp or wet ignition systems; also a penetrating oil to loosen rusted or corroded parts and to protect metal surfaces.

Naturally, AQUA TEC products come in the sizes you need. And prefer.



products you can trust in a storm



# LESSONS in a LIFERAFT

**T**HERE'S a common saying among offshore sailors that if you have to abandon your craft and your only option for survival is to take to a liferaft — "you must step up into it!"

This opinion was reinforced when more than fifty sailors took part in a liferaft and rescue exercise off Sydney Heads in June this year. The event was organised and coordinated by the Australian Yachting Federation, the Middle Harbour Yacht Club and sponsored by the Hoyts Group, MMI Insurance and the Marine Operations Division of the Department of Transport and Communications.

For many of the volunteers it was the first time they had entered a liferaft, ignited flares and activated an EPIRB and for most of them it demonstrated a less than adequate knowledge of what is necessary to survive in a liferaft after abandoning a craft. Not only did the exercise bring out some individual personal failings it also showed inadequacies in some of the equipment upon which sailors would rely in crisis situations.

The exercise included the launching from three yachts, drifting off Bondi Beach in a cold 10 knot west sou'wester

on a small swell, standard canister-type RFD 6, 8, and 10 man liferafts packed to AYF specifications. Once aboard the inflated raft and drifting free from the yacht, the occupants were required to behave, as much as practicable, in the same manner as would be required for survival and rescue.

My role in the exercise was not just as an occupant of the 10-man liferaft, but to help provide additional material on survival at sea for a series of sea-safety videos to be produced by the Department of Transport and Communications.

---

*By Teki Dalton*

---

For the purpose of this article I have broken the day's activities into three categories with a brief summary of my observations.

## **Deployment of Liferaft and Boarding**

As this was an exercise, all of the liferafts (well secured) were carried on board the yachts in a position which was convenient to their deployment. In spite of this, even on *Canon Express*, an

open-transommed Davidson 40 with stern lifelines unclipped, there was some difficulty in launching the raft. AYF safety regulations state that "liferafts must be carried on the working deck or in a special stowage opening immediately to the working deck . . . and each raft shall be capable of being got to the lifelines within 15 seconds". Valise-type rafts, stored below and secured adjacent to the companionway, stretch compliance to that regulation to the limit.

- The raft static line or painter, on the outside of the canister, should be secured to a strong point (cleat or winch) BEFORE the raft is carried to the rail. If there is sufficient length in the static line, pass it under the lower lifeline from the outside then to the strong point. This ensures the line will not be over the lifelines, with the possibility of severing, when the canister is in the water. If the canister remains nearby without raft inflation, the line should be extended to its full length and pulled firmly to trigger inflation.

- On *Canon Express* all of the volunteers, including the crew, were wearing PFD's. Several of them had never worn one before and had to have instruction on how to secure the tapes.

- Boarding the raft, even in the calmest conditions, can be difficult wearing full wet weather gear and PFD's. In this exercise the volunteers chose to step or jump into the raft and this meant the raft had to be brought close to the boat and made fast. In most cases the volunteers stepped onto the inflated side of the raft, lost balance, supported themselves with the canopy and fell into the raft.

Once there were more than five persons in the raft, correct boarding became important so as not to hurt those in the raft. With the raft on a short line to the boat, both the raft and the boat get badly out of phase even in a low swell and this puts a great strain on the painter particularly at the raft end. The last remaining "survivor" should ease out the excess painter, making sure the end is still secure and get one of the persons in the liferaft to take in the slack to bring the raft close to the boat.

Should any of the survivors have to swim to the raft they should hold down their PFD's to prevent neck injury when entering the water, use the painter to guide themselves to the raft and allow themselves to be assisted into the raft.

*"SURVIVORS" aboard a liferaft during a sea safety exercise for yachtsmen and women held off Sydney. Flat seas made conditions relatively easy but the exercise pinpointed shortcomings in rafts and equipment. (Pic — Peter Campbell)*







A RESCUE helicopter lifts a "survivor" from one of the liferafts launched as part of the sea safety exercise off Sydney. (Pic — Peter Campbell)

With all of the persons aboard the raft, which is still secured to the boat, it is essential not to cut the line until the last moment although conditions will determine the timing.

### Liferaft Occupation

- Once aboard the volunteers realised how cramped and uncomfortable a liferaft can be with all wearing PFD's, wet weather gear and some carrying personal gear bags. Most wanted to sit near the entrance and the fresh air. Ten people sitting in a circle with legs outstretched was awkward for everyone.

- One of the first jobs to do was to deploy the drogue to reduce drift and to help stabilise the raft. Although this is released from the canopy opening, it streams from the windward side to

allow the canopy opening to face downwind.

- Only three of the ten volunteers had some idea of what the liferaft survival pack contained and most assumed that the 'emergency rations' contained a variety of freeze-dried or vacuum-packed food. They were surprised to find packets of barley sugar. Although it is recommended not to drink water for the first 24 hours in survival conditions, the volunteers drank the small sachets of water and supplemented this with water from a reverse-osmosis water maker.

- Everyone in the raft was required to take a seasickness tablet (Kwells) from the pack. In spite of this or perhaps because of it, two of the volunteers requested to be taken off the raft within the first 15 minutes. Most of the volun-

teers complained of drowsiness and dry mouth for the first hour afloat.

- Even though none of the volunteers were wet when they boarded the raft there was a small amount of water gathering in depressions in the raft floor. This caused some irritation to some as no matter how often they changed positions, they sat in water.

- Once settled in the raft it is essential for someone to be in charge and allocate duties and responsibilities. Lookout — rations — water — signals — rubbish bag — sponging — cheer-leader and time-keeper are some of them. An optimistic and positive attitude from the leader is a critical factor in survival.

- All of the volunteers had opinions and suggestions for a liferaft survival pack. A small fishing kit, pack of waterproof cards and some reading material were some minor items which they had expected to be in the pack but were not. Not one of the boats on which they sail have a 'grab-bag' handy which would contain these and other items to supplement the raft's pack. Some of the other suggested items, either in a 'grab-bag' or packed in the raft at the owners request included; EPIRB, hand-held VHF radio, personal medication, reverse-osmosis watermaker, a manual on survival, prescription glasses, length of line (15m).

### Attracting Attention

- Each raft in the exercise carried EPIRB's and by arrangement with the Department of Transport and Communications a test, using the Cospas/Sarsat satellite, was made on the signals from the 121.5 MHz and the 406MHz models. On our raft the retaining line on the 406MHz model became detached at the EPIRB end! This was noticed when the EPIRB was over 30 metres away and in extreme conditions it would not have been recoverable. Retaining lines on EPIRB's should be checked.

Most of the volunteers were not fully aware of the operation of an EPIRB especially the need for it to float, once activated, using the water as a reflector. (Read 'Satellites to the Rescue' Offshore April/May 1990 for more details on the new EPIRB technology.)

- Nearly all of the volunteers had not used a heliograph or signalling mirror before. They were surprised how easy it was to use and it's effectiveness.

- All of the flares in the pack were used. Careful instruction was needed for each volunteer before firing and disposal. Many of the volunteers expressed concern about inadequate labelling and potential difficulty in firing flares at night.

This short exercise demonstrated to me the need for more sailors to learn about basic survival techniques. Although most of the information is available to them (regulations on liferafts and equipment pages 142-143 AYF 1989-93 blue book and Survival in a liferaft or dinghy chapter 11 pages 125-139 SeaSafety for Small Craft) there also seems to be a lack of knowledge in the operation and use of mandatory safety equipment.



# 1991 PETERSVILLE REGATTA

COTTOM BLOSSOM, arguably the finest-looking yacht in the Petersville Regatta, leads the fleet during one of the races on Port Phillip. Below, the overall IOR winner once again was Andrew Coulter's Dry Beach, with great consistency throughout the six-race regatta. (Pics — Peter Campbell).





# DRY REACH WINS AGAIN

By Peter Campbell

**T**HE smallest boat in the fleet, Quarter-Tonner *Dry Reach*, has won the Petersville Regatta on Melbourne's Port Phillip for the second successive year.

The 26-footer clinched the six-race regatta with a light wind victory in the final race, from Portsea to Blairgowrie, on the lower reaches of the bay.

Owned by Andrew Coulter and sailing out of the Royal Yacht Club of Victoria, *Dry Reach* this year was steered by champion J24 sailor, Rob Hartnett.

Speaking at the presentation of trophies at Blairgowrie Yacht Squadron, owner Coulter paid tribute to the yacht's designer Robert Hick and builder Steve Purtell — both sailing aboard rival yachts in this year's Petersville.

Designer Hick, who steered *Dry Reach* to its first Petersville win, this year was at the helm of his latest creation, the larger Half-Tonner, *Zum-dish*, which placed fifth overall.

Boat builder Purtell was sailing with his brother Clive aboard their recently launched Half-Tonner, *Einstein*, sailing the French-designed 9.19m sloop into second place overall, despite breaking a mast in the second race earlier in the week.

*Dry Reach* finished with 488 points, from placings of 3-5-1-4-6-1, with *Einstein* second overall on 485 points from placings of 5-NF-5-3-1-2.

The One Tonners, *Ultimate Challenge* (Lou Abrahams) and *Western Port Venture* (Peter Grant) finished with 480 points each, but *Ultimate Challenge* took third place on a countback of placings.

The sixth and final race saw yachtsmen face unusual hazards — hundreds of swimmers competing in the Portsea Classic which started at the same time as the final Petersville race off Portsea Pier.

All would have been fine but for the wind dying soon after the start of the Trailable Yacht division, with a strong tide sweeping the yachts in amongst the swimmers. As yachts dropped anchor to await the return of the wind, they were surrounded by swimmers heading out from beach.

When the wind finally filled in after 30 minutes, the yachtsmen found a mass of swimmers around them as they tried to continue their race.

With the yacht race shortened, *Dry Reach* won the IOR division, *Ariane* (Giorgio Gjergja) took out the IMS division while *Eureka* (Frank Hammond and Hurry Russell) won the VYC division — and also the week-long regatta.

The racing was marred by a freak



*WESTERN PORT VENTURE*, steered by Ross Lloyd, finished equal third in the Petersville Regatta pointscore but lost on a countback to Lou Abrahams' *Ultimate Challenge*. (Pic — Peter Campbell)

accident when the 47-footer *Scavenger* (Joe Westerlo) was swept by the tide against a large steel channel buoy. Crewman Tom Doughton, 45, had his leg crushed between the yacht's topsides and the buoy and after being brought ashore at Sorrento was flown by the Southern Peninsula Rescue Service helicopter to Frankston Hospital.

Doughton was reported to be in a satisfactory condition yesterday after an operation by orthopaedic surgeons.

The 1991 Petersville Regatta attracted a record 220 entries ranging from trailable yachts through to the big ocean racers, with the West Coaster record-breaker *Bolle Wild Thing* dominating the race for line honours.





## **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

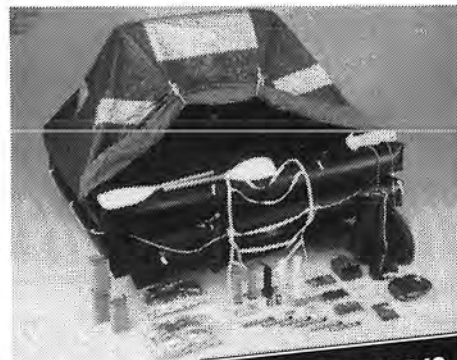
East Brisbane, Qld. Australia 4169

## **SALES & SERVICE**

Fully approved AYF - MSB survey requirements for:  
RFD - BEAUFORT - AVON - ZODIAC - BOMBARD - VIKING &  
AUTOFLUG brands of liferafts. Dept Defence Quality Assurance  
Assessment to AS1822. Civil Aviation Authority approval No 2460.

### **LOW COST SERVICING, PICK-UP & DELIVERY**

MARINE  
SURVEY  
EQUIPMENT:  
inflatable boats,  
lifejackets,  
flares, EPIRB,S  
etc RFD,  
ZODIAC &  
VIKING liferafts.



Contact: George  
Steeden - Manager  
S.I.E. LIFERAFT SERVICING  
1/35 PRIME DRIVE  
SEVEN HILLS 2147  
Phone: Bus- 624 4303 AH- 636 3605 Fax- 624 4634

**"TOTAL SERVICE IS  
OUR BUSINESS"**

**S.I.E. LIFERAFT  
SERVICING**

A DIVISION OF SURVIVAL & INDUSTRIAL EQUIPMENT PTY LTD



**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**





# BOC

Continued  
from  
page 26

man-designed *Innkeeper* was originally built for Caloundra yachtsman Leigh Outtrim for fully-crewed ocean racing off the Australian coast. Adams, with help from his friend and former co-skipper in double-handed races, Ian Johnston, worked for months to modify *Innkeeper* for sailing single-handed after the pair had won the TransTasman double-handed race.

As Adams crossed the finish line, fellow Class I competitor Kanga Birtles was about 350 nautical miles astern in his John King-designed *Jarkan*, duelling for fourth place with race hero Bertie Reed, sailing *Grinaker*, and the only woman competitor, Isabelle Autissier, sailing the ketch *Ecureuil-Poitou-Charentes*.

In Class II, Don McIntyre in *Buttercup* was still holding second place when OFFSHORE went to press with this issue.

In an interview with OFFSHORE, David Adams said the leg from Sydney around Cape Horn was by far the hardest of the three legs so far completed in the 27,000-nautical-mile race around the world.

"The Keeper of The Horn really made us pay to get around that thing," he said. "There was a hell of a storm for a couple of days before and I've never seen seas like it," he added. "The barometer dropped to 940 — that's Cyclone Tracy figures — and for five days as we sailed in incredible seas."

Adams revealed that he almost went over the side as he was sailing past the Falkland Islands. "I was at the wheel, the seas were huge and waves hit us the wrong way," he said. "Suddenly all this green water came over the cockpit, hit me in the face and I went backwards until the end of my lifeline. It was pretty scary."

"It's the hardest sailing I've ever done, as hard as the Bicentennial Round Australia Race, with the added drama of icebergs."

During the 33-day voyage, *Innkeeper* suffered engine trouble, a broken forestay and sail damage, blowing out every spinnaker and one headsail. "But she stood up really well and there's no major damage," Adams added. "Kell Steinman should be really happy with the result, finishing only 12 hours astern of *Groupe Sceta*."

"*Innkeeper* is a good downhill boat, not as fast as the French, but certainly capable of maintaining consistent high speeds," Adams said when asked the reasons for his outstanding performance.

"I also went a long way south, down to 63 degrees which means that every degree of longitude is only around 35



DAVID ADAMS at the helm of *Innkeeper* . . . third boat to reach Punta del Este after the storm-lashed leg of the BOC Challenge around Cape Horn from Sydney. Adams finished only 12 hours astern of the high-tech French boat, *Groupe Sceta*.

nautical miles whereas yachts sailing at 58 South had to sail 45-50 miles to complete a degree of longitude. In other words, it was taking them an extra three hours to sail a degree of longitude.

"I also pushed the boat really hard, to her maximum in all conditions — I guess our insurers, AAMI, are happy that I'm here in one piece."

Adams said he was not so confident of doing well on the final leg from Punta del Este to Newport, Rhode Island.

"*Innkeeper* does not go well to windward. But I hope I can stay with the leaders and certainly beat Kanga Birtles."

#### BOC Challenge — Provisional Results, Leg Three

1. *Generali Concorde* (Alain Gautier, Fr) 31d 03h 21m 14s; 2. *Groupe Sceta* (Christophe Auguin, Fr) 32-13-39-42; 3. *Innkeeper* (David Adams, Aust) 33-02-23-41; 4. *Duracell* (Mike Plant, USA) 33-08-53-54.

#### Accumulative standings:

	Newport-Cape Town	Cape Town-Sydney	Sydney-Punta
<i>Generali Concorde</i>	*38-03-42-39(4)	27-03-35-14(3)	31-03-21-14(1)
<i>Groupe Sceta</i>	37-18-00-29(1)	65-07-37-53(3)	96-10-59-07(1)
<i>Duracell</i>	39-11-41-40(5)	27-00-45-02(2)	32-13-39-42(2)
<i>Innkeeper</i>	44-07-29-57	64-18-45-31(2)	97-08-25-13(2)
		29-22-36-33(6)	33-08-53-54(4)
		64-10-18-13(5)	102-19-12-07(3)
		29-16-18-52(5)	33-02-23-41(3)
		73-23-48-49(8)	107-02-12-30(4)

\* Includes 16.5 hour penalty.



**A**S a yachting journalist, I use a modern hand calculator which has been pre-programmed for all of the long ocean races off our Coast. With it I can produce progressive results of races at the various skeds and get all of the information which otherwise comes out of the mainframe computers run by, say, NorTel, in the Sydney-Hobart Race, and thus write my stories in time for the deadlines. The results of lesser races such as to Lord Howe Island, to Noumea or to the Whitsundays, none of which attract the heavy sponsorship of the Hobart, are run directly out of one of these hand-held machines.

As a result of the foregoing I have been conscious of calculator development and recently became aware of a trend in which yuppies are buying "electronic organizers" in the thousands.

There are a number of these machines available, all being of book-type folding design with rounded shape, about the size of a wallet. Each manufacturer offered models which initially were almost indistinguishable from one another.

I drew Gordon Marshall's attention to the trend, since he programmed my machine, a Casio 770, and who has been in the forefront of programming calculators for navigators for many years.

Gordon explained that he was aware of the development, and had come across one particular model which was ideally suited to navigation programming, and that he had just completed translating his navigational pack for use in it.

*LATEST calculator enables introduction of a faster "user friendly" system for offshore navigators. (Pic — Peter Campbell)*

# Yuppies Contribute to Yacht Navigation

*By Peter Campbell*

He carries on with the story —  
"Hand calculators have been programmed for Celestial Navigators for many years, as a back-up for Sat Nav or GPS (when the yacht's power fails) or to save the navigator the pain of reductions using the Tables and Almanac. The Hewlett Packard was the first machine suited to this job, but was superseded by the Casio 700 Series when it came available. The features of the Casio were that it had a much bigger display screen (4 lines x 20 letters) which gave great opportunity for the programmer to write 'friendly' programs, and, just as importantly, was fitted with a back-up battery so that programs were not lost if the main batteries went flat. This machine was replaced by Casio with their 1000 Series two years ago, but amazingly, they had dispensed with the back-up battery.

"The new series was thus useless to navigators who could not risk being caught on a long voyage with flat batteries and lost programs.

"When I became aware of the 'yuppie' machines I reasoned that they must surely be designed to be flat-battery proof, since no user would accept the risk of losing all of their telephone numbers, diary dates, etc, with which these machines become loaded.

"Investigation proved this to be so; they all carried systems to protect against lost programs. Additionally, most of them had provision to slip in optional cards which carried specialised custom written programs from the maker's library.

"None of these optional programs interested me, but one brand name, Sharp's IQ-7000 offered a blank card with all of the necessary scientific mathematical functions, and 32 k bytes of usable program space. Here was the machine that might replace the now out-of-production Casio for our navigational needs.

"To cut a long story short three months later, after buying a machine, a printer, a tape recorder to suit the combination, and cards, and after spending many tedious hours of program translation, the machine was ready for a full scale test.

"It surpassed all expectations. Its 8 line x 16 display was even more friendly than the Casio and an additional bonus was its amazing speed of computation. The Casio had proven to be faster than the HP but this machine left both for dead. This became apparent to me for the first time after translating the initial program of my pak.

"I had chosen one of the simpler programs, DR and Great Circle, so that I could become familiar with the different programming dialect of this new machine. On running the program for the first time I was delighted to see that the answers came into display and were correct. I then realised that the word 'computing' had not appeared before the answers. (I use such a statement in all of my programs so that the user is not left watching a blank screen whilst calculation takes place. This is part of the 'friendly' programming attitude I adopt in all of the pak's design.) I ran the exercise again and then noticed a flicker on the screen just before the answer appeared, and after I had keyed the last piece of input data.

"It then became apparent that the calculation speed was so high that there was not sufficient time for the eye to read the word 'computing' on the screen.

"Having finally completed all of the necessary translations, I have timed the operational speed of some of the more complicated calculations.

"The reduction of a star to a Calculated Alt, a Predicted Alt, an Azimuth and an Intercept took 11 seconds in the Casio, but only 2½ seconds in the Sharp. The plotting of a six line fix to achieve an Observed Lat. and Long,





Triangle Size, and Distance from the DR took eight seconds in the Casio, but only two seconds in the Sharp.

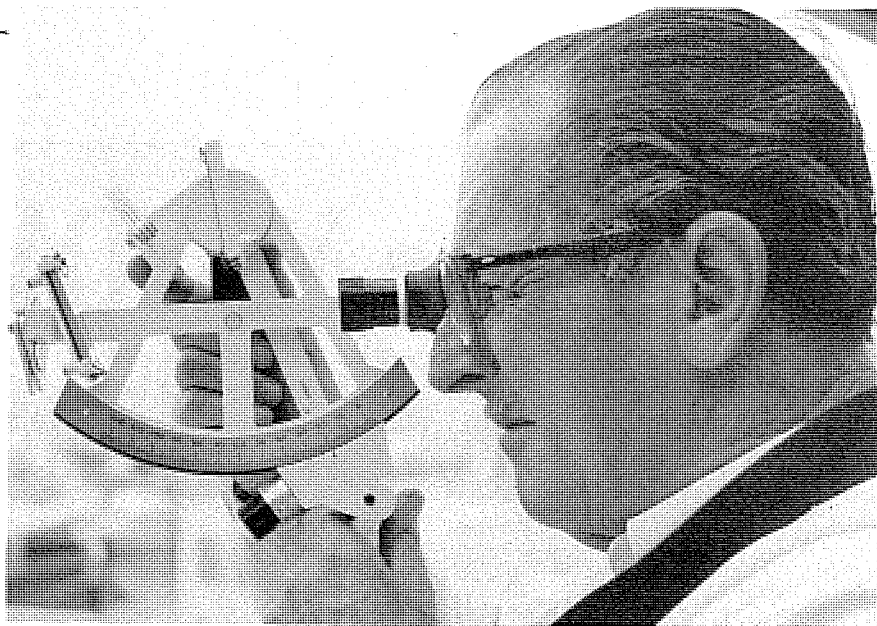
"You might say 'who cares whether calculation time is eight seconds or two?', and it is true that this is not a crucial part of the navigator's need. however, it does demonstrate that the latest refinement and development of 'chip' technology has found its way from the mainframe computers into these pocket machines.

"Finally, the convenience and simplicity of the 'card' facility of the Sharp should be explained in some detail.

"The card is about two thirds the size of a conventional business card, and amazingly has a wafer-thin battery inside it which keeps the card 'alive' when not in the machine. This battery has a two year life according to the Sharp advice, though, of course, I have not yet had the opportunity to confirm this in practice.

"It is easily inserted and withdrawn from the machine and has a simple latch to secure it in place.

"Whereas I normally need two Casio's to fill my computing needs of navigation, IOR measuring, and yacht race administration; with the Sharp I use one machine but carry two additional cards in my wallet. There is no involved routine on changeover, you merely withdraw the unwanted card, insert the new one, flip the locking latch and press the 'ON' key . . . Presto . . . the menu



NAVIGATION instructor Gordon Marshall with his sextant. (Pic — Peter Campbell)

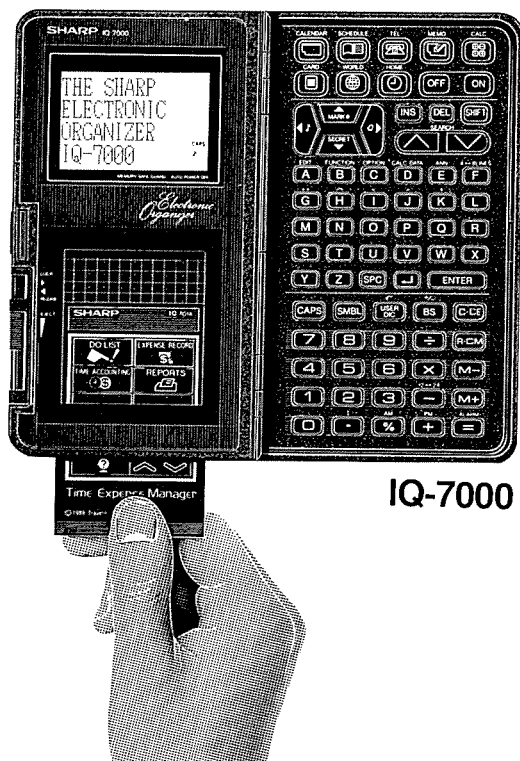
for the new card immediately appears on your screen."

Well, there is Gordon's story and I cannot help contemplating the humorous irony of the circumstances. By no stretch of imagination could you identify Gordon with the concept of a "yuppie", and even in my case, whilst I am happy with my trusty Casio, I must confess an attraction to the "rounded" style and "wallet" size of this new

machine. I too, would hardly fit the definition of "yuppie". Perhaps we are both "claytons yuppies", that is, "yuppies" who are too old to be true "yuppies".

(Editors Note: Gordon was assisted in his research into these machines by Edgar Lind, Sales Manager of Metropolitan Business Machines, a Sydney company which specialises in hand calculators and carries stock of all the brand names mentioned in the article. An accompanying advertisement in this issue of OFFSHORE gives further information to those who are interested.)

## Sharp's amazing Electronic Organizers



### IQ7000/7200

The IQ7000, with 32Kb memory and the IQ7200, with a massive 64Kb memory, is top of the range. Both models have all the standard features plus IC software card capacity to expand their capabilities even further.

Available from...

**METROPOLITAN  
BUSINESS MACHINES PTY. LTD.**

208 Clarence Street,  
SYDNEY 2000

Phone: (02) 267 1611



# MAYDAY • MAYDAY

When the call goes out  
you know you can count on

Able to be reprogrammed  
to the new ITU channels  
by your authorised  
ICOM dealer.  
No additional parts required.

## ICOM



**IC-M700AUS HF  
MARINE  
TRANSCIVER**

**With an ICOM transceiver on board – even when things are rough – the reliability of this equipment has a real calming effect on the captain and crew.**

### You know you can talk to base.

Someone's life may depend on the next call you receive or transmit. It pays to install communication equipment that's absolutely reliable.

With preset frequencies, crew alerts, split systems and a loud hailer, ICOM gives you all the back-up you need. Talk to the world with the M700AUS 150 w HF transceiver\*, or listen to a spectrum of shortwave broadcasts. Decode UPI transmissions, get the latest weather and communicate with ships and stations all over the world.

**EASY OPERATION:** The M700AUS has 48 programmable memory channels plus 2182 KHz emergency channel. These let you access your most-used frequencies immediately. The controls are designed for operator convenience.

**FLEXIBILITY:** High seas transmission can be made in SSB, AM, modes\*. Simplex and semi-duplex modes are available covering all ship-to-shore, high seas telephone and ship-to-ship SSB channels in 100 Hz steps.

**HIGH STABILITY:** A quartz crystal locked circuit provides the basis of

ICOM's synthesized tuning system that is exceptionally stable.

### GENERAL COVERAGE RECEIVER:

You can receive a large frequency spectrum. For up-to-the-minute news broadcasts such as UPI and AP weather reports, WWV time signals, FAX weather charts, foreign broadcasts and international vessels and stations, you can't go past the IC-M700\*.

### AUTOMATIC ANTENNA TUNER:

The AT-120 Automatic Antenna Tuner takes the guesswork out of tuning your antenna with microprocessor control and speed. All you have to do is press the TUNE button on the front of the transceiver.

### SAFETY ALARM SIGNAL:

(UT-20 optional\*) The IC-M700 can be equipped with an automatic alarm generator that enables international safety signals to be sent on 2182 KHz, if your ship is in distress.

### FEATURES:

- 150 watt output power
- SSB, CW, AM and FSK\*
- 48 memory channels plus 2182 KHz emergency channel
- Receiver coverage 1.600 – 23.9999 MHz
- Transmit coverage 2.000 – 22.9999 MHz
- Easy operation
- High stability
- Automatic alarm generator UT-20 (optional)
- AT-120 Automatic antenna tuner.



**IC-M120 VHF  
MARINE TRANSCIVER**

A compact VHF transceiver with expansive capabilities, the ICOM-M120 will access all international marine VHF channels. It is weatherproof for dependable operation with all the bells and whistles you expect from ICOM.

### FEATURES:

- Power HIGH 25 w, LOW 1 w
- All international VHF marine channels
- Dual watch function
- Weather-proof design
- 24 memory channels
- Loud hailer and intercom functions (equipment optional)
- Scan and lock functions
- Easy to operate
- OTC Seaphone (optional).

 **ICOM**

Call ICOM on (008) 338 915 for details on ICOM products and your nearest stockist.  
Melbourne callers (03) 529 7582. ICOM Australia Pty. Ltd., 7 Duke Street, Windsor, 3181.

ICOM Australia's warranty is only applicable to products purchased from their authorised Australian Dealers.

\*According to model chosen.

L.L.B. 3750

■ AMATEUR ■ MARINE ■ LAND-MOBILE ■ AVIATION ■ CB ■ AMATEUR ■ MARINE ■ LAND-MOBILE ■ AVIATION ■ CB ■ AMATEUR ■ MARINE ■ LAND-MOBILE ■



# Americas Cup

1 9 9 1



SYD FISCHER, head of the Challenge Australia syndicate which is challenging for the America's Cup through the Royal Sydney Yacht Squadron.

SYD  
for  
SAN DIEGO

**Editor Peter Campbell talks with Syd Fischer, one of the greats of Australian yachting, about his Challenge Australia campaign for the 1992 America's Cup, officially launched aboard the Cunard liner Queen Elizabeth II in Sydney in February. Also present was his designer, Peter Van Oossanen, who worked closely with the late Ben Lexcen on the development of the wing keel of Australia II.**

**S**YD Fischer, one of Australia's two challengers for the America's Cup in 1992, doesn't waste money or words: "We are going to win and bring back the Cup to Sydney."

Victory will not only bring international yachting status to Sydney but, according to Fischer, will be worth at least \$5 billion to the city and the nation in 1995.

The successful Sydney businessman and international yachtsman is never one to display over-optimism for the success of any project, but he was brimming with confidence when he spoke with OFFSHORE. "Challenge Australia will be the most researched, best prepared and cost effective campaign ever mounted by this country," Fischer told OFFSHORE.

Fischer, making his third bid to win the "Auld Mug", has good reason to be confident. With the means to underwrite the campaign himself, Fischer's team, headed by Peter Van Oossanen, the then Netherlands-based naval architect who worked with the late Ben Lexcen on the winged keel of *Australia II*, has been researching and designing this challenger for two years.

*Challenge Australia* is already well under construction in the Sydney suburb of Mona Vale by internationally renowned boat-builder John McConaghy and will be in the water by late June or early July. The yacht will be shipped to San Diego in late October to be prepared for the Louis Vuitton Challenger eliminations between an expected nine nations starting on January 10 to

decide the final challenger to sail against San Diego Yacht Club's defender in May 1992.

McConaghy will also build Australia's second challenger, *Spirit of Australia*, for the Darling Harbour Yacht Club syndicate headed by Iain Murray but construction has not yet begun.

Both yachts, like all America's Cup contenders at San Diego in 1992, have been designed to the new International America's Cup class (IACC) rule. The IACC replaces the old International 12-metre Class — and ensures there will be no repeat of the 1988 debacle when Dennis Conner's catamaran outsailed the Kiwi K-boat in a total mismatch and saw ongoing legal wrangles over its legality.

*Challenge Australia* is a state-of-the-art, light displacement 24-metre sloop which is bigger all-round but only two-thirds the weight of the old 12-metre class yachts like *Kookaburra III*, but will carry 40 per cent more sail area. The hull, being built of immensely strong but lightweight exotic composite plastics, is the final design resulting from the computer assessment of more



than 450 models and the tank-testing of 25 models.

Fischer's innovative move in building two half-scale IACC yachts has provided the syndicate with significant input on sail configurations, rig and keel designs as a result of sailing off Sydney Heads over the past 12 months. The half-scale models, unique among the 12 challengers, have created considerable interest among overseas syndicates as a relatively inexpensive and certainly speedy way of testing various configurations.

Aboard the *Queen Elizabeth II*, Fischer passed on his confidence of victory at San Diego to 100 founding members and potential further sponsors of the Challenge Australia syndicate when he officially launched his third bid to win the America's Cup. Fischer and senior members of his team, including designer Peter Van Oossanen, sailing director Andrew Buckland and sail design consultant Hugh Treharne, hosted 100 guests for the launching luncheon with the positive result of several significant new supporters for the syndicate.

Aside from this lavish launching luncheon aboard *QE2*, Fischer is again mounting a "no frills" campaign for the America's Cup, as he did with his fast but unlucky *Sydney Steak n' Kidney* at Fremantle in 1987.

Back at Fremantle, while other syndicate heads were chauffeur-driven in Rolls-Royces, Fischer drove a battered old ute, often doing the odd jobs ashore while his crew were out training. "In fact, I sold that ute for a profit after Fremantle," Fischer recalled.

"We are not a high dollar campaign and we don't intend to be matching the money countries like Japan and Italy are spending — there is only so much you can spend on a campaign before you start wasting it and turn it into a three-ring circus," he added.

Fischer would not specify how much his campaign would cost, com-



Peter van Oossanen.

menting only "... it will be whatever is necessary to make a good challenge". There is no doubt that Challenge Australia will be the best America's Cup challenger put together by the crusty "old salt" who has led Australian teams to victory in the Admiral's Cup in England, the Clipper Cup in Hawaii and scored great personal victories in the Fastnet Race, the One Ton Cup and in two Sydney-Hobarts, with his famous ocean racers all named *Ragamuffin*.

His first tilt at the America's Cup was at Newport, Rhode Island, with a 12-metre called *Advance* which was so slow that dockside comics called it "*Retard*". *Sydney Steak n' Kidney* was a somewhat rushed effort to become the Australian defender in Fremantle in 1987, fraught with crew changes, gear breakages, and a mistake with the original keel design.

With a new keel, "*Syd's Boat*" — as most sailors called it — was probably the fastest of the three Australian defender yachts, but under the pointscore system used by Royal Perth Yacht Club

was eliminated before it neared its true potential.

Third time in, Syd Fischer has concentrated on a meticulous design campaign, with naval architect Van Oossanen, Australian-born of Dutch descent, working for the past two years on some 450 computer models and finally tank testing 25 scale models at The Netherlands Model Ship Basin. It was there in 1983 that Van Oossanen held the secret of *Australia II* and Ben Lexcen's winged keel.

"With the new International America's Cup Class every syndicate is about equal in its design — the 1992 Cup will be a totally integrated technical exercise," designer Van Oossanen told OFFSHORE. "We believe we have the best design effort and the world's best yacht builder combining to produce a very formidable effort at San Diego in 1992," he added.

Van Oossanen believes that whereas an America's Cup campaign with a 12-metre was one-third naval architecture and building, one-third sails, and one third crew and race tactics, campaigning with the new IACC yachts will be 75 per cent overall technical and design and only 25 per cent crew work and final tactics.

"You need a good crew to make a good boat go fast, but not even the best crew can make a slow boat go fast," he added.

With his crew for *Challenge Australia*, Fischer is keeping an open mind to get the best possible skipper, tactician and crew to sail the yacht at San Diego. Well-known yachtsmen already associated with *Challenge Australia* include Andrew Buckland who was crew for Iain Murray in his 18-footer world championship victories, Hugh Treharne, who was tactician aboard *Australia II* in its victory at Newport, Rhode Island, in 1983, and Colin Beashel, the *Australia IV* skipper at Newport and Olympic yachtsman.

## US Down to Two Defence Groups

THE deep recession in the United States is cutting into the fundraising efforts of US syndicates gearing up to defend the America's Cup for San Diego Yacht Club in 1992.

The defence is already down to two syndicates and reports from San Diego indicate that Dennis Conner is battling to raise his campaign figure of between \$US12-15 million. He has, however, had his plans boosted by the recent announcement of three significant supplier level sponsors in the fields of computers, composite materials and design and construction programmes.

The Beach Boys syndicate pulled out of the Cup defence in January leaving Team Dennis Conner and Bill Koch's self-funded America III syndicate as the two defender groups.

Conner has not yet called for financial assistance, but the America's Cup Organising Committee is understood to be ready to ensure that the three-time winner of the Auld Mug is one of the defender skippers. San Diego City and the yacht club owe him that — he brought back the Cup from Fremantle to the southern Californian port city in 1987 and defended successfully in 1988 with his controversial catamaran, *Stars & Stripes*.

Meanwhile, the first of the foreign challengers have set up base camp at San Diego with the arrival of Italy's first two yachts, *Il Moro 1* and *Il Moro 2*, Japan's *Nippon*, and Sir Michael Fay's *Challenge New Zealand*.

The third *Il Moro* is now under construction in Italy and will be laun-

ched in San Diego in early April — the Italian Compagnia della Vela syndicate is spending a massive \$US 60 million in its bid to win the Cup.

Also sailing off San Diego was the first US defender yacht launched by the *America 3* syndicate which has been sailing against the first French-built IACC yacht under a charter agreement.

San Diego's "Year of the Cup" starts in May with the first World championship of the IACC yachts with the Italians, Japanese, New Zealanders and the *America 3* syndicate expected to take part in a series off San Diego from May 4-11.

Team Dennis Conner is building the first of its two yachts, but has not yet indicated whether it will compete in the World championships.



# Murray's Building Breakthrough

By Peter Campbell

## Americas Cup

1 9 9 1

**I**AIN Murray's *Spirit of Australia* America's Cup Challenge believes it has achieved a vital boat-building breakthrough which could give Australia the fastest yacht at San Diego in 1992. The secret construction technique should make *Spirit of Australia* the lightest and stiffest boat in the water when the Challenger eliminations for the Cup start at San Diego next January.

"Light weight and hull rigidity adds up to speed in these new America's Cup class yachts," Murray said at his campaign headquarters at the Darling Harbour Yacht Club.

A key member of the *Spirit of Australia* design team, Ian ("Fresh") Burns, flew to the United States in late February to finalise construction details with one of the world's leading composite structure experts.

The 24-metre International America's Cup Class (IACC) sloop will be built in Sydney by Mona Vale boat-builder expert John McConaghy, the internationally renowned expert on building yachts from exotic composite plastics. Construction is to start shortly, with the big sloop being launched in September.

"What we have come up with will give us the best structure possible," Murray added. "Obviously, we can't give away any details because winning the Cup is our aim and we don't want the opposition knowing too much about this.



*Iain Murray ponders.*

"But I can tell you, it's something that is completely original and which could make a big difference to our chances of winning."

Murray emphasised that the *Spirit of Australia* campaign was going from strength to strength in all areas. "The design program is right on target and now the fund-raising and administration

of the challenge is gathering momentum with each week.

"There's no doubt we will be in San Diego with the best possible challenge from the Darling Harbour Yacht Club," he added.

Two sophisticated computer design programs are making dramatic contributions to the already impressive design capacity of the Murray team. One system, the VSAERO Code flow modelling program, allows the designers to test new hull shapes or modifications in a matter of minutes.

Two of Murray's team, Martin Dack and Andy Dovell, have returned from the US where they put this program to fullest test possible. They will now return to the tank testing facilities at the Australia Maritime College in Launceston to refine what they see as an exciting design concept.

A Finite Element Analysis program is also being used, allowing the designers to "break up" the hull and deck structure of a Cup yacht into 5000 pieces and test the loads exerted on each part under simulated racing conditions.

The program and the new construction technique will combine to ensure the lightest and most rigid hull and deck structure possible for *Spirit of Australia*. The rigidity of the new IACC yachts is vital because, if not built correctly, they can bend to such an extreme that their waterline length is reduced by up to 150mm, thus reducing boatspeed.

*Iain Murray and Andy Dovell at AMC.*





## LOUIS VUITTON CUP

# Stepping Stone to the Americas Cup

**R**ACING for the 1992 America's Cup will start off San Diego, California, on January 10, 1992, with the opening round-robin series for the Louis Vuitton Cup Challenger series. If all 12 challengers eventuate, it means that 400 match races will be sailed between January and April to decide the ultimate challenger for America's Cup XXVIII.

This will be the third successive time that the America's Cup challenger eliminations have been supported by Louis Vuitton, the famous French luggage company. In both previous America's Cups where challenger eliminations were sailed the winner of the Louis Vuitton Cup went on to win the America's Cup — *Australia II* at Newport, Rhode Island in 1983 and *Stars & Stripes* at Fremantle in 1987.

Under the format for the 1992 Louis Vuitton Cup, the 12 challenging yachts will race each other once in each of three round-robin series set down for January 10-23, February 2-16 and March 1-15. The first round will be worth one point for each win, the second four points and third eight points with the four top-scoring yachts moving on to the semi-finals from March 28 to April 12.

The Louis Vuitton Cup final will be sailed from April 21-30, with the challenger for the America's Cup XXVIII being the first yacht to win four races.

The Defender trials start on January 14 with a similar timetable of racing to a final between April 18 and May 2.

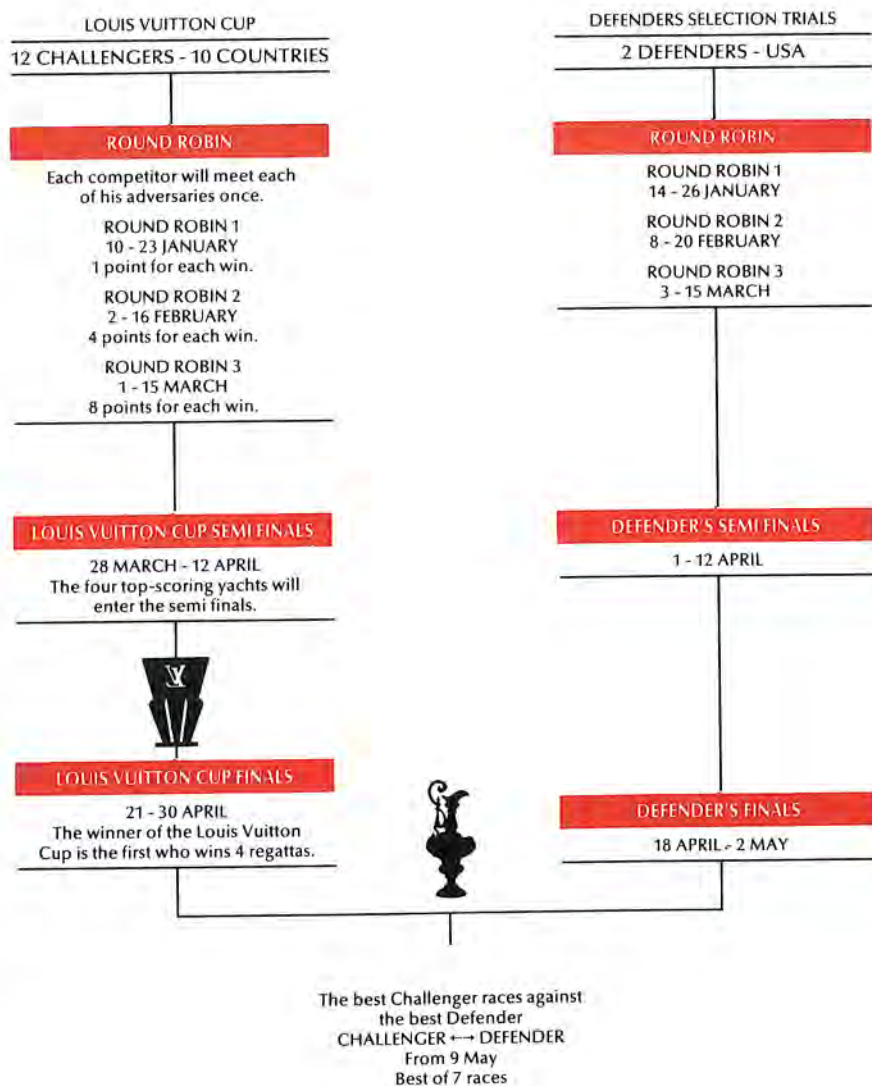
The America's Cup Match will be sailed off San Diego from May 9 in a best of seven series.

The 12 challengers are Bengal Bay Yacht Club and Nippon Ocean Racing Club (Japan), Compagnia Della Vela (Italy), Darling Harbour Yacht Club, Royal Sydney Yacht Squadron (Australia), Leningrad Yacht Club (USSR), Mercury Bay Boating Club (New Zealand), Monte Real Yacht Club (Spain), Port Pendennis Yacht Club (England), Stenungsbaden Yacht Club (Sweden), Yacht Club de France (France) and Galeb Yacht Club (Yugoslavia).

By the end of February 1991, the Italians, the French, the Japanese Nippon Challenge, the New Zealanders, Russians and the Spaniards had launched their first IACC yachts. In Australia Syd Fischer's Challenge Australia syndicate was building and Iain Murray's *Spirit of Australia* was expected to be under construction by April.

### LOUIS VUITTON CUP

#### PROGRAM-1992





# The Pittwater Push & Pemberton III

By Peter Campbell

LOOKING through the records of those rock-hopping races up the NSW North Coast, to Coffs Harbour at Christmas, to Mooloolaba in autumn and to the Gold Coast in the winter, there are certainly many impressive results, both in line and handicap results.

But no yacht has achieved such a remarkable record as the Half-Tonner *Pemberton III*, owned by a syndicate from Sydney's Royal Prince Alfred Yacht Club, known to fellow yachtsmen and the yachting media as "The Pittwater Push".

Led by RPAYC club captain, Richard Hudson, the "Push" headed north again on March 19 in a bid to win yet another race up the NSW North Coast to Queensland, specifically the 28th Caltex Sydney-Mooloolaba race.

Hudson and his co-owners Max Tunbridge, Colin Mitchell and Terry Carr, have a remarkable record with *Pemberton III*.

Since buying the Kell Steinman-designed Half Tonner, originally named *Ruzulu*, in 1988, they have notched up five wins and two seconds in seven major races northwards.

On IOR corrected times *Pemberton III*'s successes have included the 1989 Caltex Sydney-Mooloolaba race, two wins in the Jupiters Sydney-Gold Coast race, two wins and a second in the Pittwater-Coffs Harbour race, and a second in the Brisbane to Gladstone classic.

"In fact, we have only twice been unplaced in nine long ocean passage races northwards despite some really hard sailing," Hudson recalled when OFFSHORE went sailing aboard *Pemberton III* a couple of weeks before the 1991 Mooloolaba race.

His own personal record of steering small yachts in rock-hopping races northwards is even more impressive. He has had three wins to Mooloolaba, three to Gladstone, two to Southport and two

*PEMBERTON III* sailing on Pittwater with editor Peter Campbell at the helm. (Pic — Max Press)

to Coffs Harbour, the other winning yachts also being Half Tonners — *Beach Inspector*, *Public Nuisance* and *Pacific Highway*.

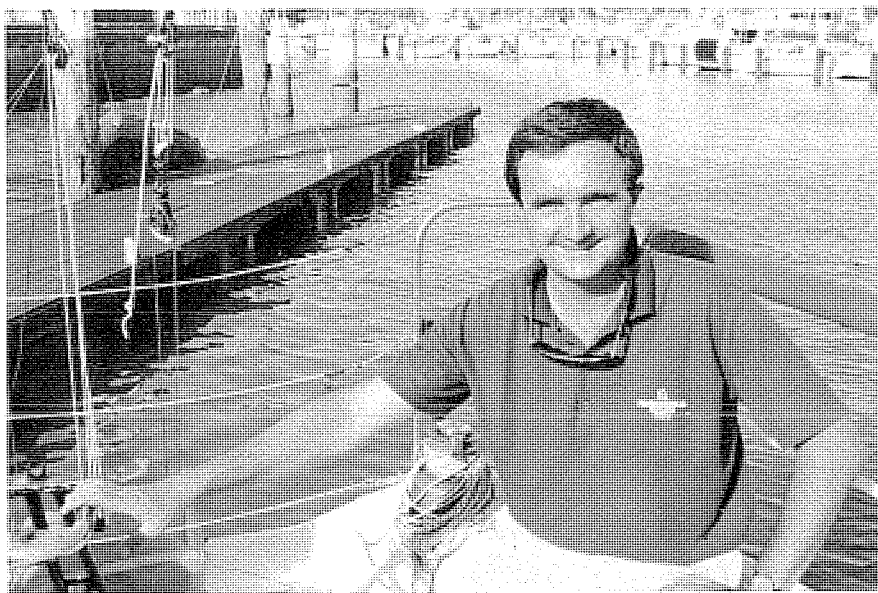
Co-owner Max Tunbridge has had

two wins to Coffs Harbour, two to Mooloolaba and one Brisbane-Gladstone victory. Colin Mitchell, another part-owner and the for'ard hand aboard *Pemberton III*, has sailed aboard in seven races for five wins and two seconds.

The success of *Pemberton III* and its co-owners has led to the crew being known







among their ocean racing opponents and the yachting media as "The Pittwater Push" for their daring sailing under the toughest conditions.

In the 1989 race, with only five in the crew, navigator Tunbridge was knocked unconscious in a wild gybe crossing Stockton Bight north of Newcastle, suffering a broken nose, concussion and two black eyes. "He was out of commission for the next 24 hours but insisted that we carry on — we went on to win the race to Mooloolaba and Max ended up in hospital," skipper Hudson recalled.

What is the secret of success for Richard Hudson and his co-owners with *Pemberton III*? Obviously it is a combination of a good boat and a good crew prepared to drive the yacht to its optimum in all conditions.

Basically, *Pemberton III* is a well-designed, strongly-built, exceptionally fast Half-Tonner sailed to its optimum in all condition by a crew of competent seamen and skilled tactical sailors.

The 31-footer is a stripped out hull, with not a kilo of extra weight to be found — while the little fractional rig sloop carries all the mandatory equipment required by the IOR rule neither the head nor two-burner stove is used in long races.

There's a bucket aboard, for food we take only simple sandwiches and fresh water, no tea or coffee, and the only clothing the crew has is what they were wearing at the start," said Hudson. "We drive the yacht to its optimum in all conditions, sleep is a low priority but we keep the guys fresh by resting them whenever possible.

"We pay a lot of attention to the set, evaluating the current right through the day and the night — a lot of races are won by hard sailing at night.

"But basically it all revolves around maintaining simple boatspeed in the right direction — the shortest distance to the finish," Hudson added.

"We sail races like the Gold Coast and the Mooloolaba as we would a series of

*SKIPPER and co-owner Richard Hudson at the helm of Pemberton II. Hudson has a remarkable record of wins in races up the NSW North Coast and in Queensland waters. (Pic — Peter Campbell)*

short races. Each is a different sprint race from one headland to the next and each must be sailed differently to take into account the set, the wind direction and significant changes in sea patterns.

"We constantly evaluate the information we are getting on current and the sea pattern."

Hudson said that in bad weather the objective was to focus on the direction of the finish. "In the last Mooloolaba race a lot of boats headed out to sea in the stormy weather — we just kept sailing as directly north as we could."

*Pemberton III* was designed by Kell Steinman as a larger version of his highly successful Quarter-Tonner, *Zulu*. Built by Bill Dodds, she was originally named *Ruzulu* and finished second in the Mooloolaba race before being bought by the RPAYC syndicate.

Built of kevlar over klegecell foam, the yacht is a light displacement, fractional rigged Half-Tonner, but is heavier and carries less sail area than other current Half Tonners. Downwind in winds of 15 knots and more *Pemberton III* can outrun her opposition and recently her owners have paid attention to improving her light weather performance, particularly upwind.

*Pemberton III* is a boat that requires constant attention to steering and to sail trim — and weight trim. Yet she is a superbly balanced 31-footer to steer, responsive upwind and capable of cracking speeds off the wind in the hands of a skilled helmsman.

"No-one goes for'ard of the mast — we sleep in the quarter berths under the cockpit or on the cabin sole," Hudson said. "But sleep is not considered an important commodity, but when there is the opportunity for rest, then we do so. It's vital to keep the crew fresh and fit for any severe weather.

Aside from the total dedication of the crew to winning, one of the major factors in *Pemberton III's* success in long offshore races is that the races up the NSW and Queensland coast are virtually the only races she sails in. As a result, the sails and gear are in pristine condition every time the boat goes out. While the boat has the best of instrumentation, a lot of the navigation northwards is still the seat of the pants skill of Hudson and Tunbridge.

Steering on any boat is the ultimate key to success and aboard *Pemberton III* every member of the crew must be a capable helmsman as well as a good sail trimmer. "But we always put our top helmsman on at night," Hudson added.

The combination of positive steering and close co-ordination in sail trimming is vital in sailing a small boat off the wind in heavy conditions, even more so at night. "We carry a spinnaker up to 25 to 30 knots, depending on the seaway," said Hudson. "Beyond that we would pole out a headsail to enable us to run deeper."

While the interior of *Pemberton III* is basic to say the least, the exterior is kept in perfect condition, and always carefully prepared before a long race.

Weight distribution is vital on this Steinman Half Tonne, with four quarter berths to keep the weight as far aft as possible, particularly off the wind. In fact, in hard running almost the entire crew is stacked behind the helmsman. Below decks the bow section is completely bare (except for the unused head and two anchors) with all sails stacked amidships. The engine, a 28hp Volvo, is also set as far aft as possible.

*Pemberton III* has a full inventory of North Sails from the Mona Vale loft, carrying a kevlar/mylar mainsail, a light and regular No 1 genoa, with the No 3 and No 4 both kevlar. There is no No 2. The three spinnakers are a .5 oz, a 30/20 and a 1.5 oz.

The spinnakers are set off the rail, never off the bow, with no-one ever going for'ard of the mast when on a spinnaker run. The boat has a distinctive bow-down trim without any extra weight for'ard.

Although the sponsorship of the Mosman-based Pemberton Advertising contributes to the running costs of the yacht, the owners work very much on a budget. "We only spend money on things that count and which can make the boat go faster," added skipper Hudson.

*Pemberton III* is the third yacht sponsored by Pemberton Advertising — *Pemberton I* was John Byles' *Indian Pacific* and *Pemberton II* was Jim King's *Kings Cross*.

Pemberton Advertising principal Terry Carr sees the sponsorship of well-performed ocean racing yachts as "excellent value" for his company. "The boat has been so successful and is now so well known it presents a great image for our clients in the retail and industrial area."



# Appleby's Last Sail On Sagacious V

**I**NTERNATIONAL yachtsman Gary Appleby sailed aboard his champion One Tonner, *Sagacious V*, for the last time in last month's Caltex Sydney-Mooloolaba ocean race. Appleby has sold the 1990 Sydney-Hobart winner to Tasmanian yachtsman John Fulgsang who will race the Farr 40 out of Hobart.

"Little Blackie", as Appleby affectionately calls his most successful ocean racer, will go to Tasmania as have previous Appleby yachts, *Pucket* (Nantucket 31), *Sagacious I* (Nantucket 43) and *Sagacious IV* (Farr 136).

Appleby and most of the crew who sailed *Sagacious V* to her Sydney-Hobart victory sailed the yacht to Mooloolaba. "I have sailed in 11 races to Mooloolaba and if we can add this race to *Sagacious V*'s remarkable record it will be a grand finale to my campaigns with 'Little Blackie' here and overseas," Appleby said today.

However, he said he will build a new yacht for international competition, in particular the Admiral's Cup.

In an emotional announcement, the bearded owner/skipper who now lives at Budderim, Queensland, said the decision to let the yacht go was most difficult. "Shirley (his wife) said: 'Don't sell her, put her in a museum,'" he added.

"However, whilst *Sagacious V* has provided the Appleby family and her crew with many wonderful experiences around the world, her design lines were becoming a little aged. To successfully compete at the top level of international regattas you need the very latest machine.

"*Sagacious VI* is still a bit further down the track — but I will be building a new boat to help win the Admiral's Cup for Australia."

Appleby praised the crew who have sailed with him aboard *Sagacious V* in three years of intensive international and Australian competition.

Since being launched in 1987 *Sagacious V* has competed in two Admiral's Cups (for Australia in 1987 and under charter to the USA with a joint Australian American crew in 1989), in two Southern Cross Cups, in the One Ton Cup and in the Kenwood Cup.

Appleby was named Australian Ocean Racer of the Year in 1988 for skippering *Sagacious V* in the winning Australian teams at the 1987 Southern Cross Cup and 1988 Kenwood Cup and in the third-placed 1987 Admiral's Cup team.

The Southern Cross and Kenwood Cups team efforts contributed to Australia's first ever victory in the World



Cup of ocean racing, based on international results from December 1987 to August 1989.

*Sagacious V* finished the closest of seconds in the 1989 Sydney-Hobart and won the 1990 race in hard sailing conditions.

On the eve of the final race Appleby and his crew held a farewell party at the CYCA for *Sagacious V* — and the following Tuesday set sail on their final race aboard "Little Blackie", bound for Mooloolaba.

*Sagacious V*'s record in major Australian and overseas regattas included:  
1987 Australian Admiral's Cup Trials — 2nd overall (indiv.).

1987 Australian Admiral's Cup Team — 3rd team, 9th overall.

1987 Australian Southern Cross Trials — 1st overall.

1987 Australian Southern Cross Team — 1st team, 2nd overall.

1987 Bruce & Walsh Series — 1st overall.

1988 Kenwood Cup — 1st team, 4th overall.

1988 World One Ton Cup — 5th overall.

1989 Australian Admiral's Cup trials — 4th overall.

1989 USA Admiral's Cup team — 6th team, 15th overall.

1989 Australian Southern Cross trials — 2nd overall.

1989 Australian Southern Cross team — 3rd team.

1989 Sydney-Hobart Race — 2nd IOR overall.

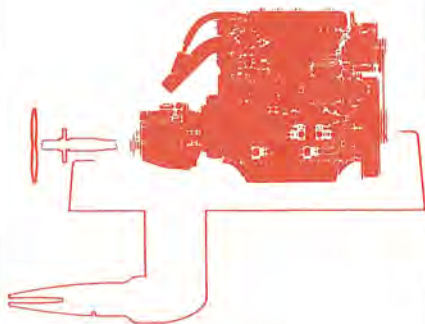
1990 Sydney-Hobart Race — 1st IOR overall.

1990 Asia Pacific Offshore Championship — 1st overall.

1990 Bruce & Walsh — 1st overall.



## 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.**

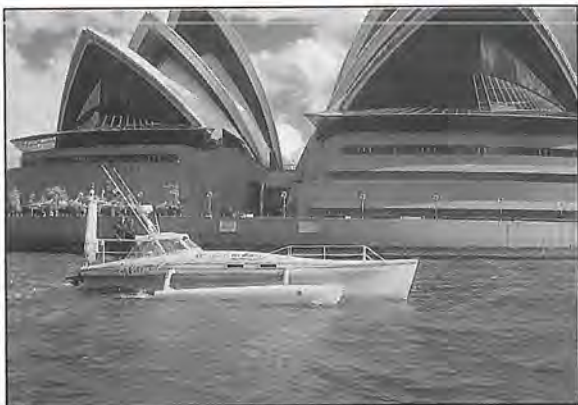
**BUKH DIESEL AUSTRALIA PTY. LTD.**

4/181 TAREN POINT ROAD,  
TAREN POINT, N.S.W. 2229 AUSTRALIA

PH: (02) 525-0011 FAX: (02) 526-1084



# "DURAKORE .... DOES IT!"



Says Steve Shidler, ocean adventurer, who has recently crossed the Pacific from San Francisco to Sydney, 7,363 miles in 29 days.

★ **STRONG**

★ **LIGHTWEIGHT**

★ **USER FRIENDLY**

The DuraKore strip composite technique has proven to be a fast, easy way to build custom boats, both power and sail.

*For further information, please contact:*



P.O. BOX 2349, SOUTHPORT 4215  
PH: (075) 377 636 FAX: (075) 378 659

7/222 HEADLAND ROAD, DEE WHY 2099  
PH: (02) 938 3733 FAX: (02) 939 1587



**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*

## GORI propellers

famous right  
around the  
world...

**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.



# OPTIMISING

**Q1.** I recently purchased an imported production yacht for the purpose of club racing and the odd overnighter. Part of my decision was based on the belief that I could be competitive under IMS with this style of boat. Instead, I find the yacht extremely uncompetitive particularly upwind where I seem to be 5 degrees lower than other dual-concept yachts. I have discussed the matter with other owners of the same brand and find similar results. Is it the IMS or the boat?

**A1.** I would suggest that you measure your sheeting angles to determine whether you are able to sheet your headsails in close enough to be competitive upwind. The IMS rule assumes a proper sheeting angle (as it assumes good foils, sails, etc) and if a design opts to sacrifice this for a wider coachroof then the results will suffer on the race course.



with Scott Jutson

would want to be in the following range to be competitive:

Fractional: 9 degrees for No. 1 to 11 degrees for No. 3.

Masthead: 8 degrees for No. 1 to 10 degrees for No. 3.

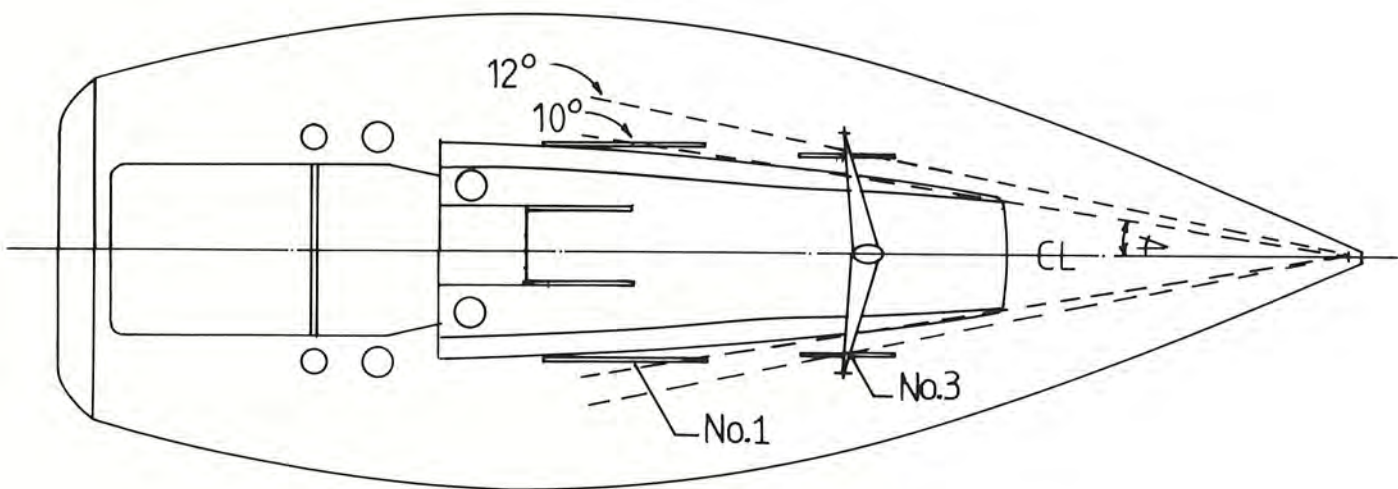
Cruiser: 11 degrees.

Say you find your yacht is in the 15-16 degree range, what can you do? The most fundamental option is to barber haul your headsail inboard. This has its limits for several reasons:

- 1) Headsail clews must be high enough to clear the coachroof.
- 2) It must be set up every time you tack.
- 3) Fittings must be added to coachroof.
- 4) You will probably be limited by spreaders and chainplates before you achieve much.

Another option is to put tracks on the coachroof but this will most likely be limited by spreaders and chainplates as well.

*SETTING angles as measured from the vessel's centreline.*



You have two options in measuring your sheeting angle. First and simplest is to do it off a drawing. Locate the car position for each headsail and measure the angle from the headsail tack on the vessel centreline to that point. It's the same job full size on the yacht but will need a string line to lay out the triangle and a few helping hands. See the diagram.

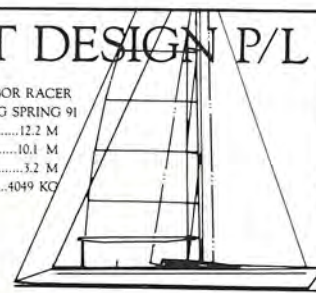
Opinions vary about the "right" angle but as a general rule of thumb you

## SCOTT JUTSON YACHT DESIGN P/L

- NEW DESIGN
- PERFORMANCE ANALYSIS
- ABS STRUCTURAL CONSULTANT

SCOTT JUTSON YACHT DESIGN PTY. LTD.  
23 GRANDVIEW GROVE, SEAFORTH NSW 2092  
PH: 02 94 1512 FAX: 02 94 2392

40FT HARBOR RACER  
LAUNCHING SPRING 91  
LOA.....12.2 M  
LWL.....10.1 M  
BMAX.....3.2 M  
DISP.....4049 KG





Moving the chainplates and shortening the spreaders is a big job which will not only muck up the interior but add more load to the rig and its attachment points. This is an enormous job and is not advised for the faint at heart.

A positive option that may overcome your IMS handicap problems is to reduce your maximum headsail size to a non-overlapping sail. As it is usually possible to get a 100 per cent LPG headsail to sheet properly and because the IMS will give an effective credit for this, it becomes the most realistic option. You will go slower in the light but your handicap will correct for this. Also, you should have reasonable height. In conjunction with this you could consider putting some of that lost area in the main as compensation.

**Q2.** Following the Division 3 success of an unconverted IOR yacht in the last Hobart I have been left more confused than ever as to the best entry level

## OPTIMISING

option into IMS. Is an IOR yacht still a good way to go?

**A1.** The answer goes both ways. A reasonably competitive IOR yacht can be successfully converted to IMS Division 3, but you cannot realistically expect to get a good result with a stock IOR yacht. This is for two reasons. First, IMS crew limits are far lower than the IOR limits so if you took your IOR yacht and jumped into Division 3 you would be woefully underpowered. Second, IMS sail limits are significantly more restricted than IOR so basically,

less gears to shift. If both these restrictions are ignored (as they were in Division 3 of the Hobart) the results will be severely skewed as the IMS VPP will be using rule inputs to determine handicap while the actual boat is sailing faster by exceeding these limits. The non-complying vessel would have a significant advantage.

To realistically enter IMS from IOR requires that static stability be increased through the re-allocation of lead in the bilge to lead on the keel. This will compensate for the loss of crew. Adjusting the sail inventory is a matter to discuss with your sailmaker keeping in mind that the basic IMS concept is to broaden the range and utility of the individual sail so that less sails are required. With these items tucked away you will be falling more in line with the predictive capabilities of the IMS rule. You will also find the extra stability makes for a nicer yacht.

## 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

## SAILING WORLD BOAT BUILDERS

352 ACTIVITY CRES, GOLD COAST QLD 4214

*Designers & builders of custom high tech epoxy composite cruising & racing yachts and power boats.*

*We offer an unrivalled in-house design and building service of the highest quality.*

**Contact G.R. Lidgard,  
Phone/Fax (075) 396 900**





*Developed in the laboratory.  
Proven on the waters of the world.*



# Two tough, simple boat resin systems

Now the demand of modern marine design construction and repair have been fully addressed by two, simple-to-use EPIGLASS epoxy resin systems.

EPIGLASS HT9000 Resin is truly the system of the times. It has been formulated for use with the latest hi-tech composite construction techniques using materials such as balsa, foam, carbon fibre, Kevlar, fibreglass and timber.

This one simple system uses a series of epoxy extenders to adapt to a variety of uses such as glueing, filling, fairing and sheathing. For example:

The HT110 Aerosil Extender increases viscosity and further reduces gravity sag, making the resin ideal for lamination adhesion and gap filling.

The HT220 Talc Extender increases the compressive strength to make the resin ideally suited for all general filling purposes above the waterline.

The HT330 Microballoon Extender reduces the density to make the resin more workable and perfect for tasks such as fairing.

The HT440 Glass Bubble Extender renders the resin into a filler which will not absorb water.

The hi-tech EPIGLASS HT9000 System also has two dispensing pumps available. The HT50 for everyday use and the HT75 for heavy-duty professional use.

EPIGLASS 90 Epoxy Resin is formulated primarily for hull-sheathing in conjunction with Epifab Dynel or fibreglass cloth, to strengthen and protect timber from abrasion, impact and moisture.

EPIGLASS 90 Resin on fibreglass hulls, reduces the risk of osmosis.

Its smooth consistency makes EPIGLASS 90 easy to use...quick to work into the cloth...whilst providing an excellent wet out. It is also totally unaffected by its environment and cannot be penetrated by saltwater, petrol, oil, diesel, or even battery acid.



**EPIGLASS HT9000 Resin**  
**EPIGLASS 90 Epoxy Resin**

Find out now about the incredible tough and versatile epoxy resins by calling Epiphone on 008 022 896 or completing and sending the coupon below to:

**Epiglass (Australia) Pty Limited**  
Suite 401, Level 4, Maritime Square  
Birkenhead Point Centre, Cary Street  
Drummoyne, NSW 2047, Australia

I want to know more about EPIGLASS HT9000 and EPIGLASS 90 Epoxy Resins for my boat. Please send details of your products to:

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

POSTCODE \_\_\_\_\_

THE KEITH WILSON AGENCY EPI 04/R



# ETCHELLS WORLD

*By John Roberson*

while Law came home third behind Victorian Noel Drennan and Colin Beashel of Sydney. John Bertrand, also making a comeback to international competition after seven years, led this race from start to finish, but had been a premature starter.

Heat there was another third place for Law, this time with West Australian Gordon Lucas taking the gun. Beashel notching up another second place, and Conner have another bad one in 22nd place. At the half-way stage of the regatta, Law was ahead with two thirds and a second place, but Beashel was

*Dramatic Etchell action off Fremantle during the World Championships in January. - (Pics by John Roberson).*

**E**GLISH skipper Chris Law, with Kiwi middleman Aran Hanson and American bowman Bob Billingham, made a great comeback to international yachting after a three year rest by winning the Etchells world championships off Fremantle in January. Law and his crew, sailing *The Ashes*, showed the truth of that old adage "consistency wins regattas", in beating the rest of the 55 boat fleet.

It was one of the most talented fleets to line up in Australian waters for some years, with America's Cup skippers and crewmen liberally scattered through the fleet, and more world and national champions than you could point a stick at.

Law finished out of the top three only once in the six heat series. Like every other top skipper he had one bad race, but even his bad result, his discard, was better than anyone else's. What is more, Law did it with a standard boat and off-the-shelf sails from North's Marblehead loft in the USA.

After a second place in the opening heat when Dennis Conner just got his tow over the line two feet ahead of Law's, it was obvious Law was going to be a force to be reckoned with. In the next heat Conner slumped to eighth,





# CHAMPIONSHIP

looking dangerous with two seconds and a 22nd.

Law had his bad one in race four with a 19th, while Bertrand got the winning gun he had forfeited in race two, with Sydney-siders Ian Brown and Michael Coxon second and third respectively. Conner started his comeback with a fifth, and Beashel was tenth.

Law effectively laid claim to the championship when he won race five from WA skipper Peter Chappell, while a third place gave Conner an outside chance of dislodging Law. But it was only an outside chance. Dennis had to be in the first three, with Law having a total disaster.

Law wasn't about to let that happen. He chased Conner around the starting line of the final race through four general recalls, before getting fed up with the game, and going off to make his own start in the fifth and successful start. Conner led around the first mark, as he had in three other races, but Law was on his transom.

At the gybe mark it was Law from Conner, and the contest was as good as over. The Brit just match raced the American for the rest of the race, content to finish third behind Peter Gilmour and John Bertrand, with Willy Packer getting between him and his prey on the final windward leg.

The win in the final race wasn't quite enough to lift Gilmour above Conner in the points, while Bertrand had to carry a 21st place in his points which gave him

fourth place. However, there was no disgrace with any position in the top six of this regatta.

## Results:

1. *The Ashes*, C. Law, UK, 2-3-3-19-1-3 = 20.1pts.
2. *Menace X*, D. Conner, USA, 1-8-22-5-3-5 = 39.7pts.
3. *Fury*, P. Gilmour, Aust, 6-21-4-4-10-1 = 42.7pts.
4. *Two Saints & A Magpie*, J. Bertrand, Aust, 21-PMS-6-1-8-2 = 55.7pts.
5. *The Boat*, C. Beashel, Aust, 22-2-2-10-10-15 = 59pts.
6. *Golden Parachute*, T. Brown, Aust 7-7-13-2-DSQ-6 = 59.7pts.
7. *Sealord*, W. Packer, Aust, 18-11-11-6-4-4 = 61.7pts.
8. *Cocktails at Six*, P. Chappell, Aust, 10-28-8-7-2-10 = 67pts.
9. *North Sydney Station*, M. Coxon, Aust, 4-4-23-3-12-27 = 68.7pts.
10. *Lemira II*, G. Lucas, Aust, 9-30-1-12-6-22 = 72.7pts.



NSW Etchells championships on Botany Bay with Dennis Conner (US 463) well placed in the fleet. (Pic — Max Press)

## US Win Match in Etchell

WHILE the Americans lost the ANZ 12-Metre Challenge on Sydney Harbour in January they made a clean sweep of the International Match Racing Regatta held on Pittwater.

John Kostecki, representing the St Francis Yacht Club in San Francisco, was undefeated over the two days of racing. Seven clubs were represented in the regatta run by the Royal Prince Alfred Yacht Club and sailed in Etchells with each of the skippers meeting twice.

Kostecki, 26, is a product of a very successful St Francis sailing scheme which has reaped many rewards over the years. He won a silver medal in the Soling class at the 1988 Olympics, has won world titles in the Solings and J24s and is the current world 6-metre champion.

The closest he came to losing was in the first race when drawn against Cameron Miles, representing the RPAYC. Miles led at the end of the windward beat but allowed Kostecki to slip through on the downwind leg.

Kostecki finished the series on 14 points with Miles (11) second and the CYC's David Dunn (9) third.

Other clubs represented by their current champion were Botany Bay, Southport, Royal Queensland Yacht Squadron and the Royal Sydney Yacht Squadron.

St Francis commodore Karl Limbach, in Sydney for the inaugural regatta, invited all Aussie crews to the second running of the event in San Francisco in August prior to the world championships.







*TIOMAN International Regatta attracted strong entries from Malaysia and neighbouring countries with keen competition in 470 dinghies (above) and for younger sailors, in the Optimist dinghies (below). RIGHT, Magnificent tropical sunset off Tioman Island, the beautiful resort off the east coast of Malaysia which hosts the Tioman International Regatta. (Pics — Peter Campbell)*

# SAILING

*OFFSHORE was the only Australian yachting magazine among watersports publications from around the world invited to attend this year's third Tioman International Regatta on Tioman Island off the eastern coast of Peninsula Malaysia. Editor Peter Campbell flew there by Malaysia Airlines and stayed at the Pulau Tioman Resort while sailors from Malaysia, Thailand, Singapore, Australia, Portugal and England sailed in clear blue waters and warm sea breezes off this beautiful tropical island. And he managed some sailing himself.*

**M**EMO Regatta Organisers: If you want to organise and run a successful sailing regatta with good winds and fine weather, it might be worthwhile flying in a *bomah*, or village medicine man, from Malaysia, to use his influence. The local *bomah* on Tioman Island, off the East Coast of Malaysia, certainly got the right results for organisers and competitors in this year's third Tioman International Regatta.

The inaugural mid-summer regatta in 1987 was marred by light and shifty winds and in November 1988 it blew so hard that the rain-sodden palm trees were almost laid flat. For the 1990 Regatta, officials moved the date to late July and summoned a *bomah* from one of

Tioman's coastal villages to consult with Royal Malaysian Navy Commodore Ahmad Haron who was organising the regatta.

What they needed, the Commodore told the *bomah*, were three days of warm, 10-20 knot tradewinds under

---

**By Peter Campbell**

---

blues skies.

It seems that *bomahs* can't stop it raining, but they can move the rain somewhere else, which is just as good. Obviously, this *bomah* was able to not only shift any rainclouds back to the



mainland of Malaysia but also influence brisk sailing breezes for the competitors — as well as warm sunshine for the yacht watchers and the tourists who flock to the island to soak up sun and seawater.

Tioman Island, an hour's flight from Singapore or Kuala Lumpur, or perhaps a more interesting four-and-a-half hours sea dash in a high-speed Australian-built catamaran from Singapore, is rated as one of the 10 most beautiful islands in the world. It is also emerging as an outstanding international venue for dinghy, sailboard and keelboat racing in South-East Asian waters, with some 100 sailors competing in six classes at this third International Regatta.

Pulau Tioman, as it is named on the charts, was chosen for the filming of James A. Michener's *"Tales of the South Pacific"*, an island fitting his description

of the mythical island of Bali Hai. Fortunately that exposure to the world has not been followed by indiscriminate commercialism, as has been the case with so many islands.

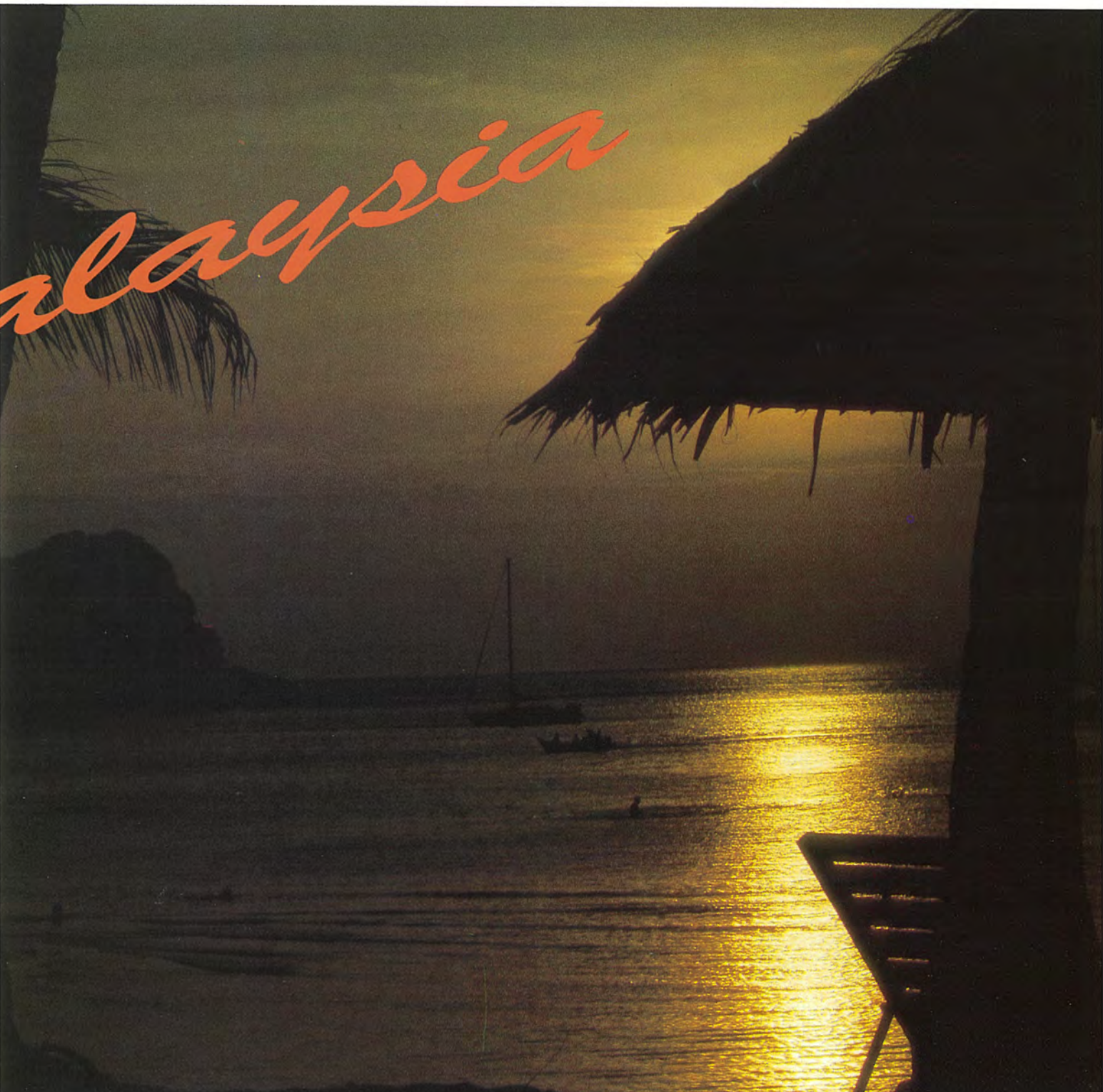
Pulau Tioman is in the South China Sea, some 20 nautical miles off the eastern coast State of Pahang in Peninsula Malaysia. With just one secluded resort set in sprawling tropical gardens between towering rainforests and a sweeping white beach washed by clear blue seas, the island has retained all of its tropical charm while being opened up to visitors with conservation-linked care.

With these beaches, coral reefs and crystal clear waters surrounding Pulau Tioman itself and nearby uninhabited islands, it is one of Malaysia's most popular island resorts. Tourists on their way from Europe to South-East Asia and Australia, and vice versa, use their

stopover in Singapore to visit the island for several days of swimming, diving, snorkelling, fishing and sailing. Not to mention golf, tennis, horseriding and some spectacular jungle bush-walking.

The potential of the island resort and the warm winds and waters for sailing was quickly recognised by the resort owners and by enthusiastic members of the Malaysia Yachting Association, and 1987 saw the inaugural Tioman International Regatta.

This year's third Regatta attracted major sponsorship, including the significant Sports Toto organisation which funds widespread activities from the proceeds of its lotteries, the excellent Malaysia Airlines, State and Federal Government of Malaysia support, Malaysian Royal patronage, and the untiring organisational and logistical support of the Royal Malaysian Navy.







*SAILBOARDS made up a major part of the fleet in the Tioman International regatta, attracting entries from several nations, including Malaysia and Thailand. (Pic — Peter Campbell)*

## Malaysia

The 1990 Tioman International Regatta saw nearly 100 sailors from Malaysia, Thailand, Singapore, plus a smattering of Australian, British and Portuguese sailors competing in 470s, Flying Dutchman, Enterprise, Laser and Optimist dinghies and in Division II sailboards and Funboards.

Sailing in the Open dinghy class at the helm of a Flying Dutchman was Lt Cdr Henry Finnis RAN who has been working with the Royal Malaysian Navy's Maritime Tactical Centre at Lumut, near Pangkor Island on the West Coast of Malaysia. An active yachtsman in Sydney before his stint in Malaysia, including sailing aboard *Gretel II*, Henry returns to Australia at the end of the year for a heavy involvement in the RAN's new submarines.

While there was a small fleet of keelboats the first two years, unfortunately there were none this time because of a clash of events in Singapore, the source of most larger offshore racing yachts in the region.

However, with closer liaison, the organisers are confident of a strong fleet of keelboats next year, including charter yachts which they hope will attract crews to fly up from Australia and New Zealand. In fact, it's a pleasant day's flight from Sydney to either Singapore or Kuala Lumpur, an overnight stay there and then a quick flight in a 20-seater Dornier or a voyage on the Quicksilver catamaran to Tioman.

There are already moves to bring crews in from Hong Kong, Thailand, Singapore and the Philippines to sail chartered Pelangi Cruises Gib'Sea 402 cruiser/racers in a keelboat series. These are fast but exceptionally well fitted-out boats — as I found in a day's superb sailing off Tioman.

Support by Australians for regattas in Malaysia could lead to a future Malay-

*THE sweeping beach of the resort at Tioman Island, and below, the twin peaks which are a landmark as one sails towards the island — the site for the filming of the "Tales of the South Pacific". (Pic — Peter Campbell)*



sian crew competing in Australian events such as the NorTel Asia-Pacific ocean racing championship or even the Southern Cross Cup — a combined team from Singapore, Malaysia and Thailand could be a possibility in the near future.

This year there will be an all-Thailand team competing in Malaysia's well established offshore series, the Raja Muda International Regatta, conducted by the Royal Selangor Yacht Club in the Straits of Malacca in November. At least 30 yachts, including entrants from Hong Kong, the Philippines and Singapore are also expected to compete.

This regatta has been timed so that yachts can go on to compete in the Gib'Sea-Pelangi Cruises Langkawi Phi Phi Race, the Phi-Nai Andaman Sea Race and finally the three-event King's Cup Regatta at the Phuket Yacht Club at Nai Harn in Thai waters.

Certainly the Pelangi Cruises charter yachts will at Tioman for the 1991 International Regatta and the Malaysian Yachting Association has ample spare dinghies, including 470s, Lasers and Finns, available for nominal charter to European, Australian, New Zealand, Japanese and other visiting sailors.

For the dinghy and sailboard competitors, the 1990 Tioman Regatta was an outstanding event — with moderate to fresh winds and well-set Olympic courses only 15 minutes sail off the beach. And more importantly, with young sailors from Malaysia, Thailand and Singapore preparing to compete in international regattas in Europe and the Asian Games in China, the regatta carried \$US10,000 in cash prize money, plus other trophies.

In fact, the racing was very much a Malaysia versus Thailand event as crews turned up for the Asian Games, particularly in the 470s and Lasers. Among the 470 sailors was the young Prince "Bird" Biranubongse, the son of Thailand's Prince Bira, who won a gold medal in the first Asian Games but is probably best known as a former Formula One racing car driver.

However, the 470s were dominated by Malaysia's Asian Games crew, Ahmad Yusof and Khaw Seng Khoon, with placings of 2-7-1-1-2-3. In the Lasers, Malaysian National champion Puasa Selemat, back from European training, was unstoppable with a clean sweep of seven straight wins and looks one of the favourites to win the gold medal at the Asian Games.

The standard of competition, particularly among the junior sailors in the Optimist dinghies, the Lasers, the 470s and in the boards, augurs well for the development of yachting as a new sport in Malaysia and other countries of South-East Asia.

Significantly, the strength of yachting in Peninsula Malaysia, particularly in training, lies with the strong support given by the Royal Malaysian Navy and, in fact, many of the competitors and most of the organisers at the Tioman Regatta were Navy personnel.



Not the least of the Navy's contribution was in providing a landing ship to transport dozens of dinghies around from the western coast of Peninsular Malaysia via Singapore for the competitors. Many of the competitors also came to the Island per courtesy of the Navy.

The Navy's most capable Lt Carmen Edmonds headed up a strong race headquarters while other officers acted as race officials on the water along with members of the Malaysian Yachting Association. Incidentally, Lt Edmonds has recently joined the crew of Malaysia's sail training vessel, the *Youth of the Sea*, which is a sistership to Australia's *Young Endeavour*.

"Sailing as a sport has really gone ahead in Malaysia over the past seven years, with many young children starting in Optimist dinghies and graduating to 470s and other classes," Lt Edmonds told me. "Sailboards are also very strong and we expect to make a good showing at the South-East Asian Games in China."

The man behind yachting's growth in Malaysia and certainly the Royal Malaysian Navy's contribution to the country's promotion of sailing as a sport for young people is the Chief of the Navy, Vice-Admiral Tan Sri Abdul Wahab Nawi, who is also President of the Malaysian Yachting Association.

Unfortunately, he was unable to be at Tioman for this year's regatta but in a message to competitors he said he hoped that more events of this type would be organised in the near future "to bring Malaysia, a maritime nation, to the forefront of international sailing".

Australian yachstmen and yacht clubs, in particular the Cruising Yacht Club of Australia, having established an Asia Pacific ocean racing championship this year, should look to encouraging the development of yachting in South-East Asia by competing in events in Malaysia, Thailand, Singapore, Japan and Hong Kong. The return will be development of the sport in those countries and stronger participation by their sailors in events in Australia, from sailboards through to offshore racing.

Aside from the yachting, Tioman Island is a delightful place to visit for a few days, a week or more, with excellent accommodation and Malay-style meals, specialising in the local seafood. To the existing 213 air-conditioned rooms and chalets, an additional 170 chalet units are being added, featuring tanned timbers and traditional Malaysian architecture, along with new restaurants, and a 400-person convention hall.

The new Tioman Island Sea Sports Club is nearing completion and the nine-hole golf course, designed by Australian Graham Marsh, is under way, being carved out of jungle below the rainforest to complement the coconut palm-dotted nine holes along the shoreline.

For those who want seclusion, at a price, Tioman Island Resort has built a premier chalet high above the beach

with five guest suites and a conference room — a fitting place for Malaysian royalty to stay when the Crown Prince of the State of Pahang, Kdym Tenku Mahkota Pahang flew in by helicopter to present the Tioman International Regatta trophies.

For further information on Tioman Island and the 1991 Tioman International Regatta planning, contact Tioman Island Resort direct on 0011 (60-9) 445445, fax 445718. In Kuala Lumpur, telephone (60-3) 2305266, fax 2387132, and in Singapore, telephone (65) 7335488, fax 7335487. Head office is Kuala Lumpur with Christine Woo, the

sales and marketing manager, heading an enthusiastic staff. Or contact Malaysia Airlines in Australian capital cities.

#### HOW TO GET THERE:

Malaysia Airlines flies to Kuala Lumpur from Sydney on Wednesdays, Thursdays, Saturdays and Sundays, while Palangi Air flies several times a day to Tioman from Kuala Lumpur, Kuantan, Kerteh or Singapore. The Tioman Connection catamaran cruise ferry runs non-stop from Singapore to Tioman daily, taking just four-and-a-half hours.

## Sir Alex Rose Dies in UK

**SIR Alec Rose, who, in 1968 at the age of 59, completed a singlehanded circumnavigation, died on January 11. Bob Fisher, who knew him, wrote this appreciation of the great sailor.**

**A**LMOST certainly, Sir Alec Rose, who died peacefully in his sleep aged 82 following a stroke before Christmas, would wish to be remembered first for being a greengrocer who supplied his customers with the first class fruit and vegetables and secondly as a yachtsman who sailed single handed around the world. He was genuinely surprised at what he once described to me as, 'the fuss I seemed to have caused.'

It was his voyage, however, which turned Alec Rose into a public figure, a voyage which, in its time, was a truly remarkable one. It satisfied a personal ambition but one of its greater purposes was that it allowed him to see his second son and grandchildren who were living in Melbourne. One always felt that that was the true inspiration behind Alec Rose's great endeavour.

Born in Canterbury, Kent, Alec Rose suffered from being a delicate child, unable to join in the usual games of his contemporaries but, at the age of 20, he emigrated to Canada, where for a year he worked on a farm. When he returned home, he joined his father's haulage business but was always something of a loner.

He claimed that the attributes which qualified him as a singlehanded sailor were that he was a 'dark horse', a thinker, a dreamer, an idealist and an individualist, a man prepared to stand and fall by his own decisions. He was not in any way anti-social and his company was sought, not simply for his great achievements, but for his compassion and appreciation of others.

His first foray into singlehanded sailing was in the Observer Transatlantic Race of 1964, in which he finished fourth with his 36-foot long, *Lively Lady*. His knowledge of the Atlantic

Ocean was garnered earlier, in the RNVR, on convoy escort duties during World War II.

He built his first boat, converting a German ship's lifeboat, taking five years to complete the job and lived aboard after his first marriage broke down. It was on that boat that he spent his honeymoon with his second wife, Dorothy, and it was a wrench when he sold the boat to buy *Lively Lady* to compete in the Transatlantic race.

Few remember that Alec Rose failed in his first attempt at a circumnavigation; he set out at much the same time as Francis Chichester, but a series of minor disasters, culminating in a collision with a freighter in the English Channel, delayed him for a year.

April 1st, 1968 was the day on which *Lively Lady* rounded Cape Horn. Alec Rose characteristically wrote of it, "... it was certainly an April Fools' Day I shall never forget. I stood and stared at that great hump of land. This was it. This was the moment I had dreamed about and planned for."

The measure of the man is then summed up by his immediate action. "I went below and made myself a hot drink of lemon, honey, and a stiff tot of whisky to toast my rounding of Cape Horn. I had been given a bottle of champagne for this purpose, but it was cold and I didn't fancy a cold drink at the time."

His welcome back home, when Southsea's Osborne Road, where the greengrocer's shop was, was so crowded that no one could get in or out, was perplexing to the sailor. "What had I done to deserve this?" he asked, adding questioningly, "Sailed round the world?"

It never did cease to amaze him but it gave him access to a wide circle of real people who, as he put it, "are somebody just because they are sincere, friendly and helpful".

Those who knew Sir Alec Rose will remember him fittingly as sincere, helpful and friendly. He will be sadly missed, not only along the waterfronts, but everywhere he had been.

• As one who also knew Sir Alec Rose, I, too, add my thoughts of a great man, a great sailor. — Peter Campbell, Editor.



## BOAT TEST

ROBERTSON  
1140

# Quality Aussie 37

*By Rob Williams*

**R**OBERTSON yachts offer this yacht to the market in a choice of two basic configurations: the cruiser/racer and as an IMS racer.

Both yachts share the proven Bruce Farr-designed hull, but are internally fitted and rigged with the owner's potential usage as the paramount configuration.

OFFSHORE tested the cruiser/racer configuration and look forward to testing the IMS race version when it is launched.

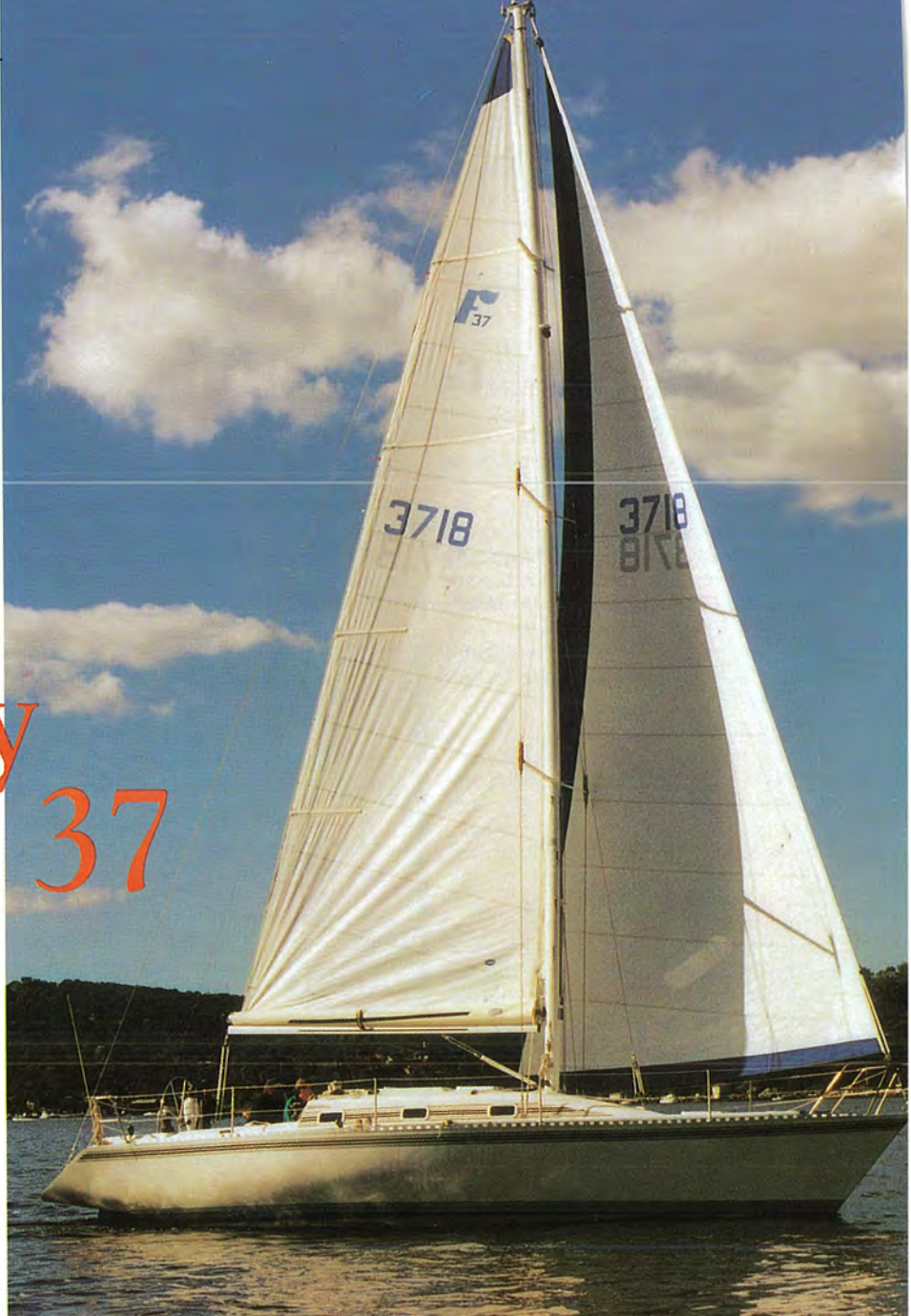
The above is in no way meant to imply the cruiser/racer is a slouch in the performance stakes: indeed she is not, and proved lively while including an excellent standard of accommodation with simple and easily handled sailing systems fitted.

### On The Water

Conditions: Breeze: 5-10 with gusts to 15 knots. Seas: Slight. Sails: Main and No. 2 Genoa.

### Under Power

The Robertson is extremely easy to handle, displaying no vices and illustrat-



ing the benefits of her IOR heritage by virtue of her relatively large rudder and smallish keel.

As expected, she was relatively fast on low rev settings, was responsive to small throttle adjustments and attained a comfortable cruise speed without having to 'push' the engine.

Entering and leaving her mooring the yacht handled predictably and was not bothered by variations in wind direction and speed.

The Robertson displayed an excellent radius of turn. She was extremely well



controlled in reverse although one must remain aware of the tendency of the rudder to bite when turning in reverse at speed due to its size.

Her wheel steering felt direct and at no time did I experience any lack of feel or 'softness'.

### Under Sail

Under sail the Robertson demonstrated excellent handling characteristics.

Although the cruising rig being used prevented her reaching her performance potential, she had excellent speed in comparison with cruiser/racers of similar size.

Upwind she sailed very easily exhibiting good gust response and a slight, but healthy, tendency to feather into gusts when becoming overpressed.

Springing sheets to a close reach, the Robertson accelerated well and proved very responsive to helm and sail adjustments.

Without easing sheets during the isolated gusts which overpowered us, the yacht experienced rudder stall.

With the wind on and aft of the beam the yacht, in test configuration, although underpowered, maintained good speed and handling characteristics. During tacks, gybes and shooting head to wind, the yacht steered precisely and was extremely predictable.

Her 40-inch wheel is of ideal size. It allows good feel without excessive loading and does not require excessive hand movements in hard turns.

The Robertson 1140 performs well, showing good speed and displaying very good handling characteristics.

### Rig

The Robertson 1140 has a powerful masthead rig which has a relatively large mainsail. The mast is rigged with triple in line spreaders and is supported by a discontinuous rod rigging system.

An inner forestay is standard and, since our test, runners turning through midship blocks have been fitted as standard to provide positive mast.

The backstay was controlled with a 'winch handle' type adjuster above the transom take-off which fulfils the requirements of the cruising intent of the tested configuration. The yacht in racing configuration will be fitted with hydraulics.

The test boat was rigged with a Hood Stowaway main furling system on the boom and a Furlex head sail furler which in concert made sail handling extremely easy.

### On Deck

The Robertson's deck features a functional and uncluttered layout with plenty of usable deck space.

The selection of fittings were appropriate in both strength and quality, an indication of the 'hands on' experience of the builders.

One-piece headsail tracks located close to the coachhouse give a narrow sheeting angle and also allow plenty of walking deck space.



I was particularly impressed with the size of the winches, an area occasionally found wanting on production boats, and the use of Ruttgerson flat-plate type clutches.

The mainsheet terminates at a strong point on the cockpit floor for the cruising version to enable excellent cockpit usability. The racing version is fitted with an RCB traveller.

The cockpit is both comfortable and spacious. Generous sheet winches make sail handling easy and a large cockpit locker under the starboard seat gives a generous amount of stowage. Transom steps allow easy stern boarding from a tender.

### Below Decks

The interior of the Robertson features good standards of comfort and privacy for her size while maintaining a high level of practicality.

The care taken with detail and finish is ample evidence of the experience of the builders.

The layout of the test boat featured three private cabins which, in combina-

tion with the darkish timber interior, tended to make things appear a little confined below. I feel with a lighter timber finish and a policy of keeping doors snibbed open when the cabins are not in use should improve this.

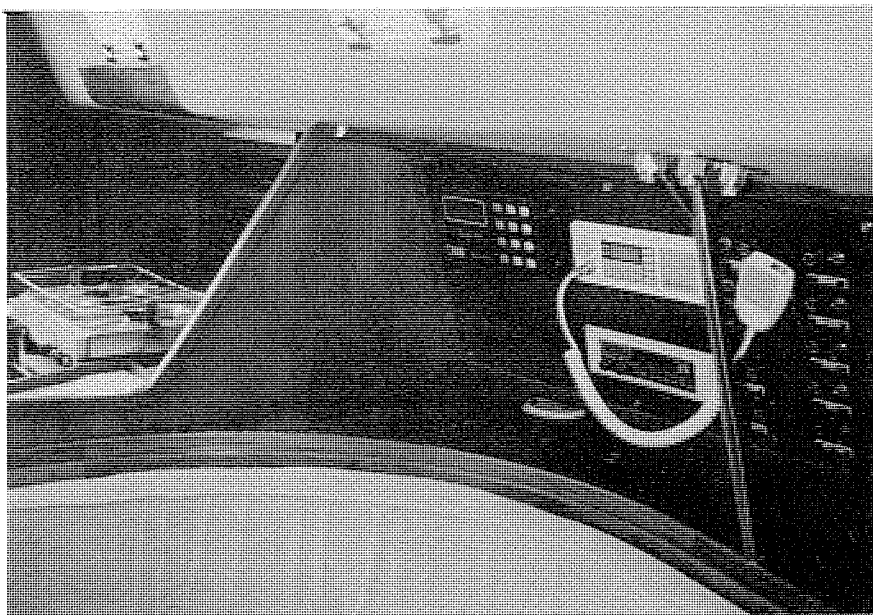
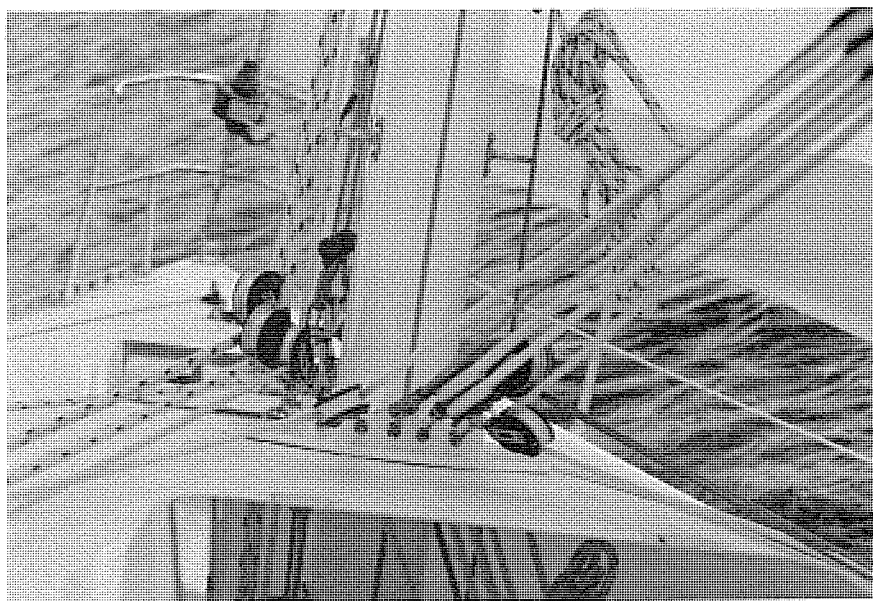
Two double cabins ventilated by opening ports, provided with generous stowage and hanging lockers, are located aft.

Forward of the cabin on the starboard side there is a bathroom which includes head, vanity unit, stowage and shower. Ventilation is ample with an opening port. Abeam the bathroom on the port side is an extremely well equipped galley. This contains a top opening electric refrigerator, a stainless sink and a two burner oven. Fresh hot and cold pressurised water is standard.

Flat working spaces are more than ample for food preparation and generous stowage is provided.

In the main saloon settees on either side can serve as berths as well as seating around a drop leaf table. Stowage is provided by shelves and lockers behind the settees with navigation/radio/elec-





trical consoles being unintrusively mounted aft on the port side above the settee.

Forward of the main bulkhead another double private cabin has been fitted.

The fabric cushions and headliner of yacht were of a silver grey colour which lightened the area and contrasted well with the timber finish.

The IMS race version will have a chart table/nav console replacing the hanging locker and stowage in one of the aft cabins and it is intended to leave the area forward of the main bulkhead unfitted.

#### Conclusion

Robertson Yachts, with their 37, illustrate the effect the virtues of design pedigree, craftsmanship and 'hands-on'

sailing experience have in the overall completion of a yacht.

The one-off craftsman fit-out of each yacht allowed individuals some flexibility in layout and features which should prove a market asset in these times of tight money.

Hull and deck construction of foam sandwich GRP laminate again shows the dedication of this builder to structural integrity which is borne out by the yacht's warranty.

The cruiser/racer tested will provide good competition for similar size yachts in the market place and by virtue of its excellent qualities, with regard to construction and features, should establish a market share.

The IMS racing version I feel will prove exceptionally successful. Recent experience overseas has shown that IOR designed yachts of similar vintage and characteristics have been successfully converted to extremely competitive IMS racers.

The IMS version of the Robertson will be fitted with a new keel, with 780mm less root length than that previously fitted, and a updated rudder. The lower Centre of Gravity of the keel will improve sail carrying characteristics without increasing overall weight.

The concept and completion of the Robertson 1140 reflect its builders resistance to compromise quality and have resulted in a yacht that will perform well with regard to its design intentions.

#### DETAILS

**Designer:** Bruce Farr

**Manufacturer:** Robertson Yachts  
36 George Street,  
Caloundra, Qld 4551  
Ph: (074) 91 1855  
Fax: (074) 91 1179

#### Test Boat Provided by:

Southern Pacific Marine  
Ph: (02) 977 2416  
Fax: (02) 997 2954  
**Price:** \$184,475

#### SPECIFICATIONS

Hull & Deck: GRP/Foam Core  
Keel: Lead  
Rudder: Shaft S/S or Kevlar/E Glass  
Engine: Volvo 2003S 28hp. Sail drive  
Prop: 16" Folding  
Spars: Owner specification  
Winches: Barient  
Electrics: 12v, 2x80 Amp/Hour  
Batteries  
14 Circuits/Breakers

#### DESIGN MEASUREMENTS

LOA	11.4m
LWL	8.84m
Beam	3.70m
Draft	2.13m
	1.80m
Placement	(bulb keel)
Ballast	5900kg
I	2150kg
J	14.89m
P	4.37m
E	13.03m
Ballast: Displacement Ratio	4.46m
Sail Area: LWL Ratio	.3644
	.8892



# **MUIR** WINCHES & WINDLASSES AUSTRALIA

MANUFACTURERS OF MARINE EQUIPMENT



Available from:  
NEW SOUTH WALES (02) 949 4084  
QUEENSLAND (07) 57 2316  
VICTORIA (03) 555 0944  
SOUTH AUSTRALIA (08) 47 1277  
WESTERN AUSTRALIA (09) 337 3266

Manufactured by:  
**MUIR WINDLASSES (AUSTRALIA)**

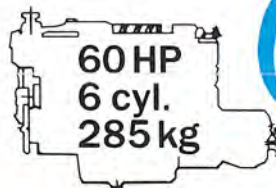
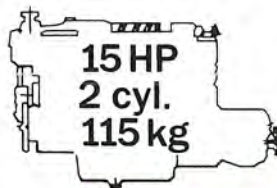
100 BROWNS ROAD KINGSTON  
TASMANIA 7050 AUSTRALIA  
TELEPHONE (002) 29 5188  
FAX (002) 29 2631

**BUY AUSTRALIAN MADE  
WINDLASSES ... NOT IMPORTS**

HANDS TO SPARE  
WITH A MUIR  
ON DECK !....



## **"RE-POWER WITH NANNIDIESEL"**



**FRESHWATER  
COOLED**

**RING (008) 269 905 TOLL FREE**  
**and re-power NOW for the summer.**

**NANNIDIESEL AUSTRALIA**

2A Little Street, Dulwich Hill NSW 2203. Tel: 550 9655. Fax: 569 6376



# THE LEO & JENNY TRUST THANKS SYDNEY SAILORS

By Patrick Bollen

WHO would have thought that from a small idea developed over the breakfast table at Arthur Byrnes' home one Sunday morning seven years ago the annual Sail for Cancer Research would become one of the most successful fund-raising events in Australia for cancer and leukaemia.

The "Sails" success is largely due to the continuing support by an ever growing contingent of volunteers from yacht, motor boat and rowing clubs who spend up to nine months each year working to ensure that each Sail for Cancer Research event goes without a hitch.

Since 1985, when 85 boats registered raising \$23,000, the "Sail" has become an event of which the entire sailing fraternity can be proud.

On Sunday, March 3, 1991, on Sydney Harbour and Pittwater, more than 400 boats participated in the Sail for Cancer in absolutely perfect conditions, raising nearly \$150,000.

The number of participating boats was down on 1990, due probably to the current state of the economy, but the effort in raising \$150,000 was an outstanding contribution to cancer research. The board of the Leo & Jenny Cancer and Leukaemia Foundation wishes to express its most heartfelt thanks and congratulations to all who

participated and contributed to another very successful day.

On Sydney Harbour, 200 boats set sail from Rushcutters Bay as the Governor of NSW, Admiral Peter Sinclair, fired the starter's gun from a navy ship.

While only a fun sail, many of the bigger yachts made a race of the event and *Ragamuffin*, with what looked like a cast of hundreds aboard, joined in with another Hobart winner, *Siska* (nee *Vengeance*) and the new *Amazon* for a bit of a derby.

Back in the fleet, Arthur Byrnes' *Salacia II* and Peter Kurts *Love & War* sailed side by side, reminding all of us that they really don't build yachts like they used to.

Other yachts joining in the fun included Ian Kiernan's *Maris Margaret Rintoul* and Dr John Musgove's magnificent *Varuna*.

At the day's end sailors and guests returned to the Cruising Yacht Club, Middle Harbour Yacht Club and the Mosman Rowing Club where they were treated to a night of dancing, sausage sizzles and some great auctions which obviously helped the fund-raising.

On Pittwater, Royal Prince Alfred Yacht Club played host to a fleet of more than 200 boats which included Marcus Blackmore's *Manly Ferry* and Bruce Staples' *Witchcraft II*.

Since its origin in 1985 the Sail for Cancer Research has become an international affair with San Diego and Newport Beach in California both holding a "Sail" and this year our New Zealand cousins decided they would also meet the call.

Auckland yachtsmen and women raised \$23,000 with a fleet of 85 boats. Organisers told me they would have had more but the weather kept many participants ashore. While we enjoyed blue skies and sunshine, Auckland was overcast with 25-30 knots of wind.

The Kiwis have already issued a challenge for next year.

Once again, "thank you" to all who helped organise and participated in the Sail for Cancer Foundation in 1991, particularly those hard-working Leo & Jenny Committee people.

Perhaps in 1992 we will welcome Hobart to the Sail and in the Northern Hemisphere, San Francisco. See you next year.

\* This year's Sail was sponsored by MacDonalds, NRMA, Coca Cola, Honda and Esanda.

(Patrick Bollen is a founding committee member of the Sail for Cancer Research. Further information on the fund can be obtained from Jane Stranger on (02) 371 0400.)

## Frank Likely Trust Formed

FOR the first time since Middle Harbour Yacht Club began its annual ocean race from Sydney to Queensland 28 years ago, Frank Likely was missing from the start of the 1991 Caltex Sydney-Mooloolaba race.

Likely, one of the founders of this traditional autumn race northwards and one of the quiet achievers of yachting, died late last year.

As the fleet headed north, his friends and fellow sailors were working seeking support to perpetuate his memory through a Frank Likely Trust.

Frank Likely had competed in or been a race official since the first ocean race northwards, firstly to Brisbane and, in recent years, to Mooloolaba.

But his contribution to Australian yachting went far beyond that of the Sydney-Mooloolaba race, particularly in encouraging others to take up the sport and do it well.

In particular, he played a major role in establishing Australian safety rules for ocean racing, many of which have been adopted as standards throughout the world.

At his own club, Middle Harbour, the club's training scheme was largely started by Frank and it was undoubtedly his enthusiasm and knowledge which made the MHYC a national leader in sail training.

As Commodore Frank Tierney of Middle Harbour Yacht Club put it . . . "Frank served both the Yachting Association NSW and MHYC with distinction, not for personal gain or glory but to assist others in his quiet unassuming way."

Frank's many friends and fellow sailors have decided to remember his personal qualities and his work for yachting with the formation of the Frank Likely Trust to recognise other "Quiet Achievers".

The aims of the Trust will be:

\* To assist young MHYC sailors to compete in events which, without help, would be beyond them, and,

To recognise those who render outstanding voluntary service to sailing through MHYC.

Recipients of the junior award will be assessed, not only on their sailing and need, but also on their current involvement and future commitment to the Club.

The late Frank Likely raced his own yacht, *Ho Phoon* in early Sydney to Brisbane races and in 1958 and 1960 was a member of the crew of Graham Newland's *Siandra*, the first MHYC yacht to win the Sydney-Hobart. He also was aboard *Camila* in Australia's first challenge for the Admiral's Cup.

In the area of yachting administration he played a major role on committees at MHYC and was chairman of the YANSW Safety Committee for a long period.

His longtime friend and fellow yachtsman, Geoff Foster, summed up Frank's contribution to ocean racing with this comment: "Every member who sails with MHYC, and elsewhere for that matter, owes a great debt to this remarkable man who has done so much for our sport."





(02) 363 5998

- ♦ Biminis ♦ Canopies ♦ Sail Covers ♦ Upholstery
- ♦ Flybridge Screens ♦ Awnings ♦ Dodgers
- ♦ Carpets ♦ Storm Covers ♦ Fenders

d'Albora Marina, New Beach Road Rushcutters Bay 2027

## 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

B  
R  
I  
A  
N



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

## Brewer Sailmakers



*Rob Brewer*  
Sailmaker

A.Y.F. Coach (Cert.)

2/39 Sydenham Rd.,  
Brookvale N.S.W.  
2100 Australia.  
Phone (02) 905 4103

Telephone: 32 2130

## D. & R. SHIPWRIGHTS (C.Y.C.A.)

New Beach Road  
Rushcutters Bay N.S.W. 2027

- REPAIRS
- PAINTING
- FITTING

## Whale's Tail in Fiji

100' Modern Luxury Schooner

Fully Crewed

Accommodates 3 couples

Sail cruise the blue lagoons of Yasawa Islands or choose your own destination.

For full details call CLIVE KNOTT

MARINE on 918 3286

or Richard Miall at New Century Travel - 909 8704



## INFLATABLE BOAT REPAIRS

ALL BRANDS

Pick-up & Delivery Service Available

## Waves Overseas Sales

142 Victoria Road

(P.O. Box 553) Gladesville NSW 2111

Telephone: (02) 817 1309 or 817 1333

## 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

EVS  
TROM  
SAILS



## AUSTRALIA'S LEADING SAILMAKERS

SYDNEY

(02) 997 5966

FAX: (02) 997 4805

MELBOURNE

(03) 534 0363

FAX: (03) 525 3095

## 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





## MARINE ENGINES

BUKH IS SAFETY

**BUKH DIESEL AUSTRALIA PTY LTD**  
4/181 Taren Pt. Road, Taren Pt., NSW 2229  
PH: (02) 525 0011 FAX: (02) 526 1084



Steinman & Associates P/L, NAVAL ARCHITECTS, trading as:

## kell steinman



### racing yacht design

**ALL TYPES OF RACING YACHTS**  
USING VELOCITY & PERFORMANCE SOFTWARE,  
HYDRODYNAMIC KEEL DESIGN SOFTWARE  
FINITE ELEMENT SOFTWARE FOR HULL AND RIG DESIGN  
C.A.D FACILITIES FOR FULL SCALE BODY PLANS & TEMPLATES  
C.A.M SOFTWARE FOR NC MACHINING OF KEELS, RUDDERS ETC.  
SPECIALLY DEVELOPED ANALYSIS & OPTIMISATION SOFTWARE

27 LABURNUM STREET, BRIGHTON 3186, AUSTRALIA TEL: (3) 592 2212 FAX: (3) 592 5456



## PROMOTIONAL CAPS & TOWELS

Full Artwork Service Available.



Phone for a free brochure **938 5929**

7/111 OLD PITTWATER RD, BROOKVALE, 2100

FAX (02) 905 0680



## PROMOTIONAL WEAR

**T-Shirts Sweatshirts Caps Towels Aprons**

All styles available.

We deliver what you want, when you want it.

Stock held for quick delivery. Printed T-shirts **FAST**

Full Artwork Service Available.

Phone for a free brochure **938 5929**

7/111 OLD PITTWATER RD, BROOKVALE, 2100

FAX (02) 905 0680

## STA-LOK TERMINALS

for 1x19, 7x7, 7x19 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



## LEXCEN LOWE YACHT DESIGN

PTY LTD

### Peter Lowe

CUSTOM and PRODUCTION DESIGN

Tel. (02) 9978744  
Fax. (02) 994998

SUITE 7 9 FOAMCREST AVE NEWPORT  
NSW 2106 AUSTRALIA

# THE OFFSHORE TEAM

## Offshore

**Publisher**  
MAX PRESS  
**Editor**  
PETER CAMPBELL  
**Art Director**  
GREG MEEK  
**Production**  
JERRY HALABY  
**Photography**  
DAVID CLARE  
Ph: 438 1481

## NATIONAL PUBLICATIONS

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. Crows 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 6L11,  
England  
Phone: (01) 949 0354.

**Distribution:** Network Distribution Co., 154 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.





# HI TECH MARINE

68 Crescent Road, Newport NSW 2106

Tel: (02) 997 7494 Fax: 997 6713

## INTERNATIONAL CALENDAR

### 1991

#### APRIL

- 15-21 ACY Cup Match Race, Rovinj, Yugoslavia  
20-21 ULDB 70 Skylark Trophy Series, Newport Harbor YC  
27 ULDB 70 Ensenada Race, Newport Ocean Sailing Association  
27-29 One-Ton Circuit, Marstrand, Sweden  
28-3 Antigua Sailing Week, Antigua YC

#### MAY

- 4 RORC, Cervantes Trophy, Cowes  
4-11 IACC World Championships, San Diego  
9-11 One-Ton Circuit, Klintholm  
12 OMYA World Cup, UAP de l'Europe  
12-18 Angostura Tobago Sailing Week, Crown Point, Tobago  
17 RORC, Myth of Malham Trophy Race, Cowes  
19-26 North Sea Week Series, Harwich/Scheveningen  
21-25 Royal Lyngby Cup, International Match Racing, Royal Lyngby YC  
23-28 McEwan's Stakis Series, Clyde Cruising Club, Scotland  
23-26 Nieuwpoort Week, VVW, Belgium  
24-26 ULDB 70 California Cup, California YC  
24 RORC, North Sea Race, Harwich  
25-26 One-Ton Circuit, New York Cup, Kiel, Germany  
26 50-Foot World Cup, Travemunde, Germany  
26-1 Week of the Straits, Costa Smeralda YC, Sardinia  
29-8 Two-Ton Cup, Schilkeer YC, Kiel, Germany  
30-2 One-Ton Circuit, Bit Cup, Kiel, Germany

#### JUNE

- 1 Falmouth-Azores Single/Two-handed Race, R Cornish YC  
7-9 Macnamara Bowl, International Women's Keel Boat Championships, Royal Lyngby YC  
8 RORC, De Guingand Bowl, Cowes  
9-15 Kourou Cup, St Tropez, MSI  
13-21 J24 World Championship, Athens  
14 RORC, West Mersea-Ostend  
14-16 Blue Riband Regatta, Lerici, Italy  
15-20 Rolex Swan European Regatta, Guernsey  
20 Three Peaks Race, Barmouth, N. Wales  
22 Round the Island Race, Cowes, Island Sailing Club  
22-24 One-Ton Circuit, Belgium  
22-29 Kiel Week, Kieler YC, Germany  
22-30 Liberty Cup, New York Harbor Festival Foundation  
26-30 Beneteau Cup, Cowes  
27 Transpac, Transpacifc YC, Long Beach, Honolulu  
28 RORC, Morgan Cup, Cowes, RLym YC  
29 ULDB 70 Transpacifc Yacht Race, Transpacifc YC

- 29-9 One-Ton Cup, Koninklijke YC, Belgium

#### JULY

- 6-13 East Anglian Race Week to Holland, starting in Harwich  
11-21 Half-Ton Cup, ORC, Jakobstad, Finland  
12 RORC, Cowes-St Malo Race  
13-20 Eight-Metre World Championships, Toronto, Canada  
14-19 Audi/Yachting Race Week, Whidbey Island, Seattle  
18-21 Baltic Match Race, Kiel, Germany  
18-23 Oracle IOR Regatta in association with the 50-Foot Association, Lyngby  
19-21 One-Ton Circuit, Lyngby Cup  
19-30 Aegean Sailing Week Hellenic Offshore Racing, Greece  
20 Chicago/Mackinac Race, Chicago YC, Chicago  
22-26 J24 European Championship, Cowes  
25-28 Marblehead Race Week, Boston YC  
27 Bayview-Mackinac Race, Bayview YC, Detroit  
29-16 RORC, Champagne Mumm Admiral's Cup, Cowes

#### AUGUST

- 1-10 North Aegean Cup, Porto Carras, Greece  
2 RORC, CMAC Channel Race  
3-11 Land Rover Cowes Week, Cowes Combined Clubs  
10 RORC, CMAC Fastnet Race, Cowes  
12-18 Maxi World Cup, Rela Federation Espanola de Vela, Mallorca  
15-18 World Yachting Grand Prix, Sail International, Scotland  
15-18 International Formula One Class Grand Prix, Clyde Cruising Club  
18 OMYA World Cup, Brighton-Porto Cervo  
18-23 Audi/Yachting Race Week, Solomons Island, Maryland  
23 RORC, Solent-Le Havre  
19-29 Quarter-Ton Cup, Porto Carras, Greece  
19-29 Three-Quarter-Ton Cup, R Danish, YC, Denmark  
24-30 Poole Week, Poole  
25 RORC, Le Havre-Solent

#### SEPTEMBER

- 1 Offshore Maxi Merit Cup, Porto Cervo, Sardinia  
1 Westpac Australia-New Caledonia Race, Sydney and Brisbane to Noumea, 1000nm  
1-11 Quarter-Ton and Mini-Ton Cups, Thessaloniki, Greece  
1-10 E22 Worlds, San Francisco  
6-13 Rolex International Women's Keelboat Regatta  
15-21 Six-Metre Prince Alfred Cup, RTYC, Torquay  
16-19 Match-Racing Worlds, Bermuda  
20 RORC, Solent-Cherbourg  
24 Rothman's Yachting Cup, St Tropez  
25-29 Rolex Swan California Regatta, St Francis, YC, San Francisco

#### OCTOBER

- 10-13 World Yachting Grand Prix, Sail International, USA  
26-2 Sixth Asian Regatta, Hong Kong Yachting Assoc, HK  
27-3 Omega Gold Cup Match Race, Bermuda  
30 50-Foot World Cup, Miura, Japan

#### NOVEMBER

- 9-12 World Yachting Grand Prix, Sail International, Japan  
14-17 Nippon Cup Match Race, Japan Yachting Association

#### DECEMBER

- 14-26 Southern Cross Cup International Teams Series, CYCA, Sydney, IOR  
26 Sydney-Hobart Race, 630nm, CYCA, Sydney  
26-3 Omega Cold Cup, Royal Bermuda YC, Bermuda

## 1991 OLYMPIC CLASSES REGATTAS

#### MARCH

- 16-17 RYA Olympic Classes Qualifier, Datchet Water SC  
19-21 Palma

#### APRIL

- 13-19 Hyeres Week  
28-5 Star Spring Europeans, Italy  
29-10 FD Europeans, Abersoch

#### MAY

- 2-5 Danish Olympic Regatta, Aarhus  
22-26 Spa Regatta, Netherlands  
29-8 Soling Europeans, France  
31-9 Tornado Europeans, France

#### JUNE

- 4-14 Finn Europeans, Italy  
16-19 Eurolymp UK, Hayling Island RYA  
22-28 Kiel Regatta  
30-3 Int'l Swedish Championship, Malmo

#### JULY

- 13-20 470 Europeans, Norway  
15-20 Europe Europeans, Holland  
19-5 Pre-Olympics, Barcelona

#### AUGUST

- 9-18 Star Europeans, Hungary  
9-20 Star Worlds, France  
22-2 Finn Gold Cup, Canada  
22-30 Soling Worlds, USA

#### SEPTEMBER

- 12-21 Tornado Worlds, Sardinia

#### OCTOBER

- 9-22 470 Worlds, Australia  
11-13 Trofeo Hispanidad, Cadiz

#### NOVEMBER

- 2-3 Olympic Classes Open, Grahnam Water SC

#### DECEMBER

- 27-31 Christmas Race, Palamos, Spain  
29-8 FD Worlds, New Zealand

## AUSTRALIAN PRODUCTS AUSTRALIAN TECHNOLOGY ENVIRONMENTALLY FRIENDLY

**STOCKISTS NSW:-** BEROWRA WATERS Noel Kelly & Sons, Berowra Waters Marina.

**BIRKENHEAD POINT** Sturrock's. **CARINGBAH** The Boat Shop. **KILLCARE** Killcare Marina.

**NEWPORT** The Bosun's Locker, RPAYC. **RUSHCUTTERS BAY** Sturrock's Boat Yard.

**TASMANIA:-** HOBART Peter Johnson Pty. Ltd. **WESTERN AUSTRALIA:-** LEEDERVILLE Alec's Marine Centre.

**NEDLANDS** Phil Harris Marine Centre. **FREMANTLE** The Yacht Grot.





# GEOFF TYERS P/L

## CYCA OFFSHORE RACING CALENDAR

### IOR/IMS AND OTHER OFFSHORE REGATTAS

#### 1991

##### MAY

- 5 Two Ton Cup, IOR, Kiel-Schilksee, Germany.
- 25 New Yorker One — One Tonners, Kiel, Germany.
- 26 Week of the Straits — IOR, Porto Cervo, Sardinia

##### JUNE

- 15 Annapolis-Newport, USA-IMS.
- 22-29 Kiel Week — IOR/IMS, Kiel, Germany.
- 27 TransPac 91, Long Beach, California to Honolulu, Hawaii.
- 29-7 July One Ton Cup, Nieuwpoort, Belgium.
- 30-6 July Round Gotland Race, Sweden.

##### JULY

- 10-16 Maxi world championship, IOR Maxis, Puerto Punta Portals, Mallorca, Spain.
- 11-21 Half Ton Cup, IOR, Jakobstad, Finland.
- 12 Cowes-St Malo, IOR/IMS — RORC.
- 12-20 Skaggerak Cup, Sweden.
- 19-30 Aegean Sail Week, Aegean Sea, Greece.
- 19-26 Travemunder Woche, IOR/IMS, Lubeck, Germany.
- 19-23 Oracle IOR Regatta, Lymington, UK.
- 20 Chicago-Mackinac Race, IOR/IMS.
- 28-16 Aug Champagne Mumm Admiral's Cup, Cowes, UK.

##### AUG

- 2 Channel Race (Admiral's Cup Race 3)
- 3 Cowes Week, Isle of Wight.
- 10 Fastnet Race, IOR/IMS (Admiral's Cup Race 6 and last).
- 19 Three-quarter Ton Cup, Copenhagen, Denmark.

##### SEPT

- 1 Westpac Australia-New Caledonia Race, Sydney and Brisbane to Noumea, 1000nm.
- 1-11 Quarter Ton Cup and Mini Ton Cup, Thessaloniki, Greece.

##### DEC

- 14-26 Southern Cross Cup International Teams Series, CYCA, Sydney, IOR Sydney-Hobart Race, 630nm, CYCA, Sydney.
- 26

### NEW SOUTH WALES

#### 1991

##### APRIL

- 14 CYCA Ladies Day Race — Jill McLay Trophy.
- 21 CYCA Sunday Harbour Winter Series opens, Veteran Race.
- 28 CYCA Winter Harbour race.



##### MAY

- 5 CYCA Winter Harbour race.
- 12 CYCA Winter Harbour race.
- 19 CYCA Winter Harbour race.
- 26 CYCA Winter Harbour race.

##### JUNE

- 2 CYCA Winter Harbour race.
- 9 CYCA Winter Harbour race.
- 16 CYCA Winter Harbour race.
- 23 CYCA Winter Harbour race.
- 30 CYCA Winter Harbour race.

##### JULY

- 7 CYCA Winter Harbour race.
- 14 CYCA Winter Harbour race.
- 21 CYCA Winter Harbour race.
- 28 CYCA Ladies Day — Chris Lee Trophy



##### AUG

- 3 Jupiters Sydney-Gold Coast Race, Commodore's Day.

##### SEPTEMBER

- 1 Westpac Australia-New Caledonia Race, CYCA starts from Sydney and Brisbane.

\* CYCA Winter Races are held on Sundays, while the Royal Sydney Yacht Squadron and the Middle Harbour Yacht Club conduct winter races on Saturdays.

### 1991 Southern Cross Cup

##### 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

##### MARCH

- 23 Yamaha Cup Melbourne-Osaka Race 5500nm.

### QUEENSLAND

#### 1991

##### MARCH

- 19 Caltex Sydney-Mooloolaba Yacht Race

##### APRIL

- Good Australian Airlines Brisbane-Gladstone Yacht Race
- Friday XXXX-Ansett Hamilton Island Race Week Regatta
- Easter Nth Qld JOG Championships — Bowen

### WESTERN AUSTRALIA

#### 1991

##### APRIL

- 6 Stan West Race, RFBYC
- 13 P&O Iberia Race, RPYC

##### MAY

- 18 Exmouth Race, PSC
- Vlamadre Cup Winter Series

##### JUNE

- 8 Arlene Race, FSC
- 22 Ensign Race, FSC

##### JULY

- 7 Mayflower Race, FSC

### INTERNATIONAL/NATIONAL EVENTS: FEBRUARY

- 13-17 Australia Cup Match Racing, Swan River — RPYC

##### APRIL

- 21-29 Masters Yachting Champions, Albany — PRYC

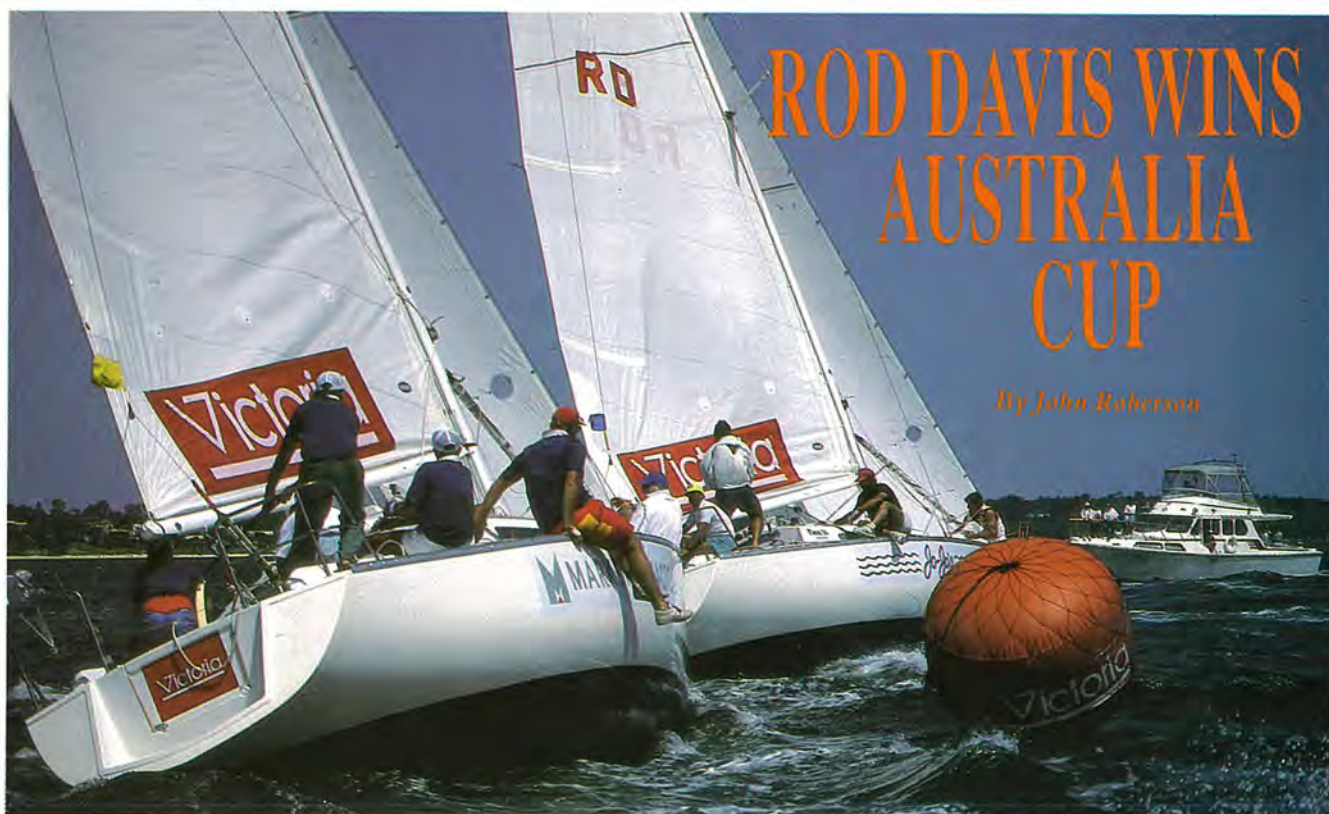
## TRADITIONAL & MODERN PROTECTIVE MARINE FINISHES

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





By John Roberson

**R**OD Davis and his BMW New Zealand Yachting Team won the Victoria Australia Cup on Perth's Swan River in one of the closest finishes in the history of the event. In the third and deciding match of the final he beat local Western Australian skipper Gordon Lucas by just half a boat length to add the Australian Cup to the impressive list of match racing trophies that already bear his name.

The line-up of skippers was interesting, with a good mix of proven names, up-and-coming newcomers and others on the comeback trail. From the top ten on the rankings there was Peter Gilmour, Russell Coutts, Rod Davis and Thierry Peponnet. Returning to the circuit after a five-year break was the winner of the recent Etchells World championships, Chris Law, and rising stars Laurence Mead of Hong Kong and Dane Jesper Bank.

Gordon Lucas is an occasional player on the circuit, and John Holder was the winner of the local qualifying series. The regatta also returned to its former venue on the Swan River this year, instead of the Indian Ocean off Fremantle where it has been held since 1987.

Davis's team of Tom Schnackenberg, Don Cowie, Alan Smith, Jeremy Scantlebury and Mark Howser led the field at the end of the round robin section of the series. They won eight of their nine matches, only going down to Peter Gilmour.

Gilmour and Lucas both had seven wins in the round-robin, but because Lucas had beaten Gilmour when they met, he took second place, and the other final berth. The Australia Cup does not have a semi-final round, the first and second placed skipper from the round-



ROD Davis, winner of the 1990 Australia Cup in Perth.

robin meet in a best of three final, and the third and fourth from the round-robin also sail off in a similar best of three.

This left Gilmour to defend his round-robin third place against Britain's Chris Law. While the Davis/Lucas final produced some close and classic match racing, the Gilmour/Law duel provided the most aggressive encounter.

Lucas won the first match, getting a marginal advantage off the starting line, and managing to keep control of a close race throughout. He managed to get a slight break on the second windward leg when he found a favourable shift, and went on to win by 24 seconds.

The start of the second race was again close, but Davis and his crew spotted a patch of stronger wind on the right hand side of the course and went for it. Lucas

*AUSTRALIA CUP match-racing final in Perth with Rod Davis (New Zealand) and Gordon Lucas (Australia) running downwind side-by-side in final on the Swan River. (Pic—John Roberson)*

kept going left, while Davis not only found more wind, but a good lift and that was the end of the race with Davis finishing 41 seconds clear.

The West Australians again came off the starting line of the decider with a slight advantage, and held a tenuous lead until just before the end of the first downwind leg when Davis grabbed the advantage. At one stage of the second beat Davis worked out what looked like a safe lead, but Lucas was back on his transom at the windward mark as they turned for the run to the finish.

Lucas tried to initiate a gybing duel, but Davis refused to play so both boats sailed flat out for the line with Lucas gaining and losing an overlap several times. On the line there was just half a boat's length in it with Davis the winner.

Meanwhile, Gilmour beat Law in two straight races. Russell Coutts, ranked number four in the world, had one of those regattas he would probably prefer to forget. Things started to go wrong in his first match when he was beaten by Hong Kong's Laurence Mead who is 21st on the rankings. In the end he only won three races in the round robin, beating Peponnet of France.

**Australia Cup 1991 — Results:** 1. Rod Davis, New Zealand; 2. Gordon Lucas, Australia; 3. Peter Gilmour, Australia; 4. Chris Law, Britain; 5. Jesper Bank, Denmark; 6. Bertrand Pace, France; 7. Russell Coutts, New Zealand; 8. Thierry Peponnet, France; 9. Laurence Mead, Hong Kong; 10. John Holder, Australia.



## TASMANIA

RYCT Retains  
Sayonara Cup

THE Royal Yacht Club of Tasmania helmsman Nick Rogers retained the Sayonara Cup interclub match racing challenge trophy by the narrowest of margins. Royal Geelong Yacht Club challenger Stephen Boyes levelled the best of seven race series after being 3-0 down and was leading the final race at the halfway mark.

Rogers hit the front on the second work, but Boyes came back again on the starboard layline only 300 metres from the finish. Rogers' only chance was a lee bow tack which he executed perfectly and crossed 13 seconds ahead in the 5-8 knot breeze.

There was virtually nothing between the two in terms of pure boatspeed during the series, held in International Dragons on the River Derwent in the first week of March.

Both Rogers' Ridgeway-built *Karabos VII* (ex-*Rawhiti*) and Peter Jackson's imported Pettocrow-built *Krystle* sported North mains and Fraser genoas. Boyes went for a deeper German-built sail after the third race which seemed to give him a little more power.

The Hobart-resident Boyes has been steering Jackson's boats with some success in major regattas both in Australia and overseas for the past two years.

Boyes won the Sayonara Cup for the RYCT from the Royal Sydney Yacht Squadron in 1987 and successfully defended it the following year but lost out to Rogers in the defender trials in 1989 and 1990.

There were some raised eyebrows at the RYCT when it became known Boyes was to steer the formidable Geelong challenger.

Earlier this year, Rogers and his crew of Mathew Foster (mainsheet) and Stuart Hutcheon (forward) won the Prince Philip Cup from *Krystle* by less than a point in the final heat. It appeared certain the two arch rivals would meet in the cup matches but Boyes struggled initially and went within one round-robin race win of missing the finals of the challenger elimination series for representatives of five clubs.

*Krystle* was shipped from Geelong for the series but the other clubs, the Royal Sydney Yacht Squadron (Norm Longworth), Royal Prince Alfred (Graeme Norman), Royal Prince Edward (Neville Whitley) and the Royal Yacht Club of Victoria (Robert Hick), all chartered local yachts for the first time in the history of the cup following mutual

agreement to alter provisions in the deed of gift.

Longworth with his crew of Soling sailors Matt Hayes and Andrew Cutler went straight into the best of three challenger elimination final with three straight wins on the first day and a bye on the second.

Boyes lost to Whitley on the first day, a victim of two 180-degree shifts and a flat calm after twice building a big lead. He then had to win both of his matches on the second day and rely on Whitley getting beaten. Rough justice prevailed when he fell in against Hick by virtue of a timely windshift, beat Longworth and then Whitley disqualified himself by failing to enter the manoeuvring area inside the time limit as specified in the sailing instructions.

Longworth's gooseneck fitting tore away from the mast in the first final giving him little chance. Boyes won the second, and the right to challenge Rogers, with better boatspeed on the run despite losing the start and trailing to the weather mark.

Helsal III Breaks  
Bruny Island Race Record

JACK Wertheimer must be very pleased in his investment in chartering *Helsal III* for the season. The big 20-metre pocket maxi has now broken the record in Tasmania's two major ocean races, the Maria Island Race and the Bruny Island Race, getting oodles of publicity and leaving its name in the record books for probably years to come.

The Bruny Island Race is Australia's oldest ocean race, first being sailed in 1898. For many years the record was held by the International 10 metre class yacht *Acrospire IV* which won in 14 hours and two seconds in 1938. In those spacious days Commodore Joe White of the Royal St Kilda Yacht Club brought *Acrospire* to Tasmania for the summer, sailing in several regattas over a period of several weeks. Those were the days.

The existing record was set in 1988 by *Sovereign*, sailed by Dave Kellett, who went round the 100-nautical-mile course in just under 10 hours.

The race was sailed in a hard westerly, with a storm warning out for southern Tasmanian waters between Southwest Cape and Tasman Island. This prompted O-O-D Rowan Johnston to use the port course alternative where the fleet goes down the d'Entrecasteaux Channel first, east across Cloudy Bay and comes back up the Storm Bay coast of Bruny Is.

In hard westerly weather, the lee shore of South Bruny can be very difficult, with gusts coming down vertically off the mountains behind Southport. The port course minimises this exposure as running boats cross the area faster than beating boats. It was in this area that *Mabel* was blown on the rocks under Cape Bruny is one of the early races.

*Helsal's* crew were obviously determined to do the race. Just a few minutes before the start, while manoeuvring prior to the gun, a ferocious gust ripped their mainsail. Fortunately, *Helsal* had not started and was able to make a quick dash back to the RYCT and find another main. On returning, *Helsal* invoked Sailing Instruction 37, stopped her motor, did a quick 360, and started 30 minutes behind the fleet. She was one of the few yachts to hoist a spinnaker in the screaming northwesterly that was furrowing down the Derwent Valley and hit the fleet off Port Esperance.

Again, as in the Maria Is Race, *Helsal* was pushed all the way by Roger Jackman's Davidson 51, *Doctor Who*. Jackman was only 21 minutes behind *Helsal*, despite blowing out *The Doctor's* mainsail and having to complete the race under tri sail. However, *Doctor Who* won IMS Division 1 on handicap.

In a race that has been described as similar to "white-water canoeing", one of the hairiest stories comes from Ian Smith's Farr 40, *Sheraton Hobart*. *Sheraton* was much modified over the winter and one of the modifications took the runner winches out to the widest part of the boat.

Down off Cloudy Bay it was gusting over 60 knots with the gusts often coming from unpredictable directions. Hard hit by one of these little surprises *Sheraton* did an unplanned gybe, the old windward runner held the main and *Sheraton* lay flat on her side.

Normally you fire the runner and the boat comes up. But, the runner winch was about a metre underwater and it took more than a few minutes before someone (the grapevine says owner Ian Smith himself) climbed down the now vertical, heaving deck, grouped below the metre-deep swirling water, and released the runner tail to allow *Sheraton* to heave herself upright.

John Bennetto's Frers 46, *Mirabooka*, renowned in Tasmania as a strong, well-maintained boat, won the IOR Division, ably sailed by Tony Nicholas as John is in Europe, but Don Calvert's Castro 40, *Intrigue*, was second in IMS by only 33 seconds, despite also tearing her main.

IMS Group 2 was won by Harold Clark's Farr 36, *Invincible*, with one of the smallest boats in the fleet, Bill Cooper's *Re-Cooperator*, second.

Peter Read



## SOUTH AUSTRALIA

By Jon Parrington

**W**HYALLA'S Dean Ryan blitzed the rest of the fleet in the annual Caltex Tripolis series sailed between SA's three cities at the top of picturesque Spencer Gulf in the Mid North.

It's the regions premier regatta for the summer and is held each year just after Christmas with boats coming from most country ports and Adelaide.

Twenty-eight boats in two divisions entered the regatta where races are held over three days between the cities which are known as the Iron Triangle because of the local steel making industries.

This year an additional race was staged as a prelude to the series where boats from Whyalla and Port Augusta and anyone else intending to enter, raced across the gulf from Point Lowly, north of Whyalla.

It was held in a stiff 25 knot easterly where Ryan used his edge in boatspeed to get out in front on the beat across.

He capitalised on the early break to win easily across the line and take handicap honours as well, from Port Augusta's Jack Waterman in *Whipawa* and another local, Karl Petry in *Kondor*.

The first race started the next morning soon after dawn with *Orion* cracking an early kite for a tight reach towards Port Augusta from Port Pirie.

The fleet never caught him and he had similar results in the following two races to Whyalla and back to Port Pirie.

Ryan was able to establish such big breaks over the others that he finished with overall line honours and first place on handicap in division one.

Second overall on handicap was Whyalla's Max Aitken in *Maxi* with Petry's *Kondor* third.

Brian Bowden from Adelaide's Cruising Yacht Club, in a Ross 780 called *Skinflint*, took overall line honours in division two after being first in the final two races.

Fastest in the opening race was David Hogg's Cross 830 *Rapid Transit*.

Overall handicap honours in division two went to Graham Phillips in *True Colours*, from Ben Morris in *Carina* and Bowden in *Skinflint*.

These are some of SA's best looking waters but few yachtsmen have ever ventured into them, especially most of Adelaide's skippers.

But a few more of them sailed for the first time in this season's Tripolis and according to race committee chairman, Des Hackett, they will be back next year.

"For some of them, this was the first time they had actually slept on board their boats and they thought it was great," he said.

More than \$3200 prize money was won in the series and more could be available next year in what could be a record fleet.

MORNINGTON YACHT *Rapid Transit* was one of the record fleet of yachts which contested this year's Petersville Regatta on Port Phillip. (Pic — Peter Campbell)



## VICTORIA

### King Island Race to Lexcen 49, Yoko

**T**HE designing skill of the late Ben Lexcen still lives on, with a fine victory by the Lexcen 49, *Yoko*, in the Tas-Air King Island ocean race across Bass Strait over the Victoria Labour Day weekend.

*Yoko*, owned by Robin Hewitt and navigated by former Lord Mayor Melbourne Trevor Huggard, took line honours and first place under Performance handicapping. It was the first time that *Yoko* has taken the double in a big fleet race — with 27 yachts reaching Grassy during the Saturday night for a night-long celebration for locals and sailors.

For Grassy it was a final fling of tourism for the town that is up for sale with the closure of the local mining enterprise. Members of the Grassy Boating Club turned on a feast of freshly cooked crayfish and brie cheese for the sailors.

The last yacht to finish, John Binning's *Redigo* arrived at 6.08am on the Sunday after battling against a 6-knot tide in a 10-knot breeze throughout Saturday night.

*Yoko* also encountered the adverse tide as she neared the finish on the Saturday evening and in the end took 17 hours 21 minutes to complete the course from Queenscliff, beating Chas Mehrmann's Melbourne-Hobart winner *Paladin* by only 10 minutes.

On corrected times, *Yoko* won the Performance Handicap division from two Adams 12s, *Friction* (Chris Laker) and *Aggro* (Stephen Collis). In the Channel Handicap division, the winner was *Scorpion* (Neil Sadawie) from *Paladin* and Alan Collins' *By Order of the Secretary*.



*decisions, decisions,  
decisions...*



**ROSEMOUNT  
ESTATE**

The prestige wine of Australia





# WHICH HAMILTON ISLAND WILL YOU CHOOSE?



Hamilton Island has everything you need for a perfect holiday – great weather, loads of fabulous activities and excursions and great nightlife. The dining is up to you. Choose from eight themed restaurants, coffee shops, take-away snack bars and a fresh bread bakery. The Great Barrier Reef is nearby and with our jet airport right on the island you will spend less time travelling. As for accommodation is concerned the choice is absolutely yours!

## Hamilton Towers

At 65 square metres these are the largest hotel rooms in the Pacific and feature twin queen size beds, comfortable lounge area and generous bathroom. All have large balconies with spectacular views over Catseye Beach and the Coral Sea.



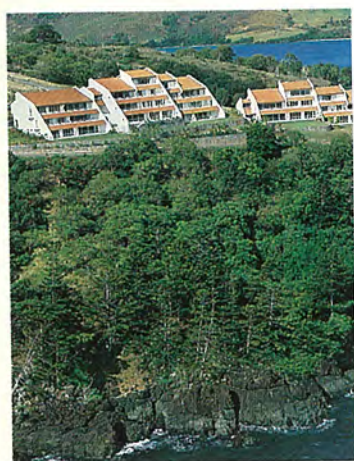
## Bougainvillea

Luxury beach front hotel rooms located right on Catseye Beach. Each features two queen size beds with large living area, balcony and bathroom.



## Polynesian Bure

Individual units with a real taste of the tropics. Each contains a king size bed, bar area, bathroom and furnished balcony. The location provides easy access to the main resort area, beach and harbour.



## Bella Vista Apartments

Bella Vista mediterranean style apartments have two bedrooms, two marble bathrooms, spacious living/dining room and ultra modern kitchen. These magnificent apartments are set in tropical gardens with a free form rock swimming pool and spa.

## Whitsunday Towers

Self contained apartments have separate bedroom with king size bed, divan and ensuite. The dining area includes a fully equipped kitchen, a six place dining table and living area has two convertible divans or a second king size bed.

**HAMILTON  
ISLAND**  
Great Barrier Reef  
Australia

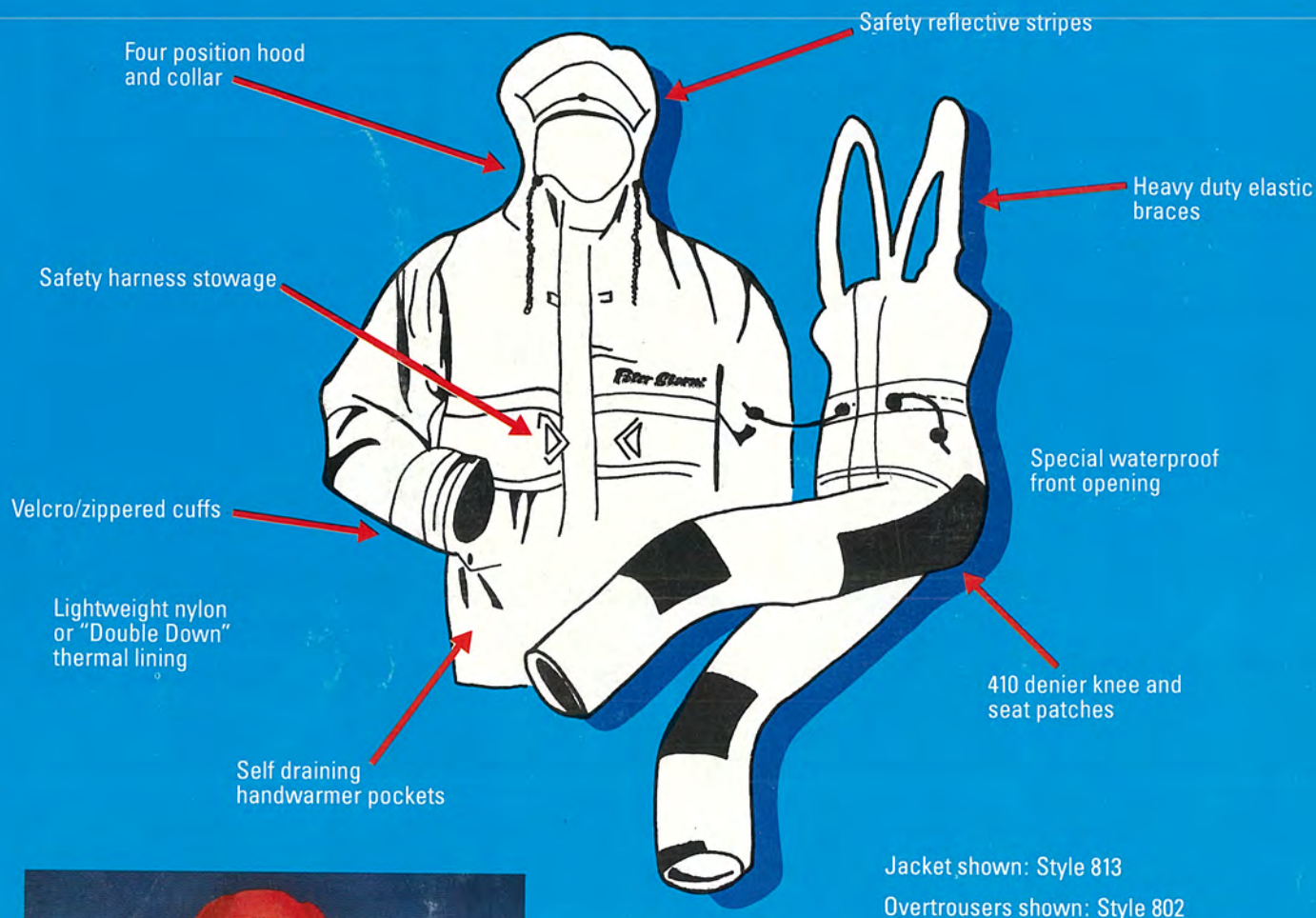
For further details of Hamilton Island holidays see your travel agent, call Hamilton Island Travel on (02) 327 1899 or post the coupon for more information to:  
Hamilton Island Travel Suite 609, Eastpoint, 180 Ocean Street,  
Edgcliff NSW 2027

Please send me more information about Hamilton Island.

Name: \_\_\_\_\_ Address: \_\_\_\_\_  
Phone: \_\_\_\_\_ Postcode: \_\_\_\_\_



# When it's wet, you're dry, and here's why...



## PERFORMANCE

As you would expect from an organisation with over forty years experience in making protective clothing, the 800 Series is the culmination of Peter Storm's efforts to bring you the best in fabric and garment design.

Every 800 Series jacket is 100% waterproof, even under pressure. Peter Storm's seams are guaranteed waterproof. Every seam is tape welded after stitching has taken place. And because of Peter Storm's MVT\* Proofing water can't get in yet condensation can get out.

Complete protection comes in six different colour combinations. Ask your stockist to show you the 800 Series by Peter Storm.

■ RAINWEAR ■ THERMAL WEAR ■ WOOLLENS  
MAKES YOU LOOK GREAT



**Peter Storm®**  
(Australasia) Pty Ltd

4B Wilmette Place, Mona Vale, N.S.W.  
P.O. Box 148, Mona Vale, N.S.W. 2103 Australia.  
Telephone: (02) 997 3611 Fax: (02) 997 4316

\*MVT - Moisture Vapour Transmission - Proofing actually allows up to 4.2 litres of moisture to permeate through one square metre of the jacket's material every twenty four hours - whilst water can't get in, condensation can get out.