

Offshore

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Cruising Yacht Club of Australia

New Beach Road,
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Telephone: (02) 363 9731

Fax: (02) 363 9745

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COVER - Magnificently restored gaff-rig cutter *Akarana*, New Zealand's Bicentennial gift to Australia and part of the fleet at the Australian Maritime Museum to be opened the end of November. (Pic - Jeff Mellefont) **INSET:** The famous ocean racing yacht *Solo* whose owner Vic Meyer has died at the age of 85.

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JUPITERS YACHT CLASSIC - Complete Report
OFFSHORE BOAT TEST - Robertson 950
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Offshore

Editor

PETER CAMPBELL

Publisher

STEPHANIE TARASOV

Art Director

GREG MEEK

Production

JERRY HALABY

Photography

DAVID CLARE

Ph: 438 1481

Advertising

ADAM BROWN

Ph: 555 7477

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191 Arthur St, Homebush West, 2140.
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Editorial:

Sydney: Peter Campbell, 64 Boronia Ave,
Cheltenham, NSW 2119.
Phone: (02) 869 8197
Fax: (02) 869 8197

Melbourne: Ed Featherston, (03) 652 1111

Hobart: Peter Read, (002) 27 8155

Adelaide: Jon Parrington, (08) 294 2009

Perth: John Roberson, (09) 430 4944

Brisbane: Ian Grant, (07) 349 9147

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.

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National Publications,
Stephanie Tarasov, (02) 764 1111.

Brisbane: John McDonald, The Media Workshop,
28/30 Balalava 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.

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THE Australian National Maritime Museum will open in late November and to celebrate will host a spectacular weekend of maritime events on Sydney Harbour and surrounding the Museum at Darling Harbour.

Highlight of the weekend festival will be the Museum's innovative Maritime Heritage Regatta involving both contemporary and vintage yachts and power boats. The Harbour will come alive when this three-part regatta is staged on Saturday, November 30.

The first part of the regatta will see a rally of classic and veteran power craft parade into Cockle Bay.

Out on Sydney Harbour, yachting's grand old-timers will race under sail once again. Sydney Amateur Sailing Club will conduct a vintage yacht race for veteran ocean racers, gaff riggers and cuta boats.

These spectacular vintage yachts will then be invited to parade into Cockle Bay to moor alongside the power boats overnight.

Following racing and the parade into Cockle Bay, the Australian National Maritime Museum will host a Prize Presentation for competitors.

After mooring overnight, the regatta fleet will form a unique flotilla to escort the sail training vessel *Young Endeavour* to Sydney Heads on the first part of her round the world journey.

The Museum's Maritime Festival will run from the morning of November 30 until late afternoon on Sunday December 1, with water-based activities at Cockle Bay including rescue operations, model yacht and power boat racing, and Darling Harbour-based racing events by K4 canoes, Dragon Boats, putt putt boats, vintage steam boats and surf boat racing.

Supporting the water activities will be a programme of events at the Museum and Darling Harbour forecourts including street theatre, a grand marine parade and demonstrations.

If you are interested in taking part in the regatta, contact the Maritime Festival Co-ordinator, Australian National Maritime Museum, GPO Box 5131, Sydney 2001 or phone (02) 552 7777 for a Notice of Events.

KATHLEEN GILLETT, pictured during the first Sydney-Hobart ocean race in 1945.

TWO famous racing yachts head the remarkable and varied fleet being assembled by the Australian Maritime Museum at Darling Harbour for its

official opening at the end of November. It is an historical fleet ranging from an old Queenscliff 'cوتا from Victoria to former Australian warships and the famous *Krait*, the vessel which carried Z Force commandos in their successful raid on occupied Singapore during World War II.

The yachts are the gaff cutter *Akarana*, which was New Zealand's Bicentennial gift to Australia, and the original Sydney-Hobart racing yacht *Kathleen Gillett* which was restored as a Bicentennial gift from Norway.

Akarana, the oldest vessel in the Maritime Museum's collection, was built in New Zealand in 1888 to represent that country in the Centennial International Regatta held on Hobson's Bay, Victoria, that year. She came to Sydney to compete in the Royal Anniversary Day Regatta on the Harbour.

One hundred years after racing to some celebrated victories in these and subsequent events, the time-worn hull



Two Classic Yachts Given to Museum



Maritime Heritage Regatta To Launch Maritime Museum



of the 11.9-metre yacht was located in Sydney and restored in New Zealand. *Akarana*, planked of kauri and with oregon spars and Egyptian cotton sails, is a fine example of the specialised type of the gaff-rigged racing cutter of that period.

In contrast, the double-ended, gaff ketch *Kathleen Gillett* is an outstanding example of the rugged seaworthy craft that came from the drawing board of Norway's best-known naval architect, Colin Archer, who was renowned for designs of Norwegian fishing boats, rescue and pilot bots.

Kathleen Gillett was built for Sydney artist and sailor Jack Earl and his wife, Kathleen, by Charles Larsen, using Huon pine planking over spotted gum frames, with Baltic pine spars and Dura-don sails. Built over six years as funds were available, the 13.18-metre on deck ketch was named after Jack Earl's wife.

On December 26, 1945, *Kathleen Gillett* sailed in the first Sydney-Hobart Race and in 1947 Jack Earl and his crew set sail to circumnavigate the world in *Kathleen*. The ageing ketch, much changed from the original, was located in Guam in 1987 and purchased by the Norwegian Government to be restored as Norway's Bicentennial gift to Australia. She was restored by Norwegian-descended boat-builder Carl Halvorsen.



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1991 CHAMPAGNE MUMM ADMIRALS CUP

Late Charter Gets Team to Cowes

VICTORIAN yachtsman Chas Jacobsen has saved Australia from having to withdraw its team from the 1991 Champagne Mumm Admiral's Cup with the late charter of the Italian One Tonner, *Shardanna 2*, to make up the three-boat team for Cowes.

Jacobsen and a mixed Australian/European crew have now joined Max Ryan's 50-footer *Cyclone* and Keith Jacobs with *Bimblegumbe* in preparing for the Admiral's Cup, contesting the Oracle Regatta as a lead-up to the six-race Cup starting on August 1.

Australia's challenge for the Cup, which it has not missed since 1965 and twice won, was thrown into jeopardy following the controversial withdrawal

of Sydney yachtsman Damien Parkes, who was to have chartered *Fram XI* from the King of Norway.

Left with only two weeks to organise another charterer and charter, the Ocean Racing Club of Australia received several immediate offers from owners in Sydney and Melbourne.

The end result was a positive offer by Chas Jacobsen, recently re-elected as Commodore of the Ocean Racing Club of Victoria. At the same time, ORCA's technical committee member Grant Simmer negotiated the charter of the yacht just before the One Ton Cup in Belgium, in which *Shardana 2* was competing.





PITY the crew that has to sail on British Admiral's Cup yacht Wings of Oracle (left). Australian One Tonner is now chartered Italian boat Shardana 2 seen here duelling with France's Corum in the Spi Regatta. (Pic - Chris Laurens)

Shardana 2 is a 1990 Judel/Vrolijk design, originally named *Amsterdamed*. In the 1990 One Ton Cup, it led the pointscore until the final race in which a minor rules infringement resulted in the loss of places and the loss of an overall victory by a few points.

Jacobsen will be joined by five Australians, with the remainder of the crew being the existing team which has sailed the yacht in the One Ton Cup.

Jacobsen sailed his One Tonner, *Once a Jolly Swagman*, in the 1988 Kenwood Cup in Hawaii but recently sold that yacht and bought an open-wheel racing car in which he has competed with success on the Phillip Island race track.

"It's an interesting observation that the adrenalin produced on a one tonner around at 6 knots is the same as throwing four wheels around at 200 knots," he commented recently. "For the record, recently I tacked and got the four wheels

over the finish line at the Phillip Island racetrack ahead of the fleet by five boat lengths."

The Teams:

AUSTRALIA:

50-footer: *Cyclone*, Frers 50 owned by Max Ryan. Principal helmsman: Steve Kulmar. Tactician: Bob Fraser. Built 1989.

Two Tonner: *Bimblegumbie*, Castro 44 chartered by Keith Jacobs. Principal helmsman: Bernie Case. Tactician: Ross Lloyd. Built 1989.

One Tonner: *Shardana 2*, Judel/Vrolijk 40 chartered by Chas Jacobsen. Built 1990. Principal helmsman: Gordon Lucas.

BRITAIN:

50-footer: *Juno VI*, Farr 50 owned by Michael Peacock. Principal helmsman: Mike McIntyre. Built 1990.

Two Tonner: *Wings of Oracle*, Farr 44

owned by Oracle UK. Principal helmsman: To be announced. Built 1991.

One Tonner: *Port Pendennis*, Dubois 40 owned by Bulent Attabay. Principal helmsman: Lawrie Smith. Built 1991.

DENMARK:

50-footer: *Tuborg*, Judel/Vrolijk design. Built 1989.

Two Tonner: *Unibank*, Judel/Vrolijk design. Built 1991.

One Tonner: *Zurich*, Judel/Vrolijk design. Built 1991.

FRANCE:

50-footer: *Corum*, formerly the Italian-owned *Capricorno*. Built 1990.

Two Tonner: *Corum*, Phillipe Briand design. Built 1989.

One Tonner: *Corum*, ex-*Mean Machine*, Judel/Vrolijk design. Built 1989.

GERMANY:

50-footer: *Container*, Judel/Vrolijk design, owned by Udo Schuetz. Built 1991.



Two Tonner: *Rubin*, Judel/Vrolijk design owned by Hans-Otto Schumann. Built 1991.

One Tonner: *APAB/4*, Judel/Vrolijk design owned by Hasso Plattner. Built 1991.

ITALY:

Team not named when OFFSHORE went to press, but expected to comprise the team which won the 1990 Sardinia Cup – the 50-footer *Mandrake*, the Two Tonner *Larouge* (winner of the 1991 Two Ton Cup) and the One Tonner *Brava* – all three designed by Bruce Farr and built by Cookson of New Zealand.

JAPAN:

When OFFSHORE went to press Japan, surprisingly, was without a One Tonner for its team following some disagreement at the Nippon Ocean Racing Club. The 50-footer is expected to be a brand new *Will*, for Ryouji Oda, designed again by Bruce Farr and built in Sydney by John McConaghy. The Two Tonner is another Farr design, Ikou China's *Kaitaro*, which raced for Japan in the 1990 Kenwood Cup.

UNITED STATES:

The USA also delayed naming its team until early July, after OFFSHORE had gone to press, but the 50-footer had already been selected – *Champosa*, a Reichel/Pugh owned by Mark Morita and skippered by John Kostecki. The Two Tonner will surely be *Bravura*,

designed by Farr for Irv Loube. Unfortunately, ill health has forced Loube to change his plans, but it is expected the yacht will be skippered by Olympic

gold medallist Robbie Haines. The One Tonner is expected to be a Farr-designed, Cookson-built yacht for David Clarke.

Ton Cups Lead-up To Admiral's Cup

WITH strong competition emerging in Europe for the Admiral's Cup, interest has focused on the yachts competing in major lead-up events, such as the International 50-Foot World Cup regatta at Travemunde and the Two Ton Cup at Kiel, Germany. To follow was the One Ton Cup in Belgium in early July and the Oracle IOR Regatta at Lympington on the eve of the Cowes conflict.

From Bob Fisher

LAROUGE dominated the Two Ton Cup at Kiel. The Italian boat skippered by Lorenzo Bortolotti followed three successive firsts with a second and a third to win comfortably in the eight-boat fleet, the minimum number under the ORC regulations for a Ton Cup event.

Designed by Bruce Farr and built by Cooksons in New Zealand, *Larouge* had

been perfectly prepared. She was one of the first boats to be built specifically to the new rating limit and has been optimised by Bortolotti working in conjunction with New Zealander Rod Davis, who was appointed coach to the Italian Admiral's Cup team by the FIV, Italy's national authority. The Italian attitude to winning has changed and *Larouge* was also first out of the dock each day, well in advance of the race, to practise sailing and boat handling in the breeze of the day.

This year's Two Ton cup was a straight fight between the design offices of Farr and Judel/Vrolijk; each had two new boats and the four of them formed the upper half of the fleet. Honours were just in Farr's favour, although the newest boat, *Unibank*, in the hands of Jens Christensen, displayed considerably unrealised potential and since she was fresh out of the box, will be a boat to watch in the Admiral's Cup where the Danish crew intend to wreak their vengeance on the Italians.

The older of the two Judel/Vrolijk designs, Hans-Otto Schumann's *Rubin*, had Harold Cudmore on board as tactician. Using all his undoubted expertise, Cudmore almost wrested second place from *Unibank*, only one-eighth of a point separated at the end of the series. He admitted that he would be pressurising the owner into a new keel to provide the German Admiral's Cupper with speed to match the other boats. On the few occasions he went below in the long races, his absence was noticeable in the performance of the boat.

The boat which most disappointed was Britain's *Wings of Oracle*, a sistership of *Larouge*, which often demonstrated similar speed to the overall winner but which sacrificed position through odd decisions. In the third race, for instance, she was tacked away from the fleet when leading, a basic fault which drew the comment from Farr's Geoff Stagg, "those guys need brain surgery, a full lobotomy".

Results:

Race 1: 1 *Larouge*, (It), 4.23.57; 2 *Rubin XII*, (Ger), 4.25.41; 3 *Unibank*, (Den), 4.27.11; 4 *Wings of Oracle*, (GB), 4.31.25.

Race 2: 1 *Larouge*, 31.05.45; 2 *Rubin XII*, 31.06.13; 3 *Unibank*, 31.07.29; 4 *Wings of Oracle*, 31.08.08.

Race 3: 1 *Larouge*, 4.16.29; 2 *Unibank*, 4.18.06; 3 *Rubin XII*, 4.18.58; 4 *Wings of Oracle*, 4.19.07.

Race 4: 1 *Unibank*, 20.46.28; 2 *Larouge*, 20.51.45; 3 *Rubin*, 20.55.25; 4 *Wings of Oracle*, 21.06.31.

Race 5: 1 *Rubin*, 5.32.30; 2 *Unibank*, 5.34.33; 3 *Larouge*, 5.36.24; 4 *Pinta*, 5.42.29; 5 *Wings of Oracle*, 5.42.52.

Overall: 1 *Larouge*, G. Degennaro (It) 49.5pts; 2 *Unibank*, V. Greulich (Den) 44.375; 3 *Rubin*, H-O Schumann (Ger) 44.25; 4 *Wings of Oracle*, J. Best (GB) 31.5; 5 *Corum Rubis*, L. Gellusseau (Fr) 24; 6 *Pinta*, W. Illbruck (Ger) 20.5; 7 *Lancia*, B. Meier (Ger) 14; 8 *Tecknos*, A. Keihäs (Fin) 7.5.

50-Footers at Travemunde

ALTHOUGH 30-knot winds blew over Lubeck Bay on the eve of the Travemunde 50-Foot World Cup – the 50-Foot class' first European event – the breeze subsided when the regatta began to make the Travemunde series a test of light-air skill.

Sailed May 27-30 from the Baltic resort town of Travemunde (Germany), the Travemunde series saw a top wind-speed of approximately 14 knots and a low of next-to-nothing zephyrs. And although there were sizeable shifts, course changes signalled on almost every race in the series, and several races that were abandoned in dying breeze, some boats turned the fluke conditions into strong performances.

Abracadabra, the Reichel/Pugh-designed 1990 World Cup champion being campaigned on the 50-Foot circuit by the Il Moro di Venezia America's Cup syndicate, sailed a 1-10-2-6-3-2 series to win the six-race, one-throwout regatta with 13.75 points. Her finish in Travemunde moves her into the lead with the 1991 50-Foot World Cup standings.

Although *Abracadabra*, helmed by Paul Cayard fresh from his win at the International America's Cup Class World Championships held in San Diego in early May, won the last 50-Foot event in Miami with a huge 13.25 winning margin, the competition was closer behind in the 13-boat Travemunde fleet.

Six of the eight 50-Footers which will race this summer's Admiral's Cup competed in Travemunde. Among the new arrivals in the class were *Tuborg* (ex-*Container*), the Judel/Vrolijk design which will represent Denmark at the Admiral's Cup, and *Cyclone*, the Frers-designed Australian Admiral's Cupper owned by Max Ryan.

Cyclone sailed with a tactician-driver braintrust of Harold Cudmore and 1991

Australian Yachtsman of the Year, Glenn Bourke. But because *Cyclone* is outfitted to take the heavier offshore conditions not found in 50-Foot class competition, the boat was sailing with a disadvantage in the light-air conditions. On one day, *Cyclone* even left five crew on land to sail short-handed yet lighter.

Il Moro di Venezia 4 Launched in San Diego

THE Il Moro di Venezia challenge for the America's Cup is moving full ahead following the Italian syndicate's victory in the inaugural International America's Cup Class world championship sailed off San Diego in May.

Il Moro 4, the fourth IACC yacht to be built by the syndicate challenging through the Compagnia della Vela Yacht Club of Venice, was launched at the San Diego base camp in June with a training and testing programme beginning immediately off Point Loma.

Like the three previous boats, *Il Moro 4* has been designed by the Il Moro design team headed by German Frers and was built by the Tencar shipyard in Porto Marghera, using the most advanced composite materials and technology. *Il Moro 4* is a product of recent research and tests on resiliency of composite materials. The yacht is also reported to have an innovative internal design structure, giving *Il Moro 4* a light, more rigid hull than *Il Moro 3*, the winner of the world championship.

Financial Boost For Spirit

IAIN Murray's *Spirit of Australia* syndicate has received two major sponsorships – taking the Darling Harbour Yacht Club syndicate well down the track in its bid to raise \$10 million for the San Diego challenge.

Both sponsorships were said to be worth more than \$1 million in cash, kind and services, with IBM Australia coming in as the biggest sponsor so far for the syndicate.

The other major sponsorship, which involves a marketing arrangement, came from the Bundaberg Rum Company and also could be worth more than \$1 million.

The two sponsorships bring Murray's total support from Australian companies and individuals to more than \$7 million in cash and kind, with the syndicate now assured of being a contender at San Diego. The syndicate has set a figure of between \$10 and \$12 million to mount a competitive challenge for the 1992 America's Cup.

In late June, building of *Spirit of Australia* was well under way, with the deck ready for the oven and the hull plug nearing completion. Murray is also building three carbon fibre masts for the



Martin Dack from *Spirit of Australia* design team demonstrates Computer Aided Design work on an IBM RISC System/6000.

yacht. The launching date is expected to be late September, with the yacht reaching San Diego in late November.

IBM Australia's two-year sponsorship (the company had already been extensively involved in computer work with Murray) comprises computer hardware, software, services and cash.

Announcing the sponsorship deal, IBM Australia's Director of Channels and Small Business, Pat Fuery, said IBM was providing a complete technology solution in areas from boat design and on-board computing to the administration of the Spirit of Australia challenge.

"Right now our Australian-made RISC System/6000 and Personal System/2 are playing a vital role as the hardware platform on which Iain Murray and his team are developing final design parameters. We are proud to join the many Australians supporting the Spirit of Australia in her quest to win the Cup."

Computer Aided Design and Manufacturing (CAD/CAM) is critical to the hull design cycle and will shorten the design cycle for keel analysis, determine hull shape and stress points and perform all downstream design right to fit-out, mast development and rigging. This technical input will be a complete solution running on Australian-manufactured IBM equipment.

CATIA, a design and manufacturing CAD/CAM system, running on IBM's RISC System/6000, is a component of the applications that are needed to achieve the design and manufacture of this project. CATIA includes three-dimensional advance surface and solid modelling, drafting, realistic imaging, kinematics, robotics simulation, finite element modelling, and structural design.

The modelling capabilities of CATIA have been integrated into the analysis processes involved in the design of Spirit to maximise the benefits to be gained from the use of high technology tools.

Another important element in the design process is the tank testing which is being carried out at the Australian Maritime College in Launceston. IBM PS/2s have been used for data acquisition and analysis using a Velocity Prediction Programme (VPP).

Space-Age Mast for "Challenge Australia"

AN aerospace company, which has designed and built key structural components for the US space shuttle programme and the world's fastest fighter aircraft, is building a space-age mast for America's Cup contender, Challenge Australia.

The towering, but extraordinarily light and strong, 36.5-metre high mast for the 24-metre long yacht will be

fabricated from the exotic composite material, carbon fibre.

Omohundro, a US-based company and a pioneer in the fabrication of thermostat composite structures since 1948, is building a mast and boom for Challenge Australia to the dimensions and configuration provided by the yacht's principal designer, Dr Peter van Oossanen.

Challenge Australia, the first yacht to be built here to the new International America's Cup Class design rules, will be launched in Sydney in August.

The new rules of the America's Cup class allow hulls to be built of exotic composite fibres and the yachts to use carbon-fibre masts to carry the massive sails.

Dr Van Oossanen has been responsible for the design elements of the mast, including the sectional shape and rig geometry such as spreader angles, locations and chain plate base.

The mast will be built to achieve minimum weight, minimum centre of gravity and maximum stiffness within the parameters of the International America's Cup Class (IACC) rules. The four-spreader mast will have carbon fibre spreaders with cobalt rigging.

All engineering has been based on dimensions within a safety margin calculated and provided by the Challenge Naval Architects, headed by Peter van Oossanen. The ultimate result will be a complete rig probably only half the weight but immensely stronger than a conventional aluminium mast for a racing yacht the size of the new International America's Cup Class.

Widely recognised as international experts in aerospace design and fabrication, including nose cones for missiles, the Omohundro Company has already proven its skills in designing and building carbon fibre yacht masts.

In 1988 Dennis Conner asked the company could they build two 30.5 metre soft sail wing masts for his controversial catamaran, Stars & Stripes, for his America's Cup defence against the New Zealanders.

Tom Omohundro, an ex-racing sailor, accepted the challenge. Eight weeks later, the first composite spar was ready to sail . . . and the rest is history.

Dennis Conner has the first of these massive carbon fibre masts in his first IACC sloop, Stars & Stripes, and Challenge Australia will be the second afloat with what designers agree will be the most sophisticated and strongest yacht racing masts at the America's Cup in 1992.

Challenge Australia had considered building its own mast, but because of the number of mast failures already suffered by IACC yachts, the syndicate rejected this in favour of the proven expertise of the Omohundro Company.

"The risk factor was too great in undertaking the job ourselves, compared with the technical advances

achieved by Omohundro," syndicate chairman Syd Fischer said today.

"I was escorted through their plant, which is more like a laboratory, by Tom Omohundro, saw their set-up and talked with their engineers, and came away convinced that there is no-one more capable of building a high-tech mast within the dimensions and safety margins that we have laid down.

"Under the International America's Cup Class rules we are allowed to have a mast built outside of Australia, but we must provide the design information and configurations for the spar," Fischer added.

Bengal Bay Withdraws

THE Bengal Bay Yacht Club has withdrawn its challenge for the 1992 America's Cup. Bengal Bay was one of two Japanese challengers, the other being the strong bid through the Nippon Ocean Racing Club, already ranked as one of the biggest-spending syndicates at San Diego.

Withdrawal of Bengal Bay reduces the line-up of challengers to 11 from 10 nations, but there is still some doubt about the challenges from Sweden, the Soviet Union and Croatia.

In a letter from the Bengal Bay Yacht Club Commodore Masakazu Kobayashi to San Diego Yacht Club's America's Cup Organising Committee (ACOC) and the Challenger of Record Committee (CORC), Kobayashi said that "... the time comes to formally declare the abandonment of the challenge to the 1992 America's Cup (due to) financial difficulties."

Kobayashi first announced the club's challenge in December, 1986, and subsequently bought two 12-metre class yachts from Alan Bond and used some of the Australia IV crew to train Japanese sailors.

Jobson Leaves America 3

THE United States defence of the America's Cup received a setback today with the experienced helmsman and tactician Gary Jobson leaving the America 3 syndicate. Jobson will return to the cable sports network, ESPN, as sailing analyst for the 1992 America's Cup.

The America 3 syndicate, backed and skippered by amateur yachtsman Bill Koch, is one of only two defence syndicates with the San Diego Yacht Club as against a formidable line-up of 11 challengers. The other US syndicate is Team Dennis Conner, headed by Dennis Conner, the winner of the two past America's Cup Matches.

Jobson sailed America 3 in the recent International America's Cup Class world championship but the yacht failed to reach the semi-finals - nor did Jayhawk, which was skippered by Koch.

For Navigators Racing to Noumea

By Gordon Marshall

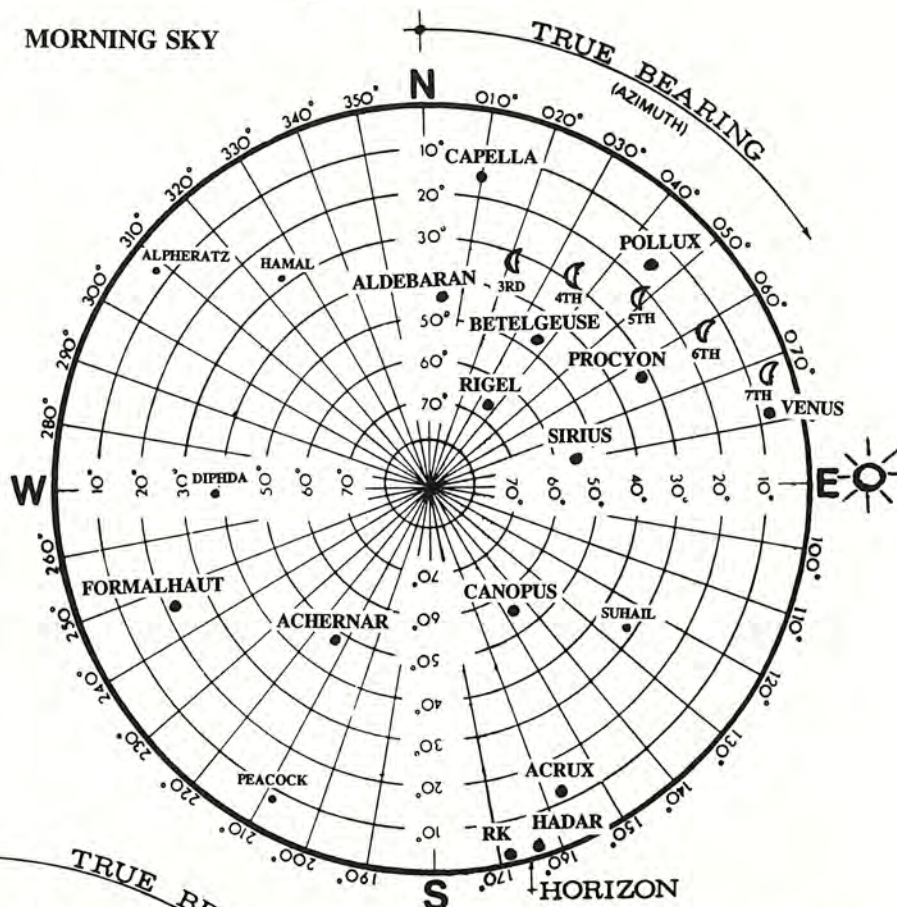
FOR over 25 years the CYCA has conducted classes in navigation for both Celestial and Coastal students and in an age when hi-tech methods have made the job of navigators so much easier, the policy of the Club has been vindicated by the following statement from Lloyds of London:

"Electronic systems will sooner or later go wrong . . . but the sun and stars will continue to rise and set in their well ordered fashion, and the earth's magnetic field is impervious to man's intervention. Using these guaranteed phenomena, the navigator can, via his sextant and compass, get his vessel safely to port when other methods fail."

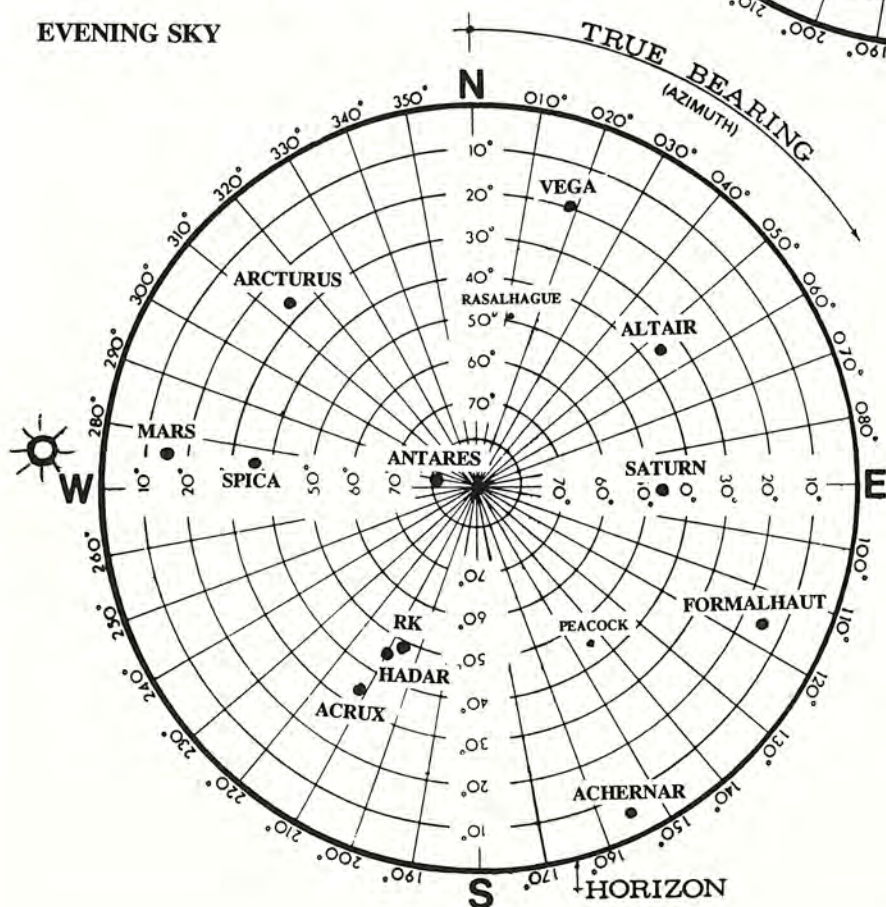
These words were written with large ships in mind, but they are even truer when applied to yachts which are additionally subject to chronic power failure.

With the foregoing in mind, and with the Noumea Race in the offing, OFFSHORE has asked Gordon Marshall, who runs the Club's classes, to write an article for the navigators entrusted in getting their yachts safely to Noumea even if their Sat-nav or GPS break down.

MORNING SKY



EVENING SKY



THE race to Noumea, irrespective of whether you start from Sydney or Brisbane, offers a wonderful opportunity for Celestial navigators to test their skills and gain experience.

A morning and evening sky plot should be produced by each navigator so they can recognise the objects available to them.

If you choose a point about half way to Noumea and use it to construct these plots, they will suffice, for recognition purposes, for the whole of the race.

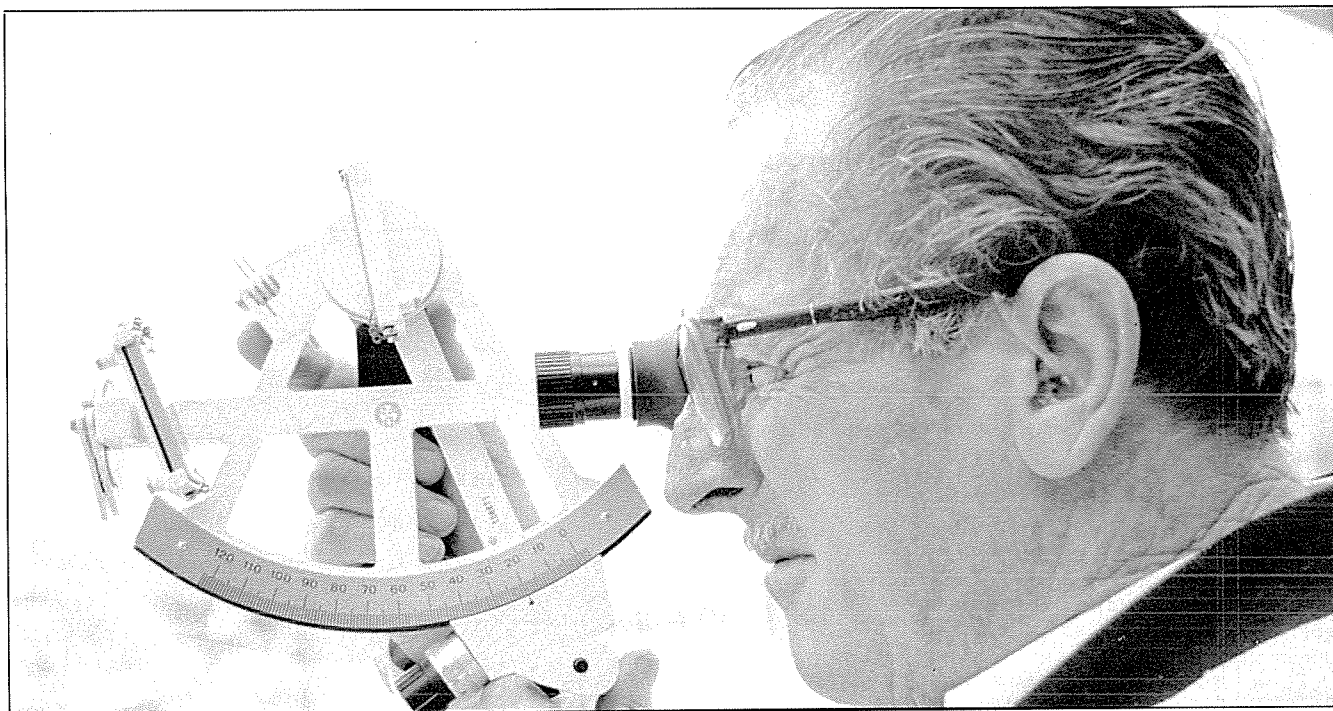
I have used Latitude 28° and Longitude 159° and produced the two plots shown on this page.

The time of morning sights will be about 0450 EST and in the evening at about 1730 EST. These times will change slightly as you progress from west to east.

Venus which is very bright with a magnitude of -4.4, low in the Eastern sky, will be useful in the mornings and the moon will be visible during the day in the early part of the race.

In the evenings, Saturn, with a magnitude of 0.3, will be recognised in the East with an altitude of about 48°.

For daytime sights, the presence of a very bright Venus in combination with the moon, could be used on the 3rd to



CYCA Rear Commodore Gordon Marshall takes a sextant sight. Marshall regularly runs navigation courses at the CYC.

achieve an almost instantaneous fix with the sun instead of waiting through the normal two or three hours for transferred sun sights.

The following is a hypothetical exercise in this vein which will give you the opportunity to dust off your tables and almanac before the race commences.

Exercise

We are in the 'Sydney start' section of the fleet, and with the race having started on Sunday, September 1 in clear skies, we are now two days out after a brisk run with the wind having been NW to SW.

We are about 350 miles up the course to Noumea at 1000 EST on September 3 and our DR is $30^{\circ} 08' 156'' 26'$. We are steering a course of 040° mag. and boat speed is 8-knots.

We take a sun sight as follows:

Time 1000-50 EST

Alt. $45^{\circ} 51.5'$

We take sights of Venus and the Moon's UL about 30 minutes later, (it took some time to find Venus, and, in any case, the $\frac{1}{2}$ hour allowed Venus' Azimuth separation to grow a little and thus improved the ultimate shape of our resulting position line triangle).

Sight details were:

Venus Time 1030 - 30 EST

Alt. $53^{\circ} 47'$

Moon's UL Time 1035 - 30 EST

Alt. $9^{\circ} 04.3'$

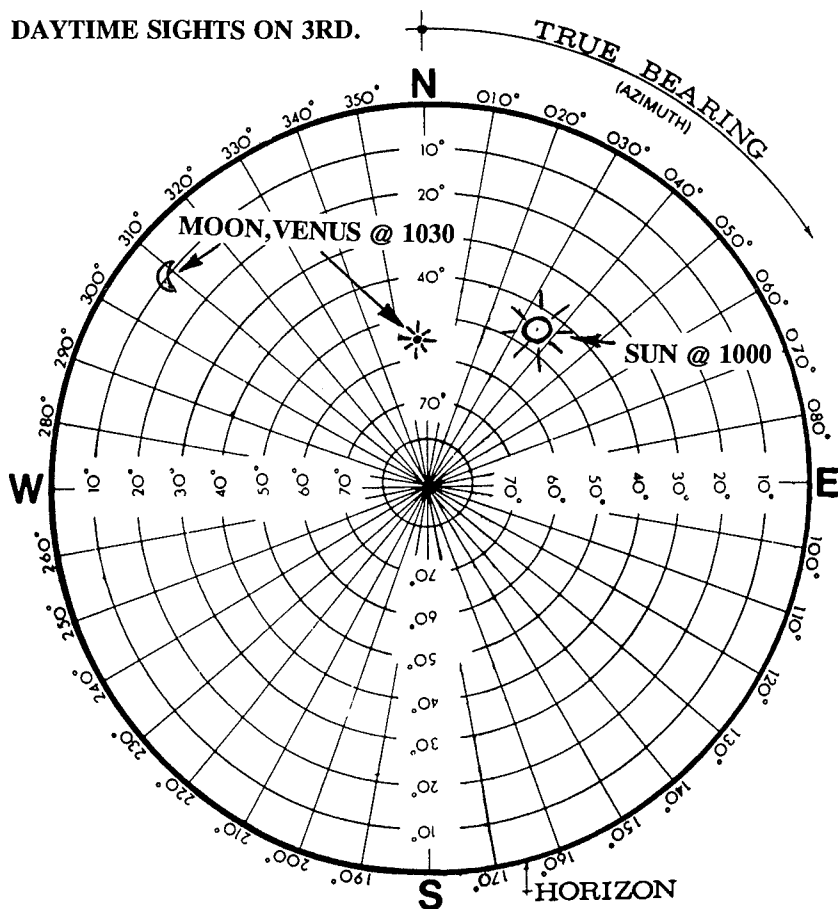
Allow height of Eye for all sights to be 8' and no watch error.

Question

At 1030 EST what is our Observed Position and what apparent current has affected the yacht since our last observed position at 0500 EST on that morning?

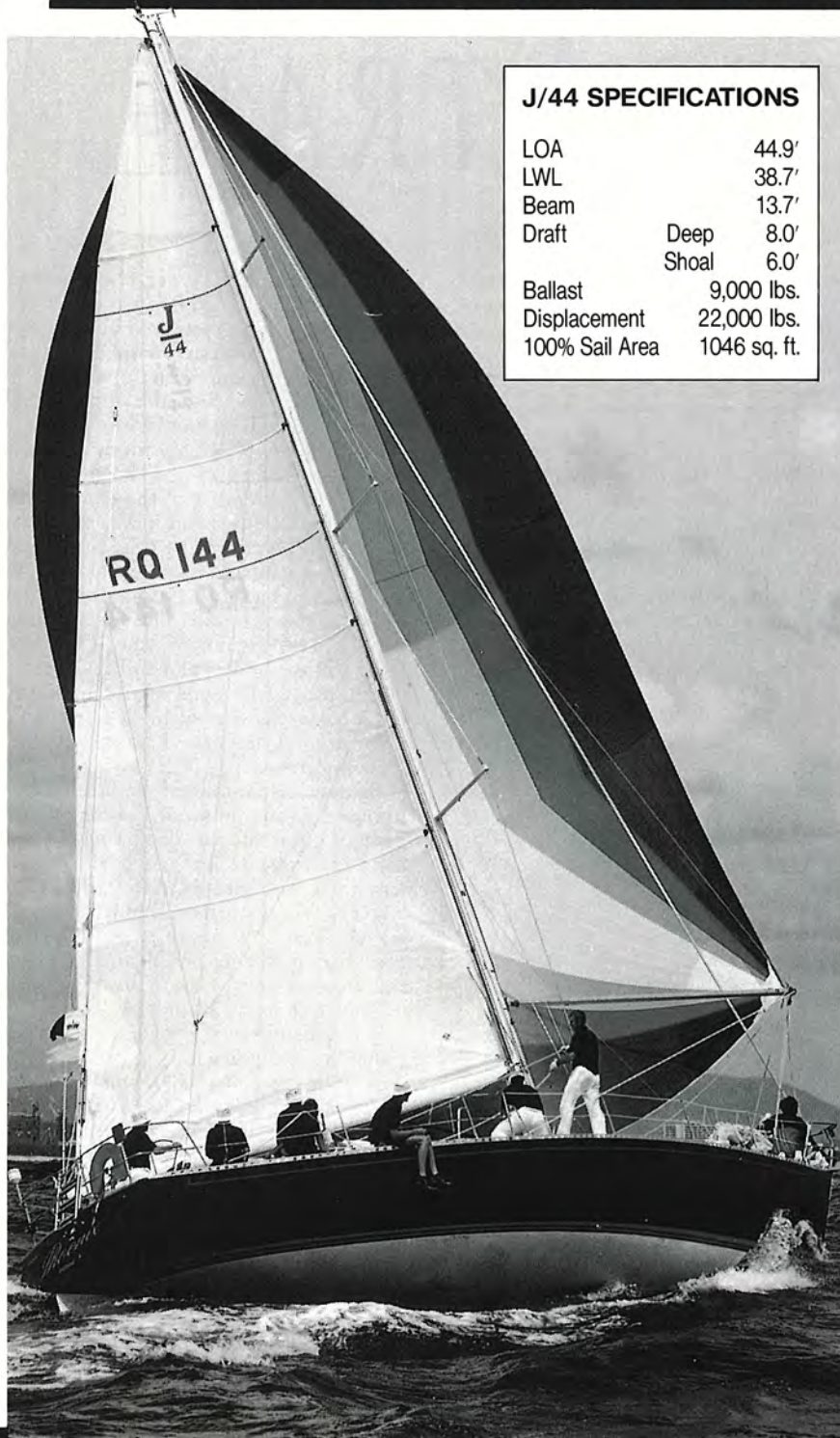
The reductions, using the 1991 Nautical Almanac and the Sight Reduction Tables for Marine Navigation (HO 229 or NP 401) and the hand-drawn graph plot are shown on page 64, near the back of this issue of OFFSHORE.

In the meantime all the best for clear skies and good landfall.



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THE RIDDLE OF BASS STRAIT

By ED FEATHERSTON, a veteran of 11 yacht crossings of Bass Strait, who was skippering his Swanson 27 Gribble home after taking second place (VYC) in the 1989 Melbourne-Devonport race when his friend Graham Baldwin's *Great Expectations* went missing in Bass Strait.

GRAHAM Baldwin was a fiercely competitive Junior Offshore Group skipper on Port Phillip Bay. His Kel Steinman-designed 31-footer *Great Expectations* was a *flaw* clone — *flaw* had won the national JOG championship — and was recognised as one of the lightest and fastest yachts of its size in the Victorian keelboat fleet.

Baldwin was a driving force in JOG Victoria, a club official whose enthusiasm had helped to lead a revival in JOG racing, with numbers back into the 50s after a decline of JOG racing set in the early '80s.

Great Expectations regularly took line honours in Bay events, and Baldwin influenced many of the J24 owners at his home club, Royal Brighton, to get into JOG racing.

In mid-1989, he decided to enter *Great Expectations* in the Ocean Racing Club of Victoria's Western Port Cup series, which starts with a race from Portsea to Hastings, a 46-mile slide out through The Rip at the entrance to Port Phillip Bay, east past Cape Schanck and Flinders, then out of Bass Strait into the sheltered waters of Western Port for the 13 miles of 'easy going' up to Hastings.

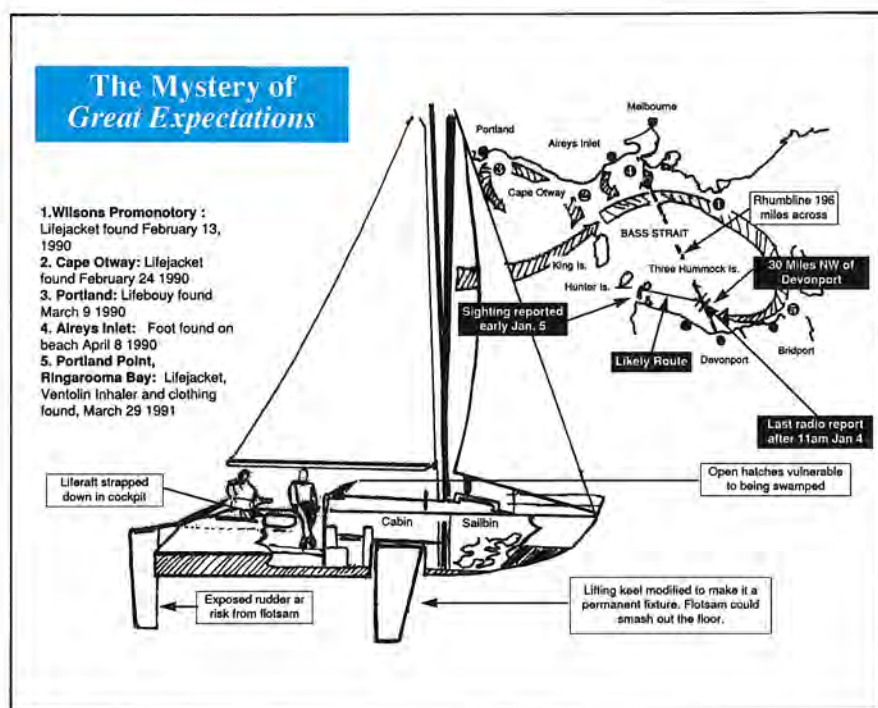
The September race, largely a downwind slide in heavy going, was a lead-up race for Baldwin's crew that he planned to take to Devonport with him that Christmas in the annual Bass Strait dash across 196 miles, and the return trip from Hastings was uneventful.

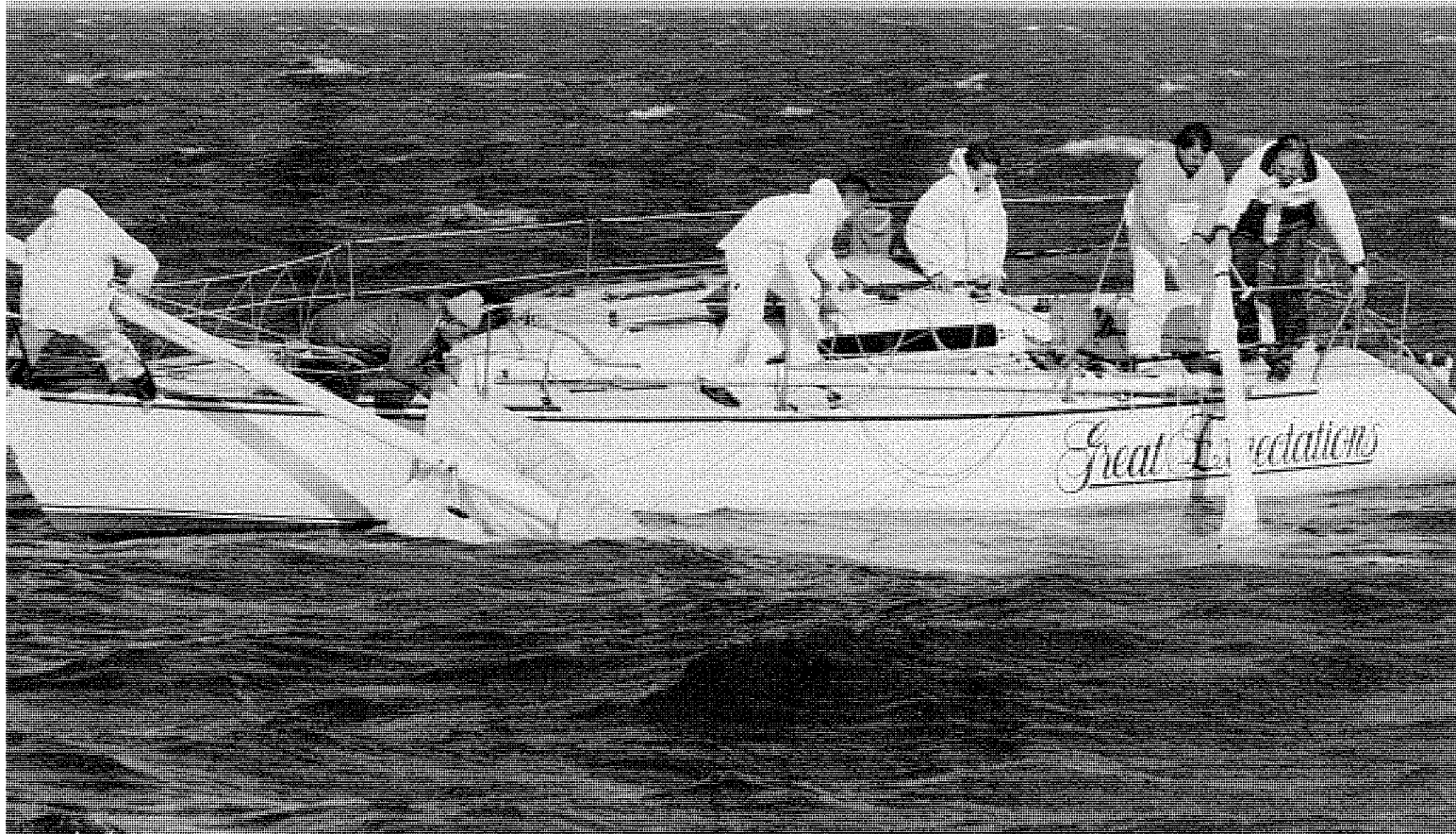
Ken Black, ORCV administrator, said Baldwin's entry for the race was referred to a member of the club's race committee to check that it was suitable. It satisfied this expert, and the entry was allowed to stand. Black said the ORCV had knocked back other entries on safety and stability grounds in its offshore races. Greg Hennessy, the ORCV's safety officer at Royal Brighton, completed the safety equipment check on *Great Expectations*, ensuring it carried the mandatory Category 2 gear for the Devonport race.

Baldwin had modified the lifting centreboard fixture on *Great Expectations* to make it a lock-down, fixed keel. Later, concerns were to be raised about the structural integrity of the yacht. But lawyers told Victoria's Deputy Coroner, Ms Wendy Wilmoth, *Great Expectations* had performed well and handled rough conditions without problems.

The traditional 24-mile Cock of the Bay race before the 1989 Devonport was lashed by 50 knot winds, gusting to 55. The following day Baldwin did not make it to the starting line at Rye until an hour after the fleet had set sail into Bass Strait. He decided he could not make up the time, and made the crossing to Devonport under short sail, putting no great strain on his yacht or crew, who succumbed to seasickness on the trip in conditions which were moderating from 30-plus knots at the start to almost nothing by the time he reached Devonport.

Two days later he took *Great Expectations* in the Mobil Top of the Island race off Mersey Bluff, as usual in light conditions, and that evening had a barbecue tea with my crew and others on the lawns of Mersey Yacht Club, waited for the Rudder Cup series presentation, then drove to Hobart.





Fatal Melbourne yacht *Great Expectations* had suffered mishaps before its disappearance in Bass Strait following the 1989 Melbourne to Devonport race – this incident she was dismasted while racing on Port Phillip.

Graham told me he expected to sail directly back to Melbourne after attending the memorial service in Hobart for Peter Taylor, killed aboard *BP Flying Colours* when its mast collapsed in the Sydney-Hobart race.

At the memorial service, Baldwin met at least two experienced yachtsmen who expressed surprise he had sailed *Great Expectations* to Tasmania and who warned him they thought his yacht could not handle Bass Strait's rough seas.

Gerd Scherwinski, skipper of the Kaufman-designed *The Sting*, told the coroner: "I told Graham I thought *Great Expectations* was not a suitable yacht to do that particular race. I said this because *Great Expectations* is extremely lightweight and in my opinion she could not handle the conditions of Bass Strait." Scherwinski said the Strait was "notorious for huge seas, strong winds and strong currents".

The other yachtsman, a veteran of several Sydney-Hobarts, told me he had warned Baldwin not to sail home in the yacht, but Graham had shrugged off his concerns.

Two of Baldwin's crew for the trip to Devonport – William Pringle, 25, and Timothy Roberts – flew back to Melbourne, and the crew for the return trip was Baldwin, 54, his fiancée Erica Watson, 39, her son Bryan, 16, Robyn Regan, 28, Stephan Hartley, 26, and Tim Clarke, 25.

They returned to Devonport on January 3, 1990, and Baldwin sought out retired Devonport fisherman Trevor Sims, 60, to ask about repairing the yacht's propeller, which had thrown a blade. Mr Sims said Baldwin seemed "a pretty carefree sort of fellow" who decided against getting the propeller fixed because he was in a hurry. Mr Sims told the inquest: "I thought they were foolhardy in leaving without repairing the propeller."

Mersey Yacht Club barman, Jack Earl, sold a club T-shirt to Bryan, and the crew watched the weather report on TV before heading back to their yacht after enjoying a few drinks, and playing a few games of snooker. *Great Expectations* set sail at first light next morning.

Baldwin radioed to Western Port Safety Council base operator Alwyn Tamo at 11.35am, reporting that he was 36 miles north-west of Devonport, and that all was well. Former senator Peter Rae, whose yacht *Sarnia* had been tied up alongside *Great Expectations* in Devonport, said he heard Baldwin trying to raise Melbourne Radio on an incorrect frequency about half an hour later. It was the last radio contact with the yacht.

Strong winds were blowing through Bass Strait that day, and my crew aboard *Gribble* were sheltering in the lee of Hunter Island at its east-facing Shepherd's Bay anchorage on January 4. We had reached the island after port

hopping to Burnie, Stanley and adjacent Three Hummock Island.

Winds had been so strong that the day before *Gribble* had picked up its anchor and begun sailing itself out of the anchorage without anyone aboard. Shane Bell and I had a frantic row out in a 5ft 'rubber duckie' to rescue the yacht while Shane's brother David, Ted Bannard and Graeme Cooper watched the 'fun' from the beach!

Graeme and I beach-walked for 7½ hours around Hunter Island on January 4, with two hours of that along the eastern hilltops before sunset giving us a certain view that there was no yacht anchored off the south-west tip of Three Hummock Island before dark.

Stanley professional fisherman Jim Hursey told the inquest he saw a yacht with the word 'Great' on it anchored well off the south-west corner of Three Hummock Island about midnight.

I believe it would have taken Baldwin 10 to 12 hours to reach that position from where his radio call gave his position at 11.35am, and that because he was not familiar with the coast and had propeller problems, he would not have risked sailing inshore in the dark.

Mr Hursey said he saw the yacht set sail before dawn, about 5am, on January 5 and sail fast towards Hunter Island. He watched it for about 20 minutes, saw people on deck, and saw it heading up the passage between Three Hummock and Hunter Islands. Steep seas – to eight

GREAT EXPECTATIONS INQUEST

metres – were running around the northern tip of Hunter Island and Mr Hursey said he saw the yacht heading that way.

I believe *Great Expectations* may well have been overwhelmed there.

Aboard *Gribble*, my crew was still asleep until after 6am, when Smithton fisherman John Popowski and his crewman, 'Boxer', hailed us. We jumped on deck to fix a towline, as John had offered us a tow against the tide up past the northern tip of Hunter and 10 miles west to Albatross Island on our way to King Island's eastern port of Grassy. The 50ft crayboat *Natalie B* made short work of the steep seas as we rounded the tip of Hunter, and we saw Jim Hursey's 56-footer *Dell* working close inshore along the north-western side of Hunter Island. There was little breeze, and after dropping the tow at 8am, it took us until 9.30am before a decent south-easterly set in.

The current had been setting us to the south. We saw no sign of any other yacht and arrived about 3.30pm. *Gribble* is heavily built of solid glass fibre, and I would never have gone to sea in a lightweight yacht like *Great Expectations*.

Boat builder Allan Blackburn told the inquest a yacht the size of *Great Expectations* could have sunk and disappeared within 30 seconds in Bass Strait, or it could have broken a rudder and sunk quickly. Blackburn said: "It may have been surfing at speed and simply sailed itself under – no warning and no time for response. These vessels are capable of speeds far in excess of normal boats . . . and at these speeds things happen very quickly."

Experienced ocean racer and boatbuilder Graham Aldersea worked on *Great Expectations*. He told me the hull was a laminate of strip planked western red cedar covered in a thin internal and external skin of glassfibre, and the internal framing was very light. "If it had come off a steep wave in heavy conditions it could have broken its back and sunk like a stone," he said. It was a very 'stiff' boat, with its ballast ratio about 60 per cent. If the hull had been breached it would have filled up and sunk extremely quickly, its heavy ballast dragging everything down with it.

What happened to Baldwin and his crew is a macabre mystery. The yacht almost certainly sunk quickly, leaving the riddle of its wreckage. Bewilderingly, clues were found washed up as far apart as Portland, Airey's Inlet, Wilson Promontory, and – 16 months later and 180 miles east of Hunter Island – off Portland Point on Ringarooma Bay in north-eastern Tasmania.

Anxious relatives raised the alarm that *Great Expectations* was overdue four days after it left Devonport. This sparked a fortnight-long search which involved 25 planes searching over 15,000 square miles. Shipping, boats and ground parties also were involved. One search organised by the relatives involved a side-scanning sonar equipped trawler. Nothing was found.

Then almost six weeks after January 4, on February 13, a lifejacket with the words '*Great Expectations*' on it in texta, was found off Wilson's Promontory. On February 24, a lifejacket was found off Cape Otway, almost due north of King Island.

The recovery of a horseshoe lifebuoy off Portland, Victoria, on March 9 sparked suggestions it had been 'planted' to prolong the search – an idea which outraged the relatives of the crew. Its recovery so far to the west of Bass Strait mystified experienced yachtsmen, who said it appeared to defy all notions of normal tide and wind patterns in the area.

Hypothermia in less than 10 hours probably would have claimed anyone able to float free or swim clear.

A month later, on April 8, a foot was found in a sandshoe and a sock on a beach at Airey's Inlet, Victoria. The inquest was to learn forensic tests established with 99 per cent probability it was Robyn Regan's. A relative told the inquest she believed she had seen Robyn in Hobart wearing the sock.

Positive identification was made of clothing found with a Ventolin inhaler, lifejacket and other things washed up at Portland Bay on March 29 this year – 16 months after the yacht went missing. The inquest was told it was clean and likely to have been released from the wreckage not long before it was found.

A recreational fisherman, Ernest Ainslie, said he had seen a yacht he was convinced was *Great Expectations* on January 5, 1990, off Ringarooma Bay in the north-east of Tasmania – but he was one to 1½ miles away from it. And Graham Mapplebeck, head of the Maritime Safety Authority, said he believed the remains of the yacht were near Waterhouse Island.

What could have happened to *Great Expectations*?

It could have driven itself under and been swamped?

Foredeck and main hatches may have been open, leaving it vulnerable to swamping?

Hitting a waterlogged timber baulk,

log, container or other flotsam could have sheered open the hull at the keel or snapped out the rudder mountings.

Cases known, but less likely, are an attack by whales, being overwhelmed by a 'freak' wave, being run down by a ship or trawler, sudden pitchpoling or a corkscrew rollover from a wave crest – particularly at night.

Whatever happened apparently prevented the crew from releasing their safety harnesses, cutting free the strapped down liferaft, radioing for help, activating the emergency position indicating radio beacon, firing off distress flares, or donning lifejackets which are normally stowed out of the way below deck.

As the yacht sank, in shock and possibly panic, they would have had about three minutes to live. Hypothermia in less than 10 hours probably would have claimed anyone able to float free or swim clear.

Great Expectations, with its internal ballast knocked out when it hit the bottom, might well have had enough buoyancy to stand upright and 'float'. This raises the possibility that its still-set sails, powered by the strong tides and currents which swirl through the Strait, may have 'sailed' it across the ocean bed, perhaps for scores of miles.

To reach north-east Tasmania in the timeframe of the wreckage finds would mean the yacht covering just two miles a day in the direction of the prevailing currents!

The Portland horseshoe life-ring find can be explained if it was picked up by a counter-current to the main north to north-east flowing set, with winds occasionally carrying it away from the beaches.

The other finds – including the shark-mauled foot – are consistent with the loss of the yacht in western Bass Strait.

The inquest was told winds, tides and currents in Bass Strait are as agitated as a swirling washing machine – and the gear found near Ringarooma could have done three circuits before coming ashore.

The riddle left the Deputy State Coroner, Ms Wilmoth, able only to say it was a mystery: "Although I can make findings that the crew met their deaths in Bass Strait . . . following the sinking of their yacht, I cannot say how this probably happened."

She urged yacht clubs to encourage sailors to lodge sailing plans to aid search teams: "Yacht clubs should take up the responsibility for this encouragement for the enhanced safety of their members who sail."

She urged clubs to get their members, particularly returning from organised races where they were under a rigid safety and reporting umbrella, to lodge plans with Ausre, the small craft reporting program run by Canberra-based Maritime Sea Safety Authority.

The wild Bass Strait may yet give up the secret of *Great Expectations*, but it all adds up to a sombre warning for those who go offshore.

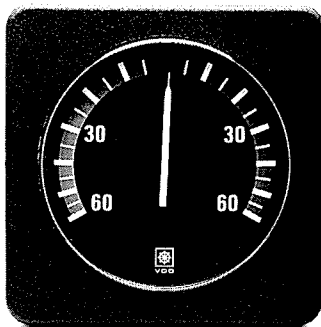
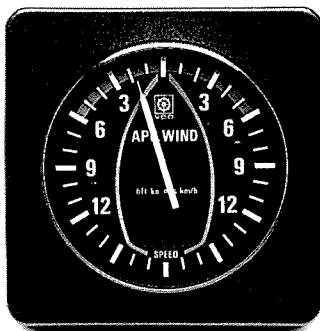
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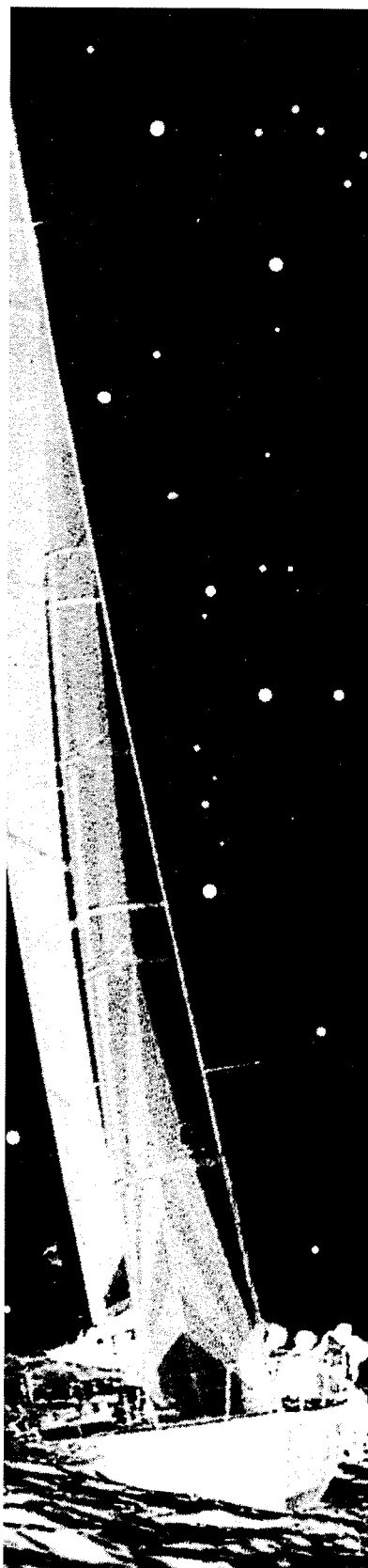
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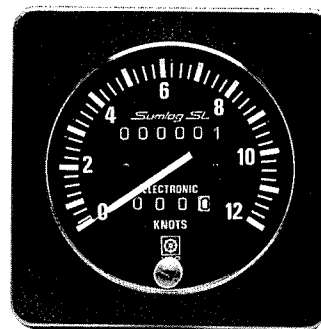
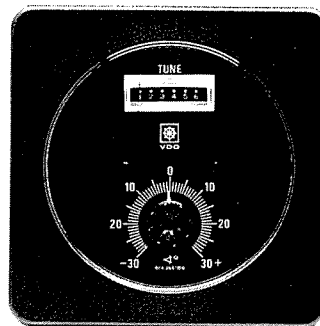
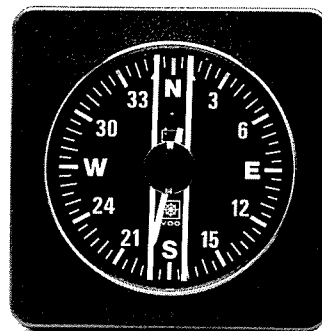


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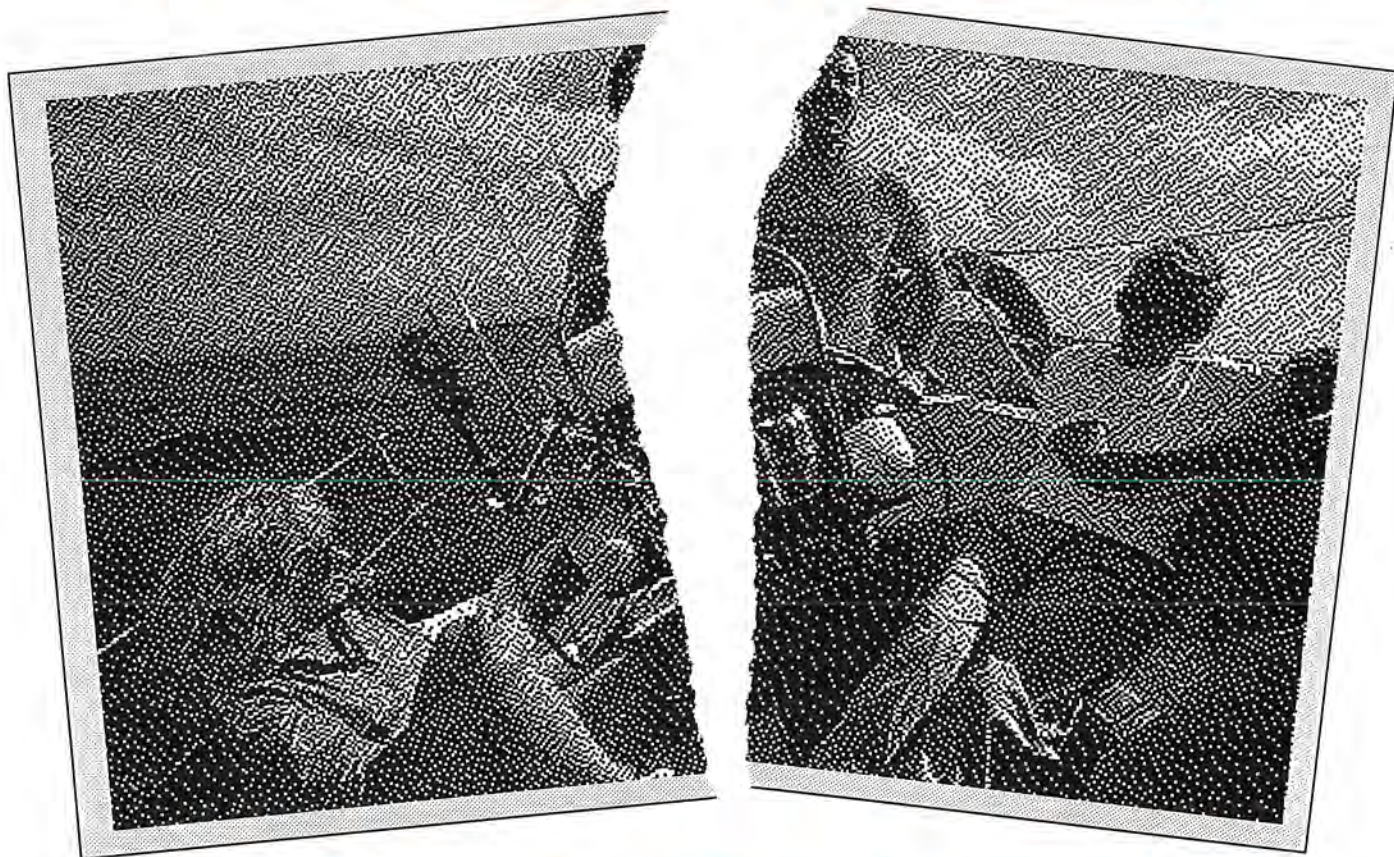
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M 4/91 A

A Yachting



TRAGEDY

By Dr David E. Cooke MD of Sydney, Australia. Dr Cooke is a practising physician who also writes a regular column on health issues for "Executive" magazine, Hong Kong.

A Sunday morning in Spring in Sydney, Australia, is a time when yachtsmen and their friends make their way to the water for a little inshore social sailing. There is lunch afloat and the previous night's dinner parties are discussed in a desultory way. Hardly the setting for tragedy you might think, but

one such afternoon was marred by the death of a young and successful designer, Paul Traynor, a happily married 46-year-old with a fine reputation and a string of design awards to his credit.

It is customary to say after such a happening that it was an accident and that nothing could have been done to prevent it. Hindsight gives us 20/20 vision so we can always say: "If only . . ." after a tragic event.

The object in writing about this painful subject is quite simple; one would like to think that it might help prevent a repeat. With hindsight we can always do things a little better. Tragedies rarely result from a single cataclysmic cause —

fatal lightning bolts are fortunately few — but usually arise from a string of little mistakes any one of which could be innocuous, or even amusing. So it was here.

Paul and his wife Jillian were invited out for a Sunday sail by Frank, the proud skipper of an 11-metre yacht, the Sparkman and Stephens 34, *Moonlight*. The boat was in good condition and both Paul and Frank had sailed for years in a social setting. Paul had had some experience as crew on a racing yacht and Frank knew the basics. Jillian was a novice and had never handled a boat. It was merely intended to be a social sail.

Paul and his wife had been at a party

until the early hours of the morning and some wine had been consumed, but there was no liquor on the boat at all — an important point. Paul did, however, seem to have a premonition of something unhappy which was in the offing and said this; but it was taken lightly at the time. Like most successful designers he had a few problems with demanding clients, but nothing major.

They cast off at about 10 in the morning and Paul decided to go below and have a sleep as he felt a little tired. Frank did not set sail, since he did not wish to disturb Paul, but motored around showing Jillian the sights.

The day was warm but windy with south-easterly wind gusts to 30 knots. There was no great sea running and they were in the protected waters of Pittwater, north of Sydney.

Visibility was 100%. Temperature was about 70 degrees Fahrenheit (21°C). There was a light cloud cover of scattered cumulus. Trade-wind weather. Seas were slight.

About noon they called Paul on deck and had a light lunch. He announced that he wanted to sail so the main was bent on and set and a small headsail hoisted. Frank fastened the headsail sheets with bowlines; but these subsequently worked loose and had to be refastened.

Paul, always a colourful and forceful character, demanded that he be given

the helm. Frank readily agreed, in any case the designer was the more experienced of the two men.

They sailed on a starboard reach across the bay and all was fine. The sun shone, the waves sparkled like crushed

*"The sun shone, the waves
sparkled like crushed
diamonds and the yacht
handled well under her
balanced rig, heeling over in
the gusts, but under control.
No-one could have possibly
foreseen the disaster to
come."*

diamonds and the yacht handled well under her balanced rig, heeling over in the gusts but under control. No one could possibly have foreseen the disaster to come.

When they reached the eastern shore of the bay Paul elected to change course to the north. The main sheet was let out and the yacht began to surge along at about seven or eight knots under the brisk and gusty south-easter. The whole party was in good spirits.

The headsail was luffed by the full mainsail and began to flap. Frank noted the sheets had come loose so he decided to refasten the bowline knots and make them tighter. He went forward to work on them. It was about three in the afternoon and still there was no hint of trouble.

Jillian had gone below for a minute and Paul had the tiller to himself. He must have felt that the world was his oyster. It was then that tragedy struck. Frank, busy with the headsail sheets, did not notice that Paul had let the bow swing off to a north-westerly heading and that they were by the lee; but the wind was fluky with wind changes and anything up to 30 degrees in the bay which is enclosed by hills.

Frank was startled by a sudden tremendous crash which shook the whole boat and brought Jillian back on deck in a flash. The mainsail had gybed uncontrolled. They were still running but now heading north-west. The boom was not out to port.

"Where's Paul?" she cried.

Frank looked back and he noticed the tiller swinging free. He noticed some-

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thing else — there was a gap torn in the starboard stainless steel liferails. The boom had swung with terrible force and must have caught Paul about the head driving him overboard through the strong rails.

Frank looked over the side and caught sight of his friend's head, face down and arms extended in the water. He was motionless.

Frank was thunderstruck and toyed briefly with the ideal of springing over the side, swimming back and supporting his unconscious friend. But that would have meant leaving the plunging yacht in the care of a novice who, by this time, was showing understandable agitation.

The owner decided to go below and start the motor. He did this quickly and then went back to helm and put the yacht about with sails flapping and headed back to the place where he had last sighted his friend.

But he could not be found. After searching in vain for some time Frank called up the water police who came promptly, and summoned a helicopter. It was in vain. The remains were only found six days later.

At the autopsy it was found that Paul had suffered a fracture of the front of the skull and had not drowned — so any attempt to save him after the crash of the boom was bound to be fruitless.

With hindsight it might be said that the following rules ought to be followed:

1. Be aware at all times of the danger of an uncontrolled gybe. Some yachties come late to the sport and do not get the minor bumps on the skull which are the

"Sailing by the lee, with the boom and main on the same side as the wind, is fraught with danger . . . rig a preventer stay."

lot of every junior dinghy sailor. These painful bruises teach a valuable lesson — when aft of the shrouds but not so far aft as to be out of the boom's reach act at all times as though a gybe was imminent. Keep your head down and your eyes

open. This is doubly important when running.

2. Keep your eye on a wind indicator and tell-tale. Sailing by the lee, with the boom and main on the same side as the wind, is fraught with danger.

3. If running for some time, rig a preventer stay. This need only be a length of strong rope hitched to the mainsheet block below the boom and carried forward and made fast to the foot of the pulpit, or the toe-rail.

4. Learn the tell-tale signs of an imminent gybe. The headsail tends to fill on the opposite side of the main, the boom begins to give a few little premonitory kicks and the wind indicator points to the same side as the boom. When you see these signs — duck! Then alter course to windward or rig a preventer, or do a controlled gybe with the mainsheet pulled in and then let out again.

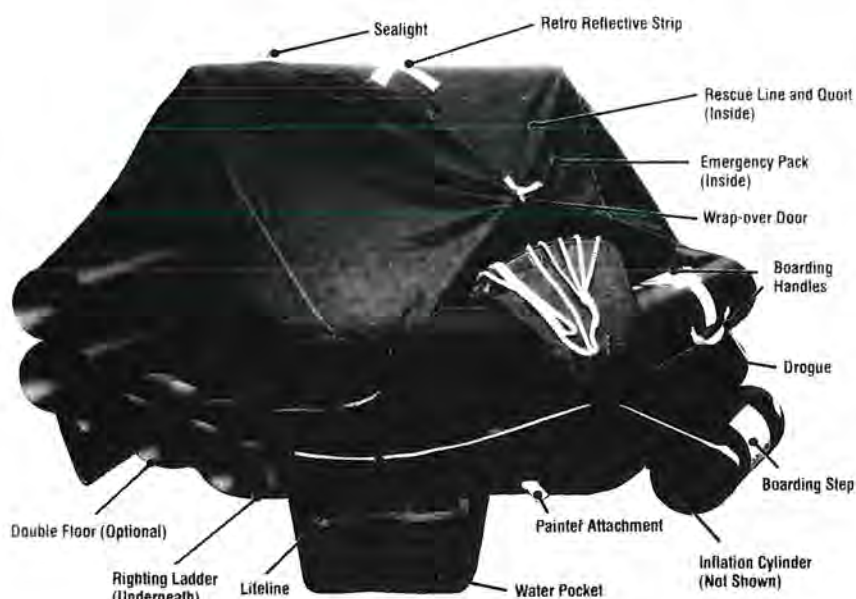
5. Practise man overboard drill. Throw over a large floating object then see how quickly you can pick it up again. This can be surprisingly difficult which serves to highlight the problem.

6. Do not take the helm under difficult conditions if you are tired or below par. Steering a large yacht is a demanding task.

7. If you can't understand these suggestions then you should do a sailing course with an approved instructor or study a manual of seamanship.

Boom injuries are common. Beware!

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NEWS & VIEWS

Les McClean Re-elected CYCA Commodore

COMMODORE Les McClean has been re-elected unopposed for his second term of office with the Cruising Yacht Club of Australia. Vice-Commodore Leigh Minehan also was re-elected unopposed at the CYCA's annual general meeting on June 25, as was the Club Treasurer Colin Bloomfield.

The unanimous re-election of all three is a tribute to the many voluntary hours of hard work given by each man and other Directors in maintaining the status of the CYCA as Australia's leading ocean racing club, indeed a club of high international repute.

Since his election in 1990 Commodore McClean has been at the club almost daily, closely supervising the extensive enlargement and refurbishing of the clubhouse and the efficient running of one of Australia's most active, year-round yacht clubs. Commodore McClean also chaired the vital Management and Finance Committee while a further demanding role has been in negotiations to find a major sponsor for the Sydney-Hobart in the place of NorTel.

Vice-Commodore Minehan has been Chairman of the Sailing Committee for the past 12 months as well as Chairman of the 1990 NorTel Sydney-Hobart Event Management Committee – a role that precluded him from sailing aboard the winner of the 1990 NorTel Sydney-Hobart, Gary Appleby's *Sagacious V*.

Ross Marr and Gordon Marshall were elected unopposed to the two positions of Rear Commodores.

Long-standing Director Alan Brown did not seek re-election to the Board, along with David Dunn, Donald Graham and Richard Robinson. Brown, one of the longest serving members of the Board, will continue on as Race Director of the 1991 Westpac Australia-New Caledonia Yacht Race, but will relinquish other positions with the club.

The CYCA Directors for the ensuing year are: A.E. (Bill) Ratcliff, David Fuller, Fraser Johnston, Maurice Cameron and John Kirkjian.

The annual general meeting ended a year of significant development work to

become a focal point of inshore racing, with many of the Sydney Harbour Etchells fleet based at Rushcutters Bay, and the Digital Summer Twilight Races and Digital Winter Series becoming the biggest yacht events of their kind in Australia.

In his Commodore's Report, Les McClean told Members at the annual general meeting that the CYCA had made a satisfactory net profit under tight economic conditions . . . "due in no small measure to the Management and Finance Committee and our Secretary Manager, Peter MacMorran".

Noting the decision of NorTel not to renew its sponsorship of the Sydney-Hobart, Commodore McClean said the club was actively negotiating with potential sponsors. In the meantime, the club was continuing detailed planning for the Sydney-Hobart and the Southern Cross Cup in December.

Commenting on the success of the twilight and winter racing, Commodore McClean stressed the importance of encouraging more yacht owners back into offshore racing, in particular, long ocean events. The summer programme for 1991-92 would include more overnight races and he hoped they would be strongly supported.

Referring to the support of major sponsors ". . . in helping us to maintain the high standards we are constantly striving for . . ." Commodore McClean

By Peter Campbell

the clubhouse of the CYCA, and also a year of significant changes and challenges to offshore yacht racing in which the CYCA has long been regarded as an international trendsetter since its formation in 1945.

It has been a year in which the IOR fleet has declined, but has been balanced by a remarkable trend to the new IMS handicapping category for offshore racing. In keeping with its forward thinking, the CYCA has moved into the 1990s with a significant upgrading in the status of IMS and a major change in the club's philosophy towards individual yacht advertising by allowing advertising on spinnakers in all its races, including the Sydney-Hobart.

The past year has seen the CYCA also



Commodore Les McClean, re-elected for his second year as Commodore of the Cruising Yacht Club of Australia.

specifically expressed thanks to the following:

Digital – for the Twilight and Winter Series and Sydney-Hobart;
Hotel Conrad and Jupiters Casino – for the Jupiters Yacht Classic;
East West Airlines and Club Marine – for the Sydney-Whitsundays Race;
JRA Range Rover – for the Range Rover Regatta;
Westpac Banking Corporation – for the Australia-New Caledonia Yacht Race;

Caltex – for their ongoing support over the years in providing fuel for CYCA Radio Relay Vessels;

Australian Airlines – for their assistance over 24 years with freight and tickets in the Sydney-Hobart Race.

In his report as Chairman of the Sailing Committee, Vice-Commodore Minehan said that despite a small drop in summer fleet sizes, fleet sizes for the Jupiters Yacht Classic, the NorTel Sydney-Hobart Race and the Twilight and Winter Series had all kept pace with the

previous season.

"From the Sailing Committee's research, we believe some of the reasons which can be attributed to the reduction in fleet sizes for the summer season are financial constraints in the tough economic times, difficulties in finding committed crew for the duration of the season, and the conflicting times pressures which we are all under from both business and family," Vice-Commodore Minehan said.

Two significant changes for the 1991-92 summer season would see the reintroduction of a Performance Handicap (PHS) class, including the Sydney-Hobart, and the adoption of the AYF Category E advertising restrictions which effectively allow sponsored boats to carry the sponsor's logo on their spinnakers. The summer offshore programme had also been revised to include more overnight races.

"This change came about, not as a result of the incident in last year's NorTel Sydney to Hobart, but as a result of overseas trends and the need to allow overseas entrants in this year's Southern Cross Cup series to provide maximum benefits to their international sponsors," Minehan added.

Sponsorship... Who Needs It?

SPONSORSHIP – whether the purists like it or not – is a fact of modern sporting life and plays a vital role in ensuring the success of events such as the Sydney-Hobart Yacht Race.

The issue has been brought into sharp focus in recent months as the Cruising Yacht Club of Australia attempts to find a major sponsor to replace Northern American telecommunications giant, NorTel, which withdrew funding after last year's Sydney-Hobart following a shift in its marketing strategy.

While organisation such as Australian Airlines, which has supported the race for the past 24 years, will back up again in 1991, finding a company prepared to become the major sponsor has proved a far more difficult task in these harsh economic times.

Vice-Commodore of the CYC, Leigh Minehan, says sponsorship had become particularly important with the phenomenal impact of television on the national psyche – ie if it's not on television, it's not important.

And because there are very few sports other than say Rugby League and/or the Australian Football League – that the public tunes into without hesitation, the onus is on event organisers such as the CYC to provide substantial financial incentives to television stations to mount an expensive and comprehensive coverage.

"It's an unfortunate fact of life that

apart from a very few select sports like Rugby League, most of the networks now expect other sports such as yachting to contribute to production costs," says Vice-Commodore Minehan.

To this end, the CYCA had prepared a comprehensive bid document for potential sponsors outlining the publicity advantages of the Sydney-Hobart.

While the CYCA has been negotiating with a number of companies interested in taking out major sponsorship status, as of three weeks ago there had been no takers.

Which raises the question: what would happen to the Sydney-Hobart if, for some reason, the CYC didn't secure a major sponsor in 1991?

In other words just how important have sponsor dollars become to a race devised by a bunch of yachting mates over a few beers in a Rushcutters Bay boatshed back in 1945.

There were nine yachts sailing to Hobart that year, television had not yet been invented, and it was all something of an adventure.

Of course, the adventure still remains, but the dependence on outside forces has become an acute reality.

Leigh Minehan is well aware of this. "There is no doubt the race would survive a number of years without a major sponsor but it is inevitable that public interest would wane significantly," Minehan says.

So would the Sydney-Hobart's prestige and, in turn, the number of yachts competing. "There's still a bunch of guys who'd go ahead even if there was only 10 yachts entered, but without a major sponsor the present character of the Sydney-Hobart would be significantly altered."

Minehan says the funds derived from major sponsorship were mostly used to support the race administration, safety standards and media coverage – including for example, the charter of boats to cover the start – and also provide radio communications and line and handicap positions during the event.

The Sydney-Hobart had its first major sponsor in 1975 when Australian Airlines (then called TAA) gave its name to the race. In 1976 Hitachi took over the major sponsorship and continued for eight years.

Then followed AWA (1984-1988) and NorTel (1989-1990).

These major sponsors have always been supported by a network of associate sponsors, usually providing services and expertise relevant to their particular field. Among them: Australian Airlines, Digital, Caltex and various government and semi-government bodies.

"These associate sponsors have never been more important and I think it is vital members recognise this and support them accordingly," the CYCA Vice-Commodore added.

For \$100, join the Darling Harbour Yacht Club and the people's challenge for the 1992 America's Cup.

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No-one wants to win back the Cup more than Iain. No-one is better qualified.

Peter Gilmour, our helmsman, is the new World Match Racing Champion.

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For 1992, there are new and more exciting yachts, dramatic new courses and new, fairer rules.

No more court cases, mismatches or New York Yacht Club antics.

And we'll be ready with something new of our own.

For "Spirit" of Australia design, the aerospace and computer technology we're using are second to none.

"Spirit" of Australia has begun.

She will be finished with your help. Your membership of Darling Harbour Yacht Club is the best way to help.

This is the People's Challenge. No big names or big egos, just ordinary Australians like us all.

"Spirit" of Australia will be launched outside the Darling Harbour Yacht Club later this year.

It will travel to San Diego soon after to challenge yachts from 10 nations in a regatta starting January 1992.

The Cup match is in May 1992.

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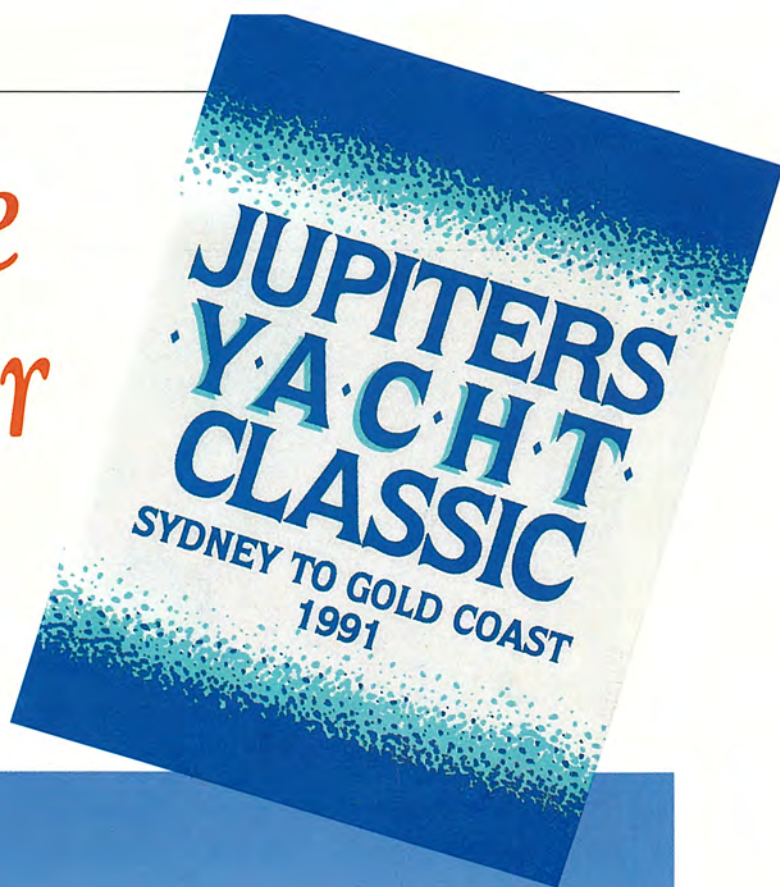
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Beating the Mid-Winter Blues...



DRAMATIC start of the 1990 Jupiters Yacht Classic shows New Zealand yacht Future Shock powering to an early lead in a fresh sou'wester. (Pic - Ace Marine Photography)



...and the Fleet!

WINTER offshore yacht racing has broken important new ground with the Jupiters Yacht Classic Sydney-Gold Coast ocean race organised by the Cruising Yacht Club of Australia and hosted by Southport Yacht Club.

This major winter classic over 380 nautical miles of demanding headland-to-headland racing has proved its value

in setting new standards for Australian offshore racing.

Keen owners and crews make sure the

By Ian Grant

previous end of summer refits, sail modifications and rig changes are completed in time to evaluate against the

high standard fleet racing.

Crews who brave the chill factor of the cold winter wind which warms as they head north also find the challenge is a welcome change to the off-season land-bound blues.

There are many reasons why this race has proved to be one of Australia's most successful, but the most important is the



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JUPITERS YACHT CLASSIC 1991

value of competition.

Every skipper who has taken the time to shake away from the traditional winter lay-up has gained a fresh start to the coming summer of racing by 'ironing out the bugs' in the Jupiters Yacht Classic.

Wind conditions may be unpredictable and the East Coast current adds some testing natural characteristics, but invariably this race is won with the smartest tactics.

Jack Rooklyn and his equally famed Ben Lexcen maxi *Apollo* with 'Frizzle' Freeman as sailing master, won a rare line honours/corrected time double in the inaugural race to the Gold Coast. That even was to be *Apollo's* last major race win under the Rooklyn ownership.

Since that year the Jupiters has continued to attract an excellent standard of competitive sailor chasing the honour to have their name included on the prestigious winner's trophy.

Generally cold sou'westers born from the fringe of the Great Southern Ocean with gusts of 55 knots recorded in previous events are the prevailing winds which offer a fast spinnaker run northwards up the rhumbline.

Records In 1985

The present record for the course is held by Arthur Bloore's Kel Steinman-designed pocket maxi, *Hammer of Queensland*. *Hammer*, heavily reefed, powering her way up the galeswept course was pressed into a serious line honours challenge by the equally impressive Jim Inglis 17.3m lightweight maxi chaser, *Walk On The Wild Side*, skippered by Ken Lipke.

Both combinations held an equal chance to take line honours in a record-shattering time, but *Hammer* was favoured when she took control in lighter winds off Evans Head to set a remarkable 38 hours 57 minutes 12 seconds elapsed time.

This performance slashed an amazing 10 hours 22 minutes 29 seconds off the



BOUND for the Gold Coast – ABOVE, Emerald City, Ross Beardman's Northshore 46, and LEFT, Wild Oats, now owned by Bruce Foye and Partners. (Pics – Geoff Errington and Ace Marine Photography)

JUPITERS YACHT CLASSIC 1991

previous fastest set by *Apollo* in the first Jupiters.

Naturally the wind and water elements which assisted *Hammer* to bump and bash her way to the 9.76-knot course record speed average took toll of the fleet. There were some wild wipe-outs but very few would compare with the spectacular 'Chinese' by Bob ('Sir Robbo') Robertson and his crew with the Farr 40, *Queensland Maid*.

They gave the marine creatures on North Head a real fright when they powered before a 55-knot gust with full main and kite to within metres of the rocks when their only elective was to 'Chinese' or pick up the scraps. Some crew appeared to abandon ship in the debacle. It was frightening stuff, but they had only slipped through the fence into the tide.

The *Maid* weathered the near rig-shattering pirouette with little damage apart from reputations but she headed south on a north-bound course. Had they been able to squeeze around North Head Reef, *Queensland Maid* would have enjoyed the honour of being fourth boat to clear the Heads and a distinct corrected time chance.

Broaches, knockdowns, dismastings, sail blowouts and steering failures were common statistics in the Jupiters of '88.

Eventual race winner, the remarkable former Zulu Team Half Tonner, *Pemberton III* (ex-*Ruzulu*) from the drawing board of Brighton (Vic)-based Kel Steinman and crewed by a talented Alfred's (RPAYC, Pittwater) team, she also experienced a knockdown which startled 'Old Salt' Max Tunbridge.

According to Max - "We took a beam ends plunge off North Reef, she was down for the count. It seemed that long that I was positive that when she finally



THIS year's Jupiters Yacht Classic fleet is expected to be bigger than the 61 starters in 1990. (Pic - Ian Grant)

popped up, we would have to send someone aloft to knock the Turtle Neck barnacles off the wind gear."

However, they scrambled out of the mess to record a shattering performance, the Half Tonner surfed over the galeswept course to log a 10.75 corrected average for the track. This race was so fast that 37 yachts had eclipsed *Apollo*'s best for the course.

The performance also set the foundation for Alfred's members of the Pittwater Push to press claims for record performances. In the past five years Pittwater sloops *Pemberton III* (2) and *Witchcraft II* have won the Jupiters Yacht

Classic with *Witchcraft II* placed in every race.

Close duel in 1990

Both combinations staged a nip and tuck tussle for honours last year before the Half Tonner surfed home with a favourable spinnaker running front. But the real story behind the win was even more dramatic.

Pemberton III was under storm trysail for six hours when a local front which signalled a new wind split her race weary main just south of the Solitary Islands.

Max Tunbridge, who was hibernating in his bunk, was stirred into action, instructing the new generation crew to set the trysail, then headed for a course east of the Solitary's.

The water temps indicated the set was running north and while the off watch used up the ship's stores of sticky back to repair the main, Max secured the gamble to win the major Jupiters Chips with the fastest corrected course time.

They edged out old rival Bruce Staples (*Witchcraft II*) and David Fairfax (*Beach Inspector*) to give the ageless Zulu Half-Tonner her second Jupiters win in three years.

Last year's race for line honours was the closest on record with the Steinman designed *Bobsled* (Geoff Bush/Nick Ferox) only proving her waterline length in the light air finish to edge out the impressive Elliott-designed Kiwi sloop, *Matua Future Shock*, skippered by Ian Margain from Auckland by 1 minute 44 seconds.

Both big boats were evenly matched for speed tactics and crew technique. Noted veteran chart watch captain Dave Lawson, who has sailed this rhumbline more times than most Australians, de-

Live From The Roosevelt

FOLLOWING the outstanding success of Conrad Jupiters summer season of 'Harlem Rhythm', the Casino's International Showroom launched a new production on May 3, called 'Live From the Roosevelt'.

The show will be centred around The Roosevelt, a famous nightclub in Sydney's Kings Cross during the bootleg period of the 1940s and '50s.

The show opens on a scene of Sydney Harbour and takes the audience on a tram ride across town to a Kings Cross nightclub.

In the traditions of the great Broadway shows '42nd Street' and 'A Chorus Line', the show is a musical extravaganza with spectacular costumes, a chorus line of 30 dancers and international



specialty acts, including Spanish guitarists 'The Super Latinos' and an Italian acrobatic troupe.

Tickets for 'Live From the Roosevelt' are: Adults \$29.00; Groups (15 or more) \$25.00; Pensioners and children 14 and under \$15.00 (Wednesday matinees only); Dinner and Show \$43.00.

JUPITERS YACHT CLASSIC 1991

fected to the Kiwi team for the challenge.

He plotted a course within sight of the bottom over Fido's Reef and the shoreside of Cook Island to give the Kiwi's a winning chance, but *Bobsled*, which was forced to sail in second use of the wind at several points of the course, gained the winning edge when it counted most, six miles from the finish. But the *Future Shock* team kept them looking over their shoulder right to the line.

This year Kel Steinman has a short-priced favourite heading his challenge as the race's premier designer.

Peter Walker has entered the Caltex Sydney-Mooloolaba line honours winner, *Amazon*, and if the wind angle and pressure is right she has the potential to lower *Hammer of Queensland's* record.

Amazon, originally designed for Bill Dodds as *Chaka Zulu*, has exceptional sailing power being impressive upwind while maintaining record-breaking qualities under spinnaker.

She will clash head on with the Farr IOR fractional *Brindabella* owned by Canberra's George Snow.

Racing in all classes of calculated handicap will also draw on some seat-of-the-pants tactical decisions to emerge as winners in the high standard fleet racing.

Steve and Cindy Everett's J44, *Phoenix*, the Australian Airlines Brisbane-Gladstone IMS Class winner and second to *Starlight Express* at Hamilton Island, could press her claim for another major race win.

But *Phoenix* will be up against a varied range of old proven designs which have been modified to suit the rule.

Last year's winner, the 1974 version S&S 34 *Morning Tide* (Jim Lawler), will almost certainly defend her deserved win of 1990.

Winning the Jupiters was never meant to be easy and this year's race promises to offer the best standard of competition in the history of the classic.

Jupiters Yacht Classic Awards Night

THE 1991 Jupiters Yacht Classic will culminate in a special Awards Presentation Night at Hotel Conrad and Jupiters Casino on Wednesday, August 7.

Once again, the awards for the prestigious winter race will this year be presented at a cocktail reception in Fortunes Nightclub.

Live entertainment and a lavish supper will ensure the reception is enjoyed by all.

This is the sixth annual race from Sydney to the Gold Coast, conducted by the Cruising Yacht Club of Australia and sponsored by Hotel Conrad and Jupiters Casino.

It arrives on the Gold Coast to coincide with Southport's XXXX Winter Yachting Regatta.



Conrad Jupiters Old English Pub

WHEN Hotel Conrad and Jupiters Casino opened its traditional old English style 'pub', The Prince Albert, in February 1990, it became an instant hit with both locals and visitors to the complex.

Located adjacent to the hotel/casino's main entrance the new 450 capacity pub was named after the English Royal, Prince Albert, and in connection with the Albert Shire in which it is located.

The entrance is via an undercover old English paved streetscape called 'Albert Mews' with mock shopfronts on one side and the entrance to the pub on the other.

Designed to provide a much needed 'front bar' facility for Conrad Jupiters, 'The Prince Albert' also features a 'snug' lounge and an ale-house style front bar with china handpulls, old and weathered ceiling beams and floorboard finishes around the bars.

While the front bar is finished with no-nonsense wooden barrels, benches and saddle-seat stools the 'snug' is cosier and richer in style. Thick red 'turkey' pattern carpet, linen and tapestry fabrics, leadlight seat screens, antique porcelain and brass lamps, old artworks and bric-a-brac provide the homely atmosphere of the English pub.

To ensure the authenticity of the new development, architects, Malone Buchan Laird & Bawden Pty Ltd commissioned London pub expert, Mr Dick Henry, to design the facility. Famous for his painstaking restoration of over 500 English pubs, Mr Henry personally purchased the hundreds of pieces of decorative bric-a-brac and positioned each item in the pub himself.

He spent 12 months collecting bric-a-brac from all over England for the pub and items purchased include 63 old pictures and posters including assorted sepia London scenes; an antique darts cabinet; a Victorian over mantle; old hunting prints; decorative wood and metal plaques, 42 pieces of horware including bridles, blinkers, horse collars, woodhaines, bits and harness.

Other novelties tucked into every nook and cranny and nestled into the drop ceiling beams of the Old Ale Bar include 18 items of farmware ranging from old milk pails, an ox yoke, bird scarer, three churns, a hay manger, potato strike, drainage spade and corn rake!

"We planned the pub primarily to cater for the local market and we want The Prince Albert to become known as 'the local'," explained Conrad Jupiters Director of Food and Beverage, Mr Chris Gardner.

The pub offers 45 beers including Bass, Tennants and Guinness by the pint and bar games include darts, dominoes and cribbage.

An old honky tonk piano provides fun entertainment nightly with spontaneous singalongs to The Prince Albert song sheet.

Yacht Champions Head 1991 Fleet

MELBOURNE - Hobart Race record holder *Wild Thing* heads an impressive fleet for the 1991 XXXX Gold Coast Winter Regatta hosted by the Southport Yacht Club from August 6-10.

The regatta continues to prove very popular with New South Wales skippers who use the competition to evaluate crew performance and racing tactics prior to an intense summer competition.

But this year one of Australia's impressive new breed of fast yachts has made a claim for class honours. Mornington Offshore sailor Grant Wharington has set a plan in place to become the first Victorian to win the prestigious XXXX Winter Regatta trophy.

Earlier this year Wharington and his crew had real reasons to enjoy the Yachties Big New Year party in Hobart's famed Constitution Dock. They had surfed The Great Southern Ocean waves before 60-70-knot gales to set a remarkable race record in the 480-nautical-mile Melbourne-Hobart Westcoaster Yacht Race.

However, this result would not be a reality without the skill of modest Gold Coast Blue Water yachtsman Jim Inglis. Inglis created the design of *Wild Thing* from the proven record race performances of the champion sloop, *Boundary Rider*.

In a tribute to Inglis, Wharington has elected to race the offshore sailing greyhound off the Gold Coast.

FROM THE COMMODORES



Cruising Yacht Club of Australia

YACHT racing with the Cruising Yacht Club of Australia is now clearly an all-the-year-round affair, providing healthy outdoors recreation and stimulating competition for several thousand men and women sailing in both inshore and offshore series and regattas. The Digital Winter Series on Sydney Harbour, which has just ended with record competition, was a highly successful conclusion to the 1990-91 season.

Now many of those yachts and their crews are about to start a new season of offshore racing when they head north to the Queensland Gold Coast in the Jupiters Yacht Classic. The sailing skills honed during the Winter Series will be put to the test in this winter migration to warmer climates, as the Jupiters Yacht Classic is always a great test of navigation and seamanship.

Now in its sixth year, the Jupiters Classis is more than just an offshore yacht race. Southport Yacht Club is renowned for its hospitality to visiting crews, their friends and families. The prize-giving party turned on by our excellent sponsors, Conrad Hotel and Jupiters Casino, at Fortunes Nightclub, is an event not to be missed.

Once again the Jupiters Yacht Classic has attracted a highly competitive fleet, including several well-known yachts returning to the offshore fleet. A significant change in the rules is the introduction for the first time of the AYF's Category E rules on advertising, allowing a sponsor's logo to be flown on spinnakers.

May I wish all contestants good sailing and fair winds. Above all, enjoy the race and the hospitality at Southport Yacht Club, and, of course, at Jupiters Casino . . . with a little bit of luck!

Les McClean, Commodore



Southport Yacht Club

ON behalf of the Flag Officers and Members of The Southport Yacht Club, I take this opportunity to extend a warm and sincere invitation to all southern yachties to come to the Gold Coast in August.

The Jupiters Yacht Classic from Sydney to Southport is a marvellous opportunity to escape north to warmer climes for a few days of R and R (that's Rage and Rave **not** Rest and Relaxation). This passage race is always a challenge and SYC's XXXX Gold Coast Winter Regatta is an enjoyable series with excellent trophies and this year includes a special competitors prize of a trip for two to San Diego in 1992 to watch the finals of The America's Cup.

The hospitality will really be turned on for all, both at Jupiters Casino where you can be entertained with the chance of filling your wallet and at our Clubhouse where we will have music and cheer after each day's sailing. In addition, of course, the Gold Coast offers a tremendous variety of entertainment, amusements and other diversions to suit all tastes.

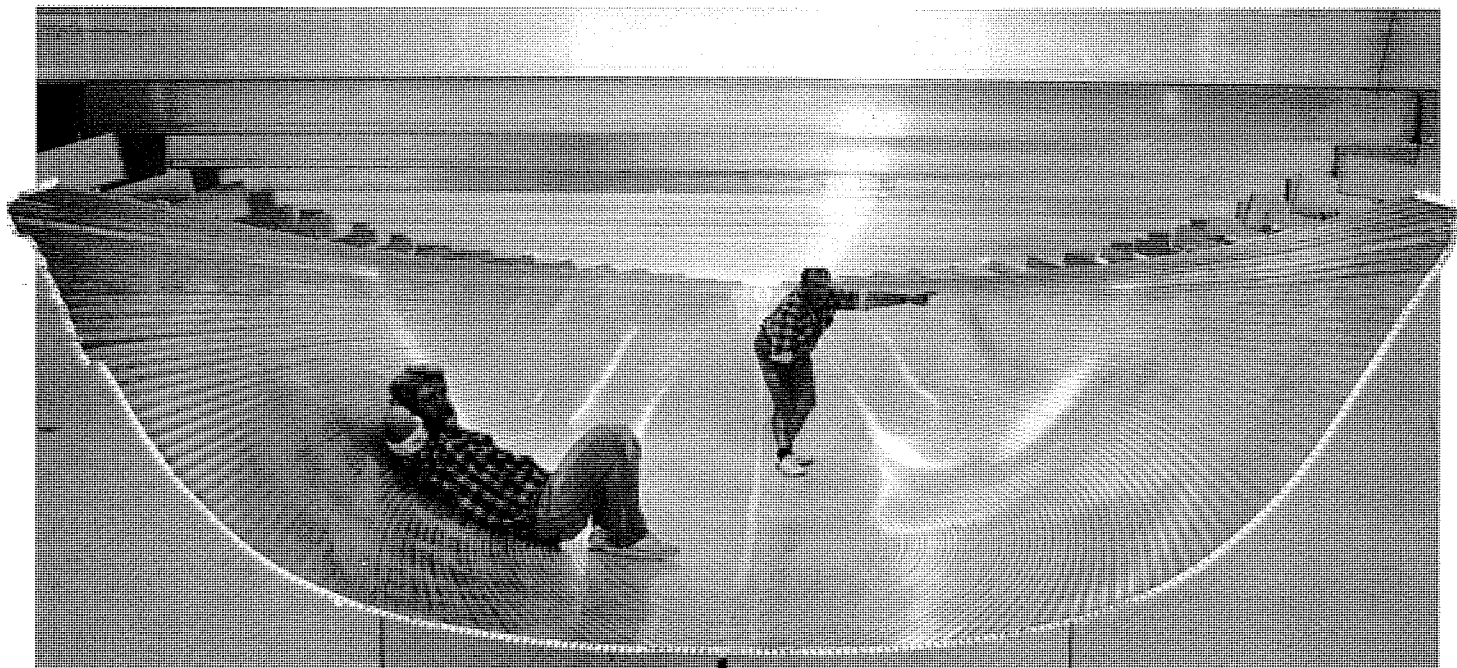
So come on up to the Gold Coast and bring your family and friends. Avoid the doom and gloom for a week of sailing and fun.

Wyn Treasure, Commodore

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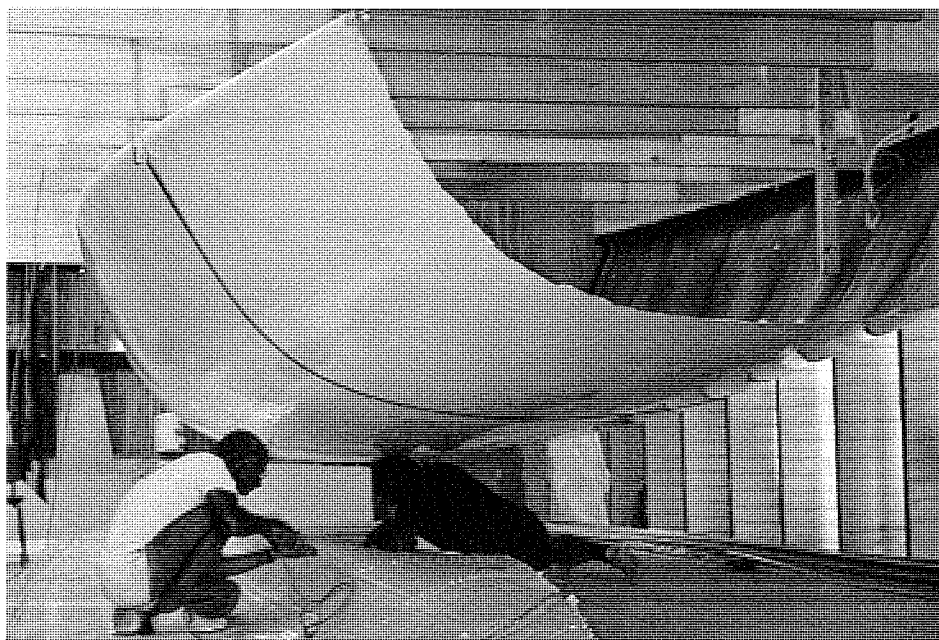
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JUPITERS YACHT CLASSIC 1991

List of Entries

<u>Yacht Name</u>	<u>Sail No.</u> ...	<u>Owner/Charterer</u>	<u>State</u> ..	<u>L.O.A.</u>	<u>Designer</u>	<u>Launch</u>
2001	5255	BARRY BARNES	NSW	9.1	HOLLAND	1977
AFTERBURNER	389	ANTHONY DICKSON	NSW	11.3	DICKSON	1989
AMAZON	8888	PETER WALKER	NSW	24.7	STEINMAN	1990
ANDIAMO	5071	GRAHAM & CAROL FARRELL	NSW	11.6	KAUFFMAN	1986
APOCALYPSE	MH3579	STUART HAY	NSW	15.3	LEXCEN	1983
APOLLO BATTERIES	4544	ROD NYMAN	NSW	14.2	A.WARWICK	1988
BEACH INSPECTOR	4277	DAVID FAIRFAX	NSW	9.1	E.DUBOIS	1980
BEYOND THUNDERDOME	KA5500	WARREN JOHNS	NSW	12.2	DAVIDSON	1987
BLUE MAX II	189	JIM KING/FRANK WILLIAMS	NSW	12.1	DAVIDSON	1987
BOUNDARY RIDER	434	D.WATSON	QLD	10.9	J.INGLIS	1986
BRINDABELLA	C1	GEORGE SNOW	ACT	19.0	B.FARR	1989
BULLANT ROUGE	4831	ROB SCHWAMBERG	NSW	10.3	S&S	1978
CEILIDH	PH36	NORMAN STOKES	NSW	9.1	DAVIDSON	
CROCODILE	4680	PETER NAEF	NSW	13.4	ROBERTS	1983
DAYBREAK	4958	ANDREW STOECKEL	NSW	11.8	BRIAND	1987
DON PEDRO	4516	ROSS MARKS	NSW	12.8	BURTON	1977
ECHOLON	4019	CARL COLLETT	NSW	10.8	FINOT	1974
EMERALD CITY	4682	ROSS BREADMAN	NSW	14.0	KAUFFMAN	1989
FAREWELL	351	MIKE BURKE	NSW	8.8	S&S	
FIRETEL	A50	ROBERT LAWLER	NSW	10.0	CARTER	1982
FIRST CLASS	4141	PETER BAIRD	NSW	10.4	FINOT	1984
FIRST LIGHT	4860	BILL MOUNTFORD	NSW	12.1	NELSON/MAREK	1985
FORCE ELEVEN	3152	JOHN GALLOWAY	NSW	11.9	J.ADAMS	1987
FORTLET	645	JOHN MACONCHIE	NSW	14.6	NICHOLSON	1975
HALF HOUR	4173	JOHN HANCOCK	NSW	8.9	R.HUMPHREYS	1988
HYPERDRIVE	4490	JOHN CLARK	NSW	13.4	ADAMS	1986
IMPECCABLE	MH106	JOHN WALKER	NSW	10.2	PETERSON	1980
INCH BY WINCH	393	JOE GODDARD	NSW	13.4	PETERSEN	1981
KINGS CROSS-SYDNEY	621	RAY STONE	NSW	10.9	DAVIDSON	1985
LADY ANN	5426	JOHN KIRKJIAN	NSW	11.4	FARR	1985
LADY PENRHYN OF NIRIMBA	3809	WILLIAM ROSE	NSW	11.1	SWARBRICK	1984
LOVE AND WAR	294	SIMON KURTS	NSW	14.3	S&S	1973
LUNCH ON SUNDAY	4377	DAVID CASSWELL	NSW	9.4	CAPE	1987
MAGIC FORMULA	3837	RICHARD ROBINSON	NSW	11.2	DAVIDSON	1985
MANDATE	5990	GEOFF KEATO/BILL ROBINSON	NSW	16.7	DAVIDSON	1986
MANLY FERRY	4350	MARCUS BLACKMORE	NSW	13.2	FRERS	1985
MATANGI	5350	JOHN BLEAKLEY	NSW	11.6	G.FRERS	1989
MICRON	4861	GEORGE WALDTHAUSEN	NSW	8.9	DAVIDSON	1988
MISTRESS MERCY	3767	DAVID SENOGLES	NSW	11.0	SENOGLES	1991
MORNING TIDE	A94	J.LAWLER	NSW	10.1	S.&S.	1974
NEW HORIZONS	M236	M.KELAHER	NSW	11.2	L.DAVIDSON	1985
ONYA	369	PETER RYSDYK	NSW	12.1	FRERS	1987
OUTRAGEOUS	653	JAM PARTRIDGE	NSW	11.3	RICHARDS	1982
PEMBERTON III	3104	HUDSON/TUNBRIDGE/CARR	NSW	9.7	K.STEINMAN	1985
PHOENIX	RQ144	STEPHEN & CYNDOY EVERETT	QLD	13.7	JOHNSTONE	1990
POLAR BEAR	2999	MALCOLM LEVY	NSW	12.8	SAVAGE	1986
PUBLIC NUISANCE	2277	S.WILTON/M.GROUT	NSW	9.2	DUBOIS	1983
RATU VI	5661	KEN PETERSON	NSW	10.7	STEWART	1980
RAW TALENT	KA5300	JOHN SIMPSON	NSW	13.1	FARR	1984
RELENTLESS	4782	JOHN HEARNE	NSW	10.1	DAVIDSON	1989
RUTHLESS	3303	PETER HILL	NSW	12.1	FARR	1989
SAILAWAY	2070	ROBERT BYRNE	NSW	14.0	ADAMS	1982
SANCTUARY COVE QLD MAID	400	ROBERT ROBERTSON	QLD	12.1	FARR	1987
SOMMERBREEZE	700	HANS SOMMER	NSW	9.9	NORTHSHORE	1987
STAR FERRY	MH68	JOHN CONROY	NSW	10.2	DAVIDSON	1987
SUNDOWNER	5074	NORMAN RYAN	NSW	11.0	FARR	1987
SWEET CAROLINE	KH1180	ROBERT MULKEARNS	NSW	13.3	DUBOIS	1982
THE PINK BOAT	4557	ROBIN CRAWFORD	NSW	10.0	LEXCEN	1988
THIRD MAN	3688	KEVIN OLDFIELD	NSW	12.0	MILLER	1980
TOO IMPETUOUS	3663	LAMBERT & PARTNERS	NSW	12.8	R.HOLLAND	1983
VIDA	2963	BARRY WAUGH	NSW	13.7	PETERSON	1978
VIVACIOUS	3800	HUGHIE LEWIS	TAS	11.5	KAUFMAN	1984
WILD OATS	4343	FOYE/HICKMAN/PECKMAN	NSW	13.1	FARR	1985
WITCHCRAFT II	4057	BRUCE STAPLES	NSW	12.2	FARR	1985
WITCHDOCTOR	2557	RUM CONSORTIUM	NSW	12.7	DAVIDSON	1979

The Fleet for Jupiters

2001 — 5255

LOA: 9.08m. Class: IOR
Designer: Ron Holland (Ire)
Type: Holland 30. Year Built: 1977
Owner/Skipper: Barry Barnes
Club: Middle Harbour Yacht Club, NSW

First race northwards for this 14-year-old Holland 30 which has been sailing with success in MHYC's Winter Series. Skipper Barnes is hoping for light winds on the nose for the first day and a half, with a strong following breeze to give a nice spinnaker run to the finish. Would be ideal!

AFTERBURNER — 389

LOA: 11.30m. Class: PHS
Designer: Dickson/Payne (Aust)
Type: Skiff 38. Year Built: 1989
Owner/Skipper: Anthony Dickson
Club: Royal Prince Alfred Yacht Club, NSW

First race to the Gold Coast for this light displacement yacht designed and built by the owner and an associate, D. Perry, and built at Southport where the race will end. With its red hull *Afterburner* should be easy to see in the fleet.

AMAZON — 8888

LOA: 24.75m. Class: PHS
Designer: Kell Steinmann (Aust)
Type: Pocket Maxi. Year Built: 1990
Owner/Skipper: Peter Walker
Club: Cruising Yacht Club of Australia, NSW

Favourite for line honours, *Amazon* was launched late last year and has got the gun in the two major ocean races she has since contested — the 1990 Pittwater-Coffs Harbour Race and the 1991 Sydney-Mooloolaba. Owner/skipper Peter Walker also has his sights set on the race record of just under 39 hours.

ANDIAMO — 5071

LOA: 11.60. Class: PHS
Designer: Hank Kauffman (Aust)
Type: Northshore 38. Year Built: 1986
Owner/Skipper: Graham & Carol Farrell
Club: Botany Bay Yacht Club, NSW

First race to the Gold Coast for this Northshore 38 but Graham and Carol Farrell competed in the 1990 Pittwater to Coffs Harbour race and are obviously looking towards farther horizons.

APOCALYPSE — MH 3579

LOA: 15.3m. Class: PHS
Designer: Ben Lexcen (Aust)
Type: Lexcen 50. Year Built: 1983
Owner/Skipper: Stuart Hay
Club: Middle Harbour Yacht Club, NSW

Designed by the late Ben Lexcen, *Apocalypse* was originally called *Kamber* and was sailed with some success. Most of the 50-footer's recent racing has been in club events with Middle Harbour Yacht Club.

APOLLO BATTERIES — 4544

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

Wholesome 14-tonne sloop well suited to the reaching conditions which prevail in this race, and has notched up an IMS first and a third in its last two races. Skipper Rod Nyman (55) and his son Mark (30) have been racing together for 20 years and will be sharing the helming to Southport.

BEACH INSPECTOR — 4277

LOA: 9.14m. Class: IOR
Designer: Ed Dubois (UK)
Type: Half Tonner. Year Built: 1980
Owner/Skipper: David Fairfax
Club: Cruising Yacht Club of Australia, NSW

One of the classic Half Tonners designed by Ed Dubois over a decade ago, *Beach Inspector* won the 1981 Sydney-Mooloolaba race and as *Flying Circus* won again in 1985. Since being owned by David Fairfax, *Beach Inspector* has continued to do well in offshore races, including third in the 1990 Jupiters Classic.



BRINDABELLA

AMAZON



BEYOND THUNDERDOME — KA 5500

LOA: 12.2m. Class: IOR
Designer: Laurie Davidson (NZ)
Type: One Tonner. Year Built: 1987
Owner/Skipper: Warren Johns
Club: Middle Harbour Yacht Club, NSW

Much sailed One Tonner which was a member of the winning Australian team in 1988 after winning the 1987 Sydney-Mooloolaba race. In 1989 *Thunderdome* was chartered by British yachtsmen to make up the winning UK team in the Southern Cross Cup in Sydney. Placed seventh overall in the last Sydney-Hobart and will have ace driver Jamie Wilmot at the helm, fresh from the world One Ton Cup in Belgium.

BLUE MAX II — 189

LOA: 12.2m. Class: IOR
Designer: Laurie Davidson (NZ)
Type: One Tonner. Year Built: 1987
Owner/Skipper: Jim King/Frank Williams
Club: Royal Prince Alfred Yacht Club, NSW

A regular competitor in the Jupiters Yacht Classic in recent years, *Blue Max II* has been campaigned extensively by her two owners, notching up third in the 1989 Jupiters and winning IOR Division 1 of last year's Pittwater to Coffs Harbour race. A strong contender for IOR honours again this year.

BOUNDARY RIDER — 434

LOA: 11.27m. Class: PHS
Designer: Jim Inglis (Aust)
Type: Inglis 37. Year Built: 1986
Owner/Skipper: D'Arcy Watson
Club: Southport Yacht Club, Qld

Record-breaking 37-footer designed by her original owner, Jim Inglis, *Boundary Rider's* successes include winning the PHS division of the 1986 Brisbane-Gladstone race and taking line honours in record time in the 1991 Coffs Harbour-Southport Race and Julian Rocks Classic for its new owner.

JUPITERS YACHT CLASSIC 1991

BRINDABELLA — C 1

LOA: 19.81m. Class: IOR
 Designer: Bruce Farr (NZ)
 Type: Pocket Maxi. Year Built: 1989
 Owner/Skipper: George Snow
 Club: Canberra Ocean Racing Club, ACT

Built by Canberra yachtsman George Snow specifically for long ocean racing this Farr 62 last year represented Australia in the China Sea Series in Hong Kong, the Kenwood Cup in Hawaii, and won the Maxi Division of the 1990 Sydney-Hobart. Set for line honours duel with *Amazon* and strong handicap prospects.

BULLANT ROUGE — 4831

LOA: 10.3m. Class: IMS
 Designer: Sparkman & Stephens (USA)
 Type: S&S 34. Year Built: 1978
 Owner/Skipper: Rob Schwamberg
 Club: Cruising Yacht Club of Australia, NSW

Another of those remarkable S&S 34s built in WA as a production version of *Morning Cloud* which British Prime Minister Ted Heath sailed to victory in the 1969 Sydney-Hobart. A sistership, *Morning Tide*, won Class II (IMS) in last year's Jupiters Yacht Classic and is competing again.

CEILIDH — PH 36

LOA: 9.10m. Class: PHS
 Designer: Laurie Davidson (NZ)
 Type: Davidson 30.
 Owner/Skipper: Norman Stokes
 Club: Botany Bay Yacht Club, NSW

Owner/skipper Norm Stokes sailed in last year's Jupiters Yacht Classic aboard *Piccolo* and this year is taking his own boat north, joining a strong entry from clubs south of Sydney.

CROCODILE — 4680

LOA: 13.68m. Class: PHS
 Designer: Alan Robert (NZ)
 Type: Roberts 45. Year Built: 1983
 Owner/Skipper: Peter Naef
 Club: Middle Harbour Yacht Club, NSW

Little known on the big race circuit, *Crocodile* is on the register of MHYC. Skipper Peter Naef has sailed extensively in offshore races to Queensland waters.

DAYBREAK — 0

LOA: 11.88m. Class: PHS
 Designer: Philippe Briand (Fr)
 Type: Beneteau Oceanis 390. Year Built: 1987
 Owner/Skipper: Andrew Stoeckel
 Club: Cruising Yacht Club of Australia, NSW

Daybreak is used by EastSail as a sail training yacht and her crew will include experienced instructors and students. The yacht is fully equipped with all cruising features, including roller furler headsails and hot and cold pressured water. Sounds the way to go offshore sailing!

DON PEDRO — 4516

LOA: 12.80m. Class: IMS
 Designer: Alan Burton (NZ)
 Type: Cruiser/racer. Year Built: 1977
 Owner/Skipper: Ross Marks
 Club: Cruising Yacht Club of Australia, NSW

This comfortable cruiser/racer finished second in the Cruising division of the 1989 Sydney-Noumea Race and last year did well to place second under IMS handicaps in the East West Airlines Sydney to the Whitsundays inaugural race.

ECHELON — 4019

LOA: 10.00m. Class: PHS
 Designer: Group Finot (Fr)
 Type: Beneteau First Class 10. Year Built: 1974
 Owner/Skipper: Carl Collett
 Club: Middle Harbour Yacht Club, NSW

Radio weatherman Carl Collett should get the forecasts right for the race to the Gold Coast in this fast Beneteau. He is a regular competitor in long offshore races with *Echelon*, competing in races to Hobart, Coffs Harbour, Mooloolaba and to the Gold Coast.

EMERALD CITY — 4682

LOA: 14.02m. Class: IMS
 Designer: Hank Kauffman (Aust)
 Type: Northshore 46. Year Built: 1989
 Owner/Skipper: Ross Breadman
 Club: Royal Prince Alfred Yacht Club, NSW

Owner Breadman has done extensive cruising and raced to Hobart with *Emerald City* last year but this is the first race to the Gold Coast with this comfortable cruiser/racer. As part of the crew trainings, *Emerald City* has been racing in CYCA's Digital Winter Series, with success.

FAREWELL — 351

LOA: 9.06m. Class: PHS
 Designer: Sparkman & Stephens (USA)
 Type: Savage 30. Year Built: 1980
 Owner/Skipper: Mike Burke
 Club: Cruising Yacht Club of Australia, NSW



APOLLO BATTERIES



FIRST LIGHT

ONYA



Owner/skipper is a widely experienced ocean racing yachtsman, having sailed in such races as the TransPac, Sydney-Noumea and all the races to Queensland waters, plus 17 Sydney-Hobarts. *Farewell* won the CYCA's Division 4 SOPS in 1988-89 and has won back-to-back CYCA Winter Series pointscores.

FIRETEL — A 50

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

Extensively raced Carter 33, *Firetel* has competed in nine Sydney-Hobart races, three Sydney-Mooloolaba, three Lord Howe Island and the past four Sydney-Gold Coast races. Also has had considerable success in CYCA summer pointscores over the past two seasons.

FIRST CLASS — 4141

LOA: 10.36m. Class: IMS
 Designer: Faroux/Finot (Fr)
 Type: Beneteau First Class 10. Year Built: 1984
 Owner/Skipper: Peter Baird
 Club: Lake Macquarie Yacht Club, NSW

Lake Macquarie yachtsman Peter Baird sailed this Beneteau First Class 10 in last year's Jupiters Yacht Classic, placing second in Class III (IMS). The boat has also competed in the past three Pittwater to Coffs Harbour races.

FIRST LIGHT — 4860

LOA: 12.10m. Class: IOR
 Designer: Nelson/Marek (USA)
 Type: One Tonner. Year Built: 1985
 Owner/Skipper: Bill Mountford
 Club: Sydney Amateur Sailing Club, NSW

Lightly raced One Tonner, *First Light* has sailed in two Sydney-Hobarts, finishing mid-fleet last year. Skipper's wife, Helen, is the navigator — one of a growing number of women playing key roles aboard ocean racers.

FORCE ELEVEN — 3152

LOA: 11.9m. Class: PHS
 Designer: Joe Adams (Aust)
 Type: Adams 12. Year Built: 1986
 Owner/Skipper: John Galloway
 Club: Royal Prince Alfred Yacht Club, NSW

One of the popular Adams 12 sloops to be found throughout the nation, *Force Eleven* is a regular competitor in races out of RPAYC at Pittwater. She last raced to the Gold Coast in 1989, placed third in the PHS division, in which she is again competing this year. Owner John Galloway has sailed 13 races northwards.

FORTLET — 645

LOA: 14.6m. Class: IMS
 Designer: Camper & Nicholson (UK)
 Type: Cruiser/racer. Year Built: 1975
 Owner/Skipper: John Maconochie
 Club: Royal Sydney Yacht Squadron, NSW

Certainly the most elegant cruiser/racer in this fleet, *Fortlet* will provide a comfortable voyage north for the owner and his crew. Helmsman is well-known MHYC sailor Bruce Ritchie.

HALF HOUR — 4173

LOA: 8.98m. Class: IOR
 Designer: Robert Humphreys (UK)
 Type: Half Tonner. Year Built: 1988
 Owner/Skipper: John Hancock
 Club: Royal Sydney Yacht Squadron, NSW

Designed by English naval architect Robert Humphreys, *Half Hour* is the current Australian JOG division two champion and is quite fast in light conditions. *Half Hour* finished eighth on corrected time in 1989 Jupiters Classic in a fleet of 78, but broke its mast when well placed in last year's event.

HYPERDRIVE — 4490

LOA: 13.48m. Class: PHS
 Designer: Adams/Radford (Aust)
 Type: Adams 44. Year Built: 1987
 Owner/Skipper: John Clark
 Club: Royal Prince Alfred Yacht Club, NSW

This boat is one of the fast cruiser/racers built by Paul Kelly as Carina 44s and used by John Clark for long ocean racing, including short-handed events. Won the Arbitrary division of 1989 Jupiters Gold Coast race and placed third in Arbitrary division of 1989 Gosford-Lord Howe Island race.

IMPECCABLE — MH 106

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

Middle Harbour's John Walker is one of Australia's most able and competitive ocean racing yachtsman who has competed with success in most of Australia's major long races. *Impeccable* finished second overall and first in her division of the 1986 Sydney-Hobart and second in 1990-91 Blue Water Championship.

JUPITERS YACHT CLASSIC 1991

INCH BY WINCH — 393

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

Built as an Admiral's Cup team contender that didn't make it, this stoutly-built 44-footer has contested almost every race along the Australian East Coast as well as races into the Tasman, including several Lord Howe Island races. One of the older IOR designs recently measured to IMS.

KINGS CROSS-SYDNEY — 621

LOA: 10.93m. Class: IOR
 Designer: Laurie Davidson (NZ)
 Type: Davidson 36. Year Built: 1985
 Owner/Skipper: Ray Stone
 Club: Middle Harbour Yacht Club, NSW

Sponsored by Sydney Tourism and used for international promotion, *Kings Cross Sydney* has been most successful since Scott Jutson designed a new keel and rudder, winning the prestigious CYCA Blue Water Championship for 1990-91 summer season. Placed first in IOR division of 1989 Jupiters Classic.

LADY ANN — 5426

LOA: 11.40m. Class: IMS
 Designer: Bruce Farr (NZ)
 Type: Farr 37. Year Built: 1985
 Owner/Skipper: Sean Kirkjian
 Club: Cruising Yacht Club of Australia, NSW

Lady Ann will have the youngest crew in the fleet, with an average age of 21. Skipper Sean Kirkjian is probably the youngest skipper in the race and the crew includes seven Laser dinghy sailors. *Lady Ann* has won the past two Digital Winter Series and beat IMS favourite *Phoenix* in the 1991 Southport Series.

LADY PENRHYN OF NIMBA — 3809

LOA: 11.10m. Class: IMS
 Designer: Kim Swarbrick (Aust)
 Type: Swarbrick S111. Year Built: 1984
 Owner/Skipper: Lt. Richard Catt
 Club: Royal Australian Navy Sailing Association,

Lady Penrhyn is one of five Royal Australian Navy sail training yachts — sailed by apprentices and staff of *HMAS Nimba* at Quakers Hill, NSW. Her voyages have included Sydney-Hobart, Sydney-Gold Coast, Lord Howe Island, Pittwater-Coffs Harbour and many other offshore yacht races and sailing events.

LOVE AND WAR — 294

LOA: 14.49m. Class: PHS
 Designer: Sparkman & Stephens (USA)
 Type: Ex-Admiral's Cupper. Year Built: 1973
 Owner/Skipper: Simon Kurts
 Club: Cruising Yacht Club of Australia, NSW

One of Australia's most famous IOR ocean racers returning to long offshore racing under a PHS handicap. *Love and War* won two Sydney-Hobarts for owner Peter Kurts, also representing Australia in 1977 Admiral's Cup. Peter's son, Simon, sailed the veteran yacht to first under PHS in last year's Coffs Harbour race.

LUNCH ON SUNDAY — 4377

LOA: 9.40m. Class: PHS
 Designer: Andrew Cape (Aust)
 Type: ULBD sloop. Year Built: 1987
 Owner/Skipper: David Casswell
 Club: Royal Sydney Yacht Squadron, NSW

Lunch On Sunday for the crew of this ultra light displacement boat (ULBD) is bound to be spartan, particularly if it's a hard running race. This is the first long ocean race for the boat, which was designed by expatriate Australian naval architect Andrew Cape, now based in England.

MAGIC FORMULA — 3837

LOA: 11.28m. Class: PHS
 Designer: Laurie Davidson (NZ)
 Type: Cavalier 37. Year Built: 1985
 Owner/Skipper: Richard Robinson
 Club: Cruising Yacht Club of Australia, NSW

Competed in the 1986, 1987 and 1988 races to the Gold Coast and now returning to the fleet with an experienced crew which has been training hard in CYCA Digital Winter Series on Sydney Harbour.

MANDATE — 5990

LOA: 16.7m. Class: IMS
 Designer: Laurie Davidson (NZ)
 Type: Davidson 55. Year Built: 1986
 Owner/Skipper: Geoff Keato/Bill Robinson
 Club: Royal Prince Alfred Yacht Club, NSW

Designed and built in New Zealand, this fast Davidson finished second to *Amazon* in the race for line honours in the 1990 Pittwater-Coffs Harbour race — its first race in Australia since being bought by owners Geoff Keato and Bill Robinson.

MANLY FERRY — 4350

LOA: 13.23m. Class: IMS
 Designer: German Frers (Arg)
 Type: Beneteau 435. Year Built: 1985
 Owner/Skipper: Marcus Blackmore
 Club: Middle Harbour Yacht Club, NSW

Marcus Blackmore enjoys his long offshore races and makes sure he takes good companions as crew on his voyages which have included a Sydney-Hobart, two Lord Howe Islands and a Sydney-Mooloolaba race with this well-fitted Beneteau cruiser/racer.

MATANGI — 5350

LOA: 11.73m. Class: IMS
 Designer: German Frers (Arg)
 Type: Frers 38. Year Built: 1989
 Owner/Skipper: John Bleakley
 Club: Cruising Yacht Club of Australia, NSW

Former CYCA Commodore John Bleakley is a regular competitor in long ocean races with this comfortable cruiser/racer. In last year's race to the Gold Coast, *Matangi* finished sixth in Class II (IMS) against a very strong division fleet.

MICRON — 4861

LOA: 8.98m. Class: PHS
 Designer: Laurie Davidson (NZ)
 Type: Cavalier 30. Year Built: 1988
 Owner/Skipper: George Waldthausen
 Club: Cruising Yacht Club of Australia, NSW

Normally chartered with EastSail, but the owner is taking *Micron* on this race with a crew of sailing instructors and ex-students. *Micron's* best result offshore has been equal second in PHS Half Ton division of the 1990 Coffs Harbour race — its first long race.

MISTRESS MERCY — 3767

LOA: 10.9m. Class: IMS
 Designer: David Senogles (Aust)
 Type: Senogles 36. Year Built: 1991
 Owner/Skipper: David Senogles
 Club: Gosford Sailing Club, NSW

Well-known Central Coast yachtsman David Senogles designed this light displacement sloop, building it with son Darren for a launch just before the 1990 Sydney-Mooloolaba race, but the boat was not really ready. Since then *Mistress Mercy* has been sailed extensively and is fully tuned for the Gold Coast race.

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JUPITERS YACHT CLASSIC 1991

MORNING TIDE — A 94

LOA: 10.08m. Class: IMS
 Designer: Sparkman & Stephens (USA)
 Type: S&S 34. Year Built: 1985
 Owner/Skipper: James Lawler
 Club: Sydney Amateur Sailing Club, NSW

One of the outstanding S&S 34s made famous in 1969 by British Prime Minister Edward Heath when he sailed his first *Morning Cloud* to overall victory in the Sydney-Hobart. Custom boats from that design continue to win ocean races and *Morning Tide* won the IMS division of the 1990 Jupiters Yacht Classic.

NEW HORIZONS — M 236

LOA: 11.24m. Class: IMS
 Designer: Laurie Davidson (NZ)
 Type: Cavalier 37. Year Built: 1985
 Owner/Skipper: Mike Kelaher
 Club: Lake Macquarie Yacht Club, NSW

Skipper Kelaher and this well-found Cavalier 37 cruiser/racer have competed in every race to the Gold Coast since the event was first held in 1986. *New Horizons* finished second in its division in 1987 and third in 1989 under IOR, but was only ninth under IMS handicapping in last year's Jupiters Classic.

ONYA — 369

LOA: 12.19m. Class: IMS
 Designer: German Frers (Arg)
 Type: Frers 40. Year Built: 1987
 Owner/Skipper: Peter Rysdyk
 Club: Cruising Yacht Club of Australia, NSW

Peter Rysdyk was the founder of the Sydney-Gold Coast Race and the first Race Director for the CYCA, registering the race after he found about design plans for the Gold Coast Seaway while on a visit to Holland where he was born more than 70 years ago. This boat is his latest in a string of *Onyas*.

OUTRAGEOUS — 653

LOA: 11.33m. Class: IOR
 Designer: Don Richards (Aust)
 Type: Fractional sloop. Year Built: 1982
 Owner/Skipper: Jan Partridge
 Club: Coffs Harbour Yacht Club, NSW

One of Australia's few woman ocean racing owner/skippers, Jan Partridge is returning to competitive racing after a break. She has been a regular competitor in this race, with several good performances, including an IOR division fifth last year.

PEMBERTON III — 3104

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

Remarkable little boat from Pittwater owned by Richard Hudson, Max Tunbridge and Tom Carr, *Pemberton III's* victories include the 1989 Sydney-Mooloolaba, 1990 Jupiters Yacht Classic and the 1990 Pittwater-Coffs Harbour races. She was just beaten in this year's Mooloolaba race. Favourite in IOR division.

PHOENIX — RQ 144

LOA: 13.7m. Class: IMS
 Designer: Rod Johnstone (USA)
 Type: J/44. Year Built: 1990
 Owner/Skipper: Stephen & Cyndy Everett
 Club: Royal Queensland Yacht Squadron, Qld

First of the outstanding J/44 racer/cruisers to come from the USA, *Phoenix* has been campaigned successfully by the Everetts, winning the 1990 Hyatt Coolom Cup, and this year IMS Division 1 of the Sydney-Mooloolaba race and IMS overall of the Brisbane-Gladstone, plus second overall IMS at Hamilton Island Race Week.

POLAR BEAR — 2999

LOA: 12.8m. Class: PHS
 Designer: Jack Savage (Aust)
 Type: Oceanic 42. Year Built: 1986
 Owner/Skipper: Malcolm Levy
 Club: Royal Sydney Yacht Squadron, NSW

This comfortable cruiser/racer is returning to the Gold Coast fleet after a break of two years, with the crew which includes several past America's Cup sailors being promised hot showers, warm bunks and good meals all the way. In two past races north *Polar Bear* has notched up a first and a second in PHS divisions.

PUBLIC NUISANCE — 2277

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

Another of the much-raced and successful Dubois Half Tonners, *Public Nuisance* has scored overall IOR wins in the Sydney to Mooloolaba, Brisbane-Gladstone and Pittwater-Coffs Harbour races. With her low rating will again be strong IOR contender following third in this year's Sydney-Mooloolaba race.

RATU IV — 5661

LOA: 10.70m. Class: PHS
 Designer: Alan Stewart (NZ)
 Type: Racer/Cruiser. Year Built: 1980
 Owner/Skipper: Ken Peterson
 Club: Royal Sydney Yacht Squadron, NSW

This will be the fourth Jupiters Yacht Classic for *Ratu IV*, a fast but comfortable cruiser/racer designed in New Zealand. Last year, *Ratu IV* won Class IV (PHS) and will be racing in the same division again this year.

RAW TALENT — KA 5300

LOA: 13.10m. Class: IOR
 Designer: Bruce Farr (NZ)
 Type: Two Tonner. Year Built: 1984
 Owner/Skipper: John Simpson
 Club: Middle Harbour Yacht Club, NSW

Previously raced as *Vanguard*, this early-designed Farr Two Tonner has been away from the main offshore racing scene for several years. Perhaps the new name gives an indication of what can be expected from the new owner and crew.



LADY ANN

RELENTLESS — 4782

LOA: 10.18m. Class: IOR
 Designer: Laurie Davidson (NZ)
 Type: Davidson 34. Year Built: 1989
 Owner/Skipper: John O'Brien
 Club: Botany Bay Yacht Club, NSW

Davidson 34s have a fine record in offshore racing and *Relentless* showed her ability with a second place under IOR in the last Pittwater-Coffs Harbour Race and a sixth overall in the Coffs Harbour Regatta. *Relentless* races out of Botany Bay where an offshore fleet is expanding.

RUTHLESS — 3303

LOA: 12.3m. Class: PHS
 Designer: Bruce Farr (NZ)
 Type: Farr Phase 4. Year Built: 1989
 Owner/Skipper: Peter Hill
 Club: Cruising Yacht Club of Australia, NSW

A new cruising yacht launched by veteran ocean racing yachtsman Peter Hill who, after 30 years of 'ocean bashing', now intends to go cruising in company, with the occasional race under a Performance handicap. His objective is to go into the Pacific, contesting the Australia to New Caledonia Race in September.

SAILAWAY — 2070

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

Sailaway is a good example of a comfortable, centre-cockpit yacht with good sailing qualities. Built in steel, displacing 15 tonnes and stoutly rigged, she won PHS division of this race in 1988. Crew includes well-known yachtsmen Peter Hemery and David Kellett who sailed *Sovereign* to line honours in 1987.

SANCTUARY COVE QUEENSLAND MAID — 400

LOA: 12.15m. Class: IOR
 Designer: Bruce Farr (NZ)
 Type: One Tonner. Year Built: 1987
 Owner/Skipper: Bob Robertson
 Club: Royal Queensland Yacht Squadron, Qld

Well-known Queenslander Bob (Sir Robbo) Robertson returns with his famous One Tonner, best remembered for her most remarkable broach under North Eead in the 1987 Jupiters Classic. Recent race results include second in IOR class 1 of this year's Sydney-Mooloolaba race and third in IOR overall in Brisbane-Gladstone.

SOMMER BREEZE — 700

LOA: 9.98m. Class: PHS
 Designer: Hank Kauffman (Aust)
 Type: Northshore 33. Year Built: 1987
 Owner/Skipper: Hans Sommer
 Club: Cruising Yacht Club of Australia, NSW

Although he has been sailing for only five years, owner/skipper Hans Sommer has been most successful in the Digital Winter Series, both last year and this year, as well as winning two races from Sydney to Pittwater. Navigator Hugh Burns is best known for his computer programmes for CYCA major races.

STAR FERRY — 237

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

Remarkable boat, built originally as *Gold Coast Express*, she won every race of her class at Clipper Cup in Hawaii. Renamed *Middle Harbour Express* she never failed to gain a division place in Sydney-Hobart races. New owner John Conroy sailed her as member of winning team in 1990-91 Commodore's Trophy.

SUNDOWNER — 5074

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

Another yacht from Port Hacking sailing first race to the Gold Coast, although *Sundowner* has contested the past two races from Pittwater to Coffs Harbour, with a second in division in 1989. Crew comprises mainly ex Skate and 16-footer sailors.

SWEET CAROLINE — HK 1180

LOA: 13.37m. Class: IMS
 Designer: Ed Dubois (UK)
 Type: Dubois 44. Year Built: 1982
 Owner/Skipper: Bob Mulkearns
 Club: Middle Harbour Yacht Club, NSW

Former Hong Kong owned ocean racer just bought by Bob Mulkearns, who previously raced *Leveridge* out of MHYC. In fact, the Jupiters will be his first race in the 44-footer which was built in Sydney by America's Cup yacht builder John McConaghy. Won Class III (IMS) of last year's Asia Pacific Ocean Racing Championship in impressive performance.

THE PINK BOAT — 4557

LOA: 10.05m. Class: IMS
 Designer: Ben Lexcen (Aust)
 Type: Modified Eureka. Year Built: 1988
 Owner/Skipper: Robin Crawford
 Club: Middle Harbour Yacht Club, NSW

Certainly a fast boat, but has had a couple of dismastings. Best results have been a first in the IMS Division 1 of the 1989 Coffs Harbour race and a second under PHS in the 1988 race. Won the PHS division of the 1990 MM1 3 Ports Race.

THIRD MAN — 3688

LOA: 12.0m. Class: PHS
 Designer: Bob Miller (Aust)
 Type: Olympic 40. Year Built: 1981
 Owner/Skipper: Kevin Oldfield
 Club: Port Hacking Ocean Yacht Club, NSW

Races regularly and successfully with Port Hacking Ocean Yacht Club, and has twice raced in the Jupiters Yacht Classic, unfortunately suffering rigging failure and retiring last year.

TOO IMPETUOUS — 3663

LOA: 12.81m. Class: IMS
 Designer: Ron Holland (Ire)
 Type: IOR Two Tonner. Year Built: 1983
 Owner/Skipper: Graeme Lambert and Partners
 Club: Cruising Yacht Club of Australia, NSW

This old-rating IOR Two Tonner sailed under an IMS handicap for the first time in last year's Jupiters Yacht Classic and won Class III (IMS), also finishing fourth in fleet. In her heyday as an IOR racer, *Too Impetuous* sailed in the Admiral's Cup in England and the Kenwood Cup in Hawaii.

VIDA — 2963

LOA: 13.72m. Class: PHS
 Designer: Doug Peterson (USA)
 Type: Cruiser/racer. Year Built: 1978
 Owner/Skipper: Barry Waugh
 Club: Port Hacking Ocean Yacht Club, NSW

First long ocean race for this cruiser/racer but owner/skipper Barry Waugh has put together an experienced crew which includes two members of the NSW Water Police, Bruce Vickers and Allan Ring, along with J24 sailor John Bower.

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JUPITERS YACHT CLASSIC 1991

VIVACIOUS — 3800

LOA: 11.58m. Class: IMS
Designer: Hank Kauffman (Aust)
Type: Northshore. Year Built: 1984
Owner/Skipper: Hughie Lewis
Club: Royal Yacht Club of Tasmania, Tas

Tasmania's only entry in this year's Jupiters Yacht Classic. Owner Lewis sailed aboard *Tradition* last year and enjoyed it so much he decided to bring his own boat northwards for the winter. Last season, *Vivacious* finished second in RYCT summer offshore pennant.

WILD OATS — 4343

LOA: 13.10m. Class: IOR
Designer: German Frers (Arg)
Type: Frers 43. Year Built: 1988
Owner/Skipper: Bruce Foye and Partners
Club: Cruising Yacht Club of Australia, NSW

Wild Oats is making a comeback under new ownership, a syndicate which includes skipper Bruce Foye and Roger Hickman, who was sailing master on the successful J35, *Haupia*. Most of the crew have moved across from *Haupia* to *Wild Oats* and the former Admiral's Cup team contender must be in with a strong show.

WITCHCRAFT II — 4057

LOA: 12.2m. Class: IMS
Designer: Bruce Farr (NZ)
Type: Farr 40. Year Built: 1985
Owner/Skipper: Bruce Staples
Club: Royal Prince Alfred Yacht Club, NSW

Witchcraft II has competed in every race to the Gold Coast since the inaugural event in 1986 and has been placed in each. In 1989 Bruce Staples sailed the Farr 40 to an overall IOR victory and last year she was second to *Pemberton III*. This year *Witchcraft II* will be sailing under an IMS handicap.

WITCHDOCTOR — 2557

LOA: 12.71m. Class: IMS
Designer: Laurie Davidson (NZ)
Type: Davidson 42. Year Built: 1979
Owner/Skipper: The Rum Consortium
Club: Cruising Yacht Club of Australia, NSW

Originally named *Sweet Caroline*, this powerful sloop sailed for Australia in the Clipper Cup in Hawaii and in Australia has won many major offshore races over more than a decade. She is now owned and raced by a consortium of well-known ocean racing yachtsmen, including CYCA director Maurie Cameron.

1986 Inaugural Sydney-Gold Coast

76 Starters

1. *Apollo*, (Jack Rooklyn)
2. *Another Concubine*, (John Parker)
3. *Witchcraft II*, (Bruce Staples).

Line Honours: *Apollo*, (Jack Rooklyn) — 49 hours 19 minutes 41 seconds.

1987 Jupiters Yacht Classic

79 Starters

1. *Indian Pacific*, (John Eyles)
2. *Too Impetuous*, (Graham Lambert)
3. *Witchcraft II*, (Bruce Staples).

Line Honours: *Sovereign*, (Bernard Lewis) — 52 hours 52 minutes 25 seconds.

1988 Jupiters Yacht Classic

71 Starters

1. *Pemberton III*, (Richard Hudson & Partners)
2. *Singapore Girl*, (Peter Steigrad)
3. *Witchcraft II*, (Bruce Staples).

Line Honours: *Hammer of Queensland*, (Arthur Bloore) — 38 hours 57 minutes 12 seconds.

1989 Jupiters Yacht Classic

76 Starters

IOR Division:

1. *Witchcraft II*, (Bruce Staples)
2. *Prime Factor*, (Bob Brady)
3. *Blue Max II*, (Jim King/Frank Williams).

IMS Division:

1. *Apollo Batteries*, (Rod Hyman)

2. *She's Apples*,
3. *Challenge II*, (Jim Daley).

Line Honours: *Rager*, (Mike Clements) — 49 hours 29 minutes 48 seconds.

1990 Jupiters Yacht Classic

Class I (IOR):

1. *Pemberton III*, (Richard Hudson and Partners)
2. *Witchcraft II*, (Bruce Staples)
3. *Beach Inspector*, (David Fairfax).

Class II (IMS):

1. *Morning Tide*, (Jim Lawler)
2. *Haupia*, (Tom Johnston)
3. *Apollo Batteries*, (Rod Nyman).

Class III (IOR):

1. *Too Impetuous*, (Lambert and Partners)
2. *First Class*, (Peter Baird)
3. *Inch By Winch*, (Joe Goddard).

Class IV (PHS):

1. *Matua Future Shock*, (Ian Margan)
2. *Group Therapy*, (Peter Wheeler)
3. *Bobsled*, (Nick Feros/Geoff Bush).

Class V (PHS):

1. *Ratu IV*, (Ken Peterson)
2. *Tradition*, (David Gough)
3. *Balamara*, (Graham Britt).

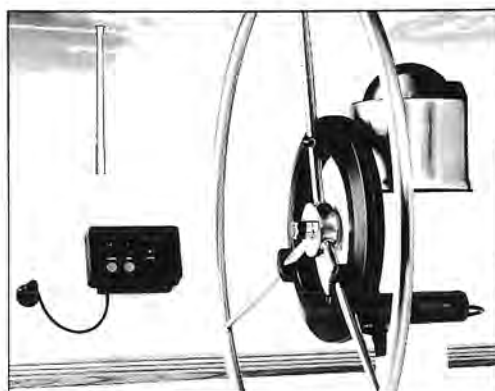
Line Honours: *Bobsled*, (Nick Feros/Geoff Bush) — 46 hours 31 minutes 00 seconds.

Jupiters Yacht Class Record Holder:

Hammer of Queensland

Time: 38 hours 57 minutes set in 1988.

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Women Sailors For Southport

By Annette Brennan

A number of women will join the crews competing in the Jupiters Yacht Classic – all playing significant roles aboard highly competitive yachts in the fleet.

The crew of *Wild Oats* includes two very competent women sailors, Holly Johnson and Julie Canfield, while others are in the crews of *Summer Breeze*, *Inch by Winch* and *Phoenix*.

Holly Johnson came back from an overseas trip a couple of years ago to find that her father had bought *Haupia* and suddenly she was ocean racing.

Julie Canfield also sails on *Wild Oats* and, like Holly, her father owned a yacht.

Val Mallett first started sailing by taking lessons at Pacific Sailing School. Having not done much sailing previously felt that she wanted to learn the right way. Val has been sailing on *Summer Breeze* for six years, usually as mainsail trimmer. This year's Jupiters classic will be her first ocean race.

Reece Noldart, better known to many yachties as 'Tokyo Rose' of 'The Voice', has the job of radio operator on *Inch by Winch*, which is often the back-up radio relay vessel for passages races along the East Coast of Australia. Depending on crew numbers, Reece also does the main or may 'float' as well as doing all the skeds.

Among other women sailing in the Jupiters Classic is Cyndy Everett, co-owner with husband Stephen of the J/44 *Phoenix* – one of the favourites for the IMS category.

Air Packages to Jupiters

AUSTRALIAN Airlines and Hotel Conrad and Jupiters Casino are providing special package deals for families and friends to join crews on the Gold Coast at the finish of the Jupiters Yacht Classic.

Australian Airlines' package holiday will provide a flight from Sydney to Gold Coast and return, with three nights accommodation at the Hotel Conrad and Jupiters Casino for \$527 per person twin share. An additional one to four nights can be included at a cost of \$55 per night twin share (Airfare cost based on Saver Fare).

The package includes return Economy class air travel from Sydney to the Gold Coast, transfer to and from the airport to Hotel Conrad and Jupiters Casino and three nights luxury accommodation at the five-star Conrad.

Reservations can be made by contacting Australian Airlines' Special Events Consultant in Sydney on (02) 952 9837 or (02) 952 9835.

Jupiters Yacht Classic – Race Information

CONDUCTING CLUB: The Cruising Yacht Club of Australia, Rushcutters Bay, Sydney – Australia's leading ocean racing club and organiser of such major offshore events as the annual Sydney-Hobart Race, biennial Southern Cross Cup, Westpac Australia to New Caledonia Race.

HOST CLUB: Southport Yacht Club, Southport, Queensland – Founded in 1946 but restricted in its offshore racing activities until the opening in May, 1986 of the Gold Coast Seaway at the entrances to The Broadwater. The club will again be conducting the XXXX Winter Regatta following the Jupiters Classic race from Sydney.

MAJOR SPONSOR: This is the sixth annual race from Sydney to the Gold Coast, the fifth sponsored by Hotel Conrad and Jupiters Casino, Broadbeach Island, Broadbeach, Gold Coast, Queensland. Hotel Conrad and Jupiters Casino not only sponsor this ocean racing event – they are involved in a wide variety of sport sponsorship, including basketball, soccer, horse racing, golf and boxing.

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THE RACE: Start – from Sydney Harbour, between Shark Island and Bradley's Head, at 1300 hours on Saturday, August 3. Finish – off Main Beach, Surfers Paradise, just south of the Gold Coast Seaway entrance.

DISTANCE: 380 nautical miles.

RACE RECORD: 38 hours 57 minutes 12 seconds set by *Hammer of Queensland* in 1988. **NOTE:** To break the race record the first yacht must cross the finish line by 3.57am on Monday.

RACE DIVISIONS: Yachts will be competing in either IOR, IMS or PHS handicap categories. Advertising will be permitted as governed by IYRU Rule 26 Appendix 14 and the AYF Prescription for Category E event classification (which allows yachts to carry advertising on spinnakers).

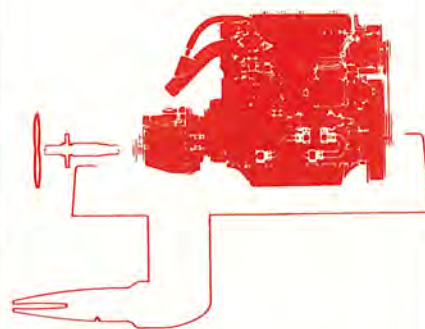
POSITION REPORTS: Twice daily – 0630 (Group 1) and 0700 (Group 2) and 1500 (Group 1) and 1530 (Group 2) except for Saturday, August 3, when the reports will be at 1700 and 1730 hours. Race frequency: 4483MHz. Radio relay vessel:

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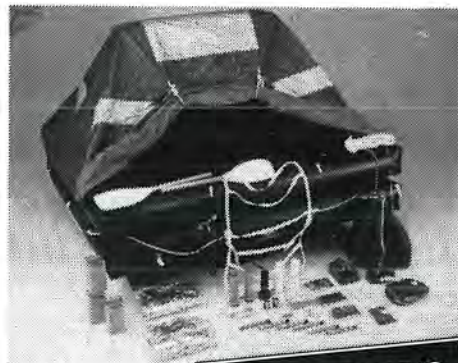
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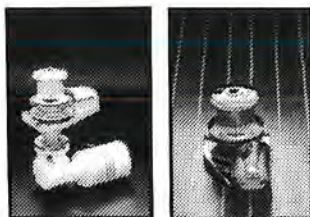
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ONE of the most colourful and successful ocean racing yachtsmen of the 1950s and 1960s, Vic Meyer, owner/skipper of *Solo*, has died at his home at Buderim on Queensland's Sunshine Coast.

Swiss-born Meyer, who was in his mid-80s, graduated from sports such as skiing and ice-skating to become one of Australia's outstanding ocean racing yachtsmen. He sailed his Alan Payne-designed, steel-hulled *Solo* to line honours victories in the 1958 and 1959 Sydney-Hobart races, and overall corrected time wins in 1956 and 1962 – a record no other yacht has since achieved.

He had lived on the Sunshine Coast, growing avocados and other exotic fruits on a farm at Buderim since his retirement from Sydney and ocean racing and cruising.

In his time in ocean racing he was a prominent member of the Cruising Yacht Club of Australia and in later years a member of Mooloolaba Yacht Club.

Meyer also achieved fame when he sailed the then yawl-rigged *Solo* in an around-the-world cruise with an all-women crew. At one stage the steel yacht survived being wrecked on the coast of South America.

Vic Meyer was born in the village of Solothurn in Switzerland, serving his time in his father's iron foundry. Tiring of paternal restrictions, he migrated to Australia after spending some time as a gaucho on the pampas of Argentina.

After building a successful business in Australia, and competing in more natural (for a Swiss) sports of skiing and ice-skating, Vic became interested in the sea. He bought himself a motor cruiser and, enjoying life afloat, then bought the 65-foot motor sailor *Lauriana*.

Joining the Cruising Yacht Club in 1951, Vic offered *Lauriana* as the Radio Relay Vessel for the 1952 Sydney-Hobart. That was enough for Vic. "I will not follow the race. I will be in it," he told friends at the CYC. He immediately commissioned Alan Payne to design *Solo*, which he built of steel in his own foundry.

Solo was launched on June 15, 1955 and although Vic had no yacht racing experience before this, *Solo* won five out of eight races before Christmas that year. In her first Sydney-Hobart race, *Solo* had to be content with an 11th – no indication of the glories to come.

Over the next six years, *Solo* became the most successful ocean racing yacht of her time. Meyer sailed her to two line honours (1958 and 1959) and two handicap wins (1956 and 1962) in the Sydney-Hobart. The 57-footer just missed the double in the 1956 after the fleet had weathered severe storms in Bass Strait and off Storm Bay. *Solo* and *Kurrewa IV* sailed boat-for-boat up the Derwent towards the finish until *Solo's* mainsail ripped and *Kurrewa IV* took her fifth line honours trophy.

Vic Meyer's Solo, and right, Meyer, third from left, with group of other yachtsmen who contested the 1957 Sydney-Hobart. A dozen CYC wines to the first person who can correctly identify them all.



Vic Meyer of *Solo* Fame dies in Qld

Competing in the 350-nautical-mile Montagu Island races off the NSW South Coast, *Solo* recorded line honours five times and first on corrected time five times. In each of her four starts in the Brisbane to Gladstone race in Queensland, *Solo* took line honours and won twice on corrected time. Racing with the CYCA, *Solo* won almost every race on the calendar and twice won the Blue Water Pointscore.

After retiring from ocean racing, Meyer took *Solo* on extensive cruising voyages, including circumnavigating

Australia, cruising to Tahiti and the Pacific Islands, followed a cruise from Hobart to Milford Sound in New Zealand. Later, he sailed the then yawl-rigged *Solo* around the world with his crew of women. In 1978, *Solo* took part in an Antarctic exploration voyage.

The famous *Solo* is still sailing as a day charter yacht in the Whitsunday Islands – an on-going memorial to one of Australia's greatest ocean racing yachtsmen.

– Peter Campbell

STEINMAN

THE WINNER



Kell Steinman

KELL Steinman loves winners. In fact, he specialises in breeding them. Not just one particular kind mind you. All sorts – from sprinters to handicap specialists.

Steinman, a third generation Australian of German/Scottish descent, has spent the past 12 years scheming and designing to win ocean races and has become quite proficient at it. So proficient, that he is now one of the best-known and successful yacht designers in Australia.

Little wonder when his stable boasts the likes of thoroughbreds *Amazon*, *Bobsled*, *Innkeeper* and *Hammer* of Queensland.

Between them, they have won more “first past the post” trophies for their designer than any other in the past five or six years.

But it's not just his dashers that do well. His team of handicap performers have dominated ocean racing.

The small but nippy *Pemberton III* leads a family of half tonners affectionately known as the “Zulu Tribe” which have consistently been winning races off the East Coast of Australia for the past few years.

But striking a successful formula in yacht design took some getting around to by the Melbourne-based naval architect.

Steinman began his design career 35 years ago, but it was with aeronautical design that he was first successful. His work included airframe and aerodynamic analysis including modifications to several commercial aircraft. Ensuing years saw him diversify in structural and general engineering where he practised as a consulting engineer in the aeronautical and structural engineering industry.

It wasn't until he finally studied naval architecture that he turned his thoughts

to the sea. Although he was responsible for many small commercial coastal ships, barges and ferries, he didn't turn to his ‘love’ – ocean racers – until 1978.

His first IOR design was a winner. It was the original Half-Ton yacht *Zulu*, designed in 1979 and built of aluminium in Western Australia.

Campaigned on Victorian waters, *Zulu* proved to be very fast and competitive. So competitive that a female mould was made in 1985, and several GRP boats were laminated by *Zulu* Yachts.

One of these was *Pemberton III* which has won a bundle of major races on the east coast of Australia. In the past two seasons, *Pemberton III* has won two Pittwater to Coffs Harbour events, two Sydney to Southports and won Sydney to Mooloolaba yacht races as well as a second this year. The second, by 23 minutes, was to another of Steinman's designs in *Nuzulu*, another of the “Zulu Tribe”. She was bought just before Christmas by Ed Psaltis and Peter Ward who campaigned her in the Sydney to Hobart in which she came a creditable 15th overall.

In the past two Pittwater to Coffs Harbour, the last Sydney to Southport and Sydney to Mooloolaba races, Steinman's designs have not only won IOR handicap but also taken line honours. As well, in the 1986 Southport series his yachts were first, second, third and fourth on IOR – an impressive record.

But it has not only been his stable of Half Tonners which have performed well.

During the 1980s, Kell designed other well-performed yachts such as *Man-drake*, *Flying Colours* (a previous Melbourne to Hobart race record holder), *Kirribilli* (winner of Division II of the inaugural Melbourne to Osaka race),

PEMBERTON III, multiple winner of races north, including two Jupiters Yacht Classics. (Pic – David Clare)



THE WINNER

Continued

Hammer of Queensland (the 20.5m yacht is still record holder for the Sydney to Southport race), *Kagero* (from Japan, the 45-footer is holder of the Hiroshima Cup race record, IOR winner overall, and winner Honolulu to Hiroshima 4000nm race), *Innkeeper* (just completed the BOC Race), *Bobsled* and his latest pocket-maxi *Amazon*.

The only departure from racing yachts was in 1981 when Kell was commissioned to design a 19th century schooner for the State of South Australia.

The result was the beautiful fore and aft topsail schooner *One and All*. She measures 43 metres from tip to stern and displaces 190 tonnes. Commissioned in May, 1987, by the then Premier of South Australia, she is the only Class 1A timber passenger sailing ship in the world today. Her maiden voyage was one of almost 40,000 nautical miles around the world in order to join up with the First Fleet Re-Enactment in 1988.

She has the distinction of being the only Australian-designed, built and registered ship in the fleet.

At the end of the first leg of her maiden voyage to join the fleet at Rio, skipper Colin Kesteven wrote to Kell saying: "Your ship is just MAGNIFICENT! She sails the giant rollers graciously – the big winds – the slightest zephyrs. Thank you from the whole crew."

In 1985, Steinman was commissioned as designer for the Victorian America's Cup Syndicate. Unfortunately, the syndicate did not raise the funds to join the defence.

Designs from Steinman's Brighton design office have covered a wide range of racing yachts from the very successful JOG yacht *Jlaw* (now *B52*) to the spectacular sleds *Amazon* and *Bobsled*.

The 20.42-metre *Bobsled* was first launched in late 1989 with owners Geoff Bush and Nick Feros taking line honours in the 1989 Pittwater to Coffs Harbour race on her maiden voyage.

She again took line honours in the 1990 Jupiters Gold Coast Race some months later and teamed with IOR winner *Pemberton III* that year to take out the double.

Steinman had also been successful in 1988 with *Hammer of Queensland* (Arthur Bloore) when it set a new race record of 38 hours and 57 minutes.

In 1990, Steinman amazed everyone when owner Peter Walker successfully launched the 20.8-metre *Amazon* only six days before the Pittwater to Coffs Harbour race was due to start, then comfortably took out line honours and overall PHS honours as well.

Owner Walker was absolutely delighted with the performance of the "sled" despite light winds at the start and sailing without a No. 1 or No. 3 headsail and virtually no tuning.

Amazon was actually designed in 1987 by Steinman, but was put on the backburner for two years before construction began. Steinman had long-term plans for her on the American market but his clients had wanted to see her perform before taking the next step.

He's there now, at his San Diego design office, where he usually spends the American summer. With him are the design drawing and complete costing to turn *Amazon* into a production yacht to take on the local 'heavies' – the likes of the Santa Cruz 70s and MacGregor 70s.

"What the Americans are looking for is something more than just a cruising boat," explained Steinman. "They want something that has performance and loads of comfort as well."

"I am confident the *Amazon*-type design will be far more powerful than say the Santa Cruz, yet still have all the comfort that's required as well."

Steinman's original *Amazon* was to have been of about 62 feet, but Walker wanted to incorporate a dining table and other home comforts such as microwave, oven and dishwasher into the layout. So the boat was extended by another six feet.

Below decks, *Amazon* barely resembles a racing yacht. She is so well laid out that Walker recently held a candle-lit formal dinner aboard for a few friends.

"It must be unique to own a winning racing yacht yet still be able to do that sort of thing," says Steinman.

"The best of everything and exhilarating sailing as well." Although the American version of the *Amazon* is his main priority while overseas, Steinman has a number of commissions at home to complete.

One is a 23-metre sled based on the *Bobsled* design for a NSW client. Another is for an 11-metre ULDB for a Queensland client.

He is also working on a version of the *Amazon* for a north Queensland charter operator for some fast cruising around the Barrier Reef. The crewed vessel will contain from six to eight cabins with the numbers of passengers ranging from 12 to 14.

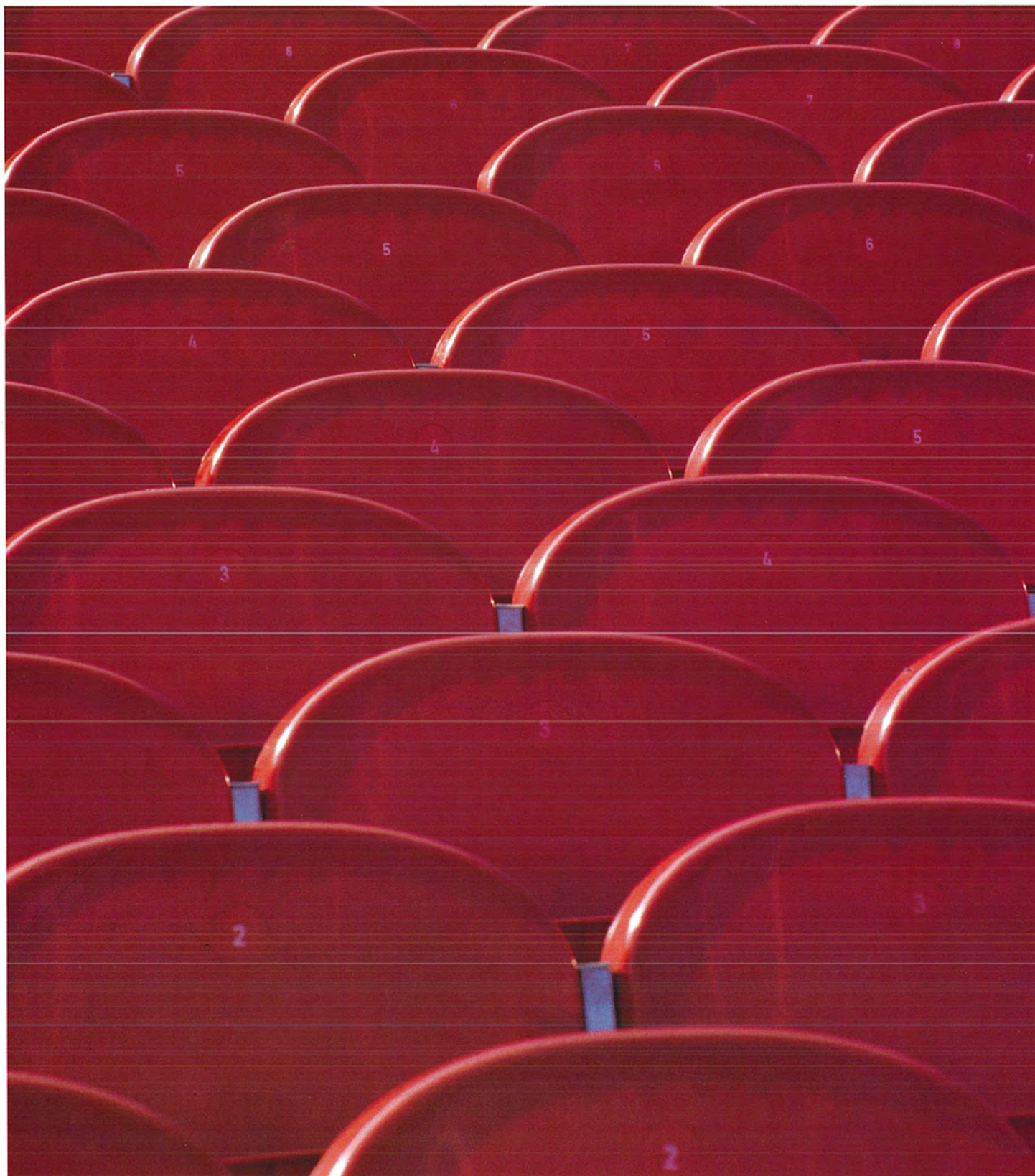
Another project is a 14-metre IOR yacht based on the *Kagero* concept, an IMS-IOR club racer version of *Pemberton III*, and an updated version of the original *Jlaw* for JOG racing.

Watch out for them next season. Odds are he'll have produced another winner.

BIG crew in action aboard *Amazon* in CYCA Digital Winter Series. (Pic – David Clare)







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PHOENIX, the first J/44 to race (and cruise) in Australia, in action during the Hamilton Island Race Week. The yacht will be on display at the Sydney Boat Show and will then race in the Jupiters Yacht Classic.

IMS Racer/Family Cruiser

THE word had spread to Australia long before the first J/44 made its appearance in Queensland waters late last year, with enthusiastic reports from yachtsmen who had had the chance to sail aboard this latest yacht from designer Rod Johnstone and the remarkable J/Boats organisation of Newport, Rhode Island.

However, the finest tribute came from one of Australia's most talented helmsman – Peter Gilmour. After a week of sailing J/44s in the Columbus Cup match-racing series, Gilmour made this assessment: "These are the best boats we race on the circuit. Aside from certain America's Cup designs, these are the premier boats for this sort of racing."

Rod Johnstone probably did not have round-the-cans match-racing in mind when he created the J/44 – the concept of the J/44 was a fast cruiser/racer that would prove to be a winner in the burgeoning IMS fleets in the US and yet would be an excellent family cruising boat.

After two US seasons of red-hot racing in North America under IMS and

PHRF handicapping, and quick success for Australia's first J/44, Stephen and Cyndy Everett's *Phoenix*, it appears that designer Johnstone has struck the same magical note he achieved when he rolled a certain 24-footer out of his garage more than a decade ago.

By Peter Campbell

In its first season, the J/44 was chosen as overall winner of "Sailing World" magazine's Boat of the Year in the US, a tribute that was echoed throughout the industry and by a queue of cash-in-hand buyers. Even before the first boat was delivered, orders for the J/44 had shot into double figures.

Since its first appearance, with ongoing success, in Australian waters, several prominent owners have shown firm interest in following the initiative and sailing success of the Everetts who bought their J/44 whilst Stephen was based in the US and had it shipped to Australia.

When not sailing *Phoenix*, Cyndy is busy as the Australian agent for J/Boats, including the US company's latest creations for offshore racing and cruising – the J/39 and the J/35C, a more cruising orientated version of the J/35 which did so well in Australia in the form of *Haupia*.

The Everetts brought *Phoenix* to Sydney earlier this year for the Caltex Sydney-Mooloolaba race but had little time to show to potential buyers. This time they are displaying the yacht at the Sydney International boat Show at Darling Harbour from July 27 – but will be allowed to take the boat out early to start in the Jupiters Yacht Classic race from Sydney to the Gold Coast, starting Saturday, August 3.

Since being launched in Australia in September, 1990, with sails designed by Grant Simmer at the North Sails loft in Sydney, *Phoenix* has had wins in IMS Division 1 of the Sydney-Mooloolaba race, IMS overall in the Brisbane-Gladstone and IMS overall in the Hyatt Coolum Cup, plus second overall in the IMS divisions of the XXXX Yachting Classic and Hamilton Island Race Week

J/44

— losing out to the Kiwi flyer, *Starlight Express*, by a mere one per cent in performance.

OFFSHORE's test of the J/44 was from the weather rail of *Phoenix* in race five of Hamilton Island Race Week. This was a race that saw the 44-footer win the start and match-race with the two bigger racing boats, *Starlight Express* and *Brindabella*, for nearly half the first beat in a fresh 25-knot south-easterly tradewind, only to 'blow' a likely corrected time win with spinnaker problems later in the race.

At a time when IOR is fading, if not dying, throughout the world, the J/44 brings to offshore yachting the start of a new era of the fast, proper and wholesome one-design ocean racer/cruiser. In racing mode, well/sailed J/44s have proven their speed is comparable to IOR 50-footers. In the cruising concept (you can even change keels in a matter of



POWER under masthead spinnaker, *Phoenix* shows her pace in the fresh tradewinds off Hamilton Island.

hours from deep fin to a shallower part-wing, part-bulb keel) the J/44 can be sailed in comfort and ease by two people.

In fact, after Hamilton Island Race Week, Cyndy Everett and just one crew

cruised *Phoenix* back to Brisbane — 800 nautical miles on the nose — without any difficulty.

In the J/44, designer Johnstone has achieved the best of both worlds, a race-winning ocean racer without compromising comfort and ease of handling. Although certainly not a cheap yacht to buy (in America, the J/44 costs \$US270,000) the J/44 Class Association has set a strict set of class rules which ensures its longevity as a one-design ocean racer/cruiser.

Hull Design

The name of the J/44 hull-shape game is waterline length (11.7m under an LOA of 13.6m) to achieve maximum top-end speed in a fresh breeze. This is coupled with a moderately narrow waterline beam for reduced wetted surface and good light-air performance.

Johnstone says he designed the J/44 "as a strong, comfortable ocean-cruising boat that would also go faster and carry more sail to windward better than any offshore monohull under 45-foot LOA". He describes the hull shape as a "moderate planing canoe body" to achieve maximum rudder control and ease of surfing and to keep the boat from broaching in a sea. Johnstone has also kept the centre of gravity low to ensure good stability and sail-carrying capacity.

The combination of excellent displacement/length ratio (152) and sail area/displacement ratio (22.2) means good light-air acceleration, good high-

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ended speed in a breeze and an ability to reach full speed at moderate breeze strength.

The J/44 is offered with several keels, from a 2.4m deep fin for flat-out racing, to what Johnstone calls a shoal-draft UFO (Underwater Flying Object) which is part-wing, part-bulb for cruising. The keels can be changed in a matter of a few hours of slipping and work.

On The Water

Conditions: Breeze 25 knot southeasterly tradewinds, with fresher gusts. Seas: Short steep seas in the Whitsunday Islands, mostly in exposed passages. Sails: Full main, No. 2 genoa, Masthead spinnakers.

Construction

J/Boats are built to Lloyds approved practices and are inspected and certified to meet American Bureau of Shipping (ABS) + A-1 Offshore Yacht Standards – necessary for Category 1 ocean racing in Australia. Hull and deck are laid up with Baltek CK57 end-grain balsa core with biaxial and unidirectional glass roving. An outer layer of Interplastic vinyl ester resin and isophthalic gelcoat allows the builder to offer a 10-year anti-blister warranty. The hull/deck joint is bonded by 3M's 5200 and bolted on 6" centres.

Rig and Sails

The masthead rig virtually divides the 1046sq ft sailplan almost exactly in half, between a moderate-aspect-ratio mainsail and a high-aspect foretriangle. While runners are included, they are needed only for shaping the rig during racing.

The stock mast is a Hall tapered spar, with slightly sweptback, triple airfoil spreaders, Awlgripped white. The boom has a 12:1 main outhaul which makes life easier, and is supported by a Hall mechanical Quick Vang. Reefing is a double jiffy system. Standing rigging is discontinuous Navtec rod, with the backstay Navtec hydraulic.

Phoenix came to Australia fully fitted, except for the electronics and sails, which were designed in Sydney by America's Cup sailor Grant Simmer of North Sails, who has sailed regularly on the boat in her major offshore races and at Hamilton Island.

The inventory includes a fully battened mainsail, with the yacht fitted with a lazy jack system for easy reefing when in the cruising mode. Another feature on the mast to facilitate reefing is a Harken roller bearing track for the mainsail. There is a separate off-centre track for setting the trysail.

For cruising, *Phoenix's* racing headfoil can be quickly replaced by a Harken furling headsail system with a twin feeding system.

"It's a safe and efficient rig, with enough control to bend the mast for altering sail shape," was the comment from Grant Simmer, a master of sail design and sail trimming.



Phoenix's North Sails inventor comprises a light and a heavy #1 genoa, a #2 furling genoa, a #3 kevlar jib and a #4 dacron jib, with the mainsail a fully battened dacron sail.

On Deck

Simmer was full of praise for the quality of deck fittings and the expertise and thought put into their placement by J/Boats. "Everything you see is standard on deck and on the mast – it's the best gear available for a racer/cruiser of this size," he said.

"We've got Barient and Harken, Spinlock jammers – nothing has been compromised – and this is how the J/44 comes in standard form."

The deck layout, and the standard equipment, is a crowning achievement for J/Boats, with everything exceptionally well positioned for quick access by the crew. Even dashing across the deck from weather rail to weather rail in the fast tacking called by former world champion Tom Stephenson and America's Cup sailor Grant Simmer during our Hamilton Island race was generally unimpeded by bruising cleats.

The helmsman is isolated right aft at the top of the 'T' of the cockpit, with the choice of a centre seat or the wide coamings to sit on when handling the light-on-touch Edson destroyer-type



DECK layout of J/44 is its crowning glory – efficient and practical, with extras such as anchor well set amidships and the cockpit shower. (Pics – David Clare)

wheel. The mainsheet traveller is directly in front of the pedestal, allowing the helmsman to control the main easily when cruising. However, when racing there is also a comfortable position for the main trimmer, with good leverage for working the traveller in a fresh breeze.

The Harken traveller system automatically cleats itself to the pre-set position whenever the yacht is tacked, with the mainsheet being easily operated from either side of the cockpit.

And as a touch of one-upmanship when sailing on a hot day, there's a deck shower recessed beside the helmsman so that he can cool down when cruising or even racing. It's real intention, of course, is a deck shower after climbing onboard after a swim when cruising.

The coamings, which taper into the side decks aft, step up in mid-cockpit, with the face of the step a convenient position for instrument repeaters. The three-speed primary winches are recessed into the main coaming, giving the headsail trimmer and grinder ample room to work. The secondaries are on either side of the coachhouse, again well placed for the spinnaker sheet grinder.

Each secondary winch is fully versatile with line stoppers for halyards, runners, reefing lines, cunningham, spinnaker pole topping lift, genoa car adjusters, etc on the coachhouse. Another good feature is the "disappearing" checkstays leading to the secondary winches on the cabin top.

All of which makes for an intelligent deck layout for a yacht that is both a fast offshore racer and comfortable, easy to sail cruiser.

The decks are wide and as comfortable as any weather rail can be for the crew and the foredeck is also uncluttered, allowing efficient sail handling. An excellent cruising feature is the anchor well which is recessed into a starboard deck abeam of the mast.

Instrumentation included the latest Brookes and Gatehouse 690 interfaced with a Trimble GPS unit – an excellent tactical racing set-up.

Below Deck

In buying the J/44, Stephen and Cyn-
dy Everett wanted a fast, comfortable
cruiser/racer. In reality, they got a fast,
comfortable racer/cruiser.

Racing aboard *Phoenix* in Hamilton
Island Race Week it was easy to think of
the J/44 as a near-ideal one-design
offshore racing machine, as we com-
peted against the well-known racing
boats *Brindabella* and *Starlight Express*.
But the J/44 is truly a racer/cruiser, with
well divided space below and comfort-
able but not luxurious accommodation.

The layout differs from most cruising
yachts, but is one that is as well thought-
out as the deck layout. A large owner's
stateroom with shower for'ard, a com-
fortable main cabin with double settees
and pilot berths, and practical layouts
for both the nav station and the galley
make the J/44 a real boat for the enthu-
siastic offshore sailing yachtsman and
yachtswoman. Aft there are two sepa-
rate cabins with another smaller head.

The nav station is functional without
being too big while opposite there is a
large U-shaped galley. Practical sailing
experience of the designers has seen
many excellent features below decks,
such as a walk-in lazarette which pro-
vides a well-ventilated wet stowage area
for sails and lines accessible from the
cockpit or below.

The interior is light and airy, with
ample ventilation (18 opening ports and
hatches). The bulkheads and cabinetry
are teak with a teak-trimmed white
formica on the cabin ceilings – attractive
and functional.

Sailing

OFFSHORE's test sail was a very
practical one – from the weather rail of
Phoenix in race five of Hamilton Island
Race Week.

The race began with a daring port-end
start by skipper Stephen Everett, with
Australia II navigator Grant Simmer
calling the shots.

It was a remarkable race, sailed in
25-knot south-easterly tradewinds and
steep three-metre waves, with *Phoenix*,
Brindabella and *Starlight Express* sailing
within a boat length of towering rocky
cliffs in tacking duels.

Phoenix, steered by Tom Stephenson
on the upward leg, led the bigger boat
for the first three miles. At the wind-
ward mark, a rocky islet swept by huge
breaking seas, *Phoenix* led the IMS
division by six minutes on corrected
time.

While certainly fast reaching and run-
ning because of its long waterline,
Phoenix could not match the surfing
downwind speed of the lightweight
Starlight Express, coupled with the out-
standing spinnaker handling of its crack
Kiwi crew. The 55-footer powered
away to victory after we had a couple of
spinnaker problems with the Race Week
going to *Starlight Express* with *Phoenix*
second on corrected time.

But all that *Phoenix* needed was a one
per cent lift in performance throughout
the week to have beaten *Starlight Express*
on IMS handicapping.

Phoenix can be raced efficiently with a
crew of between seven and 11, but we
had a dozen on board for the fresh
conditions of the Whitsundays. To
windward she is superb in a fresh breeze
and seaway, with the sea motion of a
thoroughbred ocean racer. As Peter
Gilmour found in the match-racing for
the Columbus Cup, the fast-tacking of
the J/44 is quite remarkable and this was
apparent as we close-tacked with *Brin-
dabella* off Hamilton Island.

Upwind sees the J/44 at its best, but is
also fast reaching and running, with its
big spade rudder giving positive control
downwind in a seaway.

Conclusion

Tom Stephenson, a former world
champion in Half-Tonners and one of
Australia's most experienced ocean rac-
ing yachtsmen, described *Phoenix* as "an
excellent all-round boat – a real sailor's

boat yet with a good interior layout".

"She is well balanced and has an
excellent turn of speed that enables her
to match the best-sailed IOR One Ton-
ners and outsail many bigger boats,"
added Stephenson.

OFFSHORE did not have the oppor-
tunity to compile our own performance
polar plot, but one published by the
leading US magazine, **Yachting**, shows
just how well the J/44 sails. This plot
shows *Phoenix* excellent off-the-wind
performance of just under 11.5 knots
under spinnaker at 120 degrees off the
true wind in a 20-knot breeze.

Any Australian who can afford the
money to import a J/44 and then fit it
with the best Australian-designed sails,
can be assured of a most competitive
offshore racing boat under the booming
IMS handicapping system. In addition,
they will have an outstanding racer/
cruise that can be handled by a couple
for pleasant and safe extended cruising.

Phoenix's racing mission is the Jupiters
Yacht Classic in August, the Westpac
Australia-New Caledonia Race in
September and the Sydney-Hobart in
December. In between, I'm sure the
Everetts will find time to take their two
daughters away just cruising and en-
joying themselves.

Designer: Rod Johnstone

Manufacturer: J/Boats, USA

Australia agent: Cyndy Everett,
23 Seahaven Court,
Raby Bay, Qld 4163.
Ph: (07) 821 2417
Fax: (07) 286 4506

Specifications

J/Boats are built to Lloyds approved
practices and are inspected and certified
to meet American Bureau of Shipping
A-1 Offshore Yacht Standards.

Hull & Deck: Laid up with Baltek CK57
end-grain balsa core with biaxial and
unidirectional glass roving. An outer
layer of Interplastic vinylester resin and
isophthalic gelcoat allows the builder to
offer a 10-year anti-blisters warranty.
Keel: Keel options are interchangeable,
and the bolting area for each is identical
allowing an owner to change a keel to
shift between cruising and racing
modes.

Prop: Folding

Sails: Australian designed and made by
North Sails, Sydney.

Design Measurements

LOA	13.6m (44.9')
LWL	11.7m (38.7')
Beam	4.2m (13.7')
Draft: fin –	2.4m (8.0')
UFO –	1.8m (6.0')
Displacement	9,979kg (22,000lb)
Ballast	4,082kg (9,000lb)
Ballast/Displacement	0.41
Sail area	1046 sq ft
SA/Displacement	22.2
Displacement/length	152
IMS rating	517-519
Fuel	182 litres (40 gal)
Water	533 litres (117 gal)
Power	Yanmar 62hp

Price

\$US270,000 (in USA).

BELOW deck, the J/44's accommodation is as well thought-out as the deck. This view, looking
forward, shows the owner's cabin with shower/head to port. (Pic – David Clare)



OPTIMISING

Simplifying Sail Handling

QUESTIONS from OFFSHORE readers to Scott Jutson continue to centre on IMS, its advantages and some disadvantages. The latest concern is the on-going problem of sail handling without reducing the crew numbers for offshore racing.

Here are the questions, and the answers from Scott Jutson:

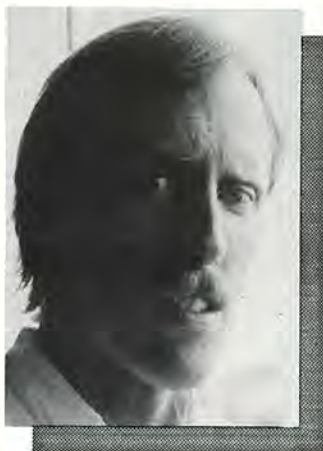
Q1: All the publicity about IMS being a rule for dual purpose boats with less crew, etc seems a bit of a farce when you go up on deck and find the same old mess of spaghetti we've had on racing boats for the past 20 years. I need six guys to sail my 30-footer, yet one guy races a 60-footer around the world. Am I missing something in all this dual purpose business, or have a few pages been left out of the IMS manual?

A1: IMS as a rule follows the IOR rig measurement system to the letter, so you are correct in noting no changes. Furthermore, what happens on and above deck is not considered by the rule. So, whereas accommodation is well defined and administered, the true capability of the boat as defined by its sail handling systems is unregulated. As a result, the optimal set-up is one that can be efficiently used by the maximum allowable crew number. The hands of the designer are tied in this matter by the rule.

Taking the devil's advocate role for a moment, I see two main culprits in this matter. First is the conventional symmetrical spinnaker. With its complex system of multiple braces, sheets, kickers, etc it is both difficult to master, expensive to install (poles, running rigging, winches, mast fittings) and occasionally dangerous. Thus the specialist and highly prized bowman. Great if you have one, disaster if you don't. The bulk of the IMS crew has little function in a race but to act as ballast until such time as the 'job maker' kicks in which makes it a bit like the other three letter rule.

Solution? Untie IMS sail measurement from IOR and legalise more innovative sail handling systems. A good goal is gybing a proper running kite from the cockpit. Remember the gun mount pole from designer Gary Hoyt? If sail area remains unchanged why penalise the way you handle it?

Second culprit ties in with the first. If the rule allows some development in spinnaker handling then the crew numbers can be reduced. Most owners find getting a full crew a major headache and, let's face it, you don't want to take six blokes with you every time you want a bit of R & R. However, stability is an issue and this is why we all take the



with Scott Jutson

maximum we can: it's faster.

Solution? Given that most people are made of 95% water anyway why not supplement our new sail-handling systems with a controlled amount of water ballast? The IMS rule can easily handle this in the total crew weight option without a change including a speed up down wind when crew H₂O leaves the boat temporarily and displacement decreases.

The sum of this is less cost, less crew, a faster yacht, and no significant changes to the handicap system. It would probably require some development to be effective around a tight course, but then perhaps this is a system only suited for

certain owners with certain agendas. Simply maintaining its illegality is of no benefit to the sport or the rule.

Q2: How and why is the mainsail weight incorporated in the IMS system?

A2: Mainsail weight, along with crew weight, gear weight, and sail weight are all additive factors used to determine the boat's actual sailing trim. Of these values only the mainsail is actually weighed. The rest of the values are calculated with the only variable being LSMO, or second moment length in measurement trim and zero degrees heel. The weight of the main is actually placed in its approximate 'flown' position and used to adjust the overall centre of gravity of the boat in sailing trim. This is the rule's way of dealing with light vs heavy sails.

The effect this has on your handicap can be seen in the following tables of Olympic 6 leg values for a 37ft IMS yacht. The table below is for a mainsail 8kg heavier. Note that battens are not weighed so consider their extra weight a penalty in terms of both stability and pitching. The perceived decrease in boat speed of up to 1.1 seconds per mile is based purely on the diminished stability.

	With 16kg	With 24kg
	Main	Main
Oly. 6	1097.2	1096.6
Oly. 8	880.4	879.7
Oly. 10	764.3	763.4
Oly. 12	697.3	696.4
Oly. 14	656.7	655.7
Oly. 16	630.8	629.7
Oly. 20	599.3	598.2
GPH =	651.5	651.0

COMPLEX systems of multiple spinnaker braces, sheets, kickers is often difficult to master, expensive to install and occasionally dangerous. (Pic - Ian Grant)

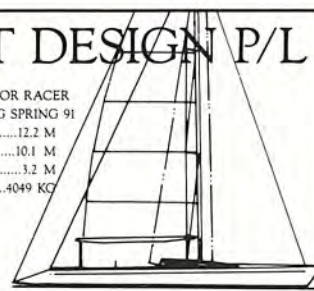


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LOA.....12.2 M
LWL.....10.1 M
BMAX.....3.2 M
DISP.....4049 KG



AS the curtain dropped on the 1990-91 season, the JOG Association of NSW celebrated another successful year by shifting up a gear with its planning for the new season commencing next September.

The recently completed JOG season in Sydney will be remembered for the extremely successful staging of the Australian class championships (the second time in three years that NSW has played host to the event) by the fledgling Royal Motor Yacht Club in Broken Bay. The involvement of this club, only in its second full season of JOG involvement, is also seen as the prime catalyst in an historic turnaround by the neighbouring Royal Prince Alfred YC.

For many years the premier base for yachting in Pittwater has rejected advances by the JOG Association to be included in what has become a universal tidal movement towards smaller ocean racers accelerated in recent years by the downturn in the economy and the reduction in the number (and spiralling cost) of competitive IOR yachts. One of the founding 'fathers' of JOG in Australia, the late John Tavener, once remarked that "it is a waste of time trying to get JOG into RPAYC because they won't let outsiders (non club members) race with them".

In the 1991-92 season all that will change as both Pittwater-based clubs join clubs in Sydney Harbour, Port Hacking and Gosford, in the staging of the most adventurous and innovative series ever held off the NSW coast – a 'Super Grand Prix'.

It is 10 years since the first JOG grand prix series was introduced into the

JUMBO

Ocean Grand Prix

By Frank Martin

offshore programme in Sydney and, during the decade that followed, the popular once-a-month format (originally designed to give inshore sailors a taste of the blue water freedom ocean racing offers) has been the most successful and popular in the State. From a humble six-round inaugural staging (known as the Reschs Grand Prix in 1981), and 81 rounds later, the event now commands enormous respect and, in 1991-92 sees special rounds created to fit its format.

Innovation has never been missing from the JOG programme over recent times and the Super Grand Prix ventures into some untrodden waters with an interesting concept. Thirteen rounds will constitute the series next season with five rounds in each port (Pittwater and Sydney Harbour) designated as 'home games'. In these a different fleet

make-up will contest short races conducted by the host clubs (in Sydney Harbour by the CYCA, MHYC and RSYS) with points being scored on the same basis (in each port on the same weekend) but only ONE overall point-score.

A 'double-header' off each port, and a special race off Sydney, will be staged for the combined fleet, which could see as many as 60 yachts on the starting lines if present indications of the level of interest are any guide. In a break from tradition, two distinct night races will be run concurrently in March (respectively to Botany Bay and Terrigal) for the separate fleets. Up until now the GP has been confined to day races. Visiting 'foreign' ports has always been in the JOG mandate and Port Hacking and Gosford will again be subjected to the invasion of the masses for combined points.

Keeping the costs of racing down has been a major target for the JOGNSW committee in recent times and, with the support of last year's Grand Prix sponsors, Crisis Couriers, and some number crunching by the Association's financial guru for the past decade, Bob Ferrier.

"We hope to be able to offer a cheap entry into the series. The success of JOG in recent years will be reflected in the Group's ability to make a financial contribution towards the running of the Super GP and this, plus the on-going support of Crisis Couriers, will make it easier for boat owners to couple it with a seasons pointscore at their own club," Ferrier added.

The series will again be run in the three JOG divisions for purpose-built, light and displacement production yachts, as well as the re-introduction of the 'greyhound' trophy pointscore for line honours results in all three groups making it attractive to even the boats not well treated by the JOG rule, such as the Cape 31s, Lexcen Eclipse and Young 88. This should also see the clash of the State winners of the BIA Boat of the Year contest – Cape 31 (NSW) and Robertson 950 (Qld and National winner).

CREW of JOG displacement 30-footer Rascal II, go for a spinnaker set on Broken Bay where a strong fleet has built up. (Pic – Frank Martin)



Two New Events In JOG Season

ADDING new appeal to the season's calendar is the reasoning behind the addition of two new events to the JOG of NSW programme for the forthcoming 1991-92 season. An invitation will be extended to interstate as well as intrastate owners of 'half-ton' sized boats to contest a six-race series over one weekend on December 21-22, with three short races each day on sausage courses off Sydney Heads.

The 'six pack' will be open to all types of 30-foot sized yachts, with offshore safety category, whether rated or not, and will be raced in one fleet but with 'as many division results as the entry list dictates'.

This will include the usual JOG 3-tier division format for ultra-fast Cape 31, Lexcen Eclipse and new Robertson 950; production classes such as the Young 88 and Van der Stadt; and the older style half-tonner such as the East Coast, Nantucket and Defiance. Also there will be results calculated on 'level rating' across the line performances in each of these divisions, and for the rated IOR half-tonners.

Clash of respective State winners of 'Boat of the Year', Cape 31 (NSW) and Robertson 950 (Qld), also the National winner, and such popular designs as the Lexcen Eclipse and new MASRM 30, will be a feature of the series.

As organisers of the event, the JOG Association of NSW is hoping interstate owners of this size yachts intending to contest the Hobart or Coffs Harbour races will make the extra effort to get their boats and crew on the water a week earlier for what should be an exciting two days racing and one likely to attract in excess of 50 yachts.

The clash of the older style half-tonners as well as the modern Dubois, Humphreys and Zulus designs will make the inaugural 'six pack' an event to remember and, if successful, could be the forerunner to an annual or bi-annual staging.

Just one week later, the JOG Association embarks on its own Christmas ocean race to rival the big two (Hobart and Coffs Harbour) with the first Pittwater to Port Stephens event to be complemented by another two shorter races off the northern NSW holiday resort. There is also likely to be a fun event (like the King of the Derwent) to accommodate participation by the large group of locally based JOG sized boats.

The event and the regatta will be open to all yachts up to 31-foot LOA, which do not necessarily have to be JOG or IOR rated, but will need to provide satisfactory evidence (if unrated) of positive stability as laid down in the AYF safety regulations. There will be prizes for all three JOG divisions as well as line honours results in those divisions. Other trophies will be presented subject to the number of entries. A teams event will also be conducted within the overall framework of the series.



JOG boats Necessity and Chloe in spinnaker gybing duel during Div. 3 race for displacement type small offshore racers. (Pic - Frank Martin)

Putting Value Back Into Your Boat

THE inaugural Grand Prix in 1981 also heralded the introduction of the 'division' system into JOG racing in NSW, attributed as being the major contributing factor to the success of the class in the past decade.

Initially the Association recognised the inequality of lightweight and heavier displacement yachts and their inability to compete against each other, a fact which was highlighted only a few years earlier with the dominance of throw-away 'tupperware' Half-Tonners in the 1977 World Cup staged in Sydney. That one event virtually wiped out the racing potential of such evergreens as the Nantucket, East Coast 31, Defiance and Holland 30 at this level.

Most notable was the well-known Miller-designed *Plum Crazy*, campaigned by Sydney stalwart, Tig Thomas. He had virtually decided to 'give it away' following the disillusionment of the Half Ton Cup, but was fortunately persuaded to contest the Grand Prix. The yacht, with Thomas at the helm (and, more recently, for new owner, Mel Jones), has been the most successful yacht in the Grand Prix series finishing in a place in six out of 10 stagings and collecting the winner's laurels on two occasions.

In 1985, with the emergence of purpose-built (to the JOG rule) boats, the JOG went one step further by introducing a three-tier division basis. In the recently completed Crisis Couriers Grand Prix, victory was shared by the Australian champion, *Box Office* (Div 1), the well campaigned former quarter-ton champion, *Seaflyer*, (Div 2) a 1976 vintage Whiting design and the popular Nantucket 31 designed, *Chloe* (Div 3). This format has been extended one step with its inclusion into the National championships, where this year a Cavalier 28 picked up an Australian JOG title (in Division 3).

Although the Association doesn't deny the 'divisionalizing' of yachts is done on an arbitrary basis by a sub-committee of fellow yacht owners, it is the yacht's criteria and potential performance ability of the design which is the major factor in determining the correct division and no consideration whatsoever is given to the ability of skipper or crew. State President, David Parsons, also chairman of the sub-committee, pointed out "the JOGA rule is a measurement-based rule and we try to carry that subjectivity through into the process of deciding the division in which a design will be competitive.

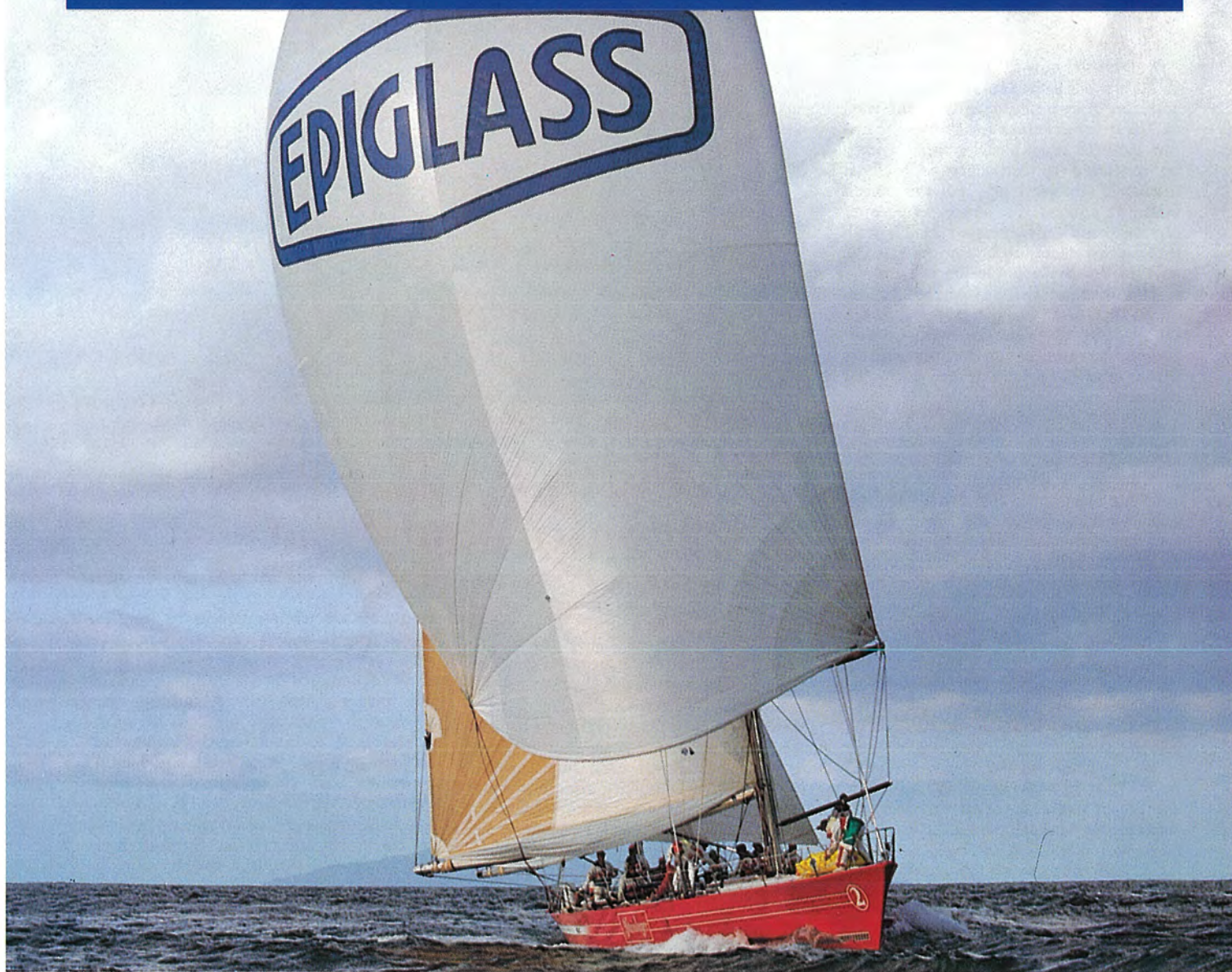
"There is also an opportunity for appeal for reassessment which has been utilized by a few owners in the past two years but the closeness of the results has justified the system. By its very nature (as a measurement rule) the JOG expects even the older designs to be kept in a competitive state with a clean hull, efficient sails and competitive crew-work," Parsons said.

Measurement follows a similar format to other rules of this type with the yacht's hull and rig data being documented as well as freeboard and waterline figures taken to calculate a wetted surface area. Via unique formulae in a computer-based programme, the numbers are 'crunched' to produce a rating certificate with each boat's time correction factor (tcf) for the time on time adjustment of elapsed times in each race.

The cost for a complete (not previously measured yacht) measurement is \$100, a once-off figure as the revalidation of the certificate is automatic with the owner's renewal of his membership of the State Association.

Further information on JOG racing can be obtained by writing to the Association at: PO Box C319, Clarence St, Sydney, 2000, or faxing a request to (02) 907 9651.

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JUTSON 950 IMS

Purpose Built For IMS Races

SINCE the introduction of the International Measurement System (IMS) category for handicapping yachts for offshore races in Australia two years ago, initially by the CYCA in Sydney and subsequently by clubs throughout Australia, most yachts measured IMS have been former IOR-rated boats.

There have been a number of production yachts and one-off boats in the 40-45 feet LOA range also measured, together with several imported stock yachts like the J/35 and, more recently, the J/44, which have been designed and built as racer/cruisers for IMS handicap racing offshore.

However, most yachts in the range of Half Tonners to Three-quarter Tonners (30 to 36-footers) have remained racing under IOR, for the simple reason that it would be virtually impossible or cost effective to satisfactorily provide the accommodation required under IMS rules.

In the past few months, however, there has been a noted swing towards smaller yachts for IMS racing with the design and building of several fast racer/cruisers in the 9.5-metres LOA area – primarily inshore or offshore racing yachts, but adequately meeting the accommodation requirements of IMS. It is an exciting trend, and one that will certainly expand, as these yachts prove themselves as fast and seaworthy 30-footers in the IMS fleets.

Setting the pace, the innovative Scott Jutson Yacht Design in Sydney and the internationally recognised Melbourne boat-builder Ken Jago are collaborating in building the Jutson 950 IMS racer/cruiser. The first is already sailing in Sydney – Bob Williams' *Chesapeake* – while in Melbourne the second is nearing completion for Ocean Racing Club of Victoria's immediate past commodore, Robert Green.

The 9.5-metre LOA sloop represents the first new purpose-design in Australia for the IMS rule. Preliminary performance figures produced by Jutson suggest that the boat will easily outsail IOR yachts four to five feet longer, while providing a good standard of comfort and reliability. In fact, performances by *Chesapeake* in the CYCA Digital Winter Series and Middle Harbour Yacht Club's special IMS division winter series, certainly are proving that point.

Both Jago and Jutson have recognised the IMS rule as a positive force in the

By Peter Campbell

future development of offshore racing, with its emphasis away from the grand prix style IOR boat to a more user-friendly type. Though the rule will accommodate a wide range of yachts, Jutson's three years' of experience with the rule in Australia has given him the

knowledge of what will and will not work under the IMS handicap system.

The Jutson 950 IMS is a design with true balanced performance in all conditions and the speed and relative comfort of a much larger yacht. It is also an exceptionally rewarding boat to sail as the IMS rule allows the building of a truly faster boat. The Jutson 950 IMS is more stable, stiffer and has better hand-



ling qualities than equivalent, or even larger, yachts designed to the IOR rule. These features combine to make it a faster boat around the course in all conditions.

While OFFSHORE's test sail aboard *Chesapeake* was in light winds and flat water, the following weekend the yacht proved designer Jutson's concept of creating under the IMS rule a truly better all-round racing yacht in terms of stability and handling capability in tough sailing conditions.

Competing in the MHYC's special IMS race, in a wild winter westerly of 35 knots and more, the Jutson 950 IMS outsailed the fleet, beating the ultimate handicap winner, a Northshore 38, around the course by more than five minutes.

Although *Chesapeake* did not have its IMS rating certificate, unofficial calculations showed that it would have comfortably won the race. Apart from being the fastest boat in the fleet which included mostly larger yachts, *Chesapeake* accelerated brilliantly out of the tacks and proved its stability and handling qualities by being one of the few boats not to broach in the heavy, gusty airs.

It was a performance that delighted owner Bob Williams, who has previously raced fairly heavy displacement yachts which excelled in fresh winds.

Construction

Structurally, the Jutson 950 is unique in that it blends two modern building materials to take advantage of the best qualities of each. The hull is built of 12mm DuraKore (ply clad, end-grain balsa) for longitudinal stiffness and enormous impact resistance, while the deck is made of 15mm PVC foam core for light weight.

Both hull and deck use high performance knitted and unidirectional lamin-



JUTSON 950 IMS Chesapeake in action during the CYCA Digital Winter Series on Sydney Harbour. (Pic - Ace Marine Photography)

ates of E-glass, with epoxy resin on the hull and vinylester on the deck. The interior is integrated into the structure to minimise secondary fit-out work, thus saving time and money.

All boats will be built to ABS approved plans suitable for Category 1 offshore competition - that is, up to

Sydney-Hobart, Australia-New Caledonia and other long race requirements.

Keel/Rudder

The keel is an elliptical foil of cast solid lead, with the ballast of 1438kg all in the keel. The 'glass/foam core rudder is a generous spade giving excellent directional control. Both foils incorporate the



CLEAN lines of the Jutson 950 IMS as she moves fast in a light breeze. Headsail is a north scrim cut. (Pic - Peter Campbell)

advanced sections developed by Scott Jutson which have made a significant impact on Australian yachting over the past three years, notably with winning yachts such as *Haupia* (IMS winner, 1989 Sydney-Mooloolaba race), *Ultimate Challenge* (IOR winner, 1989 Sydney-Hobart), *Anduril* and *Dow-Air*, winners of the IMS divisions of the past two Sydney-Mooloolaba races.

Rig

Unlike most production boats which are developed for a 'generic' owner, this project was pre-sold to separate clients in Melbourne and Sydney. According to Scott Jutson, their input has been used to focus the design into a simple versatile package which can accommodate a wide range of needs without compromising the basic design. One example is the rig style.

The hull structure is adaptable to support the different requirements of an in-line spreader mast (preferred for high performance) or a swept spreader rig which is inherently robust in that it does not rely on runners. Rob Williams chose the latter, swept spreader mast for *Chesapeake*.

Chesapeake was rigged by Don Buckley with an Allyacht two-spreader mast built in Brisbane using a D 15 section and 1x19 rigging. The yacht has North Sails, with a conventionally battened Dacron mainsail and a variety of headsails, including a scrim mylar light No 1 genoa which proved very effective in light airs.

Unlike other fractional rigged boats of her size, the Jutson 950 does not carry a masthead spinnaker which, in any case, is not permitted under IMS racing.

On Deck

Simplicity and efficiency is the keynote of the deck layout of the Jutson 950, also put together by Don Buckley. Essentially it is a racing layout, a scaled-down version of what has become the basic deck concept for state-of-the-art One Tonners – a narrow coach-house, wide side-decks, most controls running back to the wide, open cockpit.

The narrow coach-house enables the headsail sheet tracks to be brought inboard to the optimum angle for this exceptionally close-winded 31-footer. Twin foreguys also come around the edge of the coach-house to allow adjustment from the weather rail or the cockpit. Other controls are spaced on either side of the companionway – mainsail halyard, spinnaker halyard, boom vang, topping lift to port, two reefing lines, the genoa halyard and the second spinnaker halyard to starboard. Easily-reached jammers allow maximum use of the coach-house mounted secondary winches.

The 'tweakers' for the spinnaker brace/sheet also lead from the blocks on the toe-rail to the cockpit, or if necessary taken to a winch.

In keeping with most modern three-quarter or one tonners, there is only one



Chesapeake in near drifting conditions on a wintry day on Sydney Harbour. The Jutson 950 has shown excellent form racing in the CYCA's Digital Winter Series – preferably with more breeze. (Pic – Peter Campbell)

headsail halyard with one of the spinnaker halyards being used for headsail changes.

All deck hardware, including the efficient mainsail traveller system, are from Ronstan. The main traveller, set aft of the helmsman, features a continuous mainsheet with fine tuning. In the event of being over-pressed, the main can be quickly dumped. *Chesapeake* has Stowe instruments, adequate for the racing being planned for this boat which includes the CYCA short offshore point-score and probably the Pittwater to Coffs Harbour race in December.

The deck layout of the 950 is essentially a racing boat layout, without any large lockers that are found on more general-purpose, so-called family cruiser/racers. It is there for one sole purpose, efficient sail handling by the crew to achieve optimum racing performance.

Below Decks

Like the deck layout, the accommodation of the Jutson 950 IMS is intended for practical purposes within the requirements of the IMS rules on accommodation, without trying to impress interior designers. It is, nevertheless, comfortable below – indeed luxurious when one compares it with the IOR Half Tonners which have raced with success offshore in recent years.

The interior is based on a simple concept of utility which recognises that V-berths for'ard are seldom used on a boat of this size, whereas an empty, waterproof forepeak is the best place to store and handle wet sails below deck. Aft of this is a generous full width head with vanity.

The mast bulkhead separates this area from the saloon which is dominated by an in-line settee of bunk length, followed by galley to starboard and an



Jutson 950 is a very much a functional boat with large racing cockpit, wide decks and efficient layout. When racing mainsheet trimmer sits astern of the traveller. (Pic – Peter Campbell)

ice-box, navigation table to port. An 18hp diesel (Bukh Sail Drive with Nori prop) separates them being directly under the companionway. Finishing the interior layout aft are three/four berths.

Sailing

OFFSHORE's sail test of the Jutson 950 IMS began in no wind, but ended in a pleasant 8 knots true breeze with flat water on Sydney Harbour. Sailing with

full main and the light No 1 genoa, *Chesapeake* was a delight to steer to windward, exceptionally close-winded – at 40 degrees apparent in 8 knots she was logging 4.5 to 5 knots. Fine adjustments of the backstay and mainsail sheet played a significant role in the helm weight and pointing ability. Acceleration out of tacks was exceptionally fast.

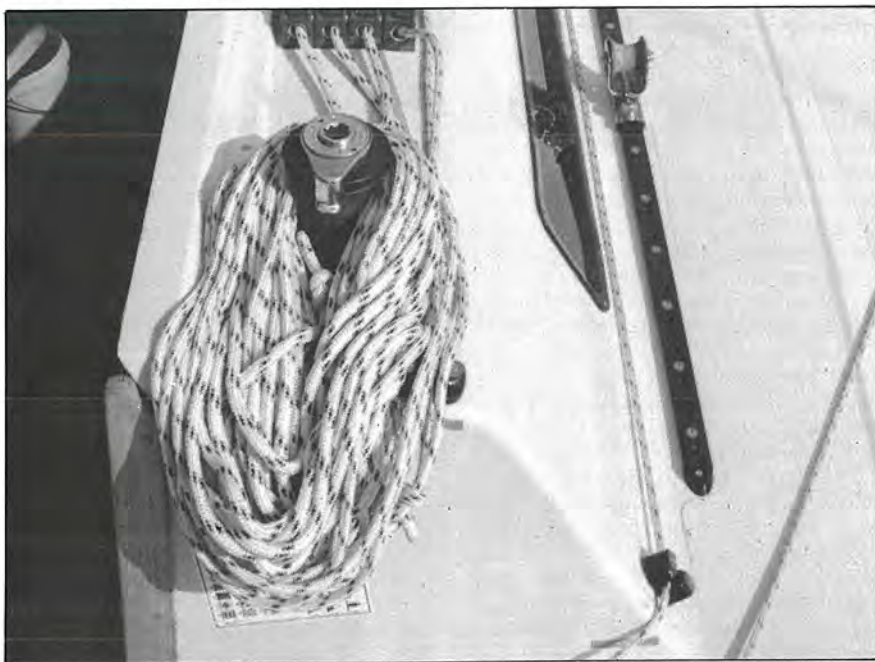
While certainly fast in light airs, the performance gets better as the breeze pipes in. Yet the Jutson 950 is still an easy boat to handle in strong winds. The IMS rule allows the designer with a VPP to create a boat to go as fast to windward as its hull shape and working sails will allow, without the constraints of the IOR rule.

Despite its size (just under 32 square metres) the mainsail of the Jutson 950 is exceptionally controllable and going to windward it can carry full main in up to 35 knots apparent before a reef is considered necessary. By that time, of course, you would be down to a No 3 headsail.

Off the wind, *Chesapeake* is easily driven and handles with exceptional stability, even sailing short-handed. Coming through Sydney Heads in a fresh breeze with only the owner and designer aboard, *Chesapeake* was surfing at 12 knots under a No 3 and with two reefs in the big main.

With growing interest in two-handed racing, or just family cruising, *Chesa-*

SIMPLE and practical deck layout of Jutson 950 IMS, Chesapeake, with all controls leading back to cockpit. Note close sheeting angles. (Pic – Peter Campbell)



peake is well set-up for this with the positioning of the mainsail traveller and the Barient primary winches.

Under spinnaker on Sydney Harbour in the light breeze, we were able to carry the kite on a very shy reach up harbour at 60 degrees apparent with little leeway.

Conclusion

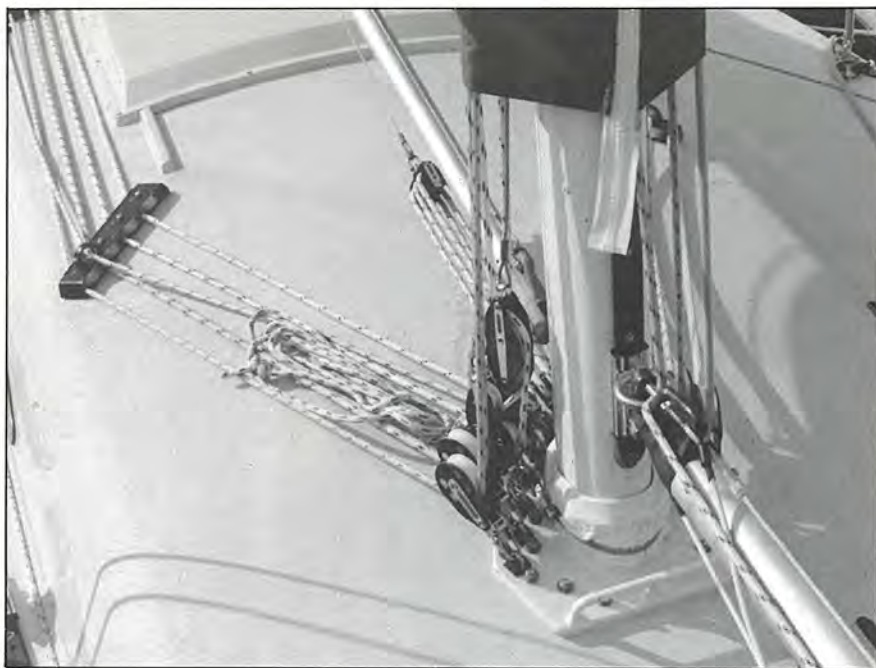
The first two owners of the Jutson 950 are well experienced yachtsmen, Green having competed in many offshore races and for a sailor of his status to select the Jago/Jutson concept of a 31-foot IMS racer is indeed a judgment worth heeding.

IMS has lagged in Victoria by comparison to the rest of Australia but the Petersville Regatta committee bit the bullet earlier this year when it dropped the Channel Handicap (CHS) from the January regatta and ended up with an excellent fleet of IOR, IMS and PHF yachts. The Ocean Racing Club of Victoria looks likely to drop IOR in favour of IMS for its major offshore races in the coming summer.

John Green and his Jutson 950 (not yet named) will be at the forefront of stimulating what could be a new trend in fast, competitive 31-footers for round-the-buoys bay racing and in Bass Strait events.

Designer Jutson describes the 950 as "a simple, fun, fast boat well suited to Australian conditions and needs of those who really want to sail competitively". Its rugged construction and low maintenance means that is not a boat that will quickly date – in fact, an uplift in the economy could certainly see the Jutson 950 and other offshore races of this size and type quickly reach fleet size.

ACCOMMODATION below on Jutson 950 is practical and comfortable and fully complies with IMS rules. (Pic – Peter Campbell)



LOOKING aft from mast of Jutson 950 shows how all sail controls lead aft. (Pic – Peter Campbell)

Certainly, the Jutson 950 looks (and feels) a most competitive yacht for short offshore racing under the IMS rule and for races such as the Melbourne-Devonport in Bass Strait and off the NSW coast in races such as the Pittwater to Coffs Harbour and Sydney-Mooloolaba races. IOR-designed 31-footers have an exceptional record in these north-bound races and the new IMS-designed 31-footers are likely to achieve similar results.

Details

Designer: Scott Jutson,
23 Grandview Grove,
Seaforth, NSW 2092.
Ph: (02) 948 1512
Fax: (02) 948 2392

Builder: Ken Jago,
11 Titan Drive,
Carrumn Downs, Vic 3201.
Ph: (03) 786 8899
Fax: (03) 786 0998

Specifications

Hull: Durakore (Ply clad end-grain balsa) core under uni-directional laminates of E glass with epoxy resin.

Deck: PVC foam core under uni-directional E-glass and vinylester.

Keel: Elliptical solid cast lead incorporating all ballast.

Rudder: Aluminium stock, foam core/fibreglass blade.

Engine: Bukh 18hp diesel Sail Drive with Nori prop.

Mast: AllYacht. Sails: North.

Winches: Barient.

All boats built to ABS-approved plans suitable for Category 1 offshore requirements.

Design Measurements

LOA	9.50m
LWL	8.01m
Beam	3.54m
Draft	1.96m
Displacement	3,128kg
Ballast	1,438kg
Disp/Length ratio	164.3
Sail area: Main –	32.63sqm
100% genoa –	18.07sqm
IMS General Purpose Handicap:	654.7 sec/mile.
IMS Positive Limit of Stability:	125 deg.

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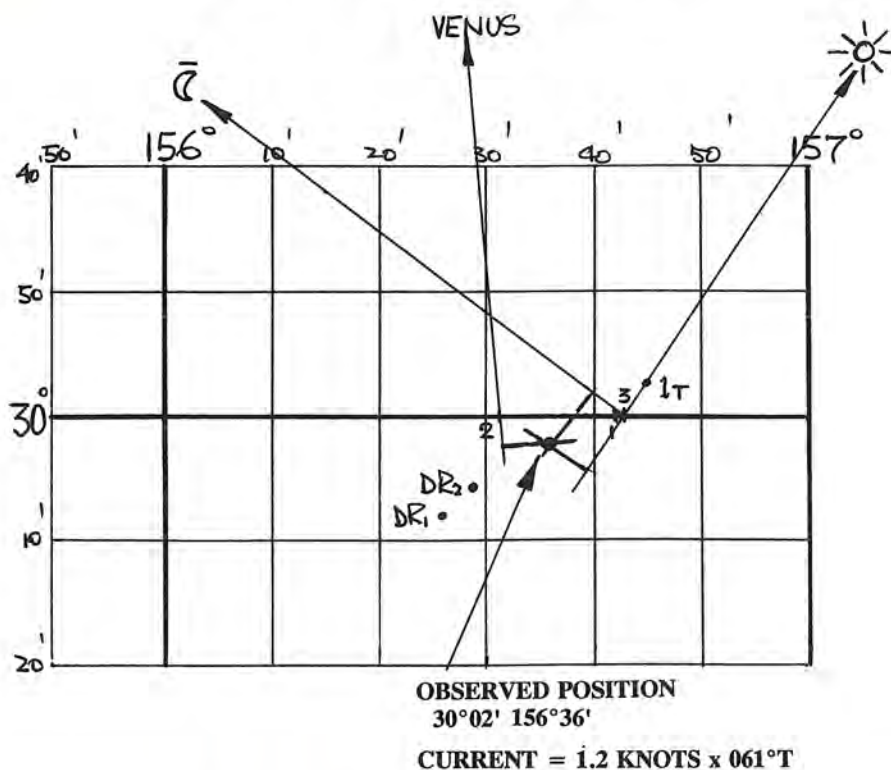
Answers to Noumea Navigators Exercise

TRIPLE SIGHT FORM. (SUN, MOON, STARS & PLANETS)

(CHOSEN POSITION METHOD, GIVING POSITION LINE, USING HO-229-HD-605 TABLES)

		MONTH & YEAR <u>SEPT. 1991</u>	
OBJECT		<u>SUN'S LL</u>	<u>VENUS</u>
D.R. POSITION		<u>30°-08-156°-26</u>	<u>30°-06-156°-29</u>
ZONE TIME (EST)		<u>03-10-00-50</u>	<u>03-10-30-30</u>
(1) G.M.T.	<u>-10</u>	<u>03-00</u>	<u>03-00</u>
(2) G.H.A. (DAY & WHOLE HOUR)		<u>180°-05.4</u>	<u>198°-49.7</u>
INCREMENTS +		<u>-12.5</u>	<u>7°-37.5</u>
(3) δ CORR. (MOON & PLANETS)		<u>-</u>	<u>1.7</u>
(4) S.H.A. (STARS ONLY) +		<u>-</u>	<u>-</u>
FULL G.H.A.		<u>180°-17.9</u>	<u>206°-28.9</u>
(5) CHOSEN LONG. $\begin{smallmatrix} W \\ E \end{smallmatrix}$	<u>I</u>	<u>156°-42.1</u>	<u>156°-31.1</u>
(6) L.H.A. (P)	<u>I</u>	<u>337°-00.0</u>	<u>003°-363°-00.0</u>
(7) CHOSEN LAT. $\begin{smallmatrix} N \\ S \end{smallmatrix}$	<u>III</u>	<u>30°-00.0</u>	<u>30°-00.0</u>
(8) δ + (MOON & PLANETS)		<u>-</u>	<u>3.4</u>
(9) δ + (NOT FOR STARS)		<u>-0.9</u>	<u>+0.5</u>
HP. (MOON ONLY)		<u>-</u>	<u>59.4</u>
(2) DECLINATION		<u>N 7°-48.9</u>	<u>N 6°-06.4</u>
(10) δ CORRECTION		<u>-0</u>	<u>+0.3</u>
(11) CORR. DEC. $\begin{smallmatrix} N \\ S \end{smallmatrix}$	<u>II</u>	<u>N 7°-48.9</u>	<u>N 6°-06.7</u>
(12) TAB. ALT. $\begin{smallmatrix} USE \\ I II III \end{smallmatrix}$	<u>I II III</u>	<u>46°-54.7</u>	<u>53°-53.1</u>
(13) INTERP. CORR. +		<u>-42.5</u>	<u>-06.7</u>
CALC. ALT.		<u>* 46°-12.2</u>	<u>* 53°-46.4</u>
DEC. INC.		<u>48.9</u>	<u>06.7</u>
ALT. DIFF. (d) +		<u>-52.2</u>	<u>-59.8</u>
(14) TAB. AZIMUTH (Z)		<u>146.0</u>	<u>174.9</u>
(15) TRUE BEARING (Zn)		<u>34.0</u>	<u>354.9</u>
* SEXTANT READ. (hs)		<u>* 45°-51.5</u>	<u>* 53°-47.0</u>
(16) DIP (H. OF E.)		<u>MINUS 2.7</u>	<u>MINUS 2.7</u>
APPARENT ALT. (ha)		<u>45°-48.8</u>	<u>53°-44.3</u>
(17) ALT. CORR. + HP.		<u>+15.1</u>	<u>-0.4</u>
TRUE ALT. (Ho)		<u>* 46°-03.9</u>	<u>* 53°-43.9</u>
(18) INTERCEPT (a)		<u>8.3</u>	<u>2.5</u>
(19) DIRECTION		<u>TOWARDS</u>	<u>TOWARDS</u>

PLOT OF SUN, RUN, VENUS/MOON



NEWS

Top Yachts For Noumea

SEVERAL of Australia's biggest and fastest ocean racing yachts have already entered Australia's longest race into the Pacific, the 1991 Westpac Australia to New Caledonia race. They include the 20-metre sloops *Brindabella* and *Amazon* and the 18.8-metre *Freight Train*.

Although the race across the South Pacific does not start until September 1, the Cruising Yacht Club of Australia has already received 36 entries from NSW, Queensland, Victoria, Tasmania – and New Caledonia.

Another notable entry is the Lake Macquarie cutter *Alstar*, which 75-year-old owner/skipper Alby Burgin recently sailed in the 5,500-nautical-mile, two-handed race from Melbourne to Osaka in Japan.

Brindabella is berthed in Sydney but the yacht's owner, George Snow, is a prominent businessman in Canberra. In fact, several of his crew had sailed only on Canberra's man-made waterway, Lake Burley Griffin, before joining Snow in ocean racing – which has included a line honours victory in the Sydney-Noumea race in 1987 with his then yacht, *Doctor Who*.

The silver-grey sloop has already represented Australia in major international

events, including the China Sea Series in Hong Kong and Manila and the Kenwood Cup in Hawaii. Recently, *Brindabella* took line honours in all six races off Hamilton Island Race Week in the Whitsunday Islands of North Queensland, winning one race on corrected times.

Two other big boats competing in the fleet starting from Sydney September 1

CREW in action aboard Amazon, one of the big boat entries for the Westpac Australia to New Caledonia ocean race starting September 1. (Pic – David Clare)



(there will also be a fleet sailing from Brisbane the same day) will be *Amazon* and *Freight Train*.

Amazon, a light displacement 20.75-metre sloop designed by Australian Kell Steinman and owned by Sydney yachtsman Peter Walker, took line honours in this year's Sydney to Mooloolaba (Queensland) ocean race – maintaining an unbeaten record since being launched last December.

Damien Parkes will be making a comeback to ocean racing after almost sinking in the race to Mooloolaba.

The powerful yacht hit a submerged object close inshore as she sailed up the Australian East Coast, her keel being punched through the aluminium hull. Constant pumping by her crew managed to keep the yacht afloat and she was brought back to Sydney where her hull has been repaired and she has been given a new keel and rudder.

The end result is that *Freight Train* will be back into racing much more competitive, with a markedly lower IOR handicap rating.

Other early entries for the race include *Dynamite* (John Cameron), *Fortress* (John Pforr, Qld), *Ileola* (Geoff Wood, Vic), *Inch By Winch* (Joe Goddard, NSW), *Ruthless* (Peter Hill, NSW) *Struth* (Bill Webb, Qld), *Tradition* (David Gough, Tas) and *Plume de Chevre* (Jacques Garioud, New Caledonia).

This year's race to Noumea is being sponsored for the first time by the Westpac Banking Corporation as part of its energetic participation in activities designed to further community development at major centres in the Pacific where the bank has a substantial presence.

The bank's most recent acquisition was the Bank Indosuez in New Caledonia and French Polynesia and senior executives in Noumea are playing an active role in planning the 1991 Westpac Australia to New Caledonia Yacht Race.

CYCA Race Director Alan Brown has announced that a Royal Australian Navy warship will accompany the fleet across the South Pacific as part of a routine exercise, also making a goodwill visit to Noumea.

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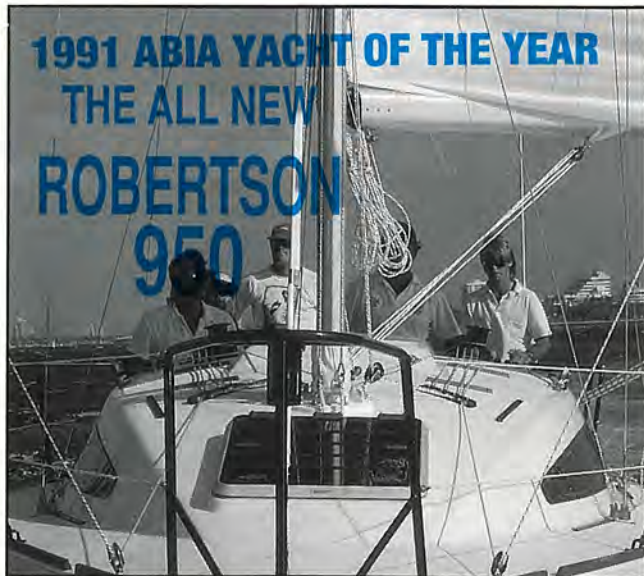
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Significant Changes To Southern Cross Cup

THE Cruising Yacht Club of Australia has made significant changes to the rules for the 1991 Southern Cross Cup to be sailed out of Sydney in December as part of Australia's prestigious annual ocean racing classic, the Sydney-Hobart Race.

The changes are designed to assist international teams and individual yachts in obtaining sponsorship and to open up the Southern Cross Cup to more competitive IOR yachts.

The six-race Southern Cross Cup is one of ocean racing's traditional international teams event and the first series in the Champagne Mumm World Cup of Ocean Racing for 1992-93.

Britain currently holds the Southern Cross Cup and will be going into battle with Australia in the Admiral's Cup in August to decide the 1989-91 winner of the World Cup.

After winning the Admiral's Cup in its home waters in August, 1989, a British team followed up by beating the Australians in their waters in the Southern Cross Cup in December that year. However, after regattas in Australia, Hawaii and Sardinia, the Australians hold a narrow points lead going into the Admiral's Cup, final series of the 1989-91 World Cup.

For the 1991 Southern Cross Cup, first event of the 1991-93 World Cup, the CYCA has made two major changes to the rules:

- Advertising on spinnakers will be allowed with the adoption by the CYCA of Category E (Event Classification and Advertising) of the Australian Yachting Federation's prescriptions to Rule 26 of the International Yacht Racing Union's racing rules.

This will apply not only to IOR-rated yachts contesting the Southern Cross Cup series, but also to yachts handicapped under IMS and PHS in the Sydney-Hobart and all events conducted by the CYCA for the 1991-92 season.

- The IOR rating band has been changed from 30.0'-70.0', which allowed maxi yachts to contest the 1989 Southern Cross Cup, to 24.0'-40.05', thus limiting the upper range to 50-footers and opening up the international series to Three-quarter Tonners.

This will cover the most competitive area of IOR racing in Australia and internationally at present and cuts out the maxi's such as *Drumbeat*, which dominated the short offshore races in the 1989 Southern Cross Cup.

The races for the Southern Cross Cup will be:

December 14 - Invitation race, 20-nautical-mile offshore triangle;

December 15 - Race 1, 20-nautical-mile offshore triangle;

December 16 - Race 2, 75-nautical-mile offshore race;

December 18 - Race 3, 20-nautical-mile offshore triangle;

December 20 - Race 4, 75-nautical-mile offshore race;

December 22 - Race 5, 20-nautical-mile offshore triangle;

December 26 - Race 6, 630-nautical-mile Sydney-Hobart Race.

The CYCA is currently making a concerted effort to attract overseas teams to Sydney for the Southern Cross Cup, with most interest expected in Germany, Britain, Hong Kong and Japan.

The Club has recently hosted functions for Australian representatives of companies based in these and other countries in a move to assist overseas teams obtain some local sponsorship.

Yachtsmen considering challenging for the Southern Cross Cup should first contact CYCA Sailing Secretary Bob Brenac for information on sponsorship possibilities.

The CYCA itself is currently negotiating sponsorship for the 1991 Southern Cross Cup and Sydney-Hobart Race following the expiry of the sponsorship agreement with NorTel, the major sponsor in 1989 and 1990.

In addition to the Southern Cross Cup for three-boat teams of IOR rated yachts, the CYCA will again conduct the Asia-Pacific Championships for IMS and PHS handicapped yachts in December.

WINTER racing on Sydney Harbour . . . Atara (Peter Brady), strong contender for top honours in Division B of Digital Series. (Pic - David Clare)



The Asia-Pacific Series will be spread over two weeks and the Sydney-Hobart Race, starting with two 20-mile short offshore races on December 14 and 15, followed by a 75-nautical-mile race on December 20 and the Sydney-Hobart on December 26.

For further information on the 1991 Southern Cross Cup and Sydney-Hobart Race, contact Bob Brenac, Sailing Secretary, Cruising Yacht Club of Australia - phone: (02) 363 9731 - fax: (02) 363 9745.

Sydney Boat Show Plans

THE 1991 Sydney International Boat Show, at Darling Harbour from Saturday, July 27 until Sunday, August 4, promises to again provide the marine industry's best display of boats and associated equipment available in Australia in 1991. A feature will be the number of yachts exhibited afloat at the special marina in the basin at Darling Harbour.

As well as local Boating Industry Association of NSW members and regular exhibitors, the 1991 Boat Show has attracted new local, interstate and overseas participants filling close to four halls at the Sydney Exhibition centre and the marina.

To attract public attention and stimulate Boat Show visitors, BIA organisers are incorporating extra promotional activity to coincide with the marine industry's showcase.

Outside the Boat Show marina, historic Cockle Bay will play host on Sunday, July 28, to contestants preparing for the Offshore Power Boat Club's Sydney to Newcastle race. These awesome superboats will parade in the bay before heading to the start near the Harbour Bridge.

Other outside displays will include scale 12-metre class yacht races, working model boats in the pond near the Chinese Gardens, as well as various maritime demonstrations.

Among interesting yachts on display will be the range of Beneteau cruiser/racers, the 1991 Yacht of the Year, the Robertson 950, along with the Cape 31 which was runner-up, and the US-built J/44 offshore racer/cruiser, *Phoenix*.

Phoenix, owned by Brisbane sailors Stephen and Cyndy Everett, will leave the show early on Saturday, August 3, to take its place in the fleet contesting the Jupiters Yacht Classic ocean race from Sydney to the Gold Coast. The J/44 was US Boat of the Year two years ago and since being brought to Australia *Phoenix* has been a winning yacht under the new IMS handicap category.

The Cape 31 made its debut at the Show last year and *S/Cape* has since proven to be one of the fastest 31-footers

sailing in Sydney. Changes to the coach-house will make the boat even more attractive as a yacht designed specifically for the Australian family which enjoys racing and limited family cruising.

The Robertson 950 has recently made its sailing debut on Sydney Harbour in the CYCA's Digital Winter Series, sailing as *Corroboree*. The boat is being built by prominent and successful Queensland yachtsman Bob (Sir Robbo) Robertson.

The Sydney International Boat Show will be open from 12 noon to 9pm each weekday and from 10am to 9pm on Saturdays and 10am to 6pm on Sundays. Entry costs are the same as in 1990 – \$9 for adults, \$20 for families (two adults and up to three children) while pensioners and children pay \$4.

Oldest Race Gets Own Start Line

AUSTRALIA's oldest ocean yacht race, the 197-nautical-mile dash across Bass Strait from Melbourne to Devonport will have its own start line at Portsea on December 27.

Over the past 19 years, the Melbourne-Devonport start has been part of a combined fleet with the Melbourne-Hobart yachts.

In announcing the ongoing sponsorship of the TT Line Abel Tasman for the race to Devonport and the historic Rudder Cup, Ocean Racing Club of Victoria commodore, Chas Jacobsen, announced the split starting line.

The starting gun for both fleets will be fired off Portsea at 1pm on December 27, with the larger Melbourne-Devonport fleet starting 200 metres farther east of the line for the fleet racing down the West Coast of Tasmania to Hobart.

More than 70 yachts are expected to compete in this year's Bass Strait race, with other important changes for the 1991 Abel Tasman Melbourne-Devonport race and the Rudder Cup including:

- The IMS (International Measurement System) division becoming the premier division, with the winner of the prestigious Rudder Cup to the top-scoring yacht under IMS handicaps in the three-race series.

- Introduction of a two-handed division for the first time in the 84-year history of the race across Bass Strait.

Commodore Jacobsen said that in addition to IMS handicapping, there would be Performance Handicap and Channel Handicap divisions, but the IOR division had been dropped. He said ORCV believed a number of yachtsmen were interested in racing two-handed offshore and the division would be trialled in the Abel Tasman Melbourne-Devonport race.

The Abel Tasman Rudder Cup will comprise the Cock of the Bay race on Port Phillip on December 26 and the



GUNBOAT 402 (Matthew Ellery) has some competition from this OK Dinghy in Digital Winter Series on Sydney Harbour. (Pic – David Clare)

Mobil Top of the Island Race sailed out of Devonport on December 29.

Many families and supporters of crews are expected to follow the race to Devonport overnight aboard the Bass Strait ferry, *Abel Tasman*, which in six years has now carried more than one million passengers in some 1,500 crossings between Melbourne and Devonport.

Last year's race saw Geelong yachtsman Ron Spence set a race record of 10 hours 12 minutes 30 seconds with his new yacht, *Fuji Logitech*, which he and his son subsequently sailed into third place in the two-handed, 5,500-nautical-mile race from Melbourne to Osaka in Japan.

Squadron Starts Laser, Trailer-Sailer Divisions

THE Royal Sydney Yacht Squadron is seeking to add two new divisions, Lasers and performance trailer-sailers, to its regular Saturday racing programme which begins in September.

The Squadron currently has 200 yachts racing in 10 divisions, seven composed of class boats and three of mixed divisions, in its harbour races. These include divisions for Etchells, Hoods, Stella/Folkboats, Ynglings, Dragons and J-24s, with the half-ton and Cavalier 28 divisions alternating their sailing between the Squadron and the Sydney Amateurs Sailing Club.

Details on racing with the Squadron may be obtained by calling the Sailing Office on (02) 955 7171 or faxing them on (02) 955 3404.

Strong Interest In Lord Howe Race

ONE Australian offshore race that never slips in its fleet size is the annual Gosford to Lord Howe Island

Race, conducted by the Gosford Sailing Club. The fleet size is restricted to 25 racing yachts and as usual there is already a waiting list.

Although without a major sponsor – Fujitsu will again donate the major trophies – Gosford Sailing Club is well down the track in organising another successful race across the Tasman to the World Heritage-listed Island.

The start will be from Broken Bay on Saturday, November 1.

Among the first entries received were *Antagonist*, *Brindabella*, *Daybreak*, *Fanny Adams*, *Fiddlers Green*, *Freight Train*, *Gone With The Wind*, *Huon Chief*, *Inch by Winch*, *Lady Penrhyn of Nirimba*, *Mark Twain*, *Mutineer*, *Pilgrim*, *Quo Vadis II*, *Scimitar*, *Sequin*, *Special Effect* and *Stormy Petrel*.

Death of NZ Yachtsman

ONE of New Zealand's great yachting administrators and competitors, Ian Treleaven, has died in Christchurch at the age of 82. A former president of the New Zealand Yachting Federation, he was in the forefront of the sport for most of his near 70-year involvement.

One of the late Mr Treleaven's sons is Sydney-based yachtsman Ian Treleaven, who runs the Musto yachting gear business in Australia.

A highly successful sailor in dinghies and an administrator of great efficiency, the late Mr Treleaven was researching a centenary history of Christchurch Yacht Club, of which his father was a founding member, until only two weeks before his death.

Back in the 1920s, he sailed spinnaker on the famous X boat, *Betty*, before moving into 18-footers and then into keelers in the 1930s, for 25 years racing *Varuna* and *Peri Banu*.

For a younger generation of NZ yachtsmen, Mr Treleaven will be best remembered for his contribution to the sport's administration, as president of the Canterbury Yachting Association and later as president of the New Zealand Yachting Federation.

He was NZYF president from 1973 to 1975 and in a unique family achievement another son, Bryan, an Olympic team member and national champion, filled the same position less than 10 years later, from 1983 to 1986. A life member of the NZYF, Mr Treleaven was one of the first three Canterbury recipients of the Federation's honours awards for outstanding service to yachting.

Feodor The Fearless

SOVIET adventurer Feodor Koniukhov had walked to the North Pole and ridden a pushbike for four years across the barren north of

Russia. But when he set sail from Sydney in October 1990 to sail around the world solo and without putting into port, he had had virtually no experience as a yachtsman.

'Feodor The Fearless' - as the daily newspapers dubbed him - successfully completed yet another adventure when he sailed back into Sydney Harbour in June, seven months later, after his friends and family had given him up as lost at sea.

"What really moved me was when this voyage came to an end," he told the welcome committee which had waited patiently for him for several days at the Gladesville marina as Feodor slowly sailed the final 50 sea miles of his voyage.

"When you prepare for something for a very long time, and it is accomplished, you realise it is done and that is sad."

But what Feodor, 39, called preparation - a 19-year desire to sail around the world - veteran yachtsmen described as madness. Before leaving Sydney he had sailed only four times before in his native Vladivostok harbour and had made only one other coastal voyage.

His only knowledge of his 11-metre sloop *Dalrosso* was a 30-minute trial on Sydney Harbour under the guidance of a local shipwright. A mere three weeks was spent fitting out the vessel for his planned solo circumnavigation - but the Swanson 36 proved a stout seaboat and a forgiving yacht to sail.

Feodor's supporters and family received only two radio messages during the seven months he was at sea, and there was a gap of several months until a Soviet cargo ship reported sighting and talking to him in Bass Strait. Finally, he was sighted off Port Kembla.

Back in Sydney, Feodor told how he had survived a violent storm which damaged his rigging and clinging to the

yacht by his safety line after being thrown overboard in the Indian Ocean.

It was, he said, his 29th adventure expedition - and certainly not his last.

Kanga Birtles 3rd In Atlantic Race

AUSTRALIA's round-the-world single-handed yachting hero, Kanga Birtles, has finished third in the BOC Transatlantic Challenge Race.

Birtles, from Nowra on the NSW South Coast, sailed his 60-footer, *Jarkan*, across the line at Torquay with an Atlantic crossing time of 16 days 5 hours 11 minutes 41 seconds.

Unlike the BOC Challenge solo round the world race which finished at Newport, Rhode Island, last month, the competing yachts had crews ranging from three to five people.

Birtles, after his 27,000-nautical-mile solo voyage in which he finished fifth, completed the Atlantic crossing race with a crew of three to take third place.

Winner of the race, from Newport to Torquay, was the American yacht *Hunter's Child* (Warren Luhrs) with second place going to the South African entrant, *Grinaker-Allied Bank*, skippered by Bertie Reed - finishing only five hours ahead of *Jarkan*. Reed's crew included John Martin, the fellow South African he rescued from the Southern Ocean south-west of Cape Horn, during the solo race around the world.

For his performance, as top placed BOC Challenge competitor, Reed received a purse of gold sovereigns.

Big Boat Show For Brisbane

QUEENSLAND's marine industry showcase, the 1991 Brisbane Boat Show, will feature almost \$50 million in

exhibits including the latest technology and releases from throughout the world. Boat Show committee chairman, Tom Wyld, says the state's annual \$110 million boating industry had weathered the national recession well and up to 200 separate exhibits, about the same as last year, would be on display.

The 1991 Brisbane Boat Show will be held in the RNA Showgrounds from September 12 to 17 and is expected to draw crowds of up to 50,000.

Sandringham to Build New Marina

VICTORIA's largest keelboat club, Sandringham, is embarking on a multi-million-dollar redevelopment of its marina in Sandringham harbour.

General Manager Dennis Strahan said applications for the necessary permits to build a wave screen and reconstruction of the marina jetties and associated works were expected to be approved by August.

A start on the wave screen was expected in December, and work on new floating concrete jetties might start in March. The work would continue until all stages were complete, lifting the club's pens total from about 256 to a potential 300.

The club berths will accommodate much bigger craft, up to 20 metres, with most pens in the 15-metre bracket.

Prices for leases from 15 to 20 years range from \$7,500 to \$30,000. Pens revert to the club at the end of the lease, and initially the club will retain about 15 pens. It will try to acquire any pens offered for sale, if finances permit.

After a series of meetings to discuss the plan, members voted to go ahead with a reconstruction with a life span of about 50 years.

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1991

There was a flood of applications for leases, but it is believed the scheme has 'shaken out' 50 to 60 of the existing pen occupiers, who have not sought berths.

The scheme is accelerating the gradual change in the club to a 'big yacht' club, with many owners now looking to smaller yachts which can be kept on hard standing. Strahan said the rate of enquiry for membership details from owners of big yachts now kept in Western Port had stepped up.

Although Sandringham has the State's most successful ocean racers among its members, the crown has slipped in recent years. The new elite fleet is expected to put that to rights within a short time.

Once all leases expire and pens revert to the club, members will be asked to consider a new lease sale deal — with proceeds likely to be put to rebuilding the clubhouse.

Yacht Auction On September 7

BOAT broker Warwick Hoban is making plans for a big yacht auction on September 7. He expects owners of the 50 to 60 boats which have not taken up berths in Sandringham's marina leasing redevelopment to be keen to list their yachts before the new season.

New IMS Racer For Rob Green

FEW yachts are under construction in Victoria, and most of the state's builders of ocean goers are not flat out.

Ken Jago has been overseeing the building of a new Scott Jutson-designed IMS racer for former commodore of the Ocean Racing Club of Victoria, Rob Green.

Green previously had a share with Bruce Edmunds in *King's Cross*, and before that owned *Lawless*.

Green's new boat is a 31-footer, a sister to the Sydney-based *Chesapeake*.

Jago said: "There are no high-tech ocean racing boats being built and I doubt we'll ever see an era like the '78-79-80 years again. I may have to go and be a postman or something!"

Malcolm Hart expects to complete his latest Inglis 47, Ross McDonald's *Fast Forward*, for launching in August and it will compete in the Bay circuit. The boat is being measured for IMS.

Another English 47, for John Hawley, is not expected to be completed by the owner until late next year.

Mal has two big projects on the go as well — an Ed Dubois-designed 60-foot cruising yacht for a Darwin owner, and a Lock Crowther-designed catamaran for a Port Douglas client who intends to race it at Hamilton Island next year.

Bernie Webber is looking at doing an IMS family cruiser-racer of about 34 foot, and a decision will be made about September-October.



VETERAN yachts sail on. The H28 ketch, *Safari*, was built in 1946 by Bob French at J.J. Savage's yard at Williamstown, Victoria, and was originally sailed by Jock Sturrock. *Safari*, owned by Marshall Hawes and skippered by Stephen Hawes, continues to regularly win races on Port Phillip.

Ron Hampson says he is thinking of building a 50-foot version of the Radford 35 Sprint he has built for Peter Young, but this would be dependent on selling his Adams-Radford 57 *Flashdance*.

Fuji Logitech Sold in Japan

FUJI Logitech, the Tony Castro designed flier which was the top Australian yacht in the 5,500-mile Yamaha Melbourne-Osaka double-handed race, has been sold to its sponsor in Japan.

Geelong-based Ron and Murray Spencer were third overall, behind Nakiri Daio and *Lucky and Luppy*.

Ron set a new race record in the 196-mile Melbourne-Devonport race last year just hours after *Fuji Logitech's* first sail in Australian waters after being shipped out from Britain for the Osaka race.

Peter Mountsey and Jon Sayer's *Flying Fish*, which blitzed Racing Class 2 in the Osaka race, is believed to be the only other Australian yacht sold in Japan immediately after the race.

Half Tonners Duel on Bay

ZUMDISH and *Einstein*, the two Melbourne Half-Tonners which lost their masts soon after the start of last year's Sydney-Hobart race, are con-

tinuing their year-long battle for supremacy on Port Phillip Bay.

After two races, both *Zumdish*, owned by Harry Hertzberg and helmed by its designer Robert Hick, and *Einstein*, the Andreiu-designed half raced by brothers Clive and Steve Purtell, have won a race each in the hotly-contested NEC Winter Series.

Hick is especially keen to establish supremacy over *Einstein* as he has been the winning skipper in six of the seven winter JOG series so far raced out of Royal Yacht Club of Victoria.

They have been relegating Bruce Taylor's Davidson Three-quarter Tonnor *Chutzpah* to third placing in each race, and Hertzberg has already announced plans to return for this year's Sydney-Hobart.

Yachtsman of Year Delayed

VICTORIA'S annual Yachtsman of the Year, Junior Yachtsman and Motor Yachtsman of the Year Awards will be announced about September, Victorian Yachting Council executive director Campbell Rose has announced.

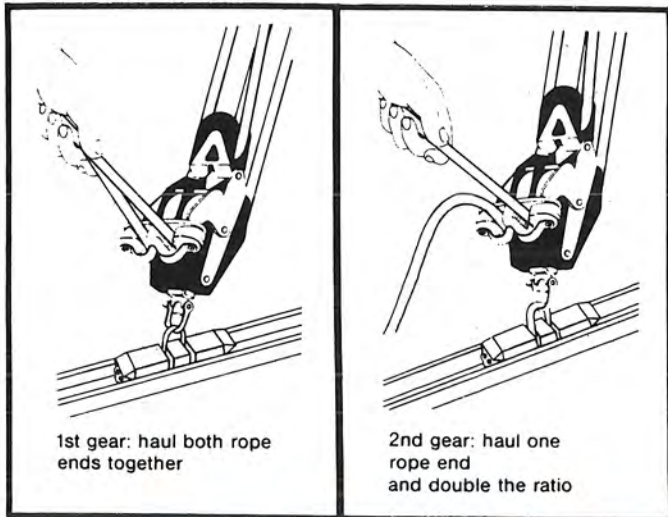
The awards are normally made public with the opening of Melbourne's National Boat Show in July, but Rose said this year they would be delayed about six weeks.

Ampol has dropped out as sponsor for the awards, and this is believed to be behind the delay.

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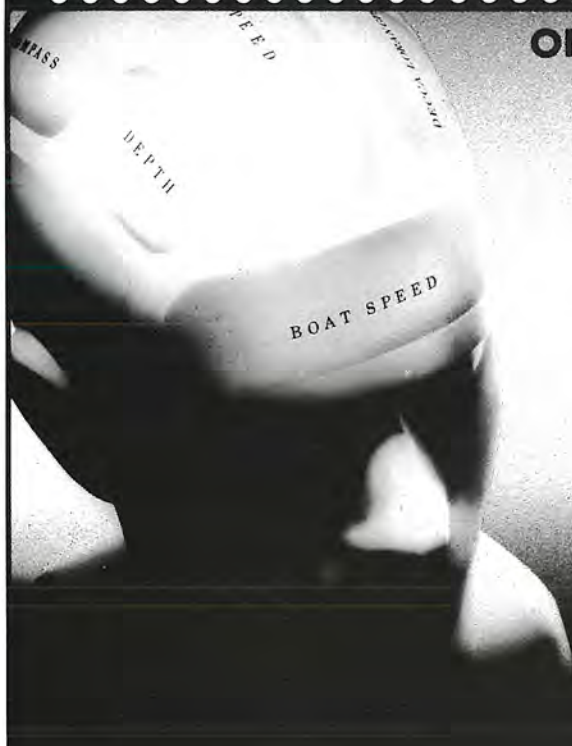
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More Boat Builders Using DuraKore

DURAKORE, the Australian strip composite material and system for building cored fibreglass reinforced plastic boats, continues to receive worldwide acceptance. Boatbuilders in Australia, New Zealand, Japan and Germany are now using DuraKore in the construction of both sailing and power boats.

DuraKore, which does without costly, time-consuming tooling, was developed in the mid-1980s by Arnie Duckworth of ATL Composites in Australia and New Zealand in association with American Keith Walton, director of Baltek's marine products – Baltek stands for Balsa Technology.

In Australia, the late Ben Lexcen set the ball rolling when he used DuraKore in the building of his Lexcen 30-footer, *Eclipse*. More recently, prominent Melbourne boat-builder Ken Jago has used DuraKore in the building of the first two of the interesting Jutson 950 IMS racer/cruisers, building for Sydney yachtsman Bob Williams and John Green in Melbourne (see boat test in this issue).

In New Zealand, the first keelboat built using DuraKore is the Townsend 37, *Executive Suite*. In the US, several yachts have been built or are under construction, including a 41-foot IMS cruiser/racer and a 50-foot charter ketch.

However, the most spectacular use of DuraKore has been in the building of outboard-powered trimaran *Baltek DuraKore Endeavour* which late last year successfully completed a four-leg voyage from San Francisco to Sydney. Skippered by ocean adventurer Steve Shidler, the 40-foot craft covered a total of 7,353 sea miles in an aggregate running time of 29 days 16 hours and 25 minutes – an average speed of just under 10 knots.

Yachties' Trash & Treasure Market

IS your yacht or garage cluttered with old boating gear? If so, here is an opportunity to turn this into cash – to spend on new gear, of course.

A committee of Cruising Yacht Club members has organised the Club's sixth Yachties' Trash & Treasure Market to be held at the Rushcutters Bay club on Sunday, August 25.

Between 9am and 3pm, yachties from all clubs can visit the club to buy and sell, either directly or through a special sales team for a commission of 20 per cent. For those with heaps of old gear – wet weather jackets, running rigging, replaced sails, and so on – can rent a treble table for the day.

The charges for tables will be: CYCA members \$25; other club members \$35; Commercial (Club members) \$55; Commercial (non Club members) \$75.

According to committee member Jill Robinson, the Market provides an outstanding opportunity to buy and sell yachting gear. "It's surprising what yachties have stowed away and it's just as surprising what they can find to buy at the Markets to fill up those spaces again," said Jill.

Further information: Jill Robinson (02) 327 1011, or Naida McClean (02) 30 7423.



What a Bummer!

BUMMERS are claimed to be the ultimate in comfortable sports shorts, especially designed for sailing (or just bumming around in). Available for guys and girls in a brilliant range of colours and sizes to fit all, the 'Bummers' are made from thick pure cotton, triple stitched for superior strength. They have huge side pockets and a reinforced panel of sailbag fabric on the backside to prevent excessive wear.

Removable high density foam (non-absorbent) padding can be inserted to achieve the maximum in comfort for your precious behind.

They are the most practical, best looking shorts available. Ideal for both racing and cruising, from dinghies to maxis, 'Bummers' make ideal deck shorts for crew or club uniforms.

Further information: Decked Out Nautical Gear, 90 Bayswater Road, Rushcutters Bay, NSW 2011. Phone: (02) 360 9335.

New Yacht Times From Seiko

WHETHER you're a competitive yachtsman or a weekend sailor, Seiko has designed the most advanced digital yacht timer watch to suit all your needs. A practical tool for the serious competitor, Seiko's Yacht Timer features a special preset time mode for 15, 10 and five-minute countdowns. An audible 'beep' sounds every minute for the last 10 minutes, and every second in the last minute. A five-second long beep sounds for the last five seconds.

Also an excellent general purpose digital watch, the Seiko Yacht Timer has separate displays for day, date, alarm

time, timer and split time in the upper row, and for present and accumulated times in the lower row.

Retailing for a recommended price of \$250 the Seiko Yacht Timer (Reference number SMGL01-2) is available at all leading department stores, jewellers and duty free outlets.

New Aust Agent For Dehler Yachts

DEHLER Yachts of West Germany have appointed Eddie Room of Tradewind Sailing School, Townsville, as their second agent in Australia. All Dehler Yachts are Van de Stadt designs and Room has been Van de Stadt's agent since 1983.

Van de Stadt Design Office and Dehler Yachts have had a very close co-operation in producing a range of fibreglass production yachts which are generally regarded as the best in Europe. There are seven models – Dehler 31, 34, 36cws, 36db racer, 37cws, 39cws and a soon to be released Dehler 43cws.

Campbell Pennfather in Sydney is also a Dehler Yachts agent.

Dehler Yachts is run by Willi Dehler and his son Kari, with Peter Wiesner as sales manager. The company produces about 750 yachts each year, mainly for the European market. However, the first year of Japanese sales saw 65 boats going into that country.

Despite no excess capacity at present, Dehlers are keen to penetrate the Australian market and to this end have appointed Eddie Room as an agent because of his success in selling Van de Stadt yacht designs and services here. Eddie sees being able to offer clients as a logical extension of his existing business – stock plans and design services for amateurs and referral to local builders of Van de Stadt designs for one-off yachts.

According to Room, the best thing about Dehler Yachts is their high quality and good prices. The German factory is so efficient that despite sales tax, customs duties and freight to Australia making the yachts 60 per cent dearer than in Europe, they are still well priced compared with local and imported competition currently on the Australian market.

Examples of prices in Australia, including customs duty, sales tax and freight, with the yachts complete with working sails, instruments, shore-power system and auto charger, refrigeration (in the case of the 36-footer and above models), electric central winch in cws models, all running rigging, including spinnaker gear, dishes and glasses and a German Lloyds Certificate (acceptable for Australian charter survey), delivered dockside to major Australian ports are:

Dehler 31 – \$123,000; Dehler 34 – \$145,800; Dehler 36db racer – \$202,600; Dehler 36cws – \$206,300; Dehler 37cws – \$214,200; Dehler 39cws – \$232,400.

Design Breakthroughs in Australian Feathering Prop

A new, Australian-designed and patented feathering propellor offering cruising and racing yachts maximum performance under power and minimum drag under sail has been launched in Sydney.

Aimed at capturing a big share of the local market presently dominated by overseas products, and with prospects for export, the Hydralign propellor was completely developed by the Kirribilli (Sydney) company JBC Yacht Engineering which also fabricates and markets the propellor.

The propellor is totally the work of the Managing Director of JBC, J.B. (Jacko) Christoffersen, widely known and respected throughout Australian yachting both for his sailing exploits and his marine engineering skill and expertise.

He told those at the product launch that testing of the propellor in a full range of practical applications over the past year, after a considerable period of research, had convinced him he had a product which offered design and performance breakthroughs against anything similar.

"We have now gone into full production because what we have is a truly internationally competitive propellor both in design and price, because it stacks up against all the imported props," he said. He estimated that the total Australian market for such a product would be more than \$5 million a year, with virtually all yachts here at present being fitted with imported propellers.

"Hydralign presents more blade area to the water under power yet feathers simply into a minimal drag configuration," Christoffersen said. "It achieves its high operational efficiency through its wide range of easy-to-do pitch adjustments to best suit the shape, displacement, and the engine capacity and torque of each individual craft."

New Magnavox GPS Receiver

MAGNAVOX have released a new six-channel GPS receiver which provides a combination of features never before available in any GPS receiver, at any price. The new Magnavox MX100 GPS Navigator offers the highest possible levels of navigational accuracy and reliability, plus a new high resolution graphics display and a host of advanced navigation features.

The unique multi-channel continuous-tracking architecture of the MX100 provides advantages over the sequencing and multiplexing GPS receivers previously on the market. The Magnavox uses six independent chan-

nels to track signals from all available GPS satellites simultaneously. The result is faster acquisition time, more precise and responsive position and speed measurements, and better receiver sensitivity.

Magnavox has packed the MX100 with advanced navigation functions and features. The system uses multiple screens to show as much or as little navigational data as desired. At a glance, the navigator can view precise position information (updated every 0.6 seconds), course and speed over ground, set and drift, waypoint steering information and a visual graphic display of cross-track error.

The display can be enlarged so that the basic navigation information can be easily read from the steering station. The unit can also display water depth, true and relative wind speed and direction.

Further information: Richard Chapman, Coursemaster Autopilots Pty Ltd, 7 Smith St, Chatswood, NSW 2070. Ph: (02) 417 7097. Fax: (02) 417 7557.



Satellite EPIRB From Kodan

EPIRBs are now well established in the area of search and rescue at sea, but the introduction of international satellite sea safety coverage has seen significant improvements in the recognition of distress signals and the subse-

quent location of people in an emergency situation.

Echo Radar Pty Ltd of Port Adelaide have introduced their first satellite local rescue beacon, the Kodan EPIRB 948. This self-contained rescue beacon is normally fastened securely to the vessel, but in an emergency situation, where manual release is impossible, an automatic float free mechanism will release the beacon before reaching a depth of four metres.

In either mode, automatic or manual, the beacon will automatically activate, transmitting an emergency distress signal to SARTS and/or COSPAS satellites which in turn alert worldwide sea safety operational centres.

Older EPIRBs gave an accuracy of only 5-10 miles, as well as relying on an overflying aircraft picking up the signal. The Kodan 948 rescue beacon broadcasts on three frequencies, 121.5MHz, 243MHz and 406MHz. This feature provides an additional measure of reliability, while the high accuracy of the 406MHz signal allows satellites to more accurately pin-point the vessel's or a life raft's position.

Worldwide trials off the coasts of Europe and the USA produced results which indicate that not only did the Kodan Rescue Beacon provide consistent one-third of a mile pin-pointing accuracy, but it can also produce frequent tracking accuracy to within one mile.

Further information: Milan Stepanek, Echo Radar Pty Ltd, PO Box 12, Port Adelaide, SA 5015. Ph: (08) 47 1503. Fax: (08) 341 0567 or Peter Chant, NSW mobile (018) 820 651 or fax (02) 398 8416. Or Echo Radar toll free number (008) 882 068.

Sound Marine Audio Systems

ONE of the problems of audio systems aboard yachts is the deterioration caused by salt air corrosion. Mark Baker Pty Ltd are now importing Sound Marine, a waterproof marine series designed to be rust proof and used in outdoor areas with high moisture and corrosion.

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Sound Marine comes in two distinct marine audio series, one for larger yachts/cruisers and the other smaller pleasure craft. The System 1 Sound Marine for larger craft can be used for up to 20 speakers, the System 2 for smaller boats for up to four speakers.

Further information: Mark Baker Pty Ltd, 8/42 Leighton Place, Hornsby Business Park, NSW 2077. Phone — (02) 482 1544. Fax: (02) 482 1579.

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CYCA OFFSHORE RACING CALENDAR

NEW SOUTH WALES

1991

OCTOBER

- 4 Halvorsen Bros. Trophy, CYCA. First of three races for the Commodore's Trophy, (180nm), Cabbage Tree Is - Course A.
Start 2000 hours (Friday)
- 4-7 Squadron Spring Offshore Regatta, incl Morna Cup, Capt Rowntree Cup, Tarni Cup and Montego Bay Trophy - short offshore races
- 9 Twilight Race, CYCA, Start 1700
- 12 Norm Cup, RSYS Div 1
- 12-13 Range Rover Relay, CYCA
- 16 Twilight Race, CYCA, Start 1700
- 19 Gascoigne Cup - RSYS
- 23 Twilight Race, CYCA, Start 1700
- 26 Paul Royal Memorial Trophy, CYCA, Passage Race to Pittwater
- 26-27 MMI 3 Ports Race, MHYC
- 30 Twilight Race, CYCA, Start 1800

NOVEMBER

- 2 Short Ocean Race, CYCA, All Divisions
- 6 Twilight Race, CYCA, start 1800
- 8 Ron Robertson Memorial Trophy and Kings Birthday Cup Race, CYCA, Lion Is-Botany Bay (Approx 65nm).
Start 2000 hours Friday
- 8 Short Haul Night Harbour Race, CYCA, Start 1900 hours
- 9 Gosford Lord Howe Island Race, Gosford SC
- 9-10 Port Jackson regatta, RSYS inshore divisions
- 13 Twilight Race, CYCA, Start 1800
- 16 Bruce & Walsh Regatta, MHYC, 2 x 15nm
- 17 Bruce & Walsh MHYC, 1 x 25 miles
- 20 Twilight Race, CYCA, Start 1800
- 23 Short Ocean Race, CYCA, All Divisions
- 25-28 Spring Twilight Regatta, E22 Milson Silver Goblets, RSYS
- 27 Twilight Race, CYCA, Start 1800
- 29 Founder's Cup Race
Flinders Cup Race, CYCA, Second of three races for the Commodore's Trophy, (90-105 miles), Flinders Islet - Course G or alternative, Start 2000 hours
- 29 Nov- E22 State Championship, RSYS,
2 Dec Manly Circle
- 30 National Maritime Museum Opening Regatta, SASC

DECEMBER

- 4 Twilight Race, CYCA, Start 1800
- 7 Short Ocean Race, CYCA, All Divisions
- 11 Twilight Race, CYCA
- 14 Short Ocean Race, Invitation Race, (David Burke Memorial Trophy), CYCA, All Divisions
- Race 1: Asia Pacific Championships, CYCA

- 15 Race 1: Southern Cross Cup Series, (25 miles), CYCA
Race 2: Asia Pacific Championships, (Lion Is or Botany Bay Course) CYCA
- 16 Race 2: Southern Cross Cup Series, (75-90 miles), CYCA
- 18 Race 3: Southern Cross Cup Series, (25 miles), CYCA
- 19 Lay Day Southern Cross Cup, Re-sail if required
- 20 Race 4: Southern Cross Cup Series, (75-90 miles), CYCA
Race 3: Asia Pacific Championships, CYCA
- 22 Race 5: Southern Cross Cup Series, (25 miles), CYCA
- 23 Lay Day Southern Cross Cup Series, Re-sail if required
- 26 Sydney-Hobart Race, 630nm, CYCA, This is the third and final race for the Commodore's Trophy
- Race 6: Southern Cross Cup Series
- Race 4: Asia Pacific Championships
- Pittwater-Coffs Harbour Race, RPAYC
- 27-31 Squadron Christmas Championship Regatta - Ynglings Australian championships and World selections; Stella-Folkboat NSW Championship; 5.5 Metre Gold & Silver Cups; Dragons - Gold Cup; Solings - The King Haakon's Cup



1992

JANUARY

- 1 Sydney-Hobart/Asia Pacific Ocean Racing Championships Presentation Dinner
- 2 King of Derwent, Derwent Sailing Squadron
- 2-10 Dragon Prince Philip Cup, RSYS
- 8 Twilight Race, CYCA, Start 1800
- 10-12 Farr 10.2 NSW championship, MHYC

- 15 Twilight Race, CYCA, Start 1800
- 18 RANSA Regatta, Sydney Harbour
- 22 Twilight Race, CYCA, Start 1800
- 26 156th Australia Day Regatta, Sydney Harbour, RSYS
City of Sydney Cup, (Botany Bay Course - Separate Notice of Race)
Australia Day Flag Procession, Start 1800 hours
- 29 Twilight Race, CYCA, Start 1800

FEBRUARY

- 1 Milsons Cup, RSYS, Short-haul race to Port Hacking, (Combined MHYC Arbitrary Division) Start 1245
- 5 Twilight Race, CYCA, Start 1800
- 8 Club Marine Challenge, MHYC, (2 x 12 miles)
- 9 Club Marine Challenge, MHYC
- 12 Twilight Race, CYCA, Start 1800
- 15 Short Ocean Race, CYCA, All Divisions
- 19 Twilight Race, CYCA, Start 1800
- 22 Short Ocean Race, CYCA, All Divisions, First of three races for the Royal Clubs Trophy
- 26 Twilight Race, CYCA, Start 1800
- 28 Tradewinds Trophy Race, CYCA (approx 90-105 miles) Course F or G or alternative, Start 2000 hours
Short Haul Race to Pittwater

MARCH

- 1 Sail for Cancer Research
Organised by Leo and Jenny Leukemia and Cancer Foundation
- 4 Twilight Race, Start 1700
- 7 Short Ocean Race, CYCA, All Divisions
Second of three races for the Royal Clubs Trophy
- 11 Twilight Race (Last race), Start 1700
- 14 Short Ocean Race, CYCA, All Divisions, Third and final race for the Royal Clubs Trophy
- 20 Woollahra Cup Race, CYCA, All Divisions, 90-105 miles, Course F or G or alternative, Start 2000 hours
- Short-Haul Night Harbour Race, Start 1900
- 27 Short Ocean Race, CYCA, All Divisions

APRIL

- 4 Short Ocean Race, CYCA, All Divisions
- 7 Caltex Sydney-Mooloolaba Race, MHYC, 480nm
- 17-19 Easter Regatta, LMYC
- 17-21 YANSW Sail Sydney Regatta, RSYS and WSC
- 25-26 Port Jackson Autumn Championship Regatta, RSYS

AUGUST

- 1 Jupiters Yacht Classic, Sydney-Gold Coast, CYCA

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please give us a call. We'd love to share one new point of view
with which you will be very comfortable indeed.

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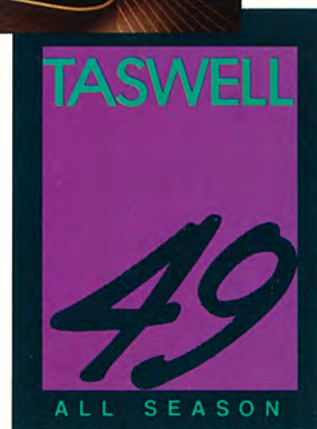
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Widgiawa Road, Northbridge 2063
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BEN LEXCEN

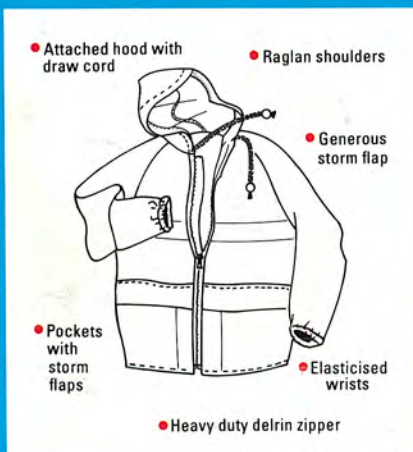
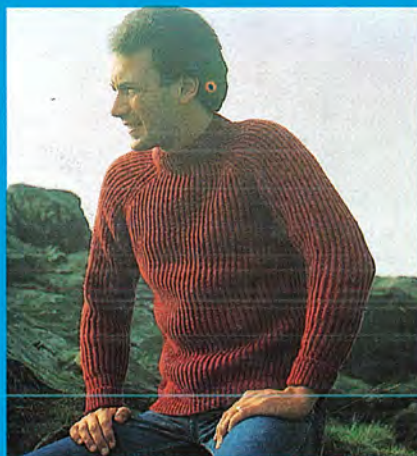
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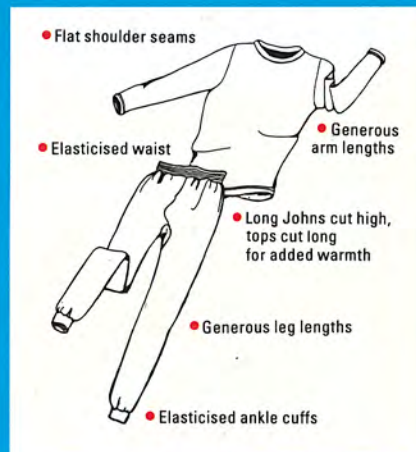
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