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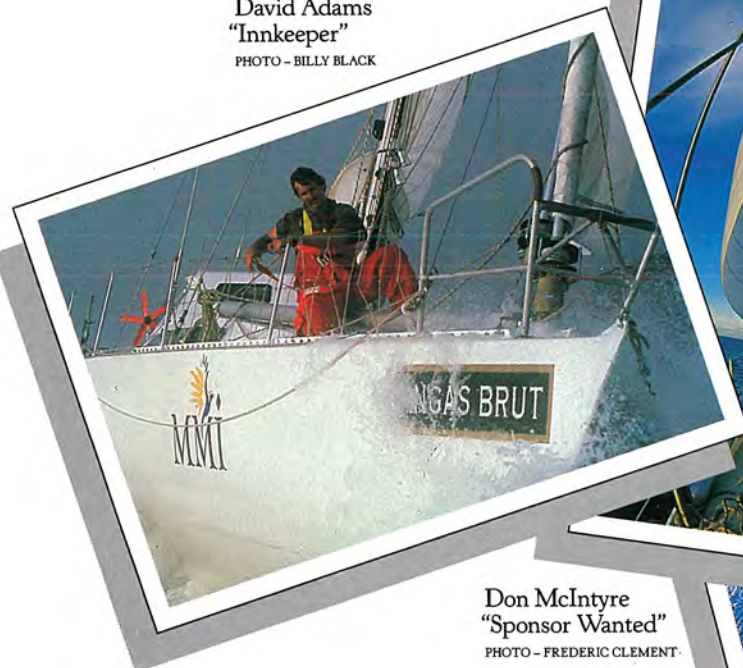
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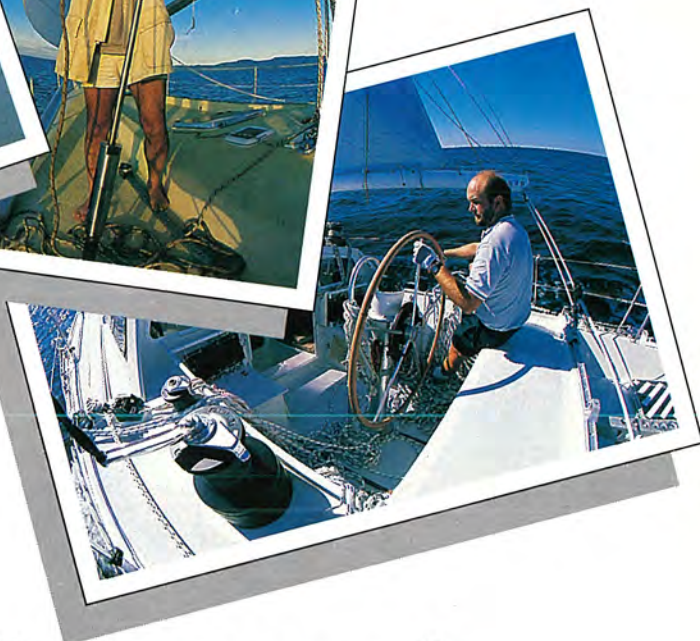
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OFFSHORE BOAT TEST - Sailing the J/44 at Hamilton Island
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Offshore

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NINE nations, including Australia, have nominated teams for the 1991 Admiral's Cup to be sailed from Cowes, England, starting August 1. Although a sharp drop in teams – 14 nations competed in 1989 – the line-up still represents the world's top ocean racing nations for what is arguably the world championship of offshore racing.

Both Australia and New Zealand will be represented by teams that include chartered boats. For the first time since Australia first challenged for the Cup in 1965 no selection trials have been held. This year, because of the downturn in the economy and the decline in yachts being built to the IOR, it has been a case of 'hands-up' among yacht owners available to send their yachts or charter.

Nevertheless, Australia will be strongly represented both in terms of boats and crews, with many of our most able and experienced ocean racing yachtsmen prepared to compete at Cowes. While the Australian team as yet has no sponsor, the Ocean Racing Club of Australia and the three owner/charterer/skippers are actively seeking sponsorship, if not in Australia then in Britain or Europe.

Importantly, Australia has maintained the continuity of competition at Cowes and will be represented by a strong team with a good chance in the Admiral's Cup and also of retaining the Champagne Mumm World Cup of Ocean Racing we won in 1987-89. Participation in the Admiral's Cup is also vital in encouraging overseas teams to come to Australia to contest the 1991 Southern Cross Cup and, as usual, the Cruising Yacht Club of Australia will have a strong presence at Cowes, with all three skippers and many crew being CYCA members.

Australia's team will be headed by the 50-footer *Cyclone*, owned by Sydney yachtsman Max Ryan, which was shipped to the UK after the Kenwood Cup and Japan Cup last year. *Cyclone* was due to sail in the International 50' Association World Series regatta at



FIFTY-footer Cyclone, skippered by Max Ryan, will be sole Australian-built yacht in the Australian team for the Admiral's Cup at Cowes. Other team yachts will be chartered to meet the strong competition like that seen at Cowes in 1989 (Below). (Pics – Rick Tomlinson and Peter Campbell)



Travemunde, Germany, in late May as a lead-up to the Lymington regattas and the Admiral's Cup.

Ryan has put together a strong crew to sail *Cyclone*, which has undergone modifications to the keel and ballasting since last year's Kenwood Cup in which the Frers 50 was sharing the topscoring place until her mast problems in the final race. He will be joined by well-known sailmaker Bob Fraser as tactician, Bob Scrivenor as navigator, Peter Shipway as crew boss and campaign manager, Don Buckley as trimmer, with David ('The Rat') Blanchfield as bowman. The principal helmsman has yet to be announced.

Cyclone will be joined by a One Tonner and a Two Tonner chartered in Europe by another Sydney yacht owner, Damien Parkes, and Hong Kong-based expat Australian Keith Jacobs. Parkes owns the well-known ocean racer *Freight Train*, while Jacobs has been a

regular campaigner in the Southern Cross Cup and Sydney-Hobart with yachts named *Bimblegumbe*.

Parkes will skipper the Farr-designed One Tonner, *Fram XI*, which has been chartered from King Harald of Norway. The Australian crew, which includes America's Cup yachtman Hugh Treharne as helmsman, Steve Kemp as navigator, Fraser Johnson as tactician and Peter Messenger as trimmer, will take over the yacht following the One Ton Cup in Belgium in early July. The yacht has been given new appendages and a new rig for the One Ton Cup.

Jacobs has chartered the British Two Tonner *Juno IV*, designed by Tony Castro, which was a member of the winning British teams in the 1989 Admiral's Cup and Southern Cross Cup. The Melbourne-born yachtman has brought several experienced Victorian sailors into the crew, including Bernie Case as helmsman and Ross Lloyd as tactician, along with Phil Morgan (navigator), Gordon Blaauw (main trimmer) and John Mooney (pitman).

The other nations which have challenged Britain for the Cup it won in 1989 are Germany, New Zealand, Denmark, Italy, the United States, France and Japan.



HIGHLIGHT of 1991 Champagne Mumm Admiral's Cup will be the level rating competition between the 50-footers, as was the case at the Cup in 1989. (Pic - Peter Campbell)



AUSSIIES CHARTER TO MAKE UP TEAM

Commenting on prospects for the Admiral's Cup, Royal Ocean Racing Club director Alan Green said in London: "Once again, the Champagne Mumm Admiral's Cup has attracted the very top nations in the field of grand prix offshore racing.

"From what we know already of the plans these teams have made, we can expect close racing of the very highest quality from the elite of the offshore racing world."

Teams will comprise three yachts from each nation, for the first time each yacht complying with a specific rating band under the International Offshore Rule (IOR) - a One Tonne (40-footer), Two Tonner (44-footer) and a 50-footer.

Racing will be without handicaps for the first time, each group of rated yachts competing against others from each team at level rating. Scoring for each team in each race will be the combined points scored by each of its three yachts in the three level-rating bands.

The six-race programme combines the tight discipline of inshore racing with the rigours of coastal and offshore sailing, culminating with the classic

605-nautical-mile Fastnet Race. This race takes the fleet from Cowes on the Isle of Wight down the south-west coast of England, across the Irish Sea to round Fastnet Rock off south-east Ireland, and finish back at Plymouth.

The Fastnet Race starts on Saturday, August 10 and should finish by August 14 and is almost always the decider of the Admiral's Cup.

Australia last won the Cup in 1979, the year of the Fastnet Race gale and



AUSSIIES of the Admiral's Cup - left, Max Ryan, owner/skipper of Cyclone, right, Bernie Case, helmsman of Juno IV; below, Damien Parkes who has chartered Fram XI. (Pics - Peter Campbell)



• Continued Page 60

COURAGEOUS one-armed yachtsman Phil Thompson will lead a disabled crew in the 1993-94 Whitbread Round-the-World Race under a project being put together in Britain for the demanding 27,000-nautical-mile race that takes yachts through some of the wildest seas in the world.

The Australian's crew will be drawn from disabled yachtsmen throughout the world, and will begin their sailing program by competing in this year's Fastnet Race in England with Thompson as the skipper. Later in the year, the crew will contest Sydney's MMI 3 Ports Race, a combination of sailing and running, with the crew of disabled sailors being joined by disabled endurance runners.

Thompson, 36, marina manager for the Cruising Yacht Club of Australia in Sydney and a noted ocean racing yachtsman for more than 12 years, raced in the last Sydney-Hobart only two months after having his left arm amputated because of a cancerous growth.

Called the Dolphin Circumnavigation Project, the Plymouth-based group plans to build and campaign a new Whitbread Offshore Rule 60-footer. The yacht is likely to be designed and built in Australia.

The Dolphin Circumnavigation Project has been set up by and for sailors determined to overcome their physical disabilities and will be funded with corporate support and project membership by disabled people in countries where the next Whitbread Race fleet will have stopovers - Australia, New Zealand, Uruguay, the United States, and of course Britain, where the Whitbread starts and finishes.

Letters are being sent to the four million registered disabled people in Britain, offering membership of the Dolphin Circumnavigation Project for five pounds sterling. Estimated cost of designing, building and campaigning a Whitbread 60 is expected to be about £4 million.

Thompson, who received the CYCA's Award for Seamanship in the 1990 Sydney-Hobart race, in which he sailed aboard *Freight Train*, has already visited the UK for the launching of the Dolphin Circumnavigation Project at the Plymouth Boat Show.

He told OFFSHORE that the Dolphin Project group already included several experienced disabled yachtsmen, including Rick Cooper, a leading UK J24 sailor, and others who had sailed offshore. "We are looking at a crew of 10 to 12 people and already there are half a dozen in training in the UK," Thompson explained. "An essential part of the plan is that they must be sailors who, despite their disability, are capable of ocean racing under tough conditions.

"For example, each yacht in the next Whitbread will have to have on deck on every watch throughout the race a specified 'swimmer' wearing thermal gear

ONE ARMED THOMPSON TO LEAD DISABLED CREW



PHIL Thompson uses his one arm effectively in helping hoist the spinnaker aboard *Amazon* in recent Digital Winter Harbour Race in Sydney. (Pic - David Clare)

who can dive overboard to the rescue immediately in the event of a man overboard situation. We have Peter Berry, an asthmatic but who is a fine swimmer and is involved with the Royal Life Saving Association.

"The crew mix is going to be vital to

SCOTT Jutson's design for the new Whitbread 60 yacht which Thompson hopes to have built for the next round-the-world race in 1993-94 and sail with a disabled crew under the British-based Dolphin Circumnavigation Project.



the success of the entire project, from fund-raising to the sailing," Thompson added.

Thompson confirmed that he had been asked to skipper the yacht in the Whitbread Race and to plan a program of long ocean race participation leading up to the start of the 27,000-nautical-mile round-the-world race in September 1993.

He is probably the most experienced ocean racing amputee in the world, with a remarkable success rate in the Sydney-Hobart in which he has 'done 10 with two (arms) and now one with one. . .'. These include the maxi yachts *Gretel* (second on handicap), *Vengeance* (line honours), *Sovereign* (line and handicap honours) and the 46-footer *Challenge II* (winner, IMS division).

"We intend to charter a yacht to compete in this year's Fastnet Race in England, and back in Australia we will sail the 66-footer *Freight Train* in the MMI 3 Ports sailing-marathon running event run by Middle Harbour Yacht Club in October, with the sailors being joined by a team of disabled runners," he revealed.

Thompson said the Dolphin Project were considering having their new Whitbread 60 (W60) designed and built in Australia. Scott Jutson had already done design work for a W60 and building quotes were being sought from yacht builders Ken Jago in Melbourne and John McConaghy in Sydney. Well-known Sydney-based professional rigger Don Buckley is being considered as shore manager of the project, with a team of four.

"We hope to start building the W60 within three months and be ready for sailing by early 1992," an enthusiastic Thompson told OFFSHORE. "We will follow the example of Whitbread Race winner Peter Blake in taking the boat and crew down amongst the ice south of Tasmania for some really rugged training and crew assessment."

All yachts and crews competing in the 1993-94 Whitbread Round the World Race will have to participate in specified long-distance qualifying races including a New York to London race in early 1993.

According to the Whitbread Rule Council which has been charged with the management of the Whitbread Rule, its objectives are clear. The Whitbread 60 should be faster, more seaworthy, nicer to sail, require a smaller crew and cost less than an equivalent IOR yacht. In addition, competition in the class should be close and success depends primarily on the skill of the crew at sea.

For further information on the Dolphin Circumnavigation Project for the 1993-94 Whitbread Round the World Race, contact:

Australia: Philip Thompson, 43 Benne-long Road, Cremorne, NSW 2090.

United Kingdom: David Dainton, 15 East Hill Close, Wallington, Fareham, Hampshire PO168SE.

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Spinnaker Advts For IMS Yachts

SIGNIFICANT changes to the rules of IMS racing in Australia will come into effect from the coming offshore season as a result of decisions by the Australian Yachting Federation and the Cruising Yacht Club of Australia.

The AYF council, at its late April meeting in Sydney, decided to come into line with the rest of the world in accepting the 'grandfathering' clause on exotics for yachts to be accepted for racing under IMS handicapping.

The CYCA has extended its decision to allow advertising on spinnakers in all its races for the coming season to include the IMS handicap category. This follows an earlier decision to introduce Category E (Event Classification and Advertising) of the AYF prescriptions to IYRU Rule 26 (Advertising) to the IOR and PHS categories.

The AYF decision on exotics ends a period of confusion in this part of the world, where Australia was out-of-step with other nations which allowed yachts built using exotic materials, such as carbon fibre, before January 1, 1990, to be accepted for IMS racing.

This, of course, hinges on them meeting the 'spirit and intent' rules of the IMS as far as accommodation and other factors go. However, exotics are specifically banned from use in the interior fittings and joinery of the accommodation.

The change will allow 'grand prix' yachts such as former Admiral's Cup team yachts *Sagacious V*, *Madeline's Daughter* and *Intrigue* to be modified and rated for IMS racing if the owners so desire. However, they will have to fully comply with the spirit and intent rules as cruiser/racers.

It may also open up Australian ocean races to more New Zealand yachts such as *Future Shock* which last year raced in the Jupiters Sydney-Gold Coast Race under Performance Handicap because in Australia it was not eligible for IMS.

The decision of the CYCA to extend Category E to its IMS category, as well as IOR and PHS, has been welcomed by owners of yachts who have received some sponsorship for their racing campaigns and have raced their yachts under sponsorship names.

"It will enable us to give our sponsors a much better return for their investment by being able to use spinnakers with an advertising logo," one owner added. "It will put an end to such fiascos



VICTORY for Beneteau First 53, Yellow and Blue SOAGEA, in the SPI Quest France race in Europe recently underlined the racing ability of Beneteau yachts. (Pic - Beneteau-photo G. Martin-Raget)

as the *Rothmans* protest in the last Sydney-Hobart which gave that yacht and its sponsors overwhelming publicity yet excluded the battlers from flying a sponsor's spinnaker in the Sydney-Hobart or in the King of the Derwent."

The first major CYCA ocean race in which fullscale advertising on sails will be permitted will be in the 1991 Jupiters Gold Coast Classic starting on August 3. However, Middle Harbour Yacht Club has allowed advertising on spinnakers for the past couple of Caltex Sydney-Mooloolaba races and the Royal Prince Alfred Yacht Club also has allowed spinnakers in its Pittwater-Coffs Harbour races.

The real significance will be in the 1991 Southern Cross Cup series where the introduction of Category E should be an important factor in gaining international teams for the six-race series as well as generally boosting entries for the Sydney-Hobart.

Explaining the CYCA decision, sail-

ing committee chairman Leigh Minehan said a representative number of owners of IMS yacht owners had been canvassed for their viewpoints. The result was fairly evenly divided between those strongly opposed and those equally strong in support of the move to extend Category E to include IMS yachts.

"We looked at various options such as applying Category E only to major races and not to club races, but this would have placed an added burden of cost on owners.

"Whatever decision we made would not please everyone, but in view of the fact that the RPYC and MHYC had already decided to extend Category E to their IMS fleets, we felt a decision had to be made. Otherwise the CYCA would be out of step with the other offshore racing clubs in NSW," Minehan said.

"We don't believe the decision will see an influx of big bucks into competition under the IMS handicapping category," he added.

- Peter Campbell

Museum Seeks Owners of Kathleen Gillett

THE Australian National Maritime Museum would like to hear from former owners of the Colin Archer style gaff ketch *Kathleen Gillett*, built for Sydney artist Jack Earl in the 1930s and sailed by him in the first Sydney-Hobart yacht race in 1945. Earl later sailed *Kathleen Gillett* around the world, in the second Australian yacht circumnavigation.

Curator of the Museum's Leisure exhibition, Daina Fletcher, is researching the yacht's history and developing a display about it. A Bicentennial gift to the Museum from Norway (where Colin Archer developed his noted double-ended designs for fishing and pilot boats), *Kathleen Gillett* will be exhibited when the Museum opens in Darling Harbour next year.

"We have a very comprehensive picture of the ketch until Jack Earl sold it in the early 1950s to a Sydney stamp dealer, who took it up the Queensland coast to Torres Strait," said curator Daina Fletcher. "We know little of the history of ownership since then."

Among details that have surfaced is a period in New Guinea when the yacht was owned by a plantation owner, thought to be called Fawcett Kay, who sold it to a crocodile hunter, Declan O'Donnel. *Kathleen Gillett* was brought to Sydney for the 1967 Sydney-Hobart race by a Rabaul businessman, Reg Stevenson.

In 1987 the yacht, by now in poor condition, was tracked to Guam by Sydney yachtsman, journalist and Museum Council member Bruce Stan-

COMMODORES of the major Sydney yacht clubs met for their first annual luncheon at the Cruising Yacht Club of Australia recently where they were the guests of Commodore Les McClean, pictured here with other Commodores, left to right, Robert Lawler (Sydney Amateur Sailing Club), Michael Blow (RAN Sailing Association), Les McClean (CYCA), John Allanson (Royal Prince Alfred Yacht Club), Doug Talty (Royal Prince Edward Yacht Club), Keith Tierney (Middle Harbour Yacht Club) and Norman Longworth (Royal Sydney Yacht Squadron). (Pic - David Clare)



THE KIWIS are coming in strength for the 1991 Jupiters Classic Sydney-Gold Coast race in August, according to New Zealand sources. Chris Packer, who owns *Starlight Express*, winner of this year's XXXX Ansett Hamilton Island Race Week, is sending the yacht across the Tasman again, as is Ian Margin with *Future Shock* which he campaigned here last year. A third big boat from NZ is expected to be *Emotional Rescue*, another Davidson 55, owned and skippered by international yachtsman Graham Woodroffe, a former America's Cup, Admiral's Cup and Southern Cross Cup campaigner. With the notice of race now available, the CYCA expects a strong local fleet, with Peter Walker's *Steinman 67*, *Amazon*, which took line honours in this year's Caltex Sydney-Mooloolaba race, and George Snow's *Farr 66*, *Brindabella*, among the big boats.

It was brought back to Sydney by solo sailor Ian Kiernan and has been undergoing restoration at Halvorsen's yard, Bobbin Head, Sydney, funded by the Norwegian Government's Bicentennial gift.

"I would like to hear from anyone who remembers the ketch during the 1950s through to the 1980s," said Ms Fletcher.

Readers can contact Daina Fletcher at the Australian National Maritime Museum, GPO Box 5131 Sydney NSW 2001, telephone (02) 552 7777 or fax (02) 552 2318.

Kenwood Cup Plans For 1992

KENWOOD Cup 1992 - conducted by the Royal Hawaiian Ocean Racing Club, the 1992 Kenwood Cup will virtually consist of three events all run concurrently. These events and dates are: the Kenwood Cup (August 14), the recently revived Two Ton Cup World Championships (July 26 to August 14) and the International 50 Foot World Championship Series (July 29 to August 3).

The proposed IOR classes of racing are 'A' - 50 to 70 foot raters, 'B' for the International 50 footers, 'C' for the two ton class and 'D' for the one ton class with ratings accepted from 30.00 to 32 or 33.

The IMS fleet is expected to be split into two classes. The final cut-off point is still to be determined, however, it is currently proposed as one class of 40' LOA and below, with the other class for over 40' LOA.

Any yachts owner interested in obtaining further information on this regatta including accommodation, airfares, shipping - should contact the ORCA office on telephone (02) 327 8560 or by fax on (02) 327 8190.

ORCA TECHNICAL COMMITTEE - Grant Simmer, Scott Jutson, Bob Fraser and Ian Burns, members of the ORCA Technical Committee, have

been busy over the past three months working on a number of issues that affect the future of both IMS and IOR fleets in Australia.

Grant Simmer and Scott Jutson, representing ORCA, attended the AYF Offshore Committee Meeting in April this year. As a result of that meeting, ORCA have been asked to prepare two submissions to the International Technical Committee:

1. Inclusion of the shroud angle correction to the IMS speed predictions;
2. Rules for stanchion construction in light of the recent problems with use of titanium.

More recently, ORCA has mailed out to all IOR, IMS and JOG yacht owners a questionnaire. This document has been designed to establish the level and direction of activity in ocean racing in Australia, in addition to encouraging yacht owners to become more aware of the decision-making process in Australian yachting. The results of the questionnaire will be made available to the public in the next issue of OFFSHORE.

— Tracey Johnstone

IMS Summer Points To Veteran Big Schott

ONCE again the results of the CYCA's summer pointscore have shown that well-sailed older designed IOR boats can continue to be most competitive under IMS handicapping.

The IMS overall pointscore saw a summer success for *Big Schott*, skippered by Peter Bush, from the J35, *Haupia* (Tom Johnston), with third place going to another veteran, *Witchdoctor*, sailed by the Rum Consortium.

Big Schott was built in the US some 15 years ago as a then-rated Two Tonner designed by Doug Peterson. She raced in an early Clipper Cup for Australia. Not only did she win the 1990-91 IMS pointscore overall, but she still managed to take out IOR Division I for the season with seven wins in her division.

Haupia won the Division II IMS pointscore with a remarkable 15 firsts overall and 13 division wins, while *Impeccable* (John Walker) won Division II IOR.

The overall IOR Blue Water Champion, as reported in the last issue of OFFSHORE, was Ray Stone's *Kings Cross Sydney*, which won from two other Middle Harbour Yacht Club yachts, *Impeccable* (John Walker) and *Star Ferry* (John Conroy). All three are older boats which have been updated and were well sailed throughout the season.

Kings Cross won several prestigious long ocean races including the Ron Robertson Memorial Trophy, the Tradewinds Trophy and the Woollahra Cup, and was a member of the winning MHYC team for the Commodore's Trophy, along with *Impeccable* and *Star*



VETERAN ocean racer *Big Schott*, owned and skippered by Peter Bush, which won the CYCA's offshore pointscore for IMS-handicapped yachts last season. *Big Schott* represents one of the many original IOR-rated boats which have been successfully adapted to IMS. (Pic — David Clare)

Ferry (John Conroy).

Division III saw John Messenger's *It's a Hit* dominate the IOR results, while the IMS pointscore went to John Lawler's *Morning Tide*.

Division IV, which included the JOG yachts, resulted in a tie between *Redback* (David Elliott) and *Curfu* (Alf Hancock),

with *Redback* getting the top trophy on a countback.

In the Short Haul division, there was also a tie, between *Kaiyu* (Owen Thomas) and *Cherana* (John Keelty) with *Kaiyu* winning on a countback from *Cherana*, which won a Sydney-Hobart race back in the 1950s.

Major Changes to HF/SSB Frequencies

ON July 1, at one minute past midnight, Co-ordinated Universal Time (10.01 hours EST), sweeping changes will take place in the way maritime frequencies are allocated to the single-sideband (HF/SSB) radio service throughout the world. The changes follow the introduction of the Global Maritime Distress and Safety System (GMDSS) and also provide for new technologies while expanding current applications.

The changes involve new frequencies for distress, calling and working, together with extensive amendments to the range of maritime Radphone frequencies.

It means that crystal-locked HF radios will require new crystals and some synthesised sets may need reprogramming. Some sets may even become obsolete. However, yacht owners who have bought user-programmable sets (where you preset a desired frequency much as on your car radio) and that means most marine radios sold within the past two years, will be able to key in the new frequencies that you will use the

most and recall them easily – just as you do now.

However, at some point, you will need to have the new frequencies programmed into your transceiver for optimum use of the important SSB service. All this means is that a new microchip will have to be installed to replace the one with the old frequency. It may mean having to take the set to your local marine electronics supplier or it may be possible to make the adjustment on board.

Either way, the simple swap will take your SSB transceiver into the next generation, with more channels on which to talk and overall, a greater degree of international maritime safety. The changes will reduce the frequency spectrum allowed to manual Morse code (the only loser) and an increase for new technologies such as digital selective calling, voice (radiotelephony) and narrow-band direct printing.

Distress and Safety frequencies from July 1 will be:

2182kHz
4125kHz (Chn 421)
6215kHz (Chn 606)

8291kHz (Chn 833)
12290kHz (Chn 1221)
16420kHz (Chn 1621).

The frequency 6125kHz is a change from the existing frequency of 6215.5kHz. The frequencies 8291kHz, 12290kHz and 16420kHz are additional channels allocated to the Distress and Safety Service.

The replanning of the maritime communications band has also resulted in changes to channels allocated to the Radiotelephone and Radiotelegram Services. The frequencies for working OTC Maritime Communications Stations, as from July 1, will be:

2201kHz
4426/4134kHz
6507/6206kHz
8176kHz.

Full details of the new Radphone frequencies are listed in a free leaflet available from the Sailing Offices of the CYCA and other major clubs, from local OTC Maritime Stations, or by calling (02) 287 3030 or (008) 26 9977 Toll Free.

Users of Very High Frequency (VHF) radios are not affected by these changes. For them the Distress and Safety Service continues on Channels 16 and 67.

— Peter Campbell

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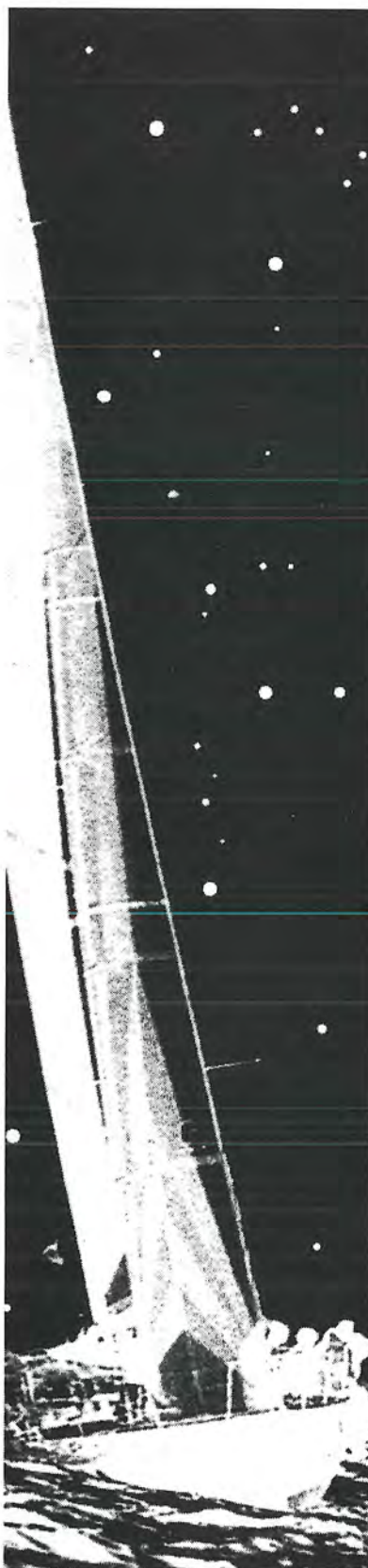
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IOR MK III

What is the future?

By Gordon Marshall



GORDON Marshall is extraordinarily well qualified to comment on the subject of ocean racing and relevant safety matters, having a wealth of both technical and practical experience in blue water racing. He has more than an ordinary insight into the ultimate effects of the IOR rule on yacht design, being an International Yacht Measurer and Chief Measurer for New South Wales.

His pioneering work for the Sailing Committee of the Cruising Yacht Club of Australia in testing the stability of modern ocean racers (through the physical inclination of yachts) was instrumental in shaping some sections of the existing IOR rule. For the past decade he has written many specialist articles on technical aspects of yacht design and construction and has commented broadly on safety issues.

Having completed no less than 16 Sydney-Hobart races and participated in virtually every coastal and passage race on the Australian calendar, in which he has been an award-winning navigator, Gordon is well qualified to comment on offshore racing from his own practical experience.

Gordon is an Honorary Life Member of the Cruising Yacht Club of Australia, has served on its Board of Directors for the past 17 years, including several stints as Rear Commodore of the Club. He also served in the demanding position of Hobart Race Director on several occasions.

IOR MK III

THE flagging popularity of the International Offshore Rule (IOR) first became apparent to those capable of 'stepping back from the waves so as to see the ocean' about six years ago, and since then it has deteriorated markedly.

It affected New Zealand before Australia and yet the Kiwis are reported to have the highest per capita yacht ownership in the world. The first signs came when Ian Gibbs, one of the stalwarts of NZ ocean racing, wrote to the CYCA after one of the tougher Sydney-Hobart Races . . . "Will the CYCA use its influence to get us back to racing in more wholesome yachts?"

We have failed his request, and after owning six or seven IOR *Swuzzlebubbles*, Ian now races in an Etchells. In 1989, NZ failed for the first time to field a team in the Southern Cross Cup, and latest information is that they have nothing for the coming Admiral's Cup, and are searching for three yachts to charter.

On the local scene, a straw in the wind can be seen in the fact that the two yachts which are arguably the most competitive in our fleets, Gary Appleby's *Sagacious* (last year's Sydney-Hobart winner) and Peter Kurts' *Madelines Daughter* (from our last Admiral's Cup Team) are now both over four years old. A further indication of drastic reduction of popularity is marked by the fact that since Max Ryan's yacht *Cyclone* was launched late in 1989, not one new competitive IOR yacht has been measured in NSW, yet more than 150 IMS yachts have become certificated in the same period.

In the whole of North America in the past 12 months, only 14 IOR yachts have been added to the IOR list and reports from Europe indicate that general racing to the IOR has all but ceased, and that the only active competition is found amongst specialised groups of level raters such as half and one Tonners. Finally, a death knell has been sounded by the 50-foot Class Association, a last stronghold of IOR MKIII, when last month they voted to abandon the IOR system.

There have to be reasons for this situation, but the biggest problem seems to have been the blind refusal on the part of some IOR owners to admit that a problem exists. No doubt their high investment in a shrinking market has contributed to this.

The time has come, however, when even these owners are beginning to see the realities, and we should thus be able to have a rational evaluation of the situation without becoming overly emotional.

Before going into detail as to how the IOR MKIII has failed to meet the desires of the general community of ocean racing yachtsmen, let us examine just two of the goals of the Rule as propounded in its 'Rule Management Policy'.

"The Council will manage the rule . . . to permit the development of seaworthy offshore racing yachts." (The first policy statement of the rule.)

"The Council will act to discourage developments which will . . . reduce the suitability of yachts for cruising."

There are many other rule policies which could be quoted for examination but surely the reader agrees that in these two important statements the Council has failed miserably.

Assuming that we agree that failure has occurred in these two vital areas, one should ask "What can be done to correct

the problems?" If answers are found, we could then proceed to other areas of perceived failure within the rule.

I submit that answers cannot be found to these two problems within the existing framework of MKIII, mainly because they have been allowed to develop for far too long. Yet the resulting yachts make a mockery of 'ocean racing' as it was before the IOR became overdeveloped. Thus, something should be done.

It surely becomes obvious that to attempt to modify the rule as it presently exists would be fruitless, and I suggest that it would be better to leave it as it is, 'stabilised', as the Council quaintly describes its present status, for those few remaining adherents to enjoy. In the meantime we should begin to formulate a new rule, MKIV, profiting from the bitter experiences of MKIII. Such a rule could run concurrently with MKIII, for, as you will see, it will cater for a distinctly different type of racing from that presently conducted.

A Word of Warning Before Proceeding Further. . .

It will be unproductive for those who still feel that the IOR MKIII is successful as an ocean racing rule to become involved in its modification into a new MKIV. Their efforts would be best directed to changing MKIII along the lines that it has developed . . . exciting day-sailers, skiff-like, and suited to enclosed or protected waters for their racing.

This will allow those who wish to return to 'ocean' racing in the truest sense of the word, to proceed without conflict. Otherwise, the inevitable compromises will cause us to produce another 'Camel'.

Let us for the present agree that there is room for two 'development' rules,

TEN years ago, the incidence of rig failure in well prepared yachts was negligible compared to that of today. (Pic - Leisa Arblaster)





"IOR MkIII yachts are now difficult, even dangerous, to sail without a full crew complement. . ." writes IOR authority Gordon Marshall – as this spectacular broach off Sydney Heads illustrates all too well. (Pic – Ian Grant)

one for restricted conditions, the present MKIII Rule, and the other for full blown ocean racing, the proposed MKIV Rule. If we can agree on this approach, we will certainly come up with a vastly different rule, and with vastly different yachts.

Yachtsmen can then have the choice as to how they invest their capital, and leisure time, in the pursuit of their chosen sport.

Note: The foregoing should not be permitted to confuse those yachtsmen who have so enthusiastically embraced the IMS concept of racing. The IOR is a 'development' rule in which owners who can so afford turn to designers to create faster yachts by ingenuity, and thus they 'develop' yachts which will beat last year's models. On the other hand the IMS is a 'handicap' rule which aims at quantifying the potential speed of each yacht and allocating it a number so that all may race with the same chance of winning . . . he who sails best should win the race. (That at least, is its aim.)

With a good MKIV rule, 'last year's' development models which may then be outdated, would become ideal as IMS contestants. They would merely have to get their hulls measured and perhaps make some modifications to their accommodations. Present IOR MKIII left-overs are of little use to anyone – ask those who are trying to sell them.

Therein is one of the prime failures of MKIII yachts; their uselessness after a very short life.

The Faults . . . and the Solutions

Seaworthiness

The first of the IOR's goals, seaworthiness, covers a host of characteristics, and many of them are absent from the modern competitive IOR MKIII yacht. Their hull strength, particularly up forward, is highly suspect to the extent that with the onset of hard weather to windward, many develop skin failures, deck cracking, or rib damage, and others scurry to the nearest port of shelter. It is not surprising that in the most recent Sydney-Hobart Race, the retirement rate amongst IOR yachts was twice that of the IMS yachts, and it wasn't a 'hard' race. Yet you would think that with their relative youth, their generally higher cost and their ability to attract the highest class of crewmen, they should have created a reversed situation of retirement rate.

This uncovers a problem scarcely ever discussed by yachtsmen, and rarely by designers. The CYCA has embraced the ABS scantling rule because it is the first and only one which has offered some degree of control of yacht hull integrity. It has become obvious however, using the oceans as our test tank, that

whilst the regulations may be adequate for cruising yachts, they are seriously deficient for ocean racing yachts. (Ocean Racers are inclined to want to keep sailing to the finish line, notwithstanding the worsening weather. The cruising yacht turns around, or reduces gear and slows down, or heads for shelter.)

As a starter, the 'slamming' loads assumed in the present ABS rule should at least be trebled for ocean racing yachts sailing in Category 0, 1 and 2 races. The co-operation of the ABS should be sought without any implied criticism of their formulation of the present rule, but requesting a new set of standards of design for 'ocean racing yachts' as distinct from yachts generally. Our need for a trebling of slamming loads in the calculations should be made quite clear, together with other associated increases which may be brought on, as they see fit.

Centre of Gravity Factor

This aberration within the IOR rating calculation gives a bonus to yachts which are 'tender'. Since its inception it has been weighted wrongly and has encouraged designers to utilise it to its maximum. This in turn has favoured wide beams and crew induced stability to counter the loss of speed caused by the resulting tenderness. For many years, Australian submissions to the Council have sought to modify the CGF

and I have personally written several memos to the AYF suggesting a phasing back of the CGF effect. This has been to no avail and current competitive IOR yachts all disclose minimum CGF in their rating certificates, that is, they are at the absolute limit of tenderness as permitted under the rule. Rather than arrest the trend to wide unballasted yachts, the Council seems to have been preoccupied with the rule policy statement "... *Protect the value of the majority of the existing IOR fleet from rapid obsolescence.* ..." Had they given as much attention to the other management policy statements, then this obviously retrograde development trend could have been halted.

A new MKIV rule will not tippy-toe around this problem, but will delete the CGF adjustment totally from the rating calculation.

A confirmation that the mathematical errors within a rating rule can cause bad trends is seen from the following. . . In the past three or four years my biggest single preoccupation as an International Measurer has been the remeasuring of IOR yachts after they have had windows cut in their keels (then filled with foam) or after the removal of the bottoms of keels to have them replaced with wooden shoes. Under the IMS Rule however, in the past six months, I have been called to remeasure IOR yachts, which, in conversion to IMS handicapping, have had bulbs fitted to the bottoms of their keels. . . Sanity is prevailing at last!!

Crew Induced Stability

This characteristic of MKIII yachts, commonly termed 'crewperching', is one of the most obvious developments over the past five or six years which has separated the modern IOR yachts from the pure concept of ocean racers . . . to daysailers. When it first emerged as a problem, the Council set a crew count to limit the number of 'perchers'. This however was done . . . "Only as an interim measure until a CGF correction was introduced".

Such a correction never occurred, but in the meantime the 'size' of individual crewmen grew alarmingly until the 'crew number' had to be changed to a 'total crew weight'. Meantime, designers were producing hulls which incorporated the assumption that all the crew would be on the gunwale when going to windward. Hull shapes and keel weights reflected this design characteristic. Conventional naval architects (as distinct from IOR MKIII designers) drew attention to the remarkable stability of these yachts . . . when they are upside-down. Crewperching and extreme beam go hand in hand, and characterise this unfortunate design trend within IOR MKIII.

This situation got worse, when, with the passage of time the Council wilted under pressure and permitted bodies to project beyond lifelines. Previously, all had to be inside. The crew now sit on the gunwale, legs over the side, torso inside the lower wire, but body outside

the upper wire. (Ask yourself, . . . How does this fit the Rule Management Policy . . . "suitability of yachts for cruising?")

MKIII yachts are now difficult, even dangerous, to sail without a full crew complement prepared to adopt the perching mode. Skippers are demanding . . . "No more than one crewman below at any one time".

This is an exhilarating way to sail around a 20-mile triangle in bright sunshine just outside a port of shelter, or in enclosed or protected waters. But we are talking about 'ocean racing' . . . that means 'out at sea', perhaps for days on end . . . maybe you will run into bad weather . . . it is 300 miles to Hobart, or 100 miles to Fastnet Rock . . . How are the crewperchers after even the first night? . . . This is all so ridiculous it barely warrants debate, but present IOR owners at Regatta level had made it perfectly clear that they prefer short races which don't extend overnight.

There can be no possible doubt . . . a MKIV Rule will carry an unambiguous prohibition on 'crewperching'. It will additionally and unashamedly ban more than a given proportion of crew who are permitted beyond cockpits to windward

"Maybe the designers will then give us yachts which will allow those of the crew not actively involved in sailing the yacht, to go below and get some rest. These will be the crews who will get their yachts safely to the finish line. . ."

unless actively involved in deckwork, and absolutely no bodies outside lifelines. Maybe the designers will then give us yachts which will allow those of the crew not actively involved in sailing the yacht, to go below and get some rest. These will be the crews who will get their yachts safely to the finish line even though the weather has, in the meantime, turned rough.

Having disposed of 'crewperching' for ocean racing, the following observation is pertinent. Only a few months ago a series of races was conducted by the CYCA of which the Sydney-Hobart Race was one. It attracted six of the latest IOR MKIII yachts from Melbourne. They all duly arrived, . . . but surprisingly, none by sea, they were all transported the 500 miles by road to Sydney. Casual queries evoked the answer . . . "It's the cheapest way to get here!"

Of course it's the cheapest . . . a full, competent crew would have been required for the delivery run, such is their design, but, more importantly, their fragility suggests they might not have even reached Sydney. (If you think that this is an unfair presumption, then the

next paragraph will show you otherwise.)

The sorry conclusion to the story is that only two of the six reached Hobart, one did not get as far as Sydney Heads, another only got 10 miles south of Sydney and the other two finished up in Eden . . . and history will record that this was not a 'hard' race.

Such is the quality of the cream of Victoria's IOR MKIII ocean racing fleet. (Not that their fleet is likely to differ from those of other states.) They were, as we are beginning to show, not ocean racers, . . . but daysailers, and for two of the six in particular, it was a very short day.

But this is only part of the sorry story.

Spindly Rigs

This particular phenomenon has become very apparent in modern leading edge IOR MKIII yachts in recent years. It has developed to such an extreme that one needs to understand its evolution before contemplating its correction.

The size and weight of IOR rigs, 15 years ago, was predicated almost solely on their wind resistance and their contribution to the heeling effect. Since the centre of gravity factor in the handicap calculations crazily discouraged stiff heeling characteristics, they were generally wholesome in design, and rig failure whilst racing was quite a rarity. As competitive differences between IOR yachts became less, designers turned to 'pitching moment' to achieve small performance gains. It had long been apparent that yachts which 'chopped wood' when going to windward were slower than those which didn't.

Lightening the 'ends' of the yacht gave an immediate reduction of the pitching tendency and thus the use of new constructional techniques in bows and sterns to achieve this goal and, more recently, the use of exotic materials in these areas, for the same reasons. But, from the point of view of 'pitching', the mast and keel were also 'ends', and so they eventually came under scrutiny, after the easy gains available in hull ends was exhausted.

At first this was a somewhat straightforward engineering design exercise, but later it developed into a situation where competitive pressures down on the water took over, and the evolution of the 'spindly' rig gathered momentum. It is now at a stage where it is quite absurd.

Let me quote a typical example of how this can get out of hand.

About 18 months ago an Australian team had to be selected to defend the Southern Cross Cup. The total rating requirement of the team was such that four or five of our leading edge IOR yachts, almost identical in design, were competing for two of the three berths. It had become apparent that these yachts could sail against each other for miles on end without gaining or losing a second on each other . . . The pressures were on. (These yachts already had spindly rigs and matching keels resulting from design evolution.)



SPINDLY rig . . . this particular phenomenon has become very apparent in modern leading edge IOR MkIII yachts in recent years — often ruining a good day's racing. (Pic — Leisa Arblaster)

One owner bites the bullet and orders a replacement rig six kilos lighter than that which he had been using. It is installed in the yacht, a 24-kilo window is cut in the keel, and the total reduction of weight, 30 kilos, is put into the yacht's bilges. (There is already 1½ tonnes there.) Measurement procedures are gone through, and the yacht is found to float as before. It also 'inclines' identically . . . thus there is no change in rating.

The yacht then trials again amongst the group of similar aspirants . . . Presto, it is two seconds a mile faster than before.

The reasons for the improvement are known to the others, so there is an obvious and immediate response. One even goes a little further, he also replaces all of his rod rigging, going 1mm smaller, and thus a bigger weight reduction. (Don't lose sight of the fact that an exercise such as this might cost the owner \$50,000.)

Cutting a long story short, when the

trials are conducted, one yacht is so superior to the others that it does not even need to sail in the last qualifying race, and whilst it thus incurs a DNS, it easily makes the team.

From here on, you will need to be the judge as to whether or not it was only coincidental that when the Cup Races were conducted, one of these yachts failed to finish in three of the six races due to rig failure, and in one case the failure occurred before the starting gun, with the breeze at only 12 knots. You can imagine how the poor owner felt. He could hardly be blamed for feeling that the 'technocrats' had let him down. Yet, when you put this general situation to the 'technocrats' they claim that it is usually owner driven. Either way, there is one thing of which you can be sure . . . the sport of ocean racing is the loser.

It goes without saying that the Australian Team did not win the SCC Cup.

(Note: When this story of rig failure is read by those involved, some are sure to

claim small changes to some of the facts. This may be so . . . not many were keen to explain to me how things went so radically wrong. There can, however, be no denying the results . . . they are all published.)

The foregoing example of rig failure is not an isolated case or an exception to the norm. There have been innumerable similar incidents. Try your own memory of top class yachts, which in the past year in major races have had their masts go 'all wobbly' and have limped off the course to the nearest port of shelter or back to the starting venue . . . I can recall several.

One in particular is worthy of specific mention because of the potential of a disaster in its case. Several weeks ago saw the 480-mile race from Sydney to Mooloolaba start in a pleasant 15 knot nor'easter . . . 30 miles up the course and the mast of *Wild Thing*, Victoria's latest wonder boat, fresh from setting an elapsed time record in the recent Tasmanian West Coast Race, snaps in the

middle, leaving the top half hanging by the entrails of its halyards.

How would she have fared if it had happened three months earlier with a leeshore off Tasmania's notorious, uninhabited West Coast, historically known as the square riggers' graveyard?

Ten years ago, the incidence of rig failure in well prepared yachts was negligible compared to that of today . . . this is not progress, something has gone seriously wrong!!

A Scantlings Rule For Rigs

Whilst researching the SCC rig debacle and other rig failures, an amazing fact emerged from two very reliable sources. One of these was the designer of some of the rigs in the team yachts, and the other was a young naval architect who is very close to the local scene. Both advised that the safety factor currently used in the design of rigs in this league of yacht racing was 1.1 to 1. This I find to be almost unbelievable, but it does offer a clue as to why we are getting all the failures, and suggests a solution to the problem.

Firstly, some conventional engineering philosophies . . . The use of the term 'Safety Factor' is often avoided because it may imply that the structure is capable of carrying much greater loads than is intended. viz. a safety factor of 4 to 1 does not mean that the structure

will stand loads of four times those that are anticipated.

The safety factor is meant to cover other circumstances, of which the following are some examples.

- a. That the load is not constant or may be subject to shock application.
- b. That the loads may reverse, ie compression becomes tension.
- c. That the load may be frequently repeated.
- d. That stress concentrations may occur (with abrupt changes of section such as where a rigging wire enters a terminal).
- e. Where notch effects exist (every entry or exit box in a mast creates a notch effect as does every bolt hole).
- f. The possibility of corrosion of parts of the structure.

There are many more, and each one should be considered in the final allowance of load as compared to the yield point of the material in the item in question.

In the case of a yacht, the load in the rig is calculated from the maximum righting moment that the combination of hull and keel develops, but there is no chance that after allowing for some of the circumstances previously listed, that this factor is only 1.1 to 1 . . . it is bound to be more like 3 to 1, so it is not surprising that rigs fall out of modern IOR yachts when they go ocean racing.

The question is probably best answered when we decide what is the expectation of a rig's integrity in a category 0, 1 or 2 race, and to do that perhaps we should re-read the official definition of say, a Category 1 Ocean Race . . . "A race of long distance and well offshore, in unprotected waters, where yachts must be completely self-sufficient for extended periods of time, capable of withstanding heavy storms and prepared to meet an emergency without the expectation of outside assistance."

Let me suggest that if a true ocean racer was caught in a storm in Bass Strait, and was thrown on its side (mast in water) it would be reasonable to have a very high expectation that she would shake herself free of the water and return upright . . . with the rig still standing.

This, of course, is not presently the case, and, as we can easily show, rigs in current MKIII yachts fail in a 12-knot breeze without such additional complications as a knockdown. Self regulation in an environment of the pressures of winning races has been shown to be ineffective and thus a scantling rule is essential. It should not restrict the designer beyond quoting what proportion of yield strength is permitted in all of the parts of the rig structure. ie 'Stress at maximum righting moment shall not

THREE hundred miles to Hobart, or 100 miles to Fastnet Rock . . . how are the crewperchers after even the first night at sea. . . (Pic - Richard Bennett)





"THE design of spindly rigs has developed to such an extreme, that one needs to understand their evolution before contemplating a correction. . ." writes Gordon Marshall.

exceed one third of the published yield strength of the material used in any component of the rig'.

Whether or not the number is one third is something about which we can do some more research, but the purpose

of this chapter is to establish the basis of the principles to be adopted.

Qualification of rigs could be simply verified by requiring an independent certified naval architect check the calculations in accordance with the Rule's

requirement and supply a supporting statement.

Pitching Moment

This characteristic of yachts is probably the only one which, until now, has defied quantifying, notwithstanding the silicon chip and MIT. However, word is out that this will not last much longer. The USYRU, through its activity with the Velocity Prediction Program of the IMS has announced that they are on the verge of accurately defining the speed advantages of lowering a yacht's pitching tendency.

In the meantime, the effect of reduced pitching moment is very evident in the design of modern IOR MKIII yachts.

Its successful application has only one advantage, but a number of negative side effects.

The positive effect of reduced pitching moment is that it causes a small speed gain in choppy water, primarily when going to windward. Whilst ever this is an unmeasured gain it will be pursued to its ultimate in the environment of high competition, particularly in the international league.

The negative side effects are:

- a. The high cost of the use of exotic fibres in the construction of the ends of the yacht's canoe body, the sole reason for doing so being to locally reduce weight and thus reduce pitching inertia.
- b. The encouragement of the use of spindly rigs to reduce pitching inertia. This should, however, become control-

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INDICATIVE of the decline in IOR in Australia is the fact that for the first time ever no trials were held to select Australia's team for the Admiral's Cup – there were no yachts to contest the trials. Instead Australian team comprises 50-footer Cyclone and two chartered European boats. (Pic – David Clare)

led with the application of wholesome rig scantlings, a subject dealt with earlier in this article.

c. The encouragement of the use of lighter than normal keels (often with false wooden bottoms or with large foam windows.)

d. The light keel effect in (c) encourages 'crewperching', but this has been dealt with earlier, and would be prohibited in a MKIV Rule.

e. A noticeably short and violent fore and aft motion in a seaway hitherto not evident in yachts. This motion has proven to be energy-sapping to crewmen, and, on occasions, dangerous for those working in the ends of the yacht. (They tend to be tossed off!) What has not been generally acknowledged is that the athwartship motion is also affected similarly, and whilst this is not so important in daysailing, in ocean racing, in bad weather, this can be serious in the extreme. It would be timely to remind, that in the days when all sea voyages were made under sail, it was common practice to haul weights high into the rigging to increase inertia in bad weather to reduce the possibility of the vessel being thrown on its side by rogue wave action. Optimising pitching moment via masts and keels achieves just the opposite. It is thus unattractive and, in the extreme, dangerous in ocean racers.

f. A huge growth of internal ballast in the centre of the yacht which now assumes the role of a cargo vessel, shipping lead ingots around race courses. The quantity of this ballast approximates the total of the weight savings achieved at great expense in the yacht's ends, its spindly rig, and its Clayton's keel.

Surely it must be obvious that, except for the presently unmeasured gain, there would be no reason for these excesses.

It would be nice to assume that MIT will come up with a means of accurately measuring pitching moment so that, as in the case of righting moment, a factor can be applied to the rating calculation to account for its effect.

In theory, when this happens, the need for light ends, Calyton's keels, and spindly rigs will vanish, but experience tells me that it won't be as simple as that.

For starters, present advice is that the device to accurately measure pitching moment is too expensive to contemplate it being used in the normal, worldwide, measuring process. This may mean that the single machine will be used to measure a large number of yachts in order to accumulate enough data to apply another means of evaluating pitching moment . . . say, by examining the amount of centre ballast, and correlating it to inertia.

In the meantime it is surely agreed that in a new MKIV Rule the optimising of pitching moment should be discouraged. Its advantage is only singular, and small, whereas its disadvantages are many, and even adversely affect safety. We have already taken some steps towards this discouragement . . . no crewperching, and the application of rig scantlings. The banning of the use of those exotics of extremely high cost is another partial control that has been applied in other Rules and could be seriously considered.

Finally, a limit on the total of internal weight (ballast, anchors, chains, engine and any unusual weights) could be contemplated. Normally these items amount to 5% or 6% of the yacht's displacement, but in a modern IOR MKIII yacht it is commonly up to 30% of its displacement. Perhaps at a total of 10%, a ban should come into force, or, a

little less dramatically, beyond 10% a heavily punitive rating adjustment could be applied.

Conclusion

I showed a draft of this article to one of the cynics of the fleet. His response was . . . "You'll have us all racing in Swans . . .".

How could you be so lucky!!!

Wouldn't it be wonderful to walk your Club's marina and find it filled with a range of different sized Swans . . . No, that is not the intent of the new MKIV Rule.

If the Rule's Management Policies are implemented properly, the resulting yachts will be built much more substantially, you won't get that 'up to the ankles feeling' when you walk on the deck, and the paid hand won't rush to tell you where NOT to jump when you wish to come aboard (in case you go through). The beams will be less, the freeboards will be higher and the rigs will be wholesome. The yachts will be stiffer because we will have cancelled the crazy CGF calculation which encouraged tenderness.

The accommodations will be spartan, but they will be useable because crews will spend some of their time eating and sleeping below. Headrooms will be comfortable because designers will know that the yacht will get converted to IMS when it becomes out-designed (and who wants to put a chainsaw through the coach house?). Also, you may occasionally see the yacht out sailing on non-race days with the owner and some friends or family on board because it won't require gorillas or technocrats to keep it upright or its mast standing.

Finally, you will find that the yacht gets delivered to its next race venue by water, because it only takes two or three crewmen to sail it, and that it will rarely, if ever, retire from a race due to bad weather or damage.

In seeking a MKIV Rule, we really don't need a new one, the old rule is satisfactory, but its original policies, with only slight modification, must be strictly enforced. For this to happen, many of the 'weightings' within the present calculations will need to be changed, and allowances such as CGF will have to be cancelled.

The Council failed to implement the original policies, so who takes over to apply them properly in MKIV?

If only we can answer that question, we can profit from the experiences of a MKIII Rule which went wrong, and get back to 'ocean' racing again under a 'Development' rule, but in wholesome ocean-going yachts.

Finally, there is still room within the sport of yachting for a tightly administered 'development' rule for OCEAN racing, notwithstanding the success of IMS 'handicap' racing.

The views expressed in this article are not necessarily those of the Publisher of OFFSHORE or the Cruising Yacht Club of Australia.

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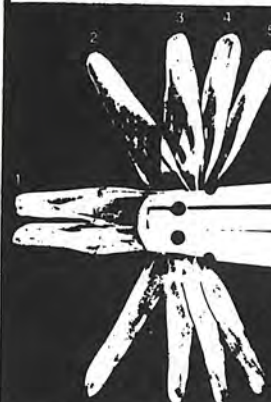
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NOEL GRAYDON PHOTOGRAPH



THE fastest solo circumnavigation of the world ever by an Australian yachtsman – Kanga Birtles in *Jarkan Yacht Builders*. A second overall in Class 2 by Don McIntyre in *Buttercup* despite last leg rig problems. And yet another brilliant sailing effort in an outmoded yacht by David Adams in *Innkeeper*.

The efforts of these Australians in the 1990-91 BOC Challenge solo around the world race will go down in the history of the race and of Australian yachting as great feats of endurance, seamanship and sailing skills under the toughest possible conditions.

All three deserve the fullest recognition throughout Australian yachting and nomination for our highest awards to the sport. All three began with limited sponsorship, pledging their own savings, even their homes and businesses, to compete for Australia in an event that must rank as the Everest of ocean yacht racing.

The French won both Class I and Class II, but with heavily-sponsored, purpose-built yachts that had shore-based back-up facilities at every port-of-call, as well as weather forecasting services throughout the event! The Australians only got some weather forecasting in or near Australian waters and on the final two legs, and this proved a vital factor in the overall result.

The Great Race had many of the dramas and heroics of past BOC Challenges, the savage gales, the loss of a yacht and the courageous saving of the skipper, the perils of icebergs, the frustrations of the doldrums, extraordinary downwind sailing speeds, but above all the remarkable examples of human endurance and seamanship of all who competed in and successfully completed the world's toughest solo sailing event.

In the final leg from Punta del Este to Newport, Rhode Island, Frenchman Christophe Auguin, sailing *Groupe Sceta*, turned the tables on fellow-countryman Alain Gautier in *Generali Concorde* to lead the fleet home – again in record-breaking time. *Group Sceta's* time for the final 6000 miles was 23 days 14 hours 11 minutes 22 seconds.

The French yacht's total time for the 27,000 mile voyage was 120 days 22 hours 36 minutes 35 seconds – almost two weeks faster than it took Philippe Jeantot aboard *Credit Agricole* four years ago.

However, overall victory for Auguin hinged on the performance of rival Gautier. He needed to finish more than 21.5 hours ahead of *Generali Concorde* to claim victory and the \$US100,000 prizemoney. At the time *Groupe Sceta* crossed the finish line off Newport the Argos satellite tracking system placed *Generali Concorde's* time of arrival as some 22.5 hours later.

What had looked likely to be a cliff-hanger result, ended with Gautier being becalmed still 100 miles from the finish as the time limit ran out. *Generali Concorde* had also suffered sail damage which slowed her down over the final few hundred miles.

THE FINAL LEG

FRENCH WIN but AUSSIES EXCEL!

By Peter Campbell

Speaking by radio to race headquarters in Newport, Gautier said: "I'm very disappointed, of course. But that's life. It's a very, very fine win. I'm very pleased for Christophe."

So the \$100,000 first prize and the winner's trophy, the new solid-silver BOC Challenge Trophy designed and made in London by Garrads, the Royal jewellers, went to 31-year-old Christophe Auguin, a professional yachtsman. Born in Normandy, he only narrowly failed to secure what would have completed a 'triple crown' – the breaking of the 120-day record for the race.

The two Frenchmen were followed in the winner of the past two BOC Challenges, another Frenchman, Philippe Jeantot in *Credit Agricole IV* with the first Australian, David Adams, sailing into an exceptionally good fourth place in *Innkeeper*, a yacht generally regarded as unsuitable for sailing solo around the world and not expected to perform well in the final leg from Punta del Este to Newport.

Innkeeper's time for the final stage was 29 days 2 hours 29 minutes 50 seconds; his time for voyage being 136 days 4 hours 42 minutes 20 seconds and, until fellow Australian Kanga Birtles finished, an Australian record – 20 days faster than Ian Kiernan in the 1986-87 BOC Challenge.

When Birtles finished the race with a leg time of 30 days 18 hours 34 minutes 24 seconds, for a total time of 135 days 21 hours 38 minutes 47 seconds, it not only gave him a seven-hour overall edge over Adams to take fifth place overall, but it also in turn again bettered the Australian record for a solo circumnavigation.

The two Australians, Birtles, 48, a boat-builder from Nowra on the NSW South Coast, and Adams, 35, a Melbourne born and reared merchant marine officer and professional yachtsman who now lives at Fairlight in Sydney, turned in two remarkable performances to finish respectively in fifth and sixth places overall in Class I.

Birtles, sailing the John King-designed 60-footer he had built himself at his Jarkan Yachts near Nowra, had held a narrow lead over Adams' *Innkeeper* since Cape Town. *Innkeeper*, a Kell Steinman 60-footer designed to be sailed by a crew of 15, was loaned to Adams by Caloundra couple Leigh and Ronnie Outtrim to contest the BOC Challenge. While Adams got sponsorship from several companies, Birtles and his company funded his campaign.

Together with his wife, Caroline, Adams had been working toward competing in the BOC Challenge for the past six years. When they could not raise the necessary sponsorship to build a boat, the Outtrims offered to lend them *Innkeeper*. Although Adams received partial sponsorship from Angas Brut Champagne, MMI Insurance, Cool Carriers shipping and State Street, Adams said: "I'll never do it again under these conditions. Once we give the boat back, we'll have no house, no car, no boat, no jobs, nothing."

However, on a more optimistic note, the tall Australian added: "I'd love to do the race again. I really think there's unfinished business – but I'm patriotic and wouldn't do it without an Australian sponsor."

Talking about his boat, Adams said that *Innkeeper* was a good, fast boat.



"There's nothing wrong with the Australian yacht designs or technology but we also need to look at the advances being made in Europe.

"The boats which finished first, second and third in this race were doing speeds three knots faster than they were four years ago – that's a remarkable leap forward in yacht design and technology."

Kanga Birtles had held a narrow lead over David Adams since Cape Town where he finished the first leg in sixth place. Adams, delayed by breakages and calms, was ninth, four days 15 hours behind his fellow Australian. Although Adams' performance had improved to be fifth in Sydney and third in Punta del Este – Birtles was seventh and ninth – *Innkeeper* still trailed *Jarkan* beginning the final leg.

Birtles held a 47-hour advantage over Adams when the fleet left Punta del Este and while Adams whittled this away with a sterling performance in sailing through the doldrums, his effort could not bridge the big gap left from the first leg across the Atlantic to Cape Town.

A day after he completed the 27,000-nautical-miles in record time for an Australian, Birtles admitted he was still overawed by this and his overall fifth in the race. "It takes a bit to sink in – it feels great to finish, especially since the last leg was light and very slow. I didn't have any trouble with the boat, in fact, I think I had the least problems of all the fleet throughout the race.

"I guess that's because the people who build these boats did a good job," he joked. "Jarkan was a fabulous boat to

THE four Australians who started in the 1990-91 BOC Challenge solo-round-the-world race, left to right: David Adams (Innkeeper), Don McIntyre (Buttercup), John Biddlecombe (Interlox Crusader) and Kanga Birtles (Jarkan). All but Biddlecombe completed the 27,000 nautical mile circumnavigation.

sail – I have built a lot of boats in my time and done a lot of sailing. For me, the BOC Challenge was a culmination of both of these," the bearded boat-builder added.

Australia's third great result in the BOC Challenge came when Don McIntyre finally crossed the line after a frustrating final leg in which he suffered severe rigging and sail damage to *Buttercup* in the final week as he neared Newport. Despite losing time on the final leg, McIntyre became the top Australian placegetter in the BOC Challenge, taking second place overall in Class II to the tearaway French yacht *Servant IV*.

McIntyre began the race after selling the family home to build his Adams/Radford-designed 50-footer and, unable to gain any funding, called the boat *Sponsor Wanted*. He turned in two excellent legs and just before leaving Sydney on the third leg around Cape Horn received sponsorship from a major bread making company and renamed his yacht *Buttercup*. He certainly did his sponsors proud, battling through the icy gales of the Southern Ocean around Cape Horn and up the coast of South America to hold third place overall and finally, place second after a great three-way duel with competitor Josh Hall (UK) and Jack Boye (USA).

McIntyre's time with *Buttercup* was 153 days, 12 hours, 21 minutes, 20 seconds compared with the Class II

winner, another Frenchman, Yves Dupasquier, in the radical lightweight 50-footer, *Servant IV*, which had at total elapsed time of 141 days 14 hours 49 minutes 27 seconds. *Servant IV* won all four stages, the only yacht with an unbeaten track record.

But McIntyre, 35, who owns a marine equipment business in Sydney and also lives at Fairlight, was ecstatic with his result. "It was a classic race. We realised early on that we could not catch Yves and *Servant IV*. As the race developed an incredible relationship built between Josh Hall, Jack Boye and me.

"I couldn't have done the race without the support of my wife, Margie. I was having a good time. She had to go back and clear up the mess.

"Six hours after my 360-degree roll was my sorts time. The shock of the experience then got to me.

"I'm ready to start the next race right away – but only with adequate sponsorship. The wildlife I saw during the race was great . . . the birds and the whales . . . I'm keen to do it again but back in Class II again – it's about a quarter of the cost of Class I."

McIntyre praised his boat, designed by Joe Adams and Graham Radford. "It was designed for the previous race and it had the Class II winner's time in that race. I'm loath to sell but I've got to – we've got to get home and pay some bills," he added.

YAMAHA OSAKA CUP - MELBOURNE TO OSAKA RACE

AUSTRALIAN short-handed sailors again turned in outstanding performances in the second Yamaha Osaka Cup two-handed race from Melbourne to Japan, winning Racing Class C and the Cruising Class, and placing third in the Racing Class A, Racing Class B, Racing Class C and the Cruising Class.

In fact, the final result of Racing Class A is still subject to a protest by the Australian yacht, *Fuji Logitech*, against the two Japanese yachts which placed first and second, *Nakiri Daio* and *Lucky & Luppy*. The Australians' protest was over the pre-race decision to allow these yachts to race with retractable propellers, and was not due to be decided until mid-May.

Fuji Logitech, sailed by Geelong father-and-son team, Ron and Murray Spence, finished third in the fleet and third in Racing Class A behind the two Japanese purpose-built, 16-metre lightweight.

Nakiri Daio, which won the inaugural race from Melbourne to Osaka, gained a winning break when its crew, Hideo Sugai and New Zealander Ross Field, hung in on the tail of a typhoon to break away from rivals *Lucky and Luppy*, another Japanese-Kiwi combination sailed by Yasuyuki Hakomori and veteran New Zealander Ray Hasler. The Bruce Farr-designed sloop broke its own record with a time of 28 days 6 hours 39 minutes 10 seconds, finishing 20 hours ahead of *Lucky & Luppy*.

The outstanding Australian effort came from veteran Australian master mariner and short-handed sailor Peter Mounsey who sailed his 12-metre cutter *Flying Fish* to victory in the Racing Class C. *Flying Fish* was the fourth yacht to complete the 5,500 nautical mile voyage, beating many larger yachts to Japan, including all but three of the Racing Class A.

Mounsey's victory in this marathon two-handed race culminates a long career of ocean racing in solo and two-handed events by the 63-year-old yachtsman who lives on the Sunshine Coast of Queensland and is a member of Mooloolaba Yacht Club. When not at sea in yachts or making delivery voyages, he breeds horses and grows avocados on his property.

Flying Fish was designed and built by his sailing partner, Jon Sayer, 31, also from Mooloolaba. The fast, fractional-rigged cutter had an elapsed time of 32 days 22 hours 34 minutes 5 seconds for the 5,500 nautical miles.

Ashore, Mounsey said: "Our win is greatly due to the two Japanese girls aboard *Raika* who were pushing us all the time." In the final 100 nautical miles, *Raika* got within 10 miles of *Flying Fish* and at the finish the two young Japanese women sailors, Kaori Matsunaga (27) and Kyoto Imakiire (26) crossed the line just over an hour behind the Australian boat.



AUSTRALIAN winner of Racing Class C in the Yamaha Osaka Cup Melbourne to Japan two-handed race, *Flying Fish*, sailed by Peter Mounsey and Jon Sayer from Mooloolaba, Queensland. (Pic - Mike Sabey)

THE FLYING FISH FROM MOOLOOLABA

The women, both experienced short-handed and solo ocean sailors, were one of two all-women crews in the 40-boat fleet which set sail from Melbourne, the other boat, *Marina City Club*, having rudder problems early in the race. It was towed into Townsville and although the women later continued on to Osaka, the yacht was disqualified for receiving out-of-side assistance.

From an entry of 69 boats, 41 finally made it to the start, but two yachts retired the day the fleet set sail from Portsea after a passage race from Port Melbourne following a spectacular farewell by the sister port city to Osaka. Unlike the inaugural Melbourne-Osaka race, the fleet had a good passage up the Australian East Coast and through the Coral Sea although several yachts had some problems, including *Alstar*, skippered by 'Old Man of the Sea' Alby Burgin who, at the age of 75, was sailing his second race to Osaka. But Alby still made it to Osaka, although well down on his first race third place.

An extremely poor media informa-

tion service from the Port of Melbourne Authority made it difficult to obtain progressive news of the race and many good news stories went unrecorded in the daily media. After good pre-race media coverage in Melbourne, the Yamaha Osaka Cup became an 'out-of-sight - out-of-mind' event as far as the PR department of the Port of Melbourne Authority was concerned. Only by accident, for example, did the media find out that an Australian yacht had sunk near Guam.

Nicholas (36) and Nicola (32) Brettingham-Moore, an experienced cruising couple from Tasmania, were forced to take to their liferaft as their 12-metre *Southern Dufour* went down after losing its rudder in an impact with a semi-submerged container. They had less than 30 minutes to contact the US Coast Guard in Guam and take with them both their EPIRB and the Argos satellite beacon some 270 nautical miles south-east of Guam.

A Coast Guard aircraft then homed in on the EPIRB distress signal and then

directed the Coast Guard cutter *Assateague* to the location of the raft. This was the second time the Brettingham-Moores had competed in the Melbourne to Osaka race and recently had been working on a boat at the Mediterranean island of Majorca.

Fortunately, this was the only serious incident throughout what is certainly a great race that deserved a better daily media coverage – but to get that the information must be made available to the media!

Father-and-son combinations obviously worked well this race, with Bill Oxley and son Will winning the Cruising Class in their Sydney-based Swan 53, *Knots*, and cutting a day off the previous record. Designed by German Frers and built by Nautor Swan in Finland, *Knots* must have been the ultimate yacht to race/cruise nonstop for 5,500 miles.

Other Australians to do well were:

- Mark Michel and Mick Formosa from Sydney who placed third in the Racing B Class in *Arabesque*;
- Arnold Tickle and Tony Vick from Airlie Beach in Queensland, who sailed *Kidnapped* into fourth place in the Racing C Class;
- John Peers and Robert Bradberry from Melbourne, who took third in the Cruising Class with *Bahloo II*.

Hard-luck story of the race came from Alby Burgin. The veteran sailor and his crew, Cole Butterworth, another Lake Macquarie sailor but less than half the age of the 75-year-old Burgin, were well placed when they were hit by a wild squall just east of Frederick Reef. *Alstar* broke its forestay and damaged its mast, with Burgin forced to shelter behind an island off the Papua New Guinea coast to carry out urgent repairs before car-



GEELONG-owned Fuji Logitech which father-and-son combination Ron and Murray Spence sailed into third place in the Yamaha Osaka Cup race from Melbourne to Japan. Left: Winner of the 5,500 nautical mile two-handed race was Japan's Nakiri Daio, which also won the inaugural race to Osaka.

rying on to Japan. *Alstar* finally crossed the line to finish seventh in the Racing A Class.

In 63 years of sailing, Burgin has logged more than 300,000 sea miles of racing and cruising and has won almost every race on the Australian East Coast, including the Sydney-Hobart, the Lord Howe Island Race, the Brisbane to Gladstone, and TransTasman solo races in 1986 and 1990.

In 1988 the CYCA named him as the OFFSHORE Veteran Ocean Yachtsman of the Year.

— Peter Campbell

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ANSETT XXXX HAMILTON ISLAND RACE WEEK

SUPER SAILING IN THE SUN

By Peter Campbell

WHAT a great Race Week! Great winds, sparkling sunshine, not much rain (and even then it was warm), adrenalin-pumping downhill surfing spinnaker runs, spectacular broaches, big boats in tacking duels under towering rocky islands, at least a couple of crew members overboard, only a couple of protests, and final overall results decided on the final day.

Hamilton Island's 1991 XXXX Ansett Race Week will be remembered for all the action, the close racing, but most of all for the great comradery among crews as they gathered in and around the Barefoot Bar to argue out how they won and lost.

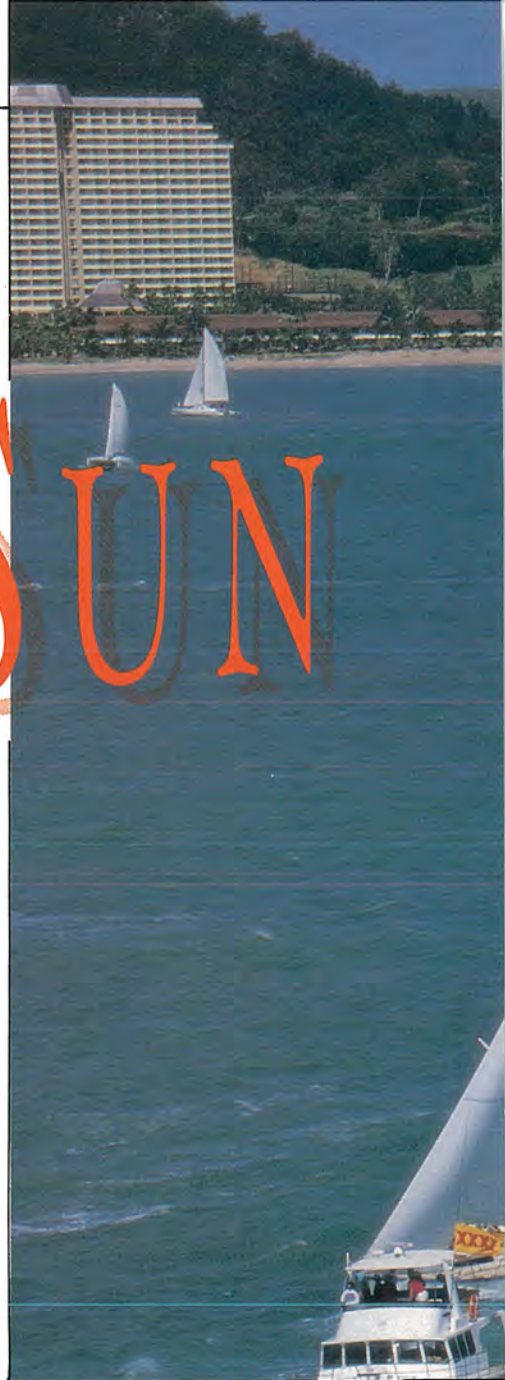
"A week of superb racing under ideal tradewind conditions," was the summary of the well known US editor and yachting journalist Keith Taylor who sailed in Race Week.

"It is a regatta comparable with all the major race weeks in the US, but with an unique Australian identity which cannot be matched," added Taylor, clutching a chilled XXXX after he and other members of SINS (Society of International Nautical Scribes) scored a last-race fourth in the Beneteau, *Caravanserai II*, with Australian Sailing editor Bob Ross at the helm.

To get the real feeling (bruised bums and all) of Race Week, every one of the visiting scribes did actually go sailing aboard a variety of boats with Rob Mundle skippering his own catamaran, *Vitaglow* (nee *Catamundlepigeons*) in the Multihulls divisions. I sailed on the rail of *Phoenix*, the J44 racer/cruiser adjudged the Boat of the Year in the US, with Stephen Everett notching up a close second in the IMS division.

The two notable achievements of

BRINDABELLA, George Snow's Farr 66, powers to windward to take line honours again at XXXX Ansett Hamilton Island Race Week. The big boat got the gun in all six races but did not fare so well under her IMS handicap. (Pic - David Clare)



Race Week must be the splendid sailing of Chris Packer and his Kiwis aboard *Starlight Express* in winning the IMS division and overall Race Week Champion, and the lift in the strength and standard of local participation.

In fact, two of the division winners were Far North Queensland boats - Hamilton Island Yacht Club's *Cobba II* taking out the Cruising division and the Cairns Yacht Club's catamaran, *Summersalt*, winning the Multihull division - both with last-race victories.

The victory by *Starlight Express* is the first time a New Zealand yacht has been declared the Hamilton Island XXXX Ansett Race Week Champion in the eight years since Keith Williams introduced Race Week with the sponsorship of XXXX brewers and Ansett Australia.

The other division winner was the Elliott 10.5, *High Anxiety*, from the Royal Prince Alfred Yacht Club in Sydney - and it was a New Zealand design!





OFFSHORE's photographer David Clare, captures the action and the atmosphere at Hamilton Island's 1991 XXXX Ansett Race Week. ABOVE: The fleet gets under way in a fresh tradewind, with Hamilton Island resort in the background. ABOVE RIGHT: The posers crowd onto the bows of transport ship at the Whitehaven Beach Party. LEFT: Champion Yacht of Race Week, New Zealand's Starlight Express, Chris Packer's Davidson 55.

As I said, what a great week it was – made possible by the close involvement of Hamilton Island resort, the organisation of the Hamilton Island Yacht Club and the generous sponsorship support of XXXX and Ansett Australia along with Mount Gay Rum.

The outstanding victory by *Starlight Express* proves that well-sailed, well-gearied ocean racers no longer fade away – they change keels and sails, and keep on winning under the IMS handicapping system.

That certainly seemed to be the reason for the remarkable ongoing success of the Davidson 55 which won four of the six races at Hamilton Island in the IMS division which this year replaced IOR as the major handicapping class. She placed second in the last race and lost first place in the third over a controversial startline incident and protest.

HAMILTON IS

Continued
from
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A new owner, with the determination and skill of former Perth sailor Chris Packer, now a New Zealand deer farmer, obviously helps. Packer is an experienced ocean racing yachtsman, having represented Australia aboard *Police Car* in the winning team at the 1979 Admiral's Cup in England.

Starlight Express, which returned to Auckland a year ago after a racing sojourn in Australia, has been owned by Packer for the past year. He campaigned the 55-footer in the 1990 Kenwood Cup in Hawaii after fitting a new keel with a bulb and a new rudder and since then the boat has been given a new, bigger rig.

Brindabella, the Farr 66 owned and skippered by Canberra-based George Snow, took line honours in every race but was not able to match the handicaps of her competitors. She did, however, win race three following the protest room penalty for *Starlight Express*.

The protest, over an alleged starting line collision, involved the until-then unbeaten *Starlight Express* and the West Australian-owned 10.3 metre sloop *Ryomi II*, and took two hearings totalling eight hours to resolve.

A protest committee hearing initially found that the protest lodged by *Ryomi II* against *Starlight Express* was invalid because its hail was not specific enough as to the claimed breach of the rules and the identity of the yacht hailed.

Subsequently, acting on information tendered at the protest hearing that a breach of the racing rules may have occurred – in effect, a collision – the Race Committee took action against both yachts under IYRU Rule 70.2. In the end the Race Committee penalised the provisional race winner *Starlight Express* by adding 15 minutes to the 55-footer's elapsed time for its part in the collision. This dropped the NZ yacht from first to 10th on corrected time.

Ryomi II, received a penalty of two minutes, dropping it from 11th to 12th on corrected time.

After hearing extensive evidence from the two yachts involved and other competing boats, the Race Committee found that:

- *Starlight Express* was at fault in the alleged collision, as windward boat in failing to keep clear of a boat to leeward.
- *Ryomi II* was at fault for failing to lodge a valid protest after a collision.

Phoenix sailed a consistent series to finish second overall, but again could not quite match the out-and-out speed of *Starlight Express* in the consistently fresh to strong south-easterly tradewinds. The one opportunity came in race five when a daring port tack start by owner/skipper Steve Everett saw *Phoenix* actually lead the bigger boats for the first three miles. At the weather mark, a rugged rocky islet, the J44 was well



ROCKSTAR, the Victorian 45-footer showed lots of spinnaker at Hamilton Island Race Week. (Pic - David Clare)

ahead on handicap but a torn spinnaker and several downwind lapses squandered this advantage.

In a day of heavy weather sailing in rough seas, the Adelaide 47-footer *Patrice III* lost bowman Andrew de Bruin overboard but good seamanship had him back on board in less than a minute.

The only other winner in the IMS division came in the last race when Brisbane yachtsman Ross Perrins sailed his Farr 11.6 *Outsider*, to beat *Starlight Express* on corrected time. It was the first time back at Race Week for Perrins since he sailed his tiny sloop, *Scampi A*, into secondplace to *Hitchhiker* in the inaugural regatta eight years ago. The final race win gave *Outsider* third place overall in the IMS division from the consistently sailed Jarkan 42, *Never a Dull Moment*, skippered by Kiama yachtsman Colin Wilson.

HAMILTON Island's Keith Williams with Chris Packer who sailed his 55-footer from New Zealand, *Starlight Express*, to become the 1991 Champion of Hamilton Island's XXXX Ansett Race Week. (Pic - David Clare)



The Performance Handicap division was not decided until the sixth race in a three-way duel between Peter Hayes' Elliott 10.5, *High Anxiety*, from Sydney's Royal Prince Alfred Yacht Club, Rick Harding's *Sterling Silver* from the Whitsunday Sailing Club at Airlie Beach, and Kim Williams' *Rock 'n Roll* from Middle Harbour Yacht Club.

After four races, the two Sydney boats were equal on the pointscore but a mediocre fifth race by *Rock 'n Roll* saw *High Anxiety* grab a one-point advantage with the two finishing a place apart in the last race with *Sterling Silver* placing third. But it was still a point short of catching *High Anxiety* which had sailed an exceptionally good series, despite a first race drama in which bowman Mark Hayes (18) was set flying off the foredeck when the spinnaker pole topping lift let go in a broach.

Fastest boat in the Performance division was Victoria's record-breaking *Wild Thing*, skippered by Grant Wharlington, which in several races gave both *Brindabella* and *Starlight Express* a real run for their line honours money. Her downwind runs under her masthead pink spinnaker certainly added colour to the fleet.

While sailing consistently throughout Race Week, *Wild Thing* lost third place overall with a last-race ninth on corrected time.

The Cruising division was equally hard-fought, with crews of these more comfortable craft racing as competitively as the IMS and PHF racers. Among the Cruising yachts was well known former ocean racer *Patrice III*, now being taken on an extended cruising/racing voyage north from Adelaide which will take in the Darwin to Ambon race in July.

Going into the finish race, the veteran *Patrice III*, skippered by Ron Silk, was sharing the pointscore lead with the North Queensland yacht, *Cobba II*, skippered by Simon Stephenson from Bowen. But *Cobba II* won the final race from *Patrice III* to take the trophy.

Hamilton Island XXXX Ansett Race Week 1991

IMS Division:

- 1 *Starlight Express*, Chris Packer, RNYS, NZ, Davidson 55, 1-1-10-1-1-2 = 498pts.
- 2 *Phoenix*, Stephen & Cyndy Everett, RQYS, Qld, J44, 3-3-6-2-2-3 = 488pts.
- 3 *Outsider*, Ross Perrins, RQYS, Qld, Farr 11.6, 4-6-3-6-4-1 = 483pts.
- 4 *Never a Dull Moment*, Colin Wilson, Kiama CYC, NSW, Jarkan 42, 2-4-5-5-3-4 = 482pts.
- 5 *Brindabella*, George Snow, CCYC, Farr 66, 5-5-1-4-5-8 = 481pts.

Performance Handicap Division:

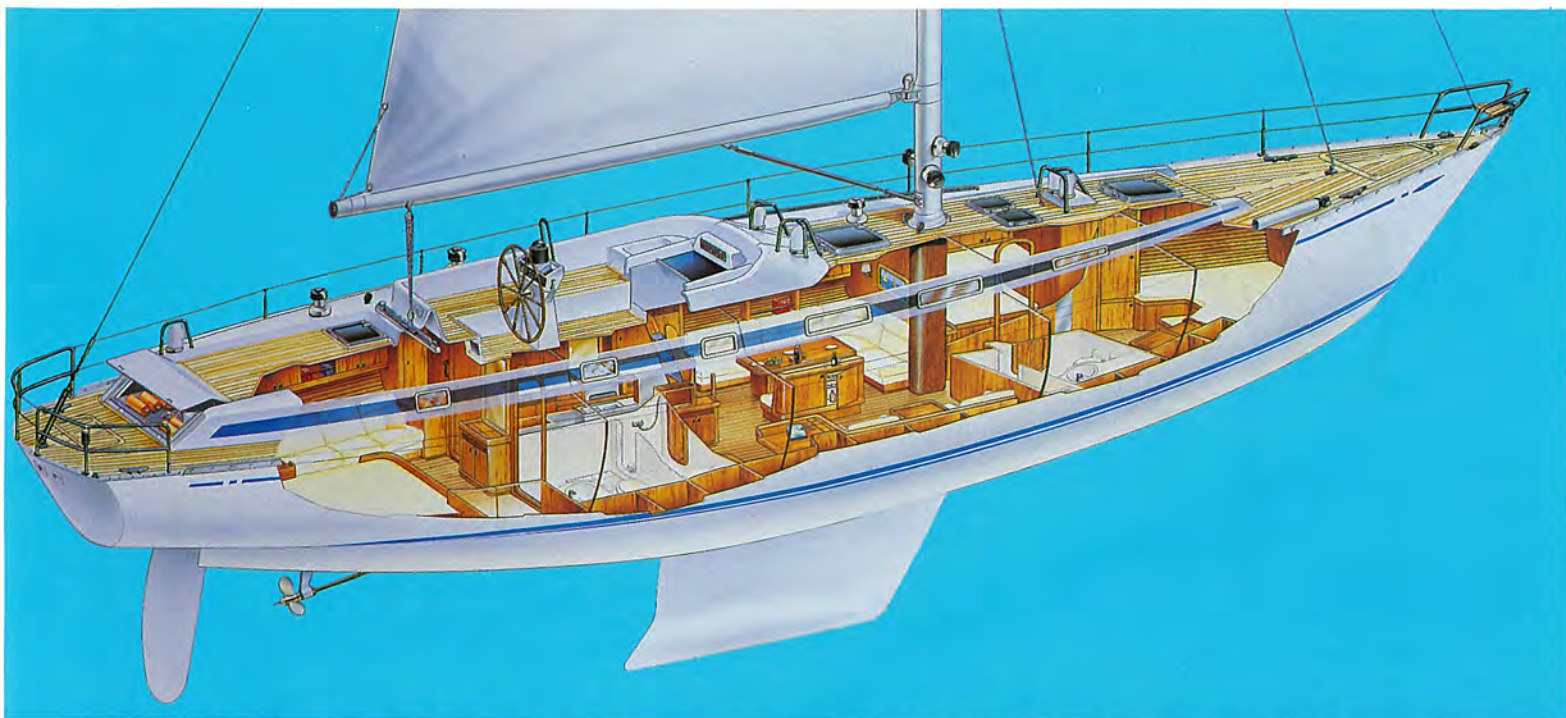
- 1 *High Anxiety*, Peter Hayes, RPAYC, NSW, Elliott 10.5, 2-1-8-3-3-7 = 485pts.
- 2 *Sterling Silver*, Rick Harding, Whitsunday SC, Qld, Elliott 12.4, 3-3-12-7-1-3 = 484pts.
- 3 *Rock 'n Roll*, Kim Williams, MHYC, NSW, Swarbrick 38, 1-6-2-2-11-8 = 482pts.
- 4 *Wild Thing*, Grant Wharlington, Mornington YC, Vic, Inglis 47, 4-2-3-8-2-9 = 481pts.

Cruising Division:

- 1 *Cobba II*, Simon Stephenson, Hamilton Island YC, Qld, South Coast Magnum 8.5, 9-1-1-7-2-1, 491pts.
- 2 *Patrice III*, Ron Silk, Cruising YC OF SA, SA, Sparkman & Stephens 47, 2-12-4-1-3-2 = 489pts.
- 3 *Circa Freestyle*, Gary Johnson, Hamilton Island YC, North Shore 46, 1-2-6-2-NF-5 = 485pts.

Multihull Division:

- 1 *Summersalt*, Mark Pescott, Cairns Yacht Club, Cairns, Qld, Crowther/Pescott 32 catamaran, 2-1-6-7-5-1 = 486pts.



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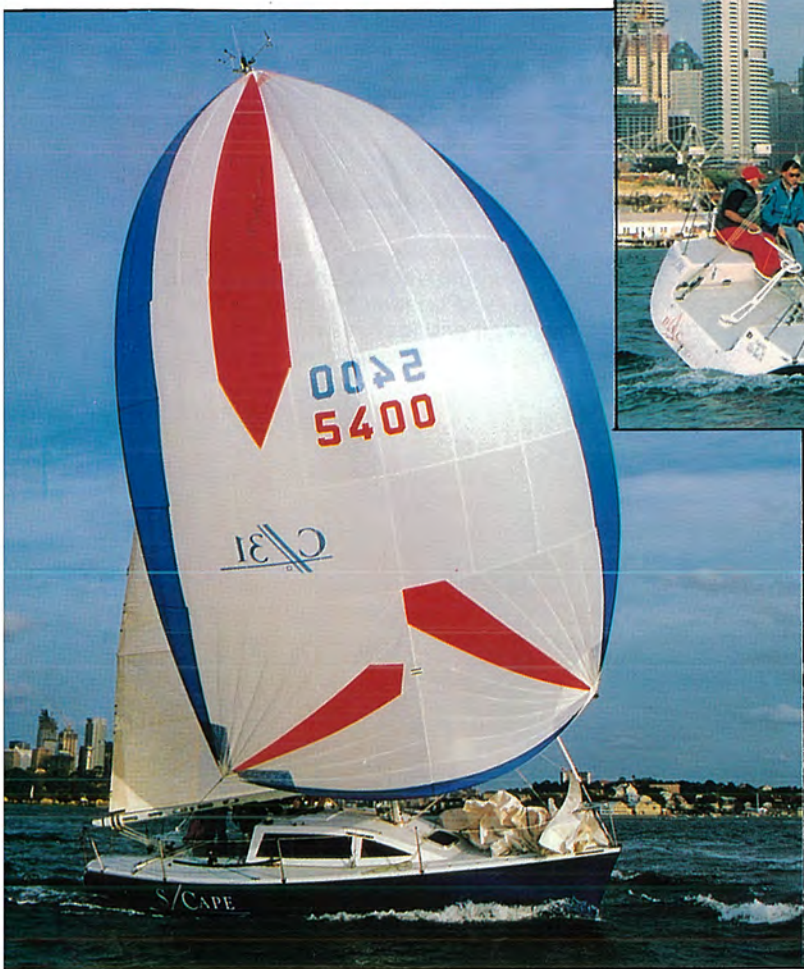
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BOAT TEST

CAPE 31

By Peter Campbell



CAPE 31 S/Cape, in action during Offshore's boat test – yes, it's the same boat with different colours on port and starboard topsides. Boat is well balanced as it powers to windward or downwind, with aft hung rudder giving positive steering. (Pics – David Clare)

THERE are some yachts which, by instinct or by long experience, I can tell are going to be great boats to sail as soon as I step aboard. A look at them on the water under sail beforehand helps, of course.

Such a yacht is the Cape 31. One named *S/Cape*, sailing in the CYCA's winter series on Sydney Harbour, certainly caught my eye as it swept past to

windward of my 27-footer. A report on OFFSHORE's news desk of the recent JOG racing, referring to *S/Cape's* six successive line honours wins, told of its performance record.

Stepping aboard alongside the Greenwich Sailing Club on Sydney's Lane Cove and sailing it for several hours in the tricky winds of Upper Sydney Harbour, confirmed my view that here is an

racer/cruiser that fulfils most of the needs of the Australian family yachtsman, in particular one who has been used to sailing high-performance yachts and skiffs.

Not that you need to be an ex-skiffie or have a super-crew to sail the Cape 31. It is very much an exhilarating boat to be raced inshore or offshore with an experienced crew, yet at the same time it

Fast Family Racer/Cruiser

can be sailed by two or three people in twilight or in day or weekend cruising. But it is essentially a racer/cruiser – in that order.

Obviously, I am not the only yachtsman who thinks this way. The Cape 31 has been named NSW Yacht of the Year by the Boating Industry Association and nominated for the National awards due to be announced shortly.

BAC Yachts, headed by Andrew Bristow, and UK-based Australian naval architect and international yachtsman Andrew Cape, who designed the Cape 31, are right on the ball with this boat. A careful study of the range of sailing done by the majority of Australian yacht owners showed Bristow and Cape that the preference of Australians is to race in short inshore or offshore races on Saturdays and in the twilights. Cruising was secondary, but they did enjoy a Sunday out with family and friends, at the most a long weekend aboard.

The Cape 31 is a winner around the race track – in club short offshore races and medium distance overnight events. It is a delight to sail, with the response of a skiff and all-round performance that would make it about the fastest 31-footer on the water. Importantly, in these changing times, it has been designed and built to ABS (American Bureau of Shipping) standards, and conforms to the 'spirit and intent' of the IMS handicap category.

The hi-tech foam sandwich construction reduces the hull weight to almost half of a conventionally constructed yacht of this size. Hand laying has allowed the strengthening of high stress areas. The result is a light, fast and strong hull that has already proven itself in heavy weather offshore conditions.

Racing crew is six (for serious club pointscorers inshore and offshore) but the Cape 31 has sufficient flat deck area to accommodate at least 10 people in comfort for twilight racing or heading off to a barbeque or picnic.

Construction

As design of the Cape 31 progressed, BAC Yachts carried out tests on several materials for the hull and deck, finally deciding that Termanto foam, E glass and vinylester resin was the best way to achieve a strong, light and cost-effective method of construction.

The core materials are vacuum bagged onto the laminates to ensure maximum adhesion and strength with minimum weight. For the internal fit-out,

veneered balsa has been used most effectively.

However, one of the most innovative aspects of the construction of the Cape 31 is the keel and the construction which surrounds it. In the pounding area, from just forward of the mast to just aft the keel, the normal core has been substituted for a thicker, higher density material.

Adjacent to the keel area, the core material is removed and replaced with layers of solid glass which feather out across the hull. This enables the keel plate to be recessed into the hull and bolted through 20mm of solid glass, thus ensuring that the integrity of the keel floors and ring frames are maintained.

The keel itself is fabricated from 316 stainless steel, creating a hollow aircraft wing shape. The ballast bulb is bolted to the bottom of this.

This design allows the keel to be narrow but at the same time, extremely strong. The other advantage to this



CLEAN deck layout of the Cape 31. Note the two large storage lockers right aft. Engine controls are in starboard locker. (PIC — David Clare)

construction is that only eight bolts have to be undone to remove the keel to transport the Cape 31 on a large boat trailer. The balanced rudder, with roller bearings, is of fibreglass.

Another construction feature is the wrap-over solid glass gunwale and re-

inforced wrap-around stanchions to give impact resistance.

Unlike most production yachts, the hull comes out of the mould in its natural state, with a high quality polyurethane paint being sprayed after construction is complete resulting in an undamaged surface and allowing the buyer the maximum choice of hull and deck colours.

S/Cape, which is painted red on one side, green on the other, has raced more than 1200 nautical miles in the past 10 months, yet still looks brand new. Nor has there been any gear failure in hull or gear in that time.

On The Water

Conditions: Breeze: 6-10 knots with some sharper gusts. Seas: Flat harbour conditions. Sails: Main and No 1 genoa, Masthead spinnaker.

Under Power

The compact 10hp Bukh diesel was an ideal power unit for the light displacement Cape 31, pushing the boat at a steady seven knots in the flat water conditions of the test sail. Set low in the hull, the engine weight adds to the yacht's stability.

With its deep rudder, hung right aft, the Cape 31 was very responsive to the tiller and was effortless to manoeuvre in and out of the CYCA marina.

The Bukh diesel was also extremely quiet, barely noticeable on deck and certainly not noisy below. But then it is a motor that has been specifically designed for boat use.

The Cape 31 has the Bukh saildrive system which minimises drag.

Under Sail

The directions given by BAC Yachts to designer Andrew Cape, an Australian naval architect based at Lymington in the south of England, was to create a yacht which was perfectly suited to the Australian way of sailing and the local conditions.

Cape went looking for something different to the standard production yacht we have seen built in Australia over the past decade or more. "It became obvious to me that the average Australian enjoyed racing more than cruising and spent a minimum of time down below in a yacht of this size," says Cape in a Designer's Comments on the Cape 31. "I believe this was a unique condition and if a buyer wanted otherwise there are plenty of imports to choose from."

Cape goes on to describe the design as more a racer/cruiser than a cruiser/racer. Quite right, because he has conceived a hull that is light displacement and has not been distorted to suit IOR or JOG rules. Yet the Cape 31 meets IMS requirements and more significantly, has been built to ABS standards of construction – something that some imported yachts do not meet.

The Cape 31 is a delight to sail aboard, either as a crew member or as

BOAT TEST

the driver. On the helm in the light, late afternoon breeze of around 6-8 knots, with some sharp gusts at times, it was like sailing a big skiff.

Going to windward, the Cape 31 pointed exceptionally high, tacked quickly and barely lost boatspeed as she accelerated out of the tacks. In 8-10 knots on flat water she quickly wound up to 6.3 knots – faster than most boats of her size.

In the sharp gusts coming down from the hills surrounding the Upper Harbour, it was best to feather slightly and, if necessary, ease the traveller. In fact, it is essential that the mainsheet hand sails the boat virtually in unison with the helmsman to achieve maximum performance to windward.

The helm itself was particularly well balanced, the position of the helmsman just aft of the traveller being comfortable and allowing him good vision to windward and leeward. There was sufficient room to step behind the low boom when going about instead of ducking, thus maintaining good vision and steering control through a tack – vital in close-quarter racing.

Off the wind, the Cape 31 is sensational. Although a fractional rig, she has been set up like many modern lightweight to carry a masthead spinnaker as well as a conventional IMS spinnaker. The acceleration was dramatic, the log quickly clocking up to eight knots in about six knots of breeze. The crew told me that they had clocked 16 knots running in flat water while offshore were able to maintain a constant 10 knots downwind in a fresh breeze.

As with going to windward, the Cape 31 is a delight to steer downwind and easily controllable, even with the big masthead kite. In a potential broaching situation, a sharp tug on the tiller will see the deep, right aft-hung rudder bite and she will pull her away instantly, maintaining stability and speed. Caught by a sharp gust just after setting the big spinnaker and with my initial slow reaction (and a couple of the crew on the foredeck), we managed one good broach, but faster action by the crew in easing gear had us 'back on our feet' in seconds.

Since being launched a year ago, the first Cape 31, *S/Cape*, has been sailing in short offshore races with the CYCA, RSYS and MHC, as well as in the JOG fleets, taking line honours in between 15 and 20 races, including nine successive JOG races. Although not designed to the JOG rule, the Cape 31 is currently the fastest boat in that fleet.

However, Andrew Bristow plans to campaign *S/Cape* in IMS racing next summer season. The Cape 31 meets all IMS requirements and is also built to ABS structural rules.

Rig

As mentioned, the Cape 31 is a modern fractional high-aspect rig with the option of carrying an IMS rated



ABOVE: Cockpit and hatchway of Cape 31, showing simple and functional layout. BELOW: Accommodation meets IMS requirements with bunks for'ard and aft. (PICS — David Clare)



spinnaker or a masthead spinnaker. The boat comes with a dacron/Mylar mainsail which is fully battened, while the No 1 and No 3 headsails are Kevlar/Mylar. The excellent sails for the test boat have been designed and cut by former Olympic medallist, current Olympic coach and top Etchells sailor Ian Brown, at his One Design loft in Sydney. Total working sail area is 51 square metres.

The mast and rigging, while emphasising lightness, flexibility and simplicity, has been computer designed to meet the high stresses encountered in heavy weather, offshore racing. Made by Peelgrane with Dyform rigging, the lightweight mast section has been sleeved to the second spreader giving ample flexibility. Although fitted with running backstays the dependence on this is not so vital with sweptback spreaders. However, a jumper strut has been added to take the extra mast-top strain of the masthead spinnaker.

On Deck

With its 3.19-metre beam, with most of this extending right aft, and a relatively small coach-house, the Cape 31 has a massive flat deck area for a boat of this size – space for up to 10 people to relax in the sunshine on a picnic cruise or a summer twilight race. At the same time, it makes for easy crew movement.

Simplicity is the keynote of the deck layout, with the wide cockpit running right aft to the transom. The helmsman sits just aft of the cockpit-width traveller – with the mainsheet hand just for'ard. The tiller is a specially-designed alloy with a solid, easy-to-grip extension which, with the balanced rudder on roller bearings, gives excellent steering

control at all times.

The mainsheet system is a simple direct purchase with a fine trimming system which the helmsman can also easily operate when sailing with a small crew. However, the actual traveller car adjustment system was awkward to operate.

There are only four Barient winches, two primary winches on the cockpit coamings, and two secondary winches on the coach-house top which are used for halyards and the spinnaker brace. Winches are not needed for the running backstays which return along the side of the cockpit under the traveller where the mainsheet hand can easily work and jam off.

All halyards lead back along the top of the coach-house and through most effective jammers. Two vang lead around the side decks for easy access.

One innovative and impressive aspect of the deck layout was the strength of the stanchions which wrap around the gunwale which, added to a wrap-over solid glass gunwale minimises damage to the hull and deck in the event of a collision.

Aft of the helmsman are two large stowage bins for sheets and braces, fenders, buoyancy vests, etc.

Below Decks

As with the deck, the layout below of this racer/cruiser is simple but adequate for the likely use of the Cape 31, yet meets all the accommodation requirements of the IMS rule.

In effect, it comprises three compartments, comprising sleeping accommodation for four to six people. At the centre is the main cabin with the engine located under the companionway.

To port is a two-burner metho stove and sink, to starboard a deep ice-box, with the flat top also serving as the chart table. The port tank is under portside seat, the fuel under the navigator's seat. For'ard is a table with two-three seat settees either side.

The for'ard compartment comprises the enclosed head and a shower, with a cosy double berth right for'ard. The main sleeping accommodation is in two double berths under the cockpit which are surprisingly not claustrophobic with small cockpit windows.

Large windows in the sides of the coach-house make below decks on the Cape 31 light and airy and although there is not quite standing room for a tall person, it is easy to move around.

Conclusion

The proof of the pudding is in the eating and the Cape 31, in the form of Andrew Bristow's own boat, *S/Cape*, has certainly lived up to the expectations of both designer and builder since her launching just on a year ago.

She is currently the fastest boat racing in the JOG combined fleets racing in NSW, and has been a regular winner in the Royal Sydney Yacht Squadron's short offshore races. In fact, throughout

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BOAT TEST

the summer she took line honours in between 15 and 20 races, including twilights.

In the highly competitive CYCA winter harbour racing she has regularly beaten well-performed IOR Half Tonners off the stick and has had at least a couple of outright wins in Division C.

Other than the JOG racing (the Cape 31 was not designed to this rule) all of S/Cape's racing has been under performance (arbitrary handicapping). Bristow plans to compete under IMS racing this coming summer and it will be interesting to see how the yacht performs under this real assessment of a boat's performance.

The Cape 31 is one of the few production yachts on the Australian market that has been designed and built to an accurate concept of what the Australian yacht owner and his family see as their optimum racer/cruiser yacht – a boat to race and take out for picnic day cruises or a weekend away.

Here is a modern-designed and built-fast, fun-to-sail racer which wins races inshore and offshore under all conditions. The Cape 31 is a boat that is stable and comfortable to race with a crew of five or six, yet can be raced in twilights or cruised with two or three people or have a dozen or so people aboard for a day in the sun.

More importantly, the high technology available to the boat-building industry has been utilised within a cost-effective range that has proven trouble-free.

The owners of a Cape 31 will enjoy every bit of their sailing – and that's what the sport is all about, enjoying yourself on the water. And there's no greater enjoyment than being on a winner!

Details

Designer: Andrew Cape

Manufacturer: BAC Yachts

8 Odette Road

Dural, NSW 2158

Ph: (02) 651 1061

Fax: (02) 651 2962

Specifications

Hull & Deck: E-glass and vinylester resin over Termanto foam core, hull sprayed with high quality polyurethane paint

Internal fit-out: Veneered balsa

Keel: Fabricated stainless steel creating hollow aircraft wing shape with ballasted bulb bolted to bottom of keel

Rudder: Shaft S/S on roller bearings

Engine: Bukh 10hp diesel with saildrive leg

Prop: Folding

Spars: Peelgrane

Sails: One Design (Ian Brown)

Winches: Barient

Electrics:

Design Measurements

LOA	9.40m
Beam	3.19m
Draft	2.00m
Displacement	2000kg
Ballast	485kg
Sail area	51sqm

Built to ABS Standards and IMS requirements.

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Stage 1 – Bare hull and deck (joined) with no interior fittings other than bulkheads; rudder and keel (not attached to hull) – **\$35,000.**

Stage 2 – Finished boat, ready to sail away – including complete interior fit-out, complete deck lay-out and fittings; fully rigged mast and boom with running backstays; 10hp Bukh diesel engine, etc; six racing sails including fully battened main, three Kevlar/Mylar headsails, one masthead spinnaker, one IMS spinnaker. Hull, deck and interior painted in colours to owner's choice – **\$100,000.**

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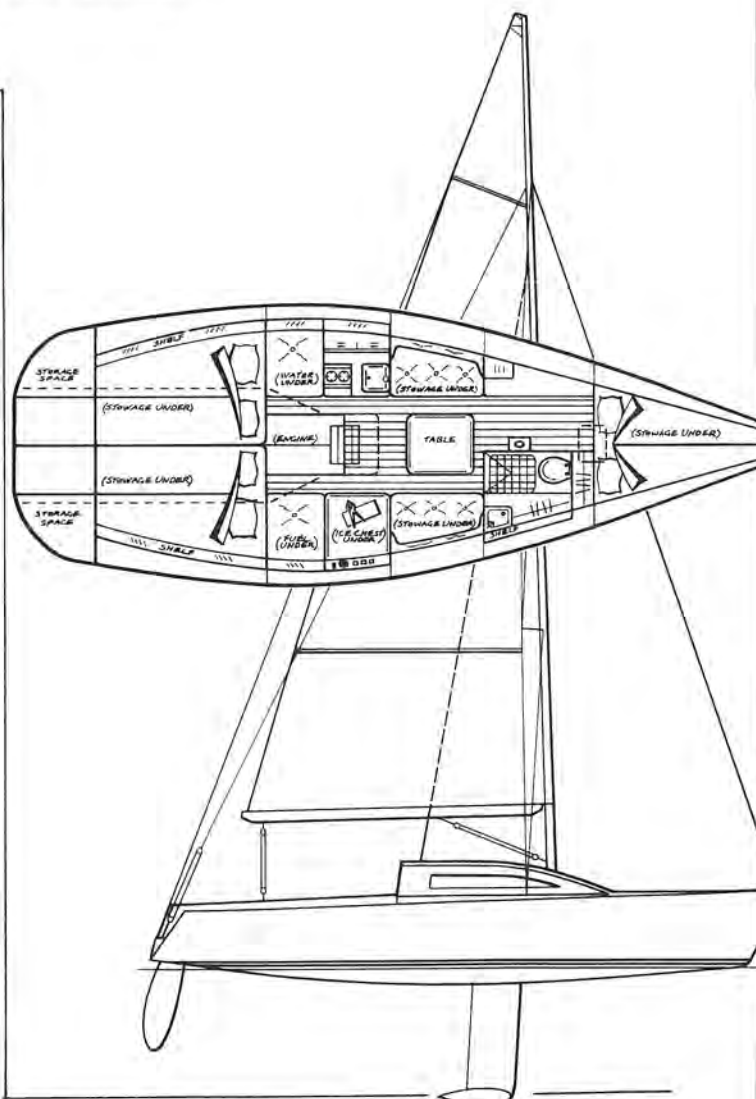
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Australian Sales and Service Agency for SECUMAR



Sound Marine Radio/Cassette

MARK Baker Pty Ltd have announced the release of the SOUND MARINE range of marinised AM/FM Stereo Radio/Cassette with removable in-dash mounting and totally waterproof speakers, with 25 watts RMS per channel output.

The major benefits to boat owners are:

- Waterproof speakers that can be installed in the cockpit without the concern of salt spray or foul weather damaging the speakers.
- Removable AM/FM Radio/Cassette, that can be removed from the dashboard simply by lifting a handle and pulling it from its custom designed cradle.
- Installation kit is complete with rear strap and stainless steel screws for all mountings and all in-dash housing with smoke grey acrylic fold up flap to keep spray and water away from the Radio/Cassette.

Life Jackets Safety Lights

THE Jaklite, a new safety light superseding older types of lifejacket lights, has been released by Pains-Wessex (Australia). The light is pre-fitted at the highest part of the jacket with a bar lock strap or threaded through webbing and left ready for instant action.

Unlike former models it is not water-activated which obviates the need for the victim to be in the water before the light will come on. Also, the water-activity light will go out immediately if the victim is lucky enough to find wreckage and drag himself from the water. In fact, with such a light, the victim is obliged to be either in the water or in the dark.



Powered by a dry lithium battery with a five-year life, it can be turned off to conserve energy if this is required. It will burn at .75 candela for a minimum eight hours.

Further information: Pains Wessex (Australia) Pty Ltd, 467 Riversdale Road, Camberwell, Vic. Phone: (03) 813 3377. Fax: (03) 813 2993.



New Yacht Time Watch From Seiko

AT a rough guess, at least 50 per cent of yacht racing skippers in Australia have used the Seiko Sports 100 yacht timer watch to start in thousands of races over the past decade. It has proved to be one of the best yacht timers ever designed, as well as being an excellent general purpose digital watch.

Seiko have just released a replacement yacht timer, which it describes as the most advanced watch yet for the competitive yachtsman. The Seiko Men's Analogue Sports-Tech 150 Yacht Timer has a large clear face, with bright easy-to-read markings and a tough but flexible watchband.

Water resistant, and able to endure the toughest racing conditions, this watch has sweep hands which set according to the timing required - 15, 10 and 5-minute countdowns with an added 6-minute countdown for match-racing.

Retailing for a recommended price of \$575, the Seiko Analogue Yacht Time is available from all leading jewellers, department stores and duty free outlets.

Innovation with Feathering Prop

WHILE feathering propellers are not a recent innovation, the Hydraulic design introduces several innovative features, including the simplicity of altering the pitch of the blades under. This can be done by anyone with the ability to use SCUBA diving equipment.

This is how it's done. Remove all but one of the drive screws from the periphery of the boss, fix a clamp to one of the blades and pass a sturdy line through it from one side of the boat to the other and lightly tension it.

The last screw is then removed and the whole blade assembly is withdrawn and suspended on the tensioned line. The pinion is then withdrawn out of its pline and indexed in the direction of the shaft rotation to increase the pitch or, in the opposite direction, to decrease the pitch, by 1 1/8 degrees per tooth.

The suspended blade assembly is then replaced, with identification marks aligned, and the screws replaced.

JBC Yacht Engineering Pty Ltd will undertake to fit a new Hydralign propeller and should the initial pitch set-up prove unsatisfactory will alter the pitch to suit the optimum combination of motor and hull.

Further information: JBC Yacht Engineering Pty Ltd, 4/1 Bradley Avenue, Milsons Point, NSW 2061. Phone: 957 5123.

Flo-Mate Water From Jabsco

BUYING a water pressure system for a boat as a complete package is more economical than buying the individual components, as well as saving time on installation.

Such a unit is the new Jabsco PAR Flo-Mate, a pressure controlled pump which can serve up to four 3/8 inch outlets smoothly and reliably.

The Flo-Mate system combines a high level of control with an all-in-one package, comprising pump, accumulator tank, heavy duty pressure switch and pressure gauge, easy to instal. No special fittings or special plumbing is needed.

The built-in accumulator tanks ensure better control of the water temperature and smoother and quieter water flow - sleeping crew members are not disturbed by the pump whenever someone wants a glass of water.

Further information: Jabsco White International, 88 Bourke Road, Alexandria, NSW 2015. Phone: 698 8233.



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

The Australian performance team... IMI Barient

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

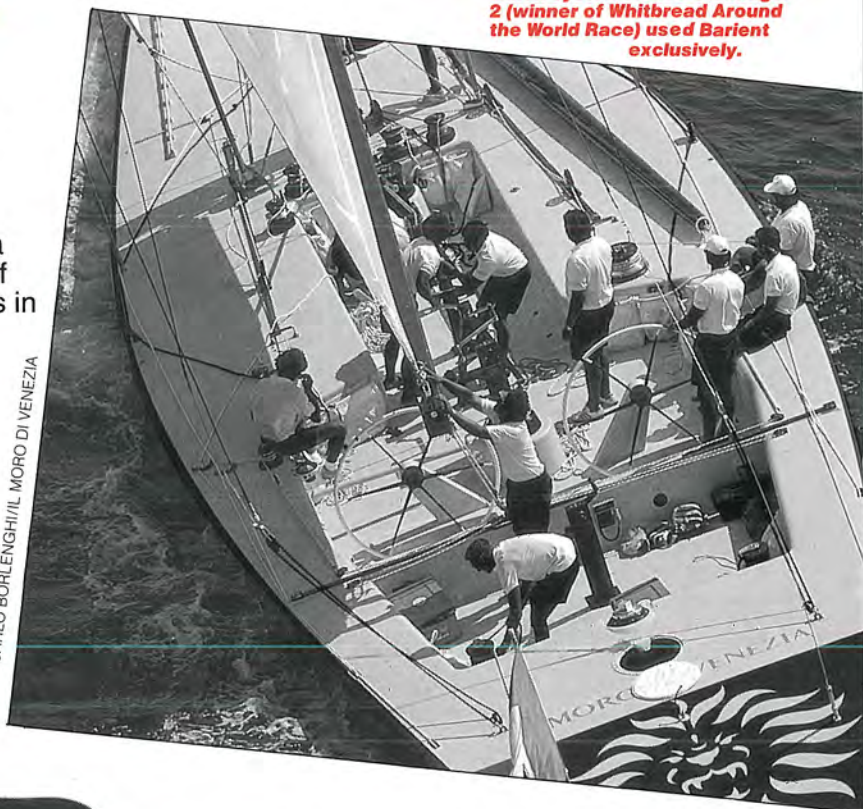
The new company, IMI Barient Australia will provide a platform for the introduction of the world's most renowned marine products in deck hardware, gallery products and electronics along with a substantial commitment to the Australian marine manufacturing industry.



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



CARLO BORLENGHI/IL MORO DI VENEZIA



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

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

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



BARIENT

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Granville NSW 2142
Phone (02) 637 9333
Facsimile (02) 637 9323**



Headboard Car From Ronstan

RONSTAN International have released their new range of Ronstan RCB batten, luff and headboard car systems – the result of product involvement and development work carried out in conjunction with leading sail and spar makers.

The new recirculating ball bearing cars offer effortless sail hoisting and dropping in the most adverse conditions and have been designed specifically to run free under the varied luff, leach and batten compression loads associated with fully battened mains.

The cars are suitable for virtually any size yacht from 9-metre (30-foot) LOA upwards. New features include a mechanical multi-axis linkage between batten end and car; a single pivot attachment of headboard to cars; connection of halyard directly to the headboard rather than the car.

Further information: Ronstan International (03) 598 9588.

Autohelm ST50 Navcenter

IMAGINE being able to complete offshore passages without touching a chart, or even the helm. This might sound far fetched, but it is completely possible now with the new Autohelm ST50 Navcenter, now on the Australian market.

The Autohelm ST50 Navcenter is a total navigation system that combines electronic chart plotter and hi-tech computer processing of navigation information.



The ST50 Navcenter literally puts you in the picture with a clear, visual display of where your boat is on an electronic C Map. It also provides on-screen display of speed over the ground, speed through the water, depth and true wind speed.

The unit is designed to interface with all of the Autohelm Sea-Talk navigation instruments as well as any of the highly-acclaimed Autohelm Sea Talk autopilots. When linked to an Autohelm autopilot the skipper can control the boat's course from the ST50 Navcenter keypad.

Despite its sophistication, the ST50 Navcenter is easy to use with a simple keypad with one button dedicated to one function.

To plot a course, the skipper inserts a small C-Map cartridge into the Navcenter covering the area the boat is about to navigate. The chart display enables a course to be set as a series of designated waypoints.

A track button enables the skipper to not only position and select the course on the electronic map, but also modify the course at any time. At any time, the operator can scroll, pan or zoom in on any particular feature of the chart, such as channel marks, reefs or headlands.

A trackball moves the cursor around the screen to verify these navigation features and as it moves its longitude/latitude, range and bearing from the boat's current position is displayed on the screen's notepad.

Further information: Navstar Autohelm 4/28-32 Roseberry Street, Balgowlah, NSW 2093. Phone: 008 029 948. Fax: (02) 949 4766.

SWEBA — Shallow Water Diving

A problem most yacht owners face at some time is how to effectively dive below their boat to clear a fouled propeller, replace anodes, carry out general underwater repairs and just scrub the bottom.

A professional diver is not always available, particularly on extended cruises, and few owners want to carry SCUBA diving equipment, or, for that matter, are qualified to use it.

SWEBA — shallow water breathing apparatus — has been designed for just this sort of application, allowing you to breathe safely underwater to a maximum depth of two metres (the average yacht draws 1.2 metres) without expensive SCUBA diving equipment.

Developed in Britain, SWEBA has been adapted for Australian requirements and given rigorous testing by the Water Police and by the Australian Diving Federation which is presently putting together a course, tailored to SAWEBA, for use by diving schools throughout Australia.

For the cruising yachtsman the advantages of SWEBA include replacing anodes, checking rudder hangings, in-

specting skin fittings, removing ropes/plastic bags/fishing lines from the keel/rudder/prop or engine coolant intake while on passage, scrubbing the bottom in a remote anchorage.

For the racing yachtsman, it would be an asset for pre-race hulls checks, securing a folding prop, sealing skin fittings and between race, cleaning the hull bottom.

Further information: Kamerling Pty Ltd, 418 Military Road, Cremorne, NSW, 2090. Phone: (02) 953 8522. Fax: (02) 958 8963.

Coursemaster's Micrologic GPS

THE Micrologic Explorer has for years been regarded as one of the easiest Loran to operate. Now it's available with the worldwide signal availability and high precision of GPS.

The Explorer, available in Australia from Coursemaster Autopilots, provides navigation data anywhere on earth and accurately responds to your boat's changes in position and speed in less than two seconds. A powerful 32 bit computer and advanced linear receiver assure maximum performance and reliability.

The Explorer receiver performance includes continuous carrier phasetrack



for five satellites with a position accuracy of 50 metres and a speed accuracy of 0.1 knot.

The complete navigational outputs include 2D/3D position fixing, latitude, longitude and altitude; local time with day, month and year accurate to one second. The operator sets approximate time once, and the time is then corrected by satellite accuracy to one second.

Distance and speed can be displayed in nautical miles and knots, statute miles and mph, or kilometres and kph. Displays respond accurately to changes in position and speed in less than two seconds.

Up to 100 waypoints can be entered and retained in memory by a lithium battery with a 10-year life while advanced new protection circuits make it virtually impossible to lose memory by starting the engine or from power transients caused by other equipment.

Further information: Coursemaster Autopilots Pty Ltd, 7 Smith Street, Chatswood, NSW 2067. Phone: (02) 417 7097. Fax: (02) 417 7557.

John Cuneo Wins Aust Masters

JOHNS Cuneo, Queensland's Little Master of yachting has added another major trophy to his impressive mantelpiece collection with his win with *Rainbow Coast* in the Australian Masters Title in Albany, WA in April.

Immense interest surrounded the regatta which was raced in 'clone' Farr 36s over a three-race series.

Many representatives of Australia's greatest yachting talent of yesteryear, Sir James Hardy, Rolly Tasker, Fred Neill, Ken Beashel, Mike Fletcher, Noel Robbins, Ken Berkeley and Lou Abrahams were drawn into tactical combat with Cuneo for this inaugural series.

Cuneo, winner of international yachting's most supreme award, an Olympic Gold medal at the Munich Games in 1972, values his hard-won reputation and as usual headed to Albany with a complete preparation. He had spent several practice sessions including mid-week testing his skill match racing against Peter Hollis, backed by Etchells class racing in RQYS Club events.

This is typical of Cuneo - he has always been intent with preparation to fire his best shots.

No doubt some old memories in past clashes with 'Gentleman Jim' Hardy in days long gone by, fired a special competitive nature into the champion when headed for the West. Hardy had defeated Cuneo in the 1965 World 505 title in Adelaide after the Queenslander had won the Australian series. Hardy was also favoured as the preferred helmsman for *Southern Cross* at the America's Cup after Cuneo had moved to West Australia.

The Queensland gold medalist bowed out of that abortive America's Cup challenge won by *Courageous* 4-0 with his personal pride intact.

That same pride was evident in his Masters preparation.

He proved he has lost little of his helming skill claiming advantages out of hotly contested mark roundings and clear wind starts to take the title with a commanding 3-1-1 race score. As expected, he faced up to his rivals with the same will to win which carried him to the Dragon Class Olympic Gold Medal 19 years previously.

"Those practice hours on Waterloo Bay were important, but the warm-up races in wild winds at Albany, sorted out my staying power," Cuneo said.

But Cuneo, affectionately known as the Little Master, proved his wealth of experience was all fired up to record a deserved win over Ken Berkeley and Ken Beashel. Sir James Hardy, Australia's Olympic Yachting Coach Mike Fletcher, and former America's Cup skipper Noel Robbins completed a unique tie for fourth place.



John Bertrand's Etchells Title

AMERICA'S Cup winning skipper, John Bertrand, showed he is back to his best when he won the Toyota Australian Etchells championship in a world-class fleet off Royal Brighton Yacht Club.

The 57-yacht fleet was peppered with former Olympic, world, national and state champions, and Port Phillip Bay turned on a range of testing conditions ranging from gear-busting 30-knotters to drifters, with the April series shortened to best-four-of-five races.

Bertrand and his crew, Bill Browne and Ernie Lawrence, stamped their seal on the series with wins in the first two heats, then a second in heat three after they match-raced Sydney's Ian Brown and buried him to fifth placing.

Bertrand picked up a seven-point break over Brown, the bronze medal winner at the 1976 Montreal Olympics and a former national Etchells champion, with the heat won by Sandringham's Andy Allsep and his crew of Peter Newman and John Gash, and Victorian Yachting Council executive director Campbell Rose third.

Melbourne skipper Steven Bond and his crew, Malcolm Hart and Barclay Nettlefold, won heat four after picking a 25-degree windshift and lifting four places to pip Sydney's Michael Coxon and Colin Beashel.

Bertrand was buried in 20th position after the race started, with Brown back in 30th, but both skippers fought their way back through the fleet to finish in eighth and 16th positions, with the overall points tally at Bertrand 17, Coxon 38, Allsep 40, Brown 43, Beashel 44.1.

Melbourne's John Savage, twice world Etchells champion, won heat 5 by a massive 8 minutes 55 seconds in fickle breezes, with Bertrand discarding his 25th placing to win the series.

Runner-up was Melbourne's Ian (Barney) Walker, crewed by brothers Don

and Campbell Telford, with heat results of 2-2-6-12-14, from Michael Coxon 2-4-7-8-29, Andy Allsep 1-4-7-13-44, Ian Brown 2-4-5-16-20 and Colin Beashel 3-6-6-9-35.

Bertrand's win followed his fourth in the Etchells worlds in Fremantle in January, Victoria's SuperGroup regatta in February, and the state Etchells title in March.

He is now thinking of campaigning for the world J24 championships to be sailed off Royal Brighton in early 1992.

— Ed Featherston

SOUTH AUSTRALIA

Renegade's Sixth Win In Premier's Cup

BOB Francis sailed his Holland 40 *Renegade* to a well-deserved victory in the Premier's Cup Regatta conducted by the Cruising Yacht Club of Australia - his sixth victory in the prestigious event sailed off Adelaide.

Francis won the inaugural Premier's Cup in *Rebel* and scored two further wins with that yacht. He won the trophy twice with *Renegade* and added this year's trophy to the collection with six wins under two different handicap systems, this year's event being under IMS handicaps.

The weekend-long series was fiercely contested this year with pre-regatta favourite *Dictator* (Dick Fidock) taking third place and Mario Minuzzo's *Wild Thing* slipping into second spot. Defending champion, *Silicon Chip*, skippered by Ray Brown, finished the series a close fourth.

The Premier's Cup Trophy event, sponsored this year by Quin Marine Pty Ltd, Steinlager and Coca-Cola, has traditionally been a handicap rating series and this year was decided under IMS for the first time. IMS is now the most popular handicapping system in South Australia.

Other trophies valued at more than \$2000 were donated for the series by Quinn Marine.

Results:

Premier's Cup: 1. *Renegade* (Bob Francis) placings 3-1-1 = 5.7 pts; 2. *Wild First* (Mario Minuzzo) 1-6-2 = 14.7; 3. *Dictator* (Dick Fidock) 2-5-3 = 18.7; 4. *Silicon Chip* (Ray Brown) 4-2-6 = 22.7; 5. *Kiwa* (L. Sugars) 5-3-4 = 23.7.

Division 1: *More War Games* (David Urry). **Division 2:** *First Class* (Ross Haldane). **Division 3:** *Om Shanthi* (Malcolm Ashton). **Half Ton division:** *Escapade* (Rick Hallidy). **Trailable:** *Entry* (Paul Flaherty). **Noellex division:** *Paradise* (Trevor Skinner). **Etchells:** *Eq 1st Screamin Seamen* (A. Short) and *Warkanu* (David Henshall).

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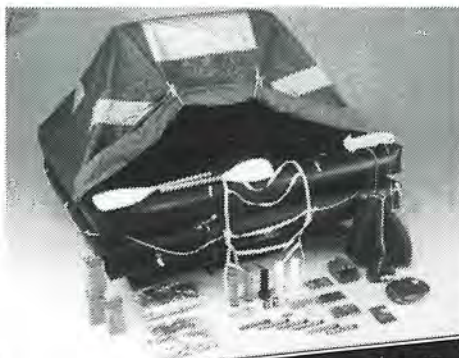
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Here is what 'PRACTICAL SAILOR' magazine had to say about ANDERSEN when compared to BARIENT, BARLOW and LEWMAR. (Maxwell did not want their winches tested.)

"The ANDERSEN winches were impressive in that they ran with the smoothest motion."

"In overall efficiency testing, the ANDERSEN 28 ST came out ahead of comparable models."

"A unique feature of ANDERSEN winches is that they are offered only with stainless steel drums."

"ANDERSEN has the best drum surface. It holds the line well with minimum wear and tear and should be the most durable."

"The finish on most winches wears with use; we don't think that will happen with ANDERSEN'S ribbed finish."

"ANDERSEN was the only one with a two year warranty."

"We liked just about every feature of the ANDERSEN."

Here is why 'PRACTICAL SAILOR' was so impressed with ANDERSEN winches. Unlike most, winch drums, ANDERSEN'S drum is drop-forged 316 Stainless Steel Drop-forging

work-hardens the metal, resulting in a stronger, lighter drum.

Most drums are heavy cast bronze with abrasive surfaces for grip. With age they wear smooth, eventually becoming ineffective but chewing your halyards to shreds in the process. The ANDERSEN drum is ribbed, eliminating excessive halyard wear and providing effective grip for the life of the winch.

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OPTIMISING

Q1: One subject that gets little airing is windage and, more specifically, crew windage. How much should we worry about it?

A1: Crew windage forms part of a larger drag package known as parasitic drag. This is the sum of all the elements slowing the boat down when the apparent wind is forward of the beam. This, combined with hull resistance (friction drag, wave making, etc), is counteracted by drive force of the sails which is either pure drag downwind (ie. pushing the boat) or, at the other extreme, a lift/drag combination upwind. So upwind, the crew is slowing the boat down if they are sitting in the breeze and downwind they are helping inasmuch as they can act as unrated sail area.

How much should you worry about this upwind? The IMS VPP has a parasitic drag component but the crew is not factored in as far as I can tell, so you are unmeasured drag and therefore part of the 'are we serious or not?' equation. The following example applies to our 9.5-metre IMS design which carries six crew:

The boat is sailing in 8 knots true wind, 12 knots apparent, and 26 degrees apparent wind angle. Four crew on the rail, two facing inward. Total exposed area of the crew, considering blanketing of some members behind others, is 2.1 square metres. Total wind pressure on the crew is 6.35kg (using $W_p = \text{area} \times V_{02}^2 \times .021$) the forward drive force of the sails is 102kg (calculated by the VPP).

CREW windage forms part of a larger drag package known as parasitic drag which can all slow down a yacht to windward.



with Scott Jutson

Net result is a reduction in effective drive force of 6.2%. If you double true wind speed the apparent increases to 19.8 knots and the wind pressure on the crew increases to 17.28kg. Forward drive force is now 171kg so the net reduction is 10.1%.

These are clearly significant numbers. Practical limits exist in improving crew windage but for those who want to take this seriously I would suggest the following:

1. Ask crew to consider the feel of the wind on them and its effect. Ask them

to try to shelter behind the person in front when they are not active;

2. In light situations upwind when the crew is off the rail have them shelter low in the cockpit or below deck;

3. Wear close fitting clothes – cyclist and downhill skiers set the pace here;

4. Do the opposite of 1-3 when sailing downwind. Our same six crew is equal to five square metres of sail area if they all stand;

5. Now consider why no one worries about this and act accordingly.

Q2: At the beginning of last season I had my older style full keel yacht rated for IMS competition. In some ways I am impressed with the system, in others not. Specifically, in longer races offshore I seem to be in with a chance. I sail to my target speeds and occasionally manage a place. However, inshore I do not stand a chance. Any suggestions?

A2: Velocity prediction programs such as the IMS are improving all the time in their ability to predict straightline speed in smooth water. Where a boat such as yours could suffer on a short course is in the greater number of tacks required. A long keel yacht will lose more boat speed and accelerate more slowly than a more performance-oriented configuration. The VPP cannot determine the number of tacks in a race nor can it determine the relative performance of different types of boats into and out of tacks. In this sense, the IMS rule really does encourage a 'racing' style of yacht as opposed to a 'cruising' style of yacht.

Q3: The long ocean races on the East Coast have used the IMS general purpose handicap (GPH) as the sole handicapping figure. How does this vary from an IOR single point handicap figure?

A3: The GPH is similar to an IOR rating in that it assigns a single value to assess a yacht's performance regardless of conditions. Unlike the IOR it is tied to a specific wind range (10-12 knots) and a course type that may not be relevant to the actual race. As such it allows for optimising as it clearly pays to downplay the relevant light air performance elements (ie, sail area to wetted surface) in favour of stability and power.

A light, low stability boat with a good size rig will be at its best in the GPH range and will probably suffer in a race where conditions are substantially different. Alternatively, a boat that only comes alive in a breeze should do well in GPH races.

It goes without saying that the rule is best served by active avoidance of the GPH whenever possible and there is no excuse for clubs to use it in short races. Next year we should see a new type of time allowance on the IMS certificate known as 'ocean race'. It should provide a more realistic perspective for offshore racing. I will discuss its composition in more detail in future columns.

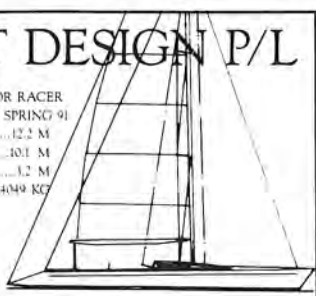


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THE 28th Match for the America's Cup is now less than 12 months off, the Louis Vuitton Challenge eliminations start in January, and last month the inaugural World Championship for the new International America's Cup Class (IACC) was sailed off San Diego with nine yachts representing challenge syndicates from Italy, New

Americas Cup

1 9 9 1

Zealand, Spain, France and Japan, plus the two US defence syndicates, taking part in the spectacular regatta.

In Australia, the two challenge syndicates, Syd Fischer's Challenge Australia and Iain Murray's Spirit of Australia, are well under way in their preparations, as Editor Peter Campbell reports.

CHALLENGE Australia, the first Australian yacht to be built as a contender for the 1992 America's Cup, is nearing completion in Sydney for an end-of-July launching.

After initial sailing off Sydney, the 24-metre super sloop will be shipped to the United States, starting sailing trials off San Diego in November. The America's Cup regatta opens on January 10 with challenger and defender trials leading up to the 28th Cup Match in May 1992.

Designed and built to the concept of the new International America's Cup Class (IACC), the hull of *Challenge Australia* was completed by the end of April, with work starting immediately on the moulding of the deck. The hull and deck bonding was expected to be completed by mid-May.

Replacing the old International 12-metre class, the new IACC yachts will introduce a new era of exciting and spectacular match-racing for the America's Cup, sailed over demanding new courses. The big sloops are 20 per cent longer and 30 per cent lighter but will carry 40 per cent more sail area than the 12-metres used in Cup races from 1958 to 1987.

Challenge Australia syndicate chairman Syd Fischer said that the design and construction of the first Australian IACC yacht was the result of two years of professional team work to produce a yacht that would be a most viable contender for the America's Cup.

"We are confident that we have a yacht capable of not only being the challenger from the 10 contenders, but also of bringing back the Cup to Australia in 1992," said Fischer, who himself has the experience of three previous America's Cup campaigns as well as a long career as one of Australia's outstanding international yachtsmen.

Challenge Australia has been designed by Challenge Naval Architects in Sydney, headed by Dr Peter van Oossanen, and is being built at Mona Vale, Sydney, under the direction of John McConaghy.

Van Oossanen is renowned for his partnership with the late Ben Lexcen in the design of the Cup-winning winged keel of *Australia II* in 1983. McConaghy is regarded as one of the best boat-builders in the world using hi-tech exotic materials and advanced construction methods.



HALFSCALE versions of the new International America's Cup Class (IACC) yachts which Syd Fischer's CHALLENGE AUSTRALIA syndicate is using to test specialised spinnakers for the new America's Cup course. (PIC — David Clare) BELOW: Builder John McConaghy at work in his Mona Vale plant. (PIC — Max Press)



Announcement of the advanced state of the Challenge Australia syndicate's boat came on the eve of the inaugural world championship for the IACC to be sailed on the 1992 America's Cup course area off San Diego.

Chairman Fischer was in San Diego for the inaugural International America's Cup Class world championships, starting May 1. Challenge syndicates from New Zealand, Japan, Italy, Spain and France will be contesting the IACC worlds, along with the two US defence syndicates headed by Dennis Conner and Bill Koch.

Outlining the design and construction of the hull of *Challenge Australia*, van Oossanen said he had tank-tested 25 large-scale models as well as using the two half-scale sailing yachts before arriving at the final hull shape design of *Challenge Australia*.

The models were all tested in The Netherlands where van Oossanen and the late Ben Lexcen tested the revolutionary wing keel of *Australia II*.

Twelve of the models were used in a systematic series of assessing basic hulls designed to the IACC rule; five were used to assess aspects of the IACC rule in respect to bow and stern shapes; the final seven were seven specific models used to determine the final shape of the hull, centre of buoyancy and prismatic co-efficient, among other things.

Challenge Australia has used 4.0-metre, one-sixth scale, models for its tank testing, giving what van Oossanen described as a 'significant advantage' over those syndicate carrying out tank testing in smaller facilities.

"Australian syndicates were given permission to use overseas tank testing facilities because of the lack of sufficiently large facilities in Australia," the designer added. "We chose to do the work in The Netherlands where I worked on the *Australia II* winged keel."

Van Oossanen said he planned "one

PAUL CAYARD,
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Cup Class, sailing *Il*
Moro di Venezia III to
victory at San Diego.



or two" further tank tests of the appendages of *Challenge Australia*, one in July and a final one in October.

Describing construction of the hull of *Challenge Australia*, van Oossanen said the hull had been constructed using the prepreg method with resin pre-impregnated carbon fibre over Nomex foam, laid over a wooden male plug, and finally 'cooked' in an oven. The plug had been faired to produce a smooth inside to the hull and after release the outside had needed only negligible work.

"We are very happy with our design and with the quality of the finished hull – the weight was within a few kilograms of our calculated weight," van Oossanen added, although declining to give any indication of the weight.

"However, we will carefully assess the opposition at the world championships and we still plan two final tank-test programmes on the yacht's appendages (keel and rudder)."

Van Oossanen said the hull had been built to the linear specifications allowed under the IACC rule, with the yacht having a length overall of 24.0 metres, a maximum beam of 5.5 metres, and a freeboard ranging from 1.5 metres for'ard to 1.25 metres amidships and 1.2 metres aft.

"There will be subtle differences between the hulls built by the various syndicates, but basically the hulls of the new IACC yachts will look similar, with some variation in the actual shape of the bows," van Oossanen added.

"The significant differences will be in the sail area/displacement ratio, the wetted surface area, and in the type and shape of the appendages."

Van Oossanen said quite a few designers had done considerable research work on forward rudders, along the lines of that used on the 12-metre, *USA*, in the 1987 America's Cup in Fremantle. Others were looking at the canard keel

arrangement – a twin keel in tandem concept.

"Like all challengers, our final design of the appendages will be a closely kept secret," added the naval architect who combined with Ben Lexcen to produce the Cup-winning winged keel of *Australia II*.

Challenge Australia is due to be launched by late July and will begin sailing trials on Sydney Harbour and off the Heads almost immediately. The yacht will be shipped to San Diego in October and will begin sailing trials on the 1992 America's Cup waters by November.

Murray Starts Building Spirit

IAN Murray has started the building in Sydney of his *Spirit of Australia* challenger for the 1992 America's Cup at San Diego. The new International America's Cup Class (IACC) sloop is being built by John McConaghy who has almost finished the moulding of Australia's other challenger, Syd Fischer's *Challenge Australia*.

Murray, the Australian designer and skipper who lost the Cup to Dennis Conner in Australia's 1987 defence of the Cup at Fremantle, has pushed ahead with construction of the boat after raising \$3 million in a spectacularly success fund-raising night in Sydney.

"The challenge is now confirmed," syndicate spokesman Rob Mundle said in announcing that preparatory work had started on the hull of *Spirit of Australia*. "Ian has been making steady progress for some time now, but the fundraiser really put him over the top.

"With the pledges of support in cash and kind we are now about three-quarters of the way towards our goal of a \$14 million budget for the challenge."

The support for Murray's syndicate announced at the fund-raising dinner included \$100,000 from Amways and many individual and corporate pledges of \$25,000 to the Darling Harbour Yacht Club challenge.

Murray is probably the last of the 10 America's Cup challengers to start building, with the challenger series set to start off San Diego in January 1992. However, he is confident that by delaying his final design work and construction of his challenge through the Darling Harbour Yacht Club, he can capitalise on the mistakes of other international challengers.

First work on *Spirit of Australia* is on the deck and individual components such as winch and steering pedestals, with the construction of the plug for the hull next to begin at McConaghy's yard at Mona Vale in Sydney.

As the Australians moved ahead with their building, in San Diego Sir Michael Faye's New Zealand syndicate launched its third IACC yacht and Dennis Conner launched his first potential defender – Conner also plans to build three IACC yachts.

Italians Win IACC Worlds

SAN Diego – *Il Moro di Venezia III* (ITA-15) of Italy is the first International America's Cup Class (IACC) World Champion after winning the final match in the 1991 IACC World Championship.

Skipper Paul Cayard led from the start and never relinquished his lead to *New Zealand* (NZL-12) with Rod Davis at the helm. *ITA-15* won the San Diego Cup, the World Championship perpetual trophy presented by host San Diego Yacht Club and the San Diego Unified Port District.

New Zealand, the winner of the five fleet races and the Chandler Hovey Memorial Trophy, finished second overall in the World Championship series sailed May 4-11 off Point Loma. The World Championship, which attracted nine boats from six nations, was the first competition for the new International America's Cup Class.

In the final match, which was broadcast live in the United States on ESPN, *ITA-15* and *NZL-12* engaged in aggressive pre-start manoeuvres during the 10 minutes preceding the starting gun. *NZL-12* raised a protest flag in a near overlap situation, but the umpire on-the-water flew a green flag, which means no penalty.

ITA-15 emerged with the controlling position, forcing New Zealand to tack away. *ITA-15* hit the line with better boat speed and sailed up the left side of the course. By the first mark, *ITA-15* led by 42 seconds.

Americas Cup

1991

During the second leg, *ITA-15* sent a crew member up the mast to tape a mainsail batten just below the first spreader. By the second mark, *NZL-12* had closed the gap to 26 seconds, but that was as close as the New Zealanders got to the Italians. Cayard stretched the lead to 50 seconds by the third mark. The winning margin was 1 minute, 7.9 seconds.

The Italians enjoyed a double victory with *Il Moro di Venezia I* (*ITA-1*)

winning the consolation match for third place in the series. Skippered by John Koliou, *ITA-15's* stablemate led *Nippon* (*JPN-6*) of Japan around the 22.6-mile course.

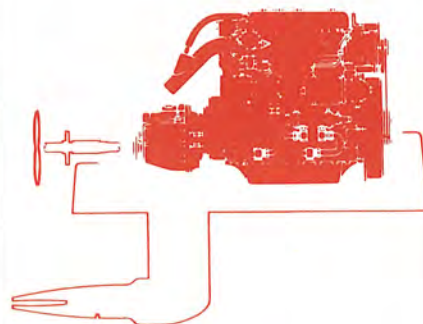
JPN-6 was trailing *ITA-1* by 45 seconds when the Japanese blew out a spinnaker at the fourth mark. The ripped spinnaker twisted around the bow of the boat and the crew discovered part of it wrapped around the keel on leg six. *JPN-6* went head-to-wind to straighten out the problems. By the sixth mark, *JPN-6* was 5 minutes, 20 seconds behind *ITA-1*. The final winning margin was 5 minutes, 10 seconds.

The teams will continue to train in San Diego in preparation for the XXVIIIth Defence of the America's Cup, which begins with the Defender and Challenger Selection Series January 10, 1992, and concludes in May with the America's Cup Match, a best-of-seven series.

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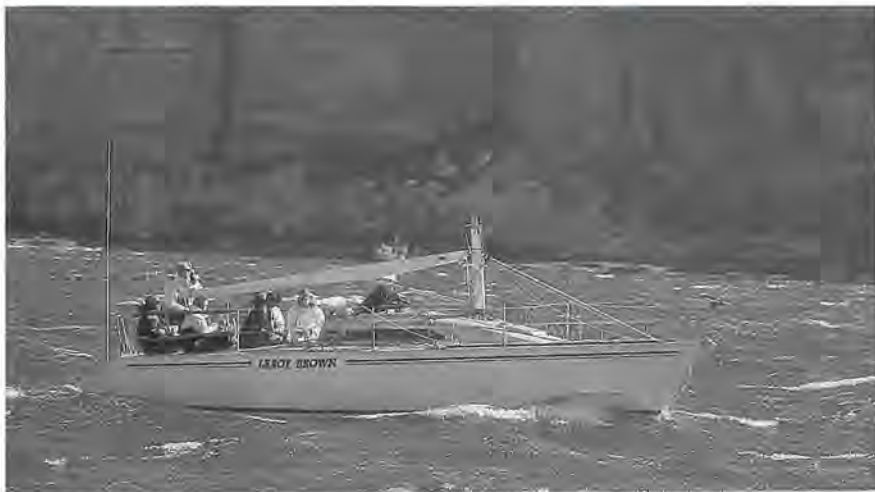
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Gearing up for The Good Days?



REMEMBER, often it is a \$2 shackle that breaks causing \$2,000 worth of damage to your yacht. (Pic - Peter Campbell)

EVER had a good sailing day turn into a shambles because some vital or not so vital piece of equipment has failed? Everyone on board is disappointed, blame is often directed at someone and the owner is usually faced with getting the problem sorted out often before the next weekend. The common complaint is that whatever broke shouldn't have because it was only blowing 10 knots or we were just sailing along and it broke or stopped working.

Like it or not, the problem is a bit closer to home, in fact staring you in the mirror! Your boat, or the one you sail on, is just a piece of machinery, with lots of parts that need looking after and you must make sure it is done.

Boats are just like cars, they need regular care and maintenance. Some are much more complicated than others, but with a bit of attention and TLC you can be assured of less problems.

Being involved in boat preparation and maintenance for many years I have become acutely aware of this need. Many times I've been asked to look at a mast that has fallen over the side because one of the shrouds has broken, to discover that the rigging is six or seven years old!

In recent years, careful monitoring and assessment by the insurance industry and yacht riggers has shown that boats sailed on a regular basis, need to replace standing rigging after three to four years, if not sooner!

If the rigging has broken strands it's been left far too long. Racing boats using rod rigging should have the rods and the cold formed heads carefully examined using ultra-sound equipment, preferably every season or so. This can detect early signs of fatigue or defects in

the rigging and prevent very expensive mast losses not to mention crew injury.

If your boat is more than a few years old, it's a good idea to speak to your insurer because you may find you are expected to maintain and replace the rigging on a regular basis.

If something was to break you may be held financially responsible particularly if the rigging was old or inadequately maintained. Be fair, most components of yachts are exposed to an enormous variety of stresses and must be checked regularly for signs of wear and breakdown.

The basic problem for the humble yacht is the highly destructive environment it is expected to perform in. As we all know, salt water, moisture and sun, are very damaging agents, multiplied when it comes to boats.

Consider the winch which cost you a fortune; you discover that it's not turning or doesn't seem to hold any more. Frequently all that's happened is salt water has washed around inside, dried out to leave salt crystals which have mixed with the winch grease and very quickly jammed up the whole mechanism. This process is not really anyone's fault, you probably washed the boat as best you could, the manufacturer built drain holes into the base, everyone has done their bit but the environment, as is often the case in yachting, gains the upper hand.

The only solution for this type of winch problem is a very regular strip down, clean and check. If you own the boat, nominate one of your crew to take charge of the winches if you feel you can trust them. If not, have them serviced by someone who knows what they are doing.

One very practical hint is to make

DON ('The Admiral') Buckley is an expert in setting up, maintaining and sailing all types of boats from skiffs to IOR and IMS yachts. This article introduces us to the often overlooked area of preventative maintenance and preparation.

sure you have manufacturers drawings for each winch size on board. Remember, if someone on the boat has same understanding of a particular part of the boat, it can be very handy when you are out sailing miles from your nearest professional.

Electrical systems are another area where the environment plays havoc. Ask any sailor who's sailed with instruments and you will hear they have not worked at some time or another. The basic hardware is usually very clever, in fact amazing to most of us, but what does that matter if it doesn't work! So, often when you get the service man down a major part of the problem is salt water invasion.

We are all guilty of cutting wires for one reason or another then rejoining them the best way we can, only to find after a while things aren't working. Salt water and moisture have crept metres up into the cable and has corroded the wire from the inside. Wires on boats should, where possible, be continuous from source to destination.

One major point I must make is that, like any project, boats and their systems must be well planned from the outset to make sure the best choice of equipment is made. The most successful way to achieve this is using input from designers, suppliers and boat outfitters with all additional input given serious consideration.

If you are getting your boat ready for next season, start now, slowly but surely go over every item to make sure everything is working properly, isn't worn or bent and is the right choice for its job. Remember, often it is a \$2 shackle that breaks causing \$2000 worth of damage!

With this introduction in mind I will, over coming issues, be looking at specific areas of hardware and equipment with a view to their selection and ongoing maintenance. Meanwhile, start looking over your boat, or the one you sail on, to make sure you don't have too many bad days. Although as all sailors know there are only good days and better days!

Don Buckley and his wife Fiona King operates through their company, Lamotrek Pty Ltd, 39 Water Reserve Road, North Balgowlah NSW 2093. Ph: (02) 907 0644 Fax: (02) 907 0633 Mobile: (018) 446 245. Don has been involved in the setting up and rigging of all classes of boats for over 20 years and works as an independent consultant. He specialises in optimisation, preparation and project management, layout design and fitting out, hydraulic repairs and installation while other services include composite rigging import.



NEWS & VIEWS

SAILING

A sign above the notice board in the Sailing Office of the Cruising Yacht Club in Sydney reads: 'The Only Reason for the CYCA's Existence is Sailing'.

The CYCA was formed back in 1945 by sailors for sailors – and to organise and conduct ocean racing events for yacht owners and their crews.

After nearly 50 years existence as one of the premier ocean racing clubs in the world, that is still essentially the role of the CYCA. Admittedly it is a fine social club, it has expanded its role in racing to cover highly successful harbour racing, but that traditional position in offshore yacht racing at a club, national and international level remains paramount.

Thus, the Sailing Office is the heart of the CYCA. It is where the decisions of the Sailing Committee and the Event Management Committees are put into practice and where all yacht racing, both offshore and inshore, is co-ordinated. This covers everything – planning season programs, producing notices of race and sailing instructions, organising handicap ratings, ensuring that safety certificates are up to date and that yacht owners and their key crew members are kept up to date on all aspects of yachting racing.

CYCA Sailing Secretary is Bob Brenac, a widely experienced ocean racing yachtsman himself and an authority on the many aspects of the IOR and IMS handicapping categories under which yachts race offshore with the CYCA. His senior assistant is Elaine Gazzard, also with a long experience in yacht race management, with the added input of extensive computer know-how.

Working with them are the voluntary committees of Club Members who carry out the often onerous tasks of safety inspections and actual race operations on the water, with the Sailing Committee as the central policy body.

Many members of the CYCA and indeed most other major yacht clubs throughout Australia are probably unaware of just what is needed to efficiently organise and conduct yacht racing.

So what would happen if you walk into the CYCA Sailing Office and tell Bob Brenac that you have a brand new

*That's
what the
CYCA
is all
about!*

35-footer which you want to race both inshore (twilight and winter races) and offshore, and also compete in some long races as the Jupiters Gold Coast Class and perhaps even a Sydney-Hobart.

First, the yacht would have to be measured and rated. To do this the Sailing Office would put you in touch with the State governing body, the Yachting Association of NSW. The YA will ask the owner to complete an Application for Measurement and arrange for a qualified measurer to contact the owner and arrange a time and place for the yacht to undergo measurement for either an IOR or IMS rating, possibly both in some cases. Once the measurement is completed the Australian Yachting Federation, the National authority, will issue an IOR or IMS Rating Certificate which is valid for racing worldwide.

Safety Inspections

Once the yacht has been rated you then have to start gathering the relevant safety equipment needed to satisfy the category for the races you want to do.

These are listed in the AYF handbook. The CYCA has a safety committee manned by volunteers who will come and inspect the yacht to ensure you have all the equipment needed and issue a safety certificate which must be revalidated each year.

Different levels of safety certificates are issued according to the yacht owner's racing plans.

Category 1 is needed for long offshore races such as the Sydney-Hobart and the Westpac Sydney-New Caledonia races.

Category 2 for long ocean races along or not far removed from shorelines, such as overnight races and Jupiters Sydney-Gold Coast race.

Category 4 is needed for short offshore races and Category 7 for Winter and Twilight harbour races.

Most yacht races are sailed under handicaps, based on each yacht's rating, a computer assessment of its potential performance.

For the Digital Winter series and Twilight races, the handicaps are derived from the estimated or known past performance of each yacht. These are Arbitrary handicaps and are adjusted each week and aim to allow new and experienced sailors to all have an opportunity to get a place throughout the series.

Rating Certificates

The summer offshore races, major races and regattas use the yachts' Rating Certificates and thus the handicaps are fixed by measurement rather than arbitrary or performance. The two rating systems presently in use are IOR and IMS.

In both cases, measurement of hull, rig, sails and flotation are taken. With IOR, only specific points on the hull are used. Under IMS, the hull must be measured with a sophisticated machine which then enables the complete shape of the yacht to be determined.

The flotation, rig and sail measurements are very similar for both systems.

The basic difference between the two measurement systems is the way these measurements are used to establish just how much faster or slower one yacht SHOULD BE than another.



CYCA sailing office: Sailing Secretary Bob Brenac and his assistant, Elaine Gazzard, check the handicaps for the Digital Winter Series – currently attracting record fleets. (Pic – Peter Campbell)

IOR Formula

The IOR is a formula into which all the measurements are fed, the result giving each yacht a rated length (R). The higher the rated length, the faster they should be and when R is then translated into a time correction factor (TCF), a yacht with a high value for R (ie is high TCF) gives time to a yacht with a lower TCF.

The exact amount of time each yacht receives from (or gives to) every other yacht is determined by the time taken for each boat to complete the course. Each yacht's elapsed time is multiplied by its TCF which then gives every competitor a Corrected Time. Therefore, the yacht with the lowest Corrected Time wins the race.

IMS Handicapping

The IMS, on the other hand, is a true handicap system. It is the most technically advanced method of predicting the speed of a yacht for varying wind strengths and relative angles to the course being sailed. Each yacht's measurements are fed into a computer which is programmed to predict the boat's performance.

Because the IMS was developed in the USA, the performance predictions are in the time on distance format, ie, the predicted time in seconds for the yacht to travel one mile.

For example, a big fast yacht may have a Time Allowance of say 450 second per mile with a smaller, slower boat coming out at perhaps 750 seconds per mile. In this case, the larger boat concedes 300 seconds (or five minutes) for every mile of the course.

The Race Team

Volunteers man the start boats and help plot the courses for each race. The Sailing Committee provides Race Directors who also work on a volunteer basis in conjunction with the Sailing Office while others assist in protest committees which are needed to solve disputes during racing.

The race computer programs have been developed within the CYCA over many years and are among the most efficient in the world. As each yacht finishes a race its finishing time is entered into the computer. From this single entry, the computer then calculates corrected time, each yacht's corrected place, the points won for the race as well as total points for a series or regatta.

In longer races, other information is available from each boat's position in the fleet. In the Sydney-Hobart race each yacht's latitude and longitude is transmitted via the radio relay vessel at regular intervals to the Race Control at the CYCA. This is fed into Digital Equipment Corporations computer system which has the software programs developed by the CYCA and processes each schedule to produce reports which can be accessed by enquiry screens and printed in hard copy for use by the media and other interested parties.

Volunteers are also involved in taking the radio schedules on the start boats and relay vessels and assist the sailing office greatly. The CYCA also provides a telephone recorded message service for all races run by the CYC during the year as well as a special information office manned by volunteers during the Syd-

ney-Hobart where enquiries regarding each yacht's progress is available from a terminal connected to the main computer.

A great deal of time in the sailing office is spent preparing documentation for all CYCA racing such as Notices of Race and Sailing Instructions which are required under the International Yacht Racing Rules. Preparation of these documents begins many months before an event.

Regattas which are planned for 1991 and 1992 are many and varied. The 1991 Digital Winter Series started on April 14 for all types of yachts. This is a harbour series run every Sunday for 16 weeks using handicap starts.

On August 3 there is the Jupiters Gold Coast Race which has grown to be one of the most popular races on the East Coast of Australia.

September 1 will see the start of the Westpac New Caledonia Race which is held every second year for those who wish to enjoy the delights of longer distance passage racing.

The CYCA summer program begins in Spring with the short offshore races held every Saturday and a longer race once a month from September to April.

The 1991 Southern Cross Cup and Sydney-Hobart Race regattas will run from December 14-31. The Southern Cross Cup is a teams event where teams compete from each State of Australia as well as overseas. This culminates in the Sydney-Hobart Yacht race in which individual yachts can also compete.

If you would like any information about any of the racing mentioned please contact the club on (02) 363 9731 and ask for the Sailing office.

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SAILING INTO A

Pacific Paradise

JAMES Cook RN named it Isle of Pines but on the now French charts of New Caledonia it is now called Ile des Pins. To any yachtsmen and women who can sail there (or even fly from Noumea) this is an island of absolute tranquility, one of the most beautiful islands on earth.

Isle des Pins will be the objective of the 'Route du Paradis' Cruise organised by the Cruising Yacht Club of Australia to follow the 1991 Westpac Australia to New Caledonia ocean race, which starts on September 1 with fleets sailing into the Pacific out of Sydney and Brisbane. The start of Australia's longest ocean

race into the Pacific, to Noumea, capital of New Caledonia, has been put back until September 1 this year with the CYCA confident that the south-easterly tradewinds at that time of the year will give the fleet a fast and comfortable reach for most of the 1000 sea miles. This year's New Caledonia Race is

FABULOUS 'Route du Paradis' Cruise to the Isle of Pines will follow this year's Westpac Australia to New Caledonia ocean race, with the fleet mooring in the Baie des Pecheurs at Noumea, from where they will head for the Isle of Pines - so well portrayed on the opposite page by photographers Andrew Woodley, Mike Hosken and Patrick Byrne.



being sponsored by Westpac, Australia's oldest and largest banking and financial services group. Westpac has a substantial presence overseas focusing, as the name suggests, in the Western Pacific region. Westpac is represented in all the major centres of the Pacific, with the bank's most recent acquisition being the business of the Bank Indosuez in New Caledonia and French Polynesia.

Westpac is an energetic participant in activities designed to further community development in such events as the Westpac Australia-New Caledonia Yacht Race with considerable input into the event, here and in New Caledonia.

Interest in the Westpac Race to New Caledonia is high among yachtsmen who enjoy long-distance passage racing and obviously among cruising yacht owners who traditionally have used the event as a cruise-race in company under the safety requirements and facilities of the CYCA. This year a Royal Australian Navy vessel will escort the fleet across the South Pacific as part of a routine patrol, followed by a friendly visit to Noumea. This is the first RAN participation since HMAS *Hawkesbury* escorted the inaugural CYCA fleet to Noumea in 1953.

Among large yachts whose owners have indicated their interest in competing in the Westpac Australia-New Caledonia Race are *Amazon*, line honours winner of this year's Sydney-Mooloolaba Race, Hamilton Island Race Week front-runner *Brindabella*, and *Freight Train* which took line honours in last year's race from Sydney to The Whitsundays.

Most of the yachts already entered have indicated they will take part in the Route du Paradis Cruise to the Ile des Pins. For sailors not competing in the race or not joining race yachts in Noumea, the Pacific Sailing School in Sydney has organised special packages for individuals or groups to fly UTA to Noumea and sail in the 'Route du Paradis' on charter yachts provided by Noumea Yacht Charters. This will involve flying out of Sydney on September 13 and returning September 20.

UTA is also organising special one-way packages for crews flying to Noumea to join racing yachts for the 'Route du Paradis' cruise or as return crews to bring yachts back to Australia.

The cruise will start from Noumea on Saturday, September 14, two weeks after the race start from Sydney and Brisbane and will last for seven days. The first night will see the fleet anchored off the Turtle Club on Ile Ouen, a short sail from Noumea, where yachts from Noumea Yacht Charters will join in for the cruise in company next day to the beautiful Baie du Pronoy before sailing down to the Ile des Pins for the rest of the cruise. Leading the fleet will be a yachtsmen experienced in sailing in the area with Noumea yachtsmen.

At the Ile des Pins, the fleet will anchor off Gadji, Ugo, the spectacular Nakankoui Reef and Baiede Kanumera -



Pacific Paradise

continued from 53

selected cruising areas that are not too far apart so that there will not be a lot of sailing between anchorages. This will leave plenty of time for swimming, diving and snorkelling and visiting the charming little villages on the island.

For those who have had the opportunity to take part in previous 'Route du Paradis' cruises following CYCA races



to Noumea, the beauty of voyage through the Baie du Pronay and the Ile des Pins is enduring in one's memory. Photo-journalist Peter Stone captured the tranquility of the island when he wrote in Club Marine magazine:

"Looking towards the jetty at Baie de Kuto I gaze at magnificent tall pines and coconut palms lining the white crescent-shaped beach lapped by crystal clear water. Three yachts lie at anchor, each with bikini-ed bodies baking in the sun.

"Neat timber homes, in the village of Vao, nestle among the tall straight pines - *Acaucaria Cocki* - from which the island got its name. Avocados grow wild.

"In the general store loaves of warm French bread are piled on the counter tended by a partially hidden women, in a colourful 'Mother Hubbard' dress. She beams a welcome as I enter."

Stone goes on to describe meeting once again with Albert Thomas who runs a diving operation called Nauticlub and of how he dined with him later "on grilled crayfish and crusty bread, drank light claret and forgot the troubles of the world". Such is the Ile des Pins of today.

According to writer Peter Stone, the diving at the Ile des Pins is among the best in the South Pacific, the result of remarkable changes in land and sea, with some of the outstanding diving in the Port de Gadji, in the north of the island.

"Below the surface lies a fascinating terrain," he wrote in Club Marine magazine. "I dived through Gorgonia-covered chasms, narrow tunnels and into huge caves, following Tony (the diving guide) through one of the most magnificent dive sites in the Pacific. This was the famous Oupere Grotto, one of the favourite dive sites in the Gadji area.

"Huge yellow sea-fans adorned the walls . . . of this cathedral, which were illuminated by shafts of light streaming from the narrow openings in the ceiling."

Diving at Ile des Pins is not just under the sea. The predominantly porous limestone of the island has led to formation of underground caves and tunnels which form unique freshwater dive sites. One is Paradise Cave, or Commune Grotto Trois, entered from track through huge ferns and tree orchids on the easternside of the island. Inside the cavern is what Stone described as "a shimmering pool of freshwater lapping what could be described as a small underground beach . . . with three tall limestone columns, stalactites which have joined with stalagmites, appear to be holding up the roof".

For more information on the Westpac Australia-New Caledonia Yacht Race and the 'Route du Paradis' Cruise, call Race Director Alan Brown or Elaine Gazzard in the Sailing Office at the Cruising Yacht Club of Australia. Phone: (02) 363 9731. Fax: (02) 363 9745. For information on the Pacific Sailing School's participation, call (02) 326 2399.

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NUZULU, the smallest yacht among the 44 boats to finish the 1991 Caltex Sydney-Mooloolaba ocean race, is the seventh Half Tonner to win the 480-nautical-mile autumn offshore classic in the past decade.

It was also *Nuzulu's* second win in the Middle Harbour Yacht Club's annual race to Queensland waters, also winning from a fleet of 79 yachts in 1986.

Half Tonners filled the first three places on corrected time in the strong IOR division with *Nuzulu* narrowly beating *Pemberton III* and *Public Nuisance*, both boats also being past winners of the race.

Nuzulu, owned by Ed Psaltis and Peter Ward from the CYCA, sailed home to victory under spinnaker as a long-awaited south-easterly front swept up the NSW North Coast.

The change was too late for the big boats, with line honours going to Peter Walker's 20.75-metre *Amazon* in the slowest race time since 1980.

Amazon took 82 hours 6 minutes 31 seconds to sail the course, an average of only 5.7 knots, compared with the amazing record of the original *Helsal* set in the southerly gale of 1976 - 45 hours 27 seconds.



WINNING crew of the Half Tonner *Nuzulu* after the presentation of trophies for the Caltex Sydney-Mooloolaba ocean race. *Nuzulu* was skippered by Ed Psaltis from the Cruising Yacht Club of Australia. (Pic - Ian Grant)

1/2 TON BENEFIT

By Peter Campbell

The line honours victory of *Amazon* and the IOR success of *Nuzulu* gave yet another double to Australian designer Kell Steinman, pointing to his proven skill as the creator of fast yachts for both out-and-out speed sailing and to meet the parameters of the IOR rule.

The dominance of small boats also extended to the IMS division, with the overall top place on corrected time going to *Dow Air*, a Farr 37.

Nuzulu, one of the famous 'Zulu Tribe' of Steinman 30s (*Pemberton III* was formerly *Ruzulu*), finished late on the Saturday night to displace the bigger boats on corrected time. Until the late south-easter, Sydney-Hobart winner Gary Appleby had looked like winning his final race with his One Tonner *Sagacious V*, which he has sold to Hobart yachtsman John Fulgsang.

In the end, *Sagacious V* placed sixth in IOR overall, but won IOR Class 1 and was a member of the winning NSW team in the Caltex State of Origin Challenge, supported by Colin Wilson's *Never a Dull Moment* in the IMS division and Peter Hayes' *High Anxiety* in the PHRS division.

It was the second victory in the race for *Nuzulu*, the Steinman Half Tonner being sailed to victory in 1986 by yachting journalists Bob Ross and Rob Mundle.

SEAQUESTA tacks close into North Head as the fleet in the Caltex Sydney-Mooloolaba race heads out to sea for what proved to be one of the slowest races ever to the Sunshine Coast. (Pic - Ian Grant)



The evergreen *Nuzulu* won the 1991 race from its sistership, *Pemberton III* (Richard Hudson), with another Half Tonner, the Dubois-designed *Public Nuisance* (Michael Grout) third overall. *Pemberton III* won the 1989 race while *Public Nuisance* won in 1984.

All three boats swept home before a late south-easterly front to snatch victory at the end of the slowest Mooloolaba race in 11 years.

In a remarkable duel for 480 miles and 106 hours of sailing, *Nuzulu* and *Pemberton III* were within sight of each other all the way, with *Nuzulu* crossing the finish line a mere seven and a half minutes in front.

To beat the highly-ranked *Pemberton III* on corrected time, *Nuzulu* had to finish within 30 minutes but except for one stage midway up the NSW coast, Psaltis and his crew were within a couple of miles. They got their break when Mackay, Queensland, navigator Bob Thomas set a course to sail inside Cook Island, giving *Nuzulu* a close spinnaker reach past the Gold Coast whereas *Pemberton III* was sailing square out wider.

Pemberton III skipper Richard Hudson said that *Nuzulu* had an advantage in the fresh sailing to windward for most of the race by having a crew of six compared with only five aboard his Half Tonner. "Both of us were always snap-

ping at the transoms of the bigger boats and when the sou'easter held until throughout Saturday and Saturday night we were in the box seat."

Nuzulu skipper Ed Psaltis is a son of former Cruising Yacht Club of Australia commodore and well-known yachtsman Bill Psaltis.

IOR class one saw *Sagacious V* win from *Sanctuary Cove Queensland Maid* (Bob Robertson) and *Venture 1* (Max Ryan) while IOR Class two went to *Anduril* (David Kennedy) from *Ex Tension* (Tony Dunn) and *Kings Cross Sydney* (Ray Stone). The Half-Tonners filled the three top placings in IOR class three.

In the IMS cruiser/racer division, class one went to *Phoenix*, a US-designed and built J44, sailed by Stephen and Cindy Everett, from Brisbane. The couple bought the beautifully fitted out cruiser/racer while based in the US and had it shipped to Australia.

Never a Dull Moment, designed by John King and built by BOC Challenge solo yachtsman Kanga Birtles, finished second in IMS class one for owner/skipper Colin Wilson from Kiama on the NSW South Coast. Third place in the division went to *Seaquest*, skippered by Lee Killingworth.

The Melbourne yacht *Rockstar*, a Farr 49 owned by Ron Layton, had led the IMS fleet until becoming becalmed off the Gold Coast and finished fourth in class.

In IMS class two the winner was Bruce Foye's Farr 37, *Dow Air*, from Sydney, with Mooloolaba yachtsman Ernie Saint taking second place with his newly-bought *Insofarr*, third going to the Middle Harbour boat, *White Pointer* (Keith le Compte).

On overall IMS results *Dow Air* was first from *Insofarr* with *Phoenix* third overall.

On corrected times, *Amazon* won the PHRS class one from *High Anxiety* (Peter Hayes) and *Odds On* (David Hinchey) with *Rock 'n Roll* (Kim Williams) winning PHRS class two from *Group Therapy* (Peter Wheeler) and *Bright Morning Star* (Hugh Treharne).

Three yachts received a 10 per cent of placings penalty for exceeding the total weight limit for their crews under the IMS rules, but none was involved in the top placings. Race officials weighed the IMS crews as they reached Mooloolaba Yacht Club.

Although 14 yachts retired from the fleet of 58 starters, the race was relatively free of drama. Two yachts were dismasted – front runners *Bolle Wild Thing* from Melbourne and the luckless *Oz Fire* from Lake Macquarie.

However, the 1990 IOR winner, *Freight Train*, hit an uncharted rock south of Crowdy Head on the second night at sea as she tacked close inshore. The impact pushed the keel up through the aluminium hull of the 62-footer and, taking water fast, skipper Damien Parkes headed into Foster.

After taking on extra pumps, he successfully motor-sailed back to Syd-

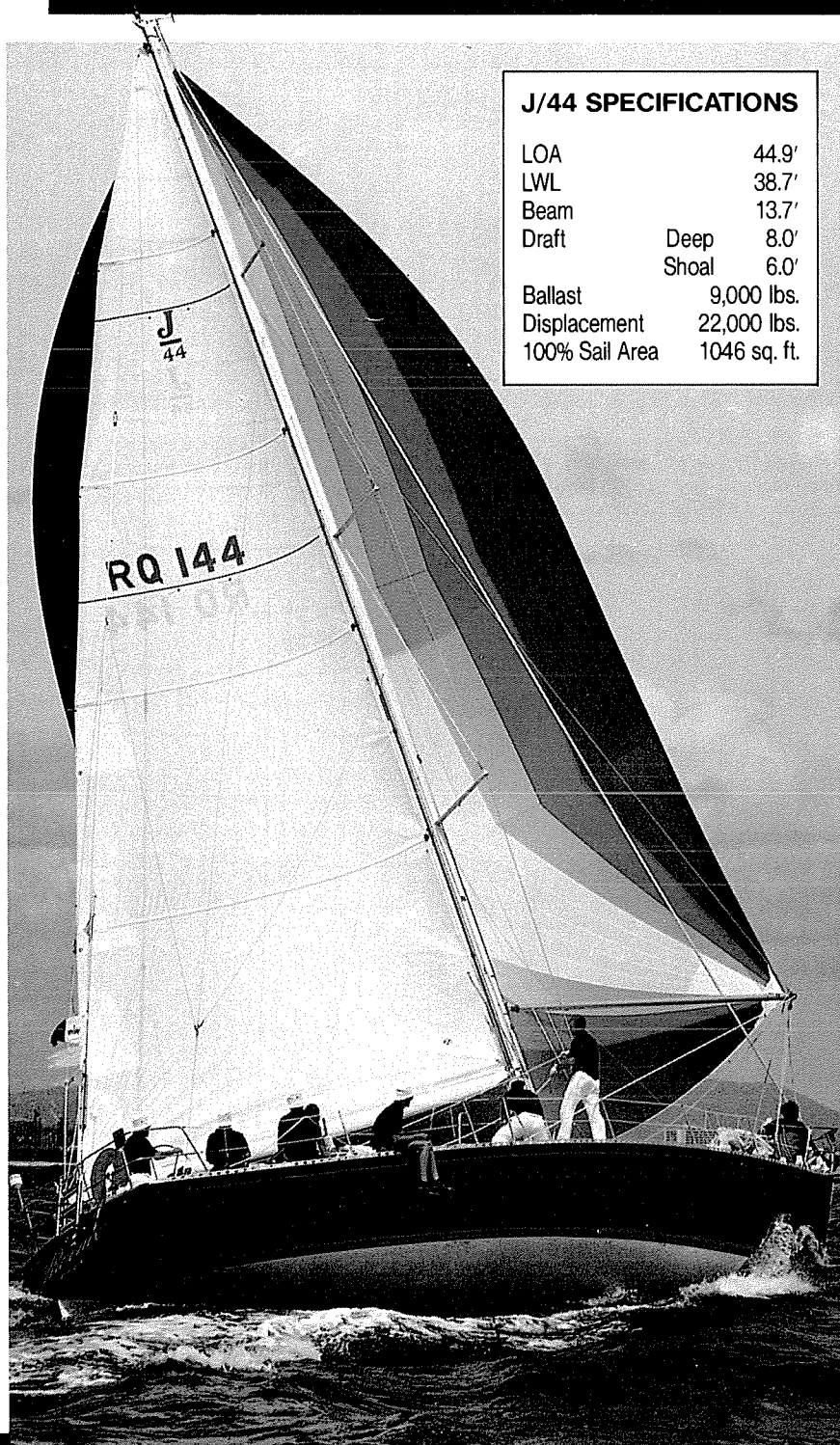


ABOVE: The crew of Melbourne yacht *Wild Thing* pack the weather rail as the *Inglis 47* heads out to sea for race to Mooloolaba – unfortunately short-lived as *Wild Thing* broke its mast only hours after the start. BELOW: *Sagacious V* on its way for last race under ownership of Gary Appleby and a first place in IOR Class 1. (Pics – David Clare)



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CALTEX MOOLOOLABA CONTINUED

ney where the big boat immediately was lifted out of the water for repairs.

The interclub trophy contest for the Rum Bucket ended in a tie between the Cruising Yacht Club of Australia team of *Dow Air*, *Venture 1* and *Amazon* and the Royal Prince Alfred Yacht Club team of *Pemberton III*, *Seagusta* and *High Anxiety*. Fortunately, extra bottles of 'Bundy' were provided with one extra can of Coke.

PentaComstat's Golden Voice trophy for the best radio operator was won by Julie Canfield, sailing aboard *Dow Air*.



GARY Appleby is greeted by his wife, Shirley, at Mooloolaba after sailing his famous One Tonner, *Sagacious V*, for the last time – in the Caltex Sydney-Mooloolaba Ocean Race. (Pic – Ian Grant)

1991 Caltex Sydney-Mooloolaba Race, 469 nautical miles

IOR Overall:

1 *Nuzulu*, E. Psaltis/P. Ward, CYCA, Steinman 30, 3-02-14-42. 2 *Pemberton III*, R. Hudson, RPAYC, Steinman 30, 3-02-39-04. 3 *Public Nuisance*, M. Grout, MHYC, Dubois 31, 3-03-37-08. *Leroy Brown*, W. Wieckmann, RPAYC, Davidson 34, 3-03-55-16. 5 *Anduril*, D. Kennedy, RPAYC, Dubois 36, 3-05-18-00.

IOR Class 1:

1 *Sagacious V*, G. Appleby, CYCA, Farr 40, 3-05-34-41. 2 *Sanctuary Cove Queensland Maid*, R. Robertson, RQYS, Farr 40, 3-06-17-38. 3 *Venture 1*, M. Ryan, CYCA, Frers 40, 3-06-19-57.

IOR Class 2:

1 *Anduril*, D. Kennedy, RPAYC, Dubois 36, 3-05-18-00. 2 *Ex Tension*, T. Dunn, RPAYC, Davidson 36, 3-06-07-59. 3 *Kings Cross Sydney*, R. Stone, MHYC, Davidson 36, 3-06-21-04.

IOR Class 3:

1 *Nuzulu*, 2 *Pemberton III*, 3 *Public Nuisance*.

IMS Overall:

1 *Dow Air*, B. Foye, CYCA, Farr 37, 0-18-59-15. 2 *Insofar*, E. Saint, MYC, Farr 37, 0-21-30-03. 3 *Phoenix*, S. & C. Everett, RQYS, J44, 0-21-38-30. 4 *Never a Dull Moment*, C. Wilson, KCYC, Jarkan 42, 0-21-59-01. 5 *White Pointer*, K. Le Compte, MHYC, Kaufmann 40, 0-22-30-19.

IMS Class 1:

1 *Phoenix*, S. & C. Everett, RQYS, J44, 0-21-38-30. 2 *Never a Dull Moment*, C. Wilson, KCYC, Jarkan 42, 0-21-59-01. 3 *Seagusta*, P. Nicholson, RPAYC, Dubois 42, 0-22-46-52.

IMS Class 2:

1 *Dow Air*, B. Foye, CYCA, Farr 37, 0-18-59-15. 2 *Insofar*, E. Saint, MYC, Farr 37, 0-21-30-03. 3 *White Pointer*, K. Le Compte, MHYC, Kaufmann 40, 0-22-30-19.

PHRS Overall:

1 *Rock 'n Roll*, K. Williams, RPAYC, Swarbrick 11.5, 3-12-47-45. 2 *Amazon*, P. Walker, CYCA, Steinman 67, 3-13-48-12. 3 *Group Therapy*, P. Wheeler, MHYC, Holland 48, 3-15-24-30. 4 *Bright Morning Star*, H. Treharne, MHYC, Peterson 15, 3-15-28-47. 5 *High Anxiety*, P. Hayes, RPAYC, Elliott 10.5, 3-16-01-21.

AUSTRALIAN AIRLINES BRISBANE TO GLADSTONE RACE

"Pittwater Push" Wins Yet Again!

By Ian Grant



LEROY Brown, Warren Wieckmann's *Davidson 34*, which won this year's Australian Airlines Brisbane to Gladstone race, giving yet another victory to yachts from Sydney's Royal Prince Alfred Yacht Club. (Pic – Ian Grant)

SYDNEY's Royal Prince Alfred Yacht Club holds a remarkable private mortgage on the historic Australian Airlines Brisbane-Gladstone race Courier-Mail Cup.

Over the past 11 races Royal Prince Alfred Yacht Club sailors have compiled the very consistent 1-2-3-1-1-3-1-1, only missing out of a top three place in 1983, 1986 and 1990.

Master tactical helmsman Graham Jones began the domination of Queensland's major ocean racing trophy with the Half Tonner *Beach Inspector*, winning the 1981 race.

He had a very strong grip on the 1982 race win with the fastest corrected time in the big blow of 1982, only to be relegated to second place following a lengthy time allowance hearing which ultimately favoured Noel Patrick's *Wistari*. Patrick claimed time for assisting in two rescues of disabled yachts which he towed and escorted to safety in the lee of Double Island Point.

Richard Hudson, recognised as Australia's undisputed East Coast yachting champion with results in the Sydney-Gold Coast, Sydney-Mooloolaba and Brisbane-Gladstone races, who served

BRISBANE TO GLADSTONE

CONTINUED

his apprenticeship under the 'Prince of The Pittwater Push', Max Tunbridge and Graham Jones, sailed the winning crews of *Beach Inspector*, *Public Nuisance* and *Sellers Witchcraft II*.

Jones, who set this remarkable Club performance in place 10 years ago, was also a contributing factor behind the Laurie Davidson-designed Three-quarter Tonner *Leroy Brown* winning her second Brisbane-Gladstone Race in three years.

Leroy Brown, the former *Chutzpah* from Melbourne, has been good value for owner Warren Wieckmann who bought her in 1988.

However, while Wieckmann has enjoyed the spoils of two Brisbane-Gladstone races in three years he has also had his share of bad luck. *Leroy Brown* has been forced out of two Hobart races with dismasting and crew injury, lost a mast in the Jupiter's Race, and was unfairly found at fault when holed by *Bobsled* in the 1990 XXXX-Ansett Race Week at Hamilton Island.

But the Davidson 34 has bounced back with a new sailfast rig this year, her performance in the light head winds of the Caltex Sydney-Mooloolaba race

gave a hint she was back on the pace. She was in contention for a major place but had limited use of the fresh sou'easter which blew the Half-Tonners home with a faster pace over the final 100 miles.

Wieckmann enjoys the challenge of the Gladstone race course, "You have to apply sensible thinking with a bonus of luck to have success on the course, we had a little of both which built our win."

Wieckmann and Jones had excellent on-deck support from a strong group of young sailors David Rolf, Andrew McConnaghy, David Turtin and Geoff Kitchen, to take the 1991 title from Alfred's club mate *Pemberton III* (Richard Hudson/Max Tunbridge) and Bob Robertson's *Sanctuary Cove Queensland Maid*.

Defending Champion *The Gambler* (Ian Kenny) was on the pace until the rudder blade fell off the shaft just north of Mooloolaba.

Arthur Bloore's Kel Steinman-designed pocket maxi, *Hammer of Queensland*, gave the Brighton-based designer the East Coast Classic line honours double by taking the honour in frustrating headwinds over the final 10-mile leg up Gladstone harbour.

Steinman's *Amazon* proved her upwind sailing qualities to give owner Peter Walker his second major line honours after his maiden race win in the Sydney-Coffs Harbour race.

Hammer of Queensland faced a possible chance of a major placing on IOR but she fell foul of the king tide ebb when she entered Gladstone Harbour in fickle pre-dawn winds. She took over four hours to sail the final 10 nautical miles and this proved critical in the final results.

The race for minor line honours placings featured a spirited duel between the impressive J44, *Phoenix* (Steve and Cindy Everett), the former Ian Kiernan/Ben Lexcen-designed BOC challenger *Spirit of Sydney*, and Jon Wardrill's Darwin registered *Australian Maid*.

Phoenix, which was well sailed in a mixture of condition missed the honour by 13 seconds to *Spirit of Sydney*, with *Australian Maid* another 10 minutes 45 seconds astern.

But on adjusted times the J44 was a clear winner to take the major IMS class Trophy ahead of *Australian Maid* and *Hammer of Queensland*.

The former Melbourne-Osaka race contender, *Let's Go*, designed by Joe Adams and crewed by a group of top Belmont (NSW) sailors under Alyn Ovenden, scored a deserved Performance Handicap class win.

She had a comfortable corrected time advantage over the 60ft schooner *Windjammer* (Lee Clough) with the 1975 Sydney-Hobart race winner *Rampage* now racing out of Mooloolaba taking third berth.

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MMI 3 Ports Race on in October

YACHT crews like something different in which to compete and certainly the MMI 3 Ports Race offers this, judging by the large fleet which competed last year. Conducted by Middle Harbour Yacht Club, this combined sailing and running event has the largest competitor entry list of any similar event in the world.

This year's 3 Ports Race will be held over the weekend of October 26 and 27. The sailing courses will cover Sydney Harbour, Port Hacking and Broken Bay while the running legs will be Manly to Mosman, through the Royal National Park at Sutherland and in the Brisbane Waters National Park near Gosford.

Yachts seeking runners, or runners looking for yachts, should contact MHYC sailing secretary Jim Orrell on (02) 969 1244. The notice of race will be available from early June.

Classic *Salacia* Wins CYCA Veterans Race

THE classic Sparkman & Stephens-designed *Salacia* took out this year's CYCA Great Veterans Race on Sydney Harbour, an annual event that is a feature of the opening of the Digital Winter Series. Entrants were yachts which figured in Sydney-Hobart races from 1945 through to the early 1970s.

Built in 1962, *Salacia* is a 12.2-metre timber sloop which sailed in her first Hobart the same year, her crew including Jack and Mick Earl. She competed in eight Hobarts, placing fifth in 1964 and third in 1969.

Kept in superb conditions, her varnished coachhouse glistening in the autumn sunshine, *Salacia* is now owned by David Lovell. She won the Great Veterans Race on handicap by a mere 27 seconds from *Fare Thee Well*, skippered

by Peter Hemery, secretary-manager of the Royal Sydney Yacht Squadron and a former well-known international yachtsman.

Third place went to *Struen Marie*, a well-known ocean racer of the 1950s and '60s and winner on corrected time of the 1951 Sydney-Hobart when owned and skippered by Tom Williamson. She is now owned by B. and L. Wherry as a comfortable cruising yacht.

Other past Hobart race winners to compete in the Great Veterans Race were *Cherana* (1959) and *Siandra* (1958 and 1960).

The CYCA's Digital Winter Pointscore this year has attracted more than 120 entries, the racing this year being split into seven divisions with the Steinman 69, *Amazon*, heading the fleet.

Racing continues each Sunday through to the end of July.

— Peter Campbell

XXXX Gold Coast Winter Regatta

THE 1991 XXXX Gold Coast Winter Regatta will be conducted from August 8-11 at the completion of the Jupiters Sydney to Gold Coast Yacht Race and will be run over a four-race programme.

Race One will be a passage race down to Greenmount with rounding marks close to the shoreline providing spectacular sights from the Gold Coast highrises and beaches. The remaining three races will be over Olympic Triangle courses.

Divisions for the regatta will be IOR, IMS, PHS, JOG and E22. Depending on entries, divisions may be split into length overall categories which will provide closer racing throughout the fleet.

Running in conjunction with this year's regatta will be the International Etchells mid-winter championships. Six races are scheduled for the Etchells over

Olympic triangle courses. Their racing starts on August 6.

This year Southport Yacht Club is looking towards record fleet entries with the strong possibility of New Zealand yacht *Future Shock* returning, bringing with her some of the other larger yachts racing in Auckland. There is a likely showdown between *Future Shock* and NSW yacht *Amazon*, the Kel Steinman-designed pocket maxi which has already shown its line honours potential in the Pittwater to Coffs Harbour and Sydney to Mooloolaba Yacht Races.

Once again the XXXX Gold Coast Winter Regatta will be sponsored by Castlemaine Perkins Ltd. Their continued sponsorship and the associated sponsorship of supporting sponsor American Airlines will make this year's regatta the best yet.

Prizes donated by the supporting sponsor will see two people fly to San Diego to capture the final of the America's Cup in May 1992. (Only XXXX Regatta entrants are eligible for this prize.) This prize will be drawn at the Prize Presentation on Sunday, August 11.

The Notice of Race is now available from Southport Yacht Club, MacArthur Parade, Main Beach or phone Linda Morris, Sailing Secretary on (075) 32 6906 for further information.

ORCV Winter Series

THE Western Port Marine Classic, Victoria's six-race winter series for IOR, IMS and CHS rated yachts, has been set down to start on Sunday, July 7.

The races run fortnightly, with competitors able to drop their worst heat result, and concludes with a Portsea-Hastings race on Saturday, September 14.

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The 6am start to the ocean race will let yachts catch the flood tide into Westernport from 10am.

The ocean race is also the opening heat of the Western Port Marine Cup series, this year extended to five races, with two on September 15 and two the following Saturday.

A trailable division, with its opening race from Flinders to Hastings on September 14, is also being added this year as a best four of five race series run in conjunction with the main keelboat fleet races off Hastings.

100th Ocean Race

DARRYL Morrison, race director for Royal Yacht Club of Victoria's two-race Ocean Series from Queenscliff to San Remo and San Remo to the naval base at HMAS Cerberus, Westernport, notched up his 100th ocean race and the overall navigator's trophy for the event.

Morrison was skipper-navigator on *Ghost*, third to John Duffin's *Apollo 2* and Arthur and Val Hodge's *Counterpoint* in both races.

But the series was judged on both sailing and navigation skills, and *Ghost* won the VYC division, with Phil Harding's SS34 *Jon Sanders* winning the cruising division.

Bacardi's Port Fairy Win

ONE of Victoria's most consistent ocean racers, *Bacardi*, has won the Ocean Racing Club of Victoria's Queenscliff-Port Fairy race.

Black Rock's John Williams skippered the Peterson 44 to a 56-minute win on Channel Handicap to take the Premier's Trophy for the 140-mile race.

Bacardi got its break when 30-knot headwinds swept it to victory over Alan Collins-Rex Billing's Cavalier 37, *By Order Of The Secretary* (known to all and sundry as BOOTS) and Eddie Wall-Smith's SS46 *Challenge 3*.

Port Fairy skipper Ron Hampson took the line honours-Performance Handicap double in his self-built Adams-Radford 57 *Flashdance*. With his wife Heather aboard for her first ocean race, Hampson won on handicap by 37 minutes after covering the course in 19 hours 40 minutes.

Placegetters were Chris Laker's Adams 12 *Friction* and Sam Doolan's Adams 13 *Excalibur*.

That Nautical Superstition

IF you're tempted to thumb your nose at nautical superstition, just ask Victorian partners Ken French and Richard Lock for their thoughts.

French, Lock and their girlfriends, Anne Thacker and Catherine Rumberg, spent three years working on their Scott Jutson-designed sloop to enter the

ADMIRAL'S CUP CONTINUED

tragic loss of 15 crew members of yachts competing in the long race.

Although teams do not require to be nominated until July 8, at least two nations, Germany and Denmark, have built teams of brand new boats for this year's Admiral's Cup. The USA is also expected to field a complete team of new boats while Britain's defending team is almost certain to include two new yachts.

The Australian team will again be managed by Peter Bourke, Chairman of the Ocean Racing Club of Australia. Team members will leave Australia on July 12 and 13 and will be based on Lymington until July 23, with all three team yachts contesting the Oracle IOR Regatta which is being held in association with the International 50' Association as a final preparation for Cowes.

AUSTRALIA CYCLONE - KA 5090

Frers 50-footer, built 1989
Owner/Skipper: Max Ryan, CYCA
Principal Helmsman: Steve Kulmar
Tactician: Bob Fraser
Navigator: Bob Scrivenor
Principal crew members: Peter Shipway, Don Buckley, David Blanchfield

Built in Melbourne by Ken Jago and launched in late 1989, *Cyclone* has represented in the 1989 Southern Cross Cup, 1990 China Sea Series and 1990 Kenwood Cup. In Hawaii she was sharing topscoring individual points when a mast problem put her out of the final race. With further modifications to her

Iain Murray-designed new keel, and ballast changes, she will race in Europe as a stiffer boat. Her lead-up campaign to the Admiral's Cup will include the International 50' Class World Cup regatta at Travemunde in May and the Oracle IOR regatta at Lymington in July.

FRAM XI - N 7700

Farr One Tonner, built 1989
Charterer: Damien Parkes, CYCA
Principal Helmsman: Hugh Treharne
Tactician: Fraser Johnson
Navigator: Steve Kemp
Principal crew member: Peter Messenger

Damien Parkes, owner/skipper of the well-known 66-footer *Freight Train*, has chartered *Fram XI* from King Harald of Norway. The NZ-built yacht has a new keel, rudder and mast and will be available to the Australian crew following the One Ton Cup in Belgium in early July. Parkes has put together an excellent crew headed by America's Cup yachtsman Hugh Treharne who was a member of the winning Australian Admiral's Cup team in 1979.

JUNO IV - KA 505

Castro Two Tonner, built 1989
Charterer: Keith Jacobs, CYCA, RBYC
Principal Helmsman: Bernie Case
Tactician: Ross Lloyd
Navigator: Phil Morgan
Principal crew members: John ('JB') Byrne, John Mooney, Gordon Blaauw

Designed by Tony Castro and built in the UK, *Juno IV* was a member of the winning British teams in the 1989 Admiral's Cup and Southern Cross Cup. Charterer Keith Jacobs is a Melbourne-born expat who is a prominent businessman and yachtsman in Hong

Kong who has been a regular competitor in the Sydney-Hobart race and Southern Cross Cup with yachts named *Bimblegumby*. His crew reflects his Melbourne connection, including Admiral's Cup veterans Bernie Case and Ross Lloyd.

1991 Champagne Mumm Admiral's Cup

The Races

Race 1 - Thursday, August 1 - RYS Trophy Race, Solent course near Cowes, 24-30nm.

Race 2 - Friday, August 2 - Channel Race, starting Cowes, 200nm.

Race 3 - Monday, August 5 - Corum Trophy Race - Olympic-type course in Christchurch Bay, 28nm.

Race 4 - Tuesday, August 6 - Champagne Mumm Trophy Race - Olympic-type course in Christchurch Bay, 28nm.

Race 5 - Thursday, August 8 - Cordon Rouge Trophy Race - long inshore race east of Isle of Wight, up to 49nm.

Race 6 - Saturday, August 10 - Fastnet Race, starting Cowes, via Fastnet Rock to finish at Plymouth, Devon 603nm.

The 1991 will be sailed in three level ratings classes without handicaps:

One Ton Class - 30.00'-30.55';
Two Ton Class - 34.00'-35.05';
50 foot Class - 39.00'-40.50'.

Team scoring will be the total of points scored by each team's yachts in the three level-rating classes in each race, the yacht finishing first in each class receiving points equal to the number of entries. The yacht which finishes second shall receive points equal to the number of entries minus one and so on. The yacht which has the best place in the race will receive a bonus of a quarter of a point.

For the Channel Race, points will be multiplied by 1.5 and for the Fastnet Race multiplied by 2.5. The points multiplied include the bonus of a quarter of a point for the winning yacht.

Yamaha Melbourne-Osaka double-handed race.

They named the yacht *Morning Noon & Night* because it summed up their efforts to build it. They asked race organisers for race number 13, and ignoring another nautical anathema, launched the yacht on a Friday.

But most problems struck as they tried to complete their mandatory 200-mile ocean qualifying trip in the week before race start . . . and they were reluctantly forced to pull out, one day before the start!

Now they intend doing some cruising before campaigning the yacht in the Victorian ocean racing circuit.

Abracadabra Wins 50-Footers

ABRACADABRA, the Sydney-built Reichel/Pugh 50-Footer being raced by the Italian Il Moro di Venezia America's Cup syndicate, dominated a competitive fleet of 14 50-Footers to win the Miami 50-Footer World Cup in March.

Abracadabra's first race put her in second-to-last place, when she found herself on the wrong side of a 25-degree windshift. But under Paul Cayard's helmsmanship, she quickly overturned a bad beginning by strong sailing in the rest of the series.

In the end, she had a 13.25-point winning margin over second-place Nelson/Marek *Insatiable*, an American entry owned by a triumvirate of Chicago businessmen. *Abracadabra* scored a commanding lead, for only one-quarter point separated the second- and third-place yachts in the final tally of this four-day series.

The Miami 50-Footer World Cup was the second stop on the 1991 International 50-Footer World Cup tour. *Abracadabra* began the 1991 series with a mid-fleet finish at the first stop in Key West (FL). But ballast was added to *Abracadabra*, and a slightly lighter mast was installed for the Miami event. Cayard found the boat to have good upwind speed in the moderate airs and lump seas off Miami.

Insatiable, a Nelson/Marek 50 driven by Bruce Nelson with Olympic gold medallist Jonathan McKee calling tactics, placed second in Miami. Fitted with a new keel and rudder before the beginning of the 1991 series, *Insatiable's* performance has been so strong that she now holds the lead for the 1991 50-Footer World Cup trophy.

The World Cup will be awarded to the yacht with the best overall point score after the year's five regattas. Two events have been completed, and three more events will be scored before the World Cup title is determined in November 1991.

After finishing second in the Key West regatta, Australia's *Heaven Can Wait* (Warren Johns) ended up back 10th overall at Miami.

1991

JUNE

- 1 Falmouth-Azores Single/Two-handed Race, R Cornish YC
- 7-9 Macnamara Bowl, International Women's Keel Boat Championships, Royal Lyngby YC
- 8 RORC, De Guingand Bowl, Cowes
- 9-15 Kouros Cup, St Tropez, MSI
- 13-21 J24 World Championship, Athens
- 14 RORC, West Mersea-Ostend
- 14-16 Blue Riband Regatta, Lerici, Italy
- 15-20 Rolex Swan European Regatta, Guernsey
- 20 Three Peaks Race, Barmouth, N. Wales
- 22 Round the Island Race, Cowes, Island Sailing Club
- 22-24 One-Ton Circuit, Belgium
- 22-29 Kiel Week, Kieler YC, Germany
- 22-30 Liberty Cup, New York Harbor Festival Foundation
- 26-30 Beneteau Cup, Cowes
- 27 Transpac, Transpacific YC, Long Beach, Honolulu
- 28 RORC, Morgan Cup, Cowes, RLymYC
- 29 ULDB 70 Transpacific Yacht Race, Transpacific YC
- 29-9 One-Ton Cup, Koninklijke YC, Belgium

JULY

- 6-13 East Anglian Race Week to Holland, starting in Harwich
- 11-21 Half-Ton Cup, ORC, Jakobstad, Finland
- 12 RORC, Cowes-St Malo Race
- 13-20 Eight-Metre World Championships, Toronto, Canada
- 14-19 Audi/Yachting Race Week, Whidbey Island, Seattle
- 18-21 Baltic Match Race, Kiel, Germany
- 18-23 Oracle IOR Regatta in association with the 50-Footer Association, Lyngby
- 19-21 One-Ton Circuit, Lyngby YC
- 19-30 Aegean Sailing Week Hellenic Offshore Racing, Greece
- 20 Chicago/Mackinac Race, Chicago YC, Chicago
- 22-26 J24 European Championship, Cowes
- 25-28 Marblehead Race Week, Boston YC
- 27 Bayview-Mackinac Race, Bayview YC, Detroit
- 29-16 RORC, Champagne Mumm Admiral's Cup, Cowes



AUGUST

- 1-10 North Aegean Cup, Porto Carras, Greece
- 2 RORC, CMAC Channel Race
- 3-11 Land Rover Cowes Week, Cowes Combined Clubs
- 10 RORC, CMAC Fastnet Race, Cowes
- 12-18 Maxi World Cup, Relsa Federation Espanola de Vela, Mallorca
- 15-18 World Yachting Grand Prix, Sail International, Scotland
- 15-18 International Formula One Class Grand Prix, Clyde Cruising Club
- 18 OMYA World Cup, Brighton-Porto Cervo
- 18-23 Audi/Yachting Race Week, Solomons Island, Maryland
- 23 RORC, Solent-Le Havre

- 19-29 Quarter-Ton Cup, Porto Carras, Greece
- 19-29 Three-Quarter-Ton Cup, R Danish, YC, Denmark
- 24-30 Poole Week, Poole
- 25 RORC, Le Havre-Solent

SEPTEMBER

- 1 Offshore Maxi Merit Cup, Porto Cervo, Sardinia
- 1 Westpac Australia-New Caledonia Race, Sydney and Brisbane to Noumea, 1000nm
- 1-11 Quarter-Ton and Mini-Ton Cups, Thessaloniki, Greece
- 1-10 E22 Worlds, San Francisco
- 6-13 Rolex International Women's Keelboat Regatta
- 15-21 Six-Metre Prince Alfred Cup, RTYC, Torquay
- 16-19 Match-Racing Worlds, Bermuda
- 20 RORC, Solent-Cherbourg
- 24 Rothman's Yachting Cup, St Tropez
- 25-29 Rolex Swan California Regatta, St Francis, YC, San Francisco

OCTOBER

- 10-13 World Yachting Grand Prix, Sail International, USA
- 26-2 Sixth Asian Regatta, Hong Kong Yachting Assoc, HK
- 27-3 Omega Gold Cup Match Race, Bermuda
- 30 50-Footer World Cup, Miura, Japan

NOVEMBER

- 9-12 World Yachting Grand Prix, Sail International, Japan
- 14-17 Nippon Cup Match Race, Japan Yachting Association

DECEMBER

- 14-26 Southern Cross Cup International Teams Series, CYCA, Sydney, IOR
- 26 Sydney-Hobart Race, 630nm, CYCA, Sydney
- 26-3 Omega Cold Cup, Royal Bermuda YC, Bermuda

1991 OLYMPIC CLASSES REGATTAS

MARCH

- 16-17 RYA Olympic Classes Qualifier, Datchet Water SC
- 19-21 Palma

APRIL

- 13-19 Hyeres Week
- 28-5 Star Spring Europeans, Italy
- 29-10 FD Europeans, Abersoch

MAY

- 2-5 Danish Olympic Regatta, Aarhus
- 22-26 Spa Regatta, Netherlands
- 29-8 Soling Europeans, France
- 31-9 Tornado Europeans, France

JUNE

- 4-14 Finn Europeans, Italy
- 16-19 Eurolymp UK, Hayling Island RYA
- 22-28 Kiel Regatta
- 30-3 Int'l Swedish Championship, Malmö

JULY

- 13-20 470 Europeans, Norway
- 15-20 Europe Europeans, Holland
- 19-5 Pre-Olympics, Barcelona

AUGUST

- 9-18 Star Europeans, Hungary
- 9-20 Star Worlds, France
- 22-2 Finn Gold Cup, Canada
- 22-30 Soling Worlds, USA

SEPTEMBER

- 12-21 Tornado Worlds, Sardinia

OCTOBER

- 9-22 470 Worlds, Australia
- 11-13 Trofeo Hispanidad, Cadiz

NOVEMBER

- 2-3 Olympic Classes Open, Grafton Water SC

DECEMBER

- 27-31 Christmas Race, Palamos, Spain
- 29-8 FD Worlds, New Zealand



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The new international HF Maritime Band Plan comes into effect at 0001 UTC (1000 EST, 0800 WAST and 0930 CST) on 1 July 1991. As a result, there are some important changes to HF marine communications which affect users.

What has changed? Distress and Safety Frequencies and Maritime Safety Information Frequencies.

Distress, Safety and Calling

From 1 July 1991, for Distress, Safety and general calling use the frequencies 2182 kiloHertz, 4125 kiloHertz or 6215 kiloHertz. Only distress and safety calls are to be made on 8291 kiloHertz, 12290 kiloHertz or 16420 kiloHertz. Note that 6215 kHz replaces 6215.5 kHz.

For general calling in the 8, 12, and 16 MegaHertz bands use OTC Radphone (on demand) channels.

Maritime Safety Information

Commencing 1 August 1991, Maritime Safety Information messages such as Navigation Warnings and Weather Forecasts, Gale Warnings, etc will be broadcast **ONLY** from OTC Maritime Communications Stations in Sydney, Melbourne, Perth, Darwin and Townsville on 2201 kiloHertz, 4426 kiloHertz, 6507 kiloHertz and the new frequency 8176 kiloHertz.

Check with your nearest OTC station or OTC Maritime office for details at sked times for your particular area or dial 008 269977 and arrange for a copy of sked times to be forwarded to you.

Is your radio capable of operating on these Distress, Safety and Calling frequencies if required? If in doubt, you should consult with your local marine dealer or marine radio installation agent for further information.



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NEW SOUTH WALES 1991

AUGUST

- 3 Jupiters Sydney-Gold Coast Race, Commodore's Day
31 Short Ocean Race, CYCA All Divisions

SEPTEMBER

- 1 Westpac Australia-New Caledonia Race, CYCA (Sunday)
7 Short Ocean Race, CYCA, All Divisions
13 Jazoon Trophy Race and George Barton Trophy Race, (Approx 90-105 miles) Bird Islet - Course F or alternative
21 Start 2000 hours (Friday)
21 Short Ocean Race, CYCA, All Divisions
28 Short Ocean Race, CYCA, All Divisions

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)
9 Twilight Race, CYCA, Start 1700
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
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
27 Twilight Race, CYCA, Start 1800
29 Founder's Cup Race
29 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
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

- 15 Race 1: Asia Pacific Championships, CYCA
15 Race 1: Southern Cross Cup Series, (25 miles), CYCA
16 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
20 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

1992

JANUARY

- 1 Sydney-Hobart/Asia Pacific Ocean Racing Championships Presentation Dinner
2 King of Derwent, Derwent Sailing Squadron
8 Twilight Race, CYCA, Start 1800
15 Twilight Race, CYCA, Start 1800
18 RANSA Regatta
22 Twilight Race, CYCA, Start 1800
26 156th Australia Day Regatta, RSYS City of Sydney Cup, (Botany Bay Course - Separate Notice of Race)
29 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

VICTORIA

JULY

- 7 Western Port Marine Classic, Race 1
21 Western Port Marine Classic, Race 2

AUGUST

- 4 Western Port Marine Classic, Race 3
18 Western Port Marine Classic, Race 4

SEPTEMBER

- 1 Western Port Marine Classic, Race 5
14 Western Port Marine Classic, Race 6 - Portsea-Hastings
14 Western Port Cup - Race 1, Portsea-Hastings
15 Western Port Cup - Races 2 & 3, Hastings
21 Western Port Cup - Races 4 & 5, Hastings

NOVEMBER

- 2 Sanford Hutton Bass Strait Triangle Race

DECEMBER

- 26 Cock of the Bay Race
27 Melbourne to Hobart Race
Melbourne to Devonport Race
Petersville Regatta, 1991-92

NOVEMBER

- 9 Couta Boat Division, Race 1, Sorrento Sailing Club
10 Trailable Division, Races 1-3, Port Melbourne YC, St Kilda

DECEMBER

- 7 Trailable Yacht Division, Race 4, Sorrento SC
7 Couta Boat Division, Race 2, Sorrento SC

1992

JANUARY

- 12 Keelboat Division, Race 1, Sandringham YC
14 Keelboat Division, Race 2, Royal YC of Victoria
15 Keelboat Division, Race 3, Hobson's Bay YC
Keelboat Division, Race 4, Royal Brighton YC
17 Keelboat Division, Race 5, Royal Melbourne YS
18 Keelboat Division, Race 6, Blairgowrie YS
Trailable Yacht Division, Race 5, Portsea-Blairgowrie YS
Couta Boat Division, Race 3, Portsea-Blairgowrie YS
26 Australia Day Regatta, Royal Geelong Yacht Club

WESTERN AUSTRALIA

JUNE

- 8 Arlene Race, FSC
22 Ensign Race, FSC

JULY

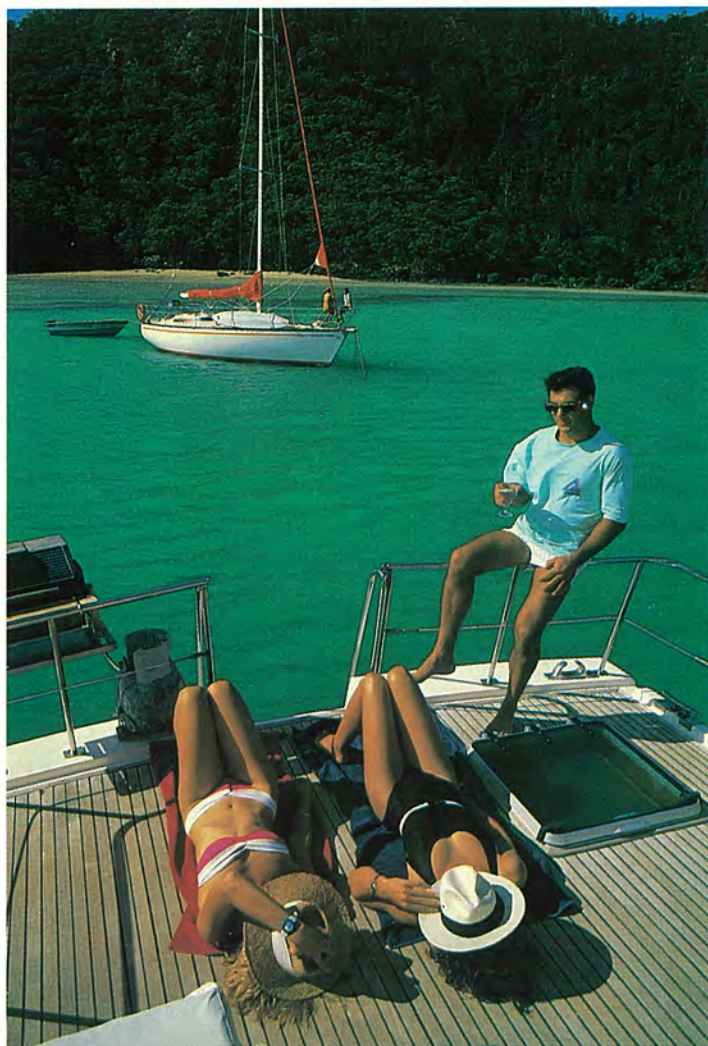
- 7 Mayflower Race, FSC

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