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# Offshore

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

*Yachting*

**TELSTRA 53RD  
SYDNEY TO  
HOBART...**

- **Brindabella's  
Bonanza**
- **Cup Coup  
for Hong  
Kong - China**

**50th Bass  
Strait bash**

**Coffs  
Harbour in  
comfort**

**HAMILTON ISLAND**  
Great Barrier Reef Australia

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Swan 60

# The New Breed of Performance Cruiser/Racer...

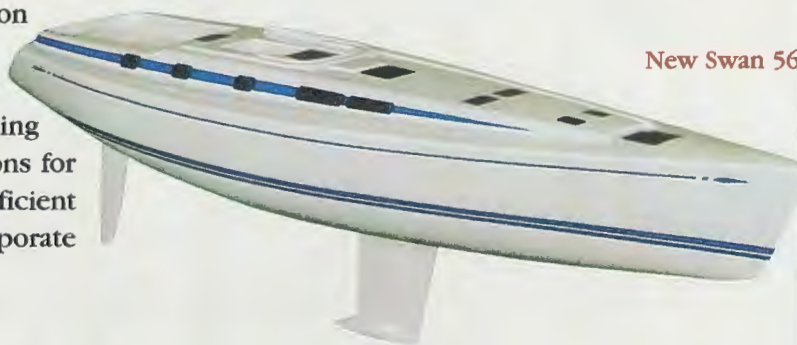
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## From the Commodore's Desk

### Match Racing to Hobart

Two things happened over the weekend before OFFSHORE went to press that made me think long and hard about performances in the recent Telstra Sydney to Hobart.

The first was on the final night of the world swimming championships in Perth when Grant Hackett swam the third fastest ever time in the 1500 metres to take the gold medal. Commentators, quite rightly, lauded his performance, the pain barrier he had to break through, and the tenacity and concentration he had to maintain to sustain the effort for almost 15 minutes.

The second was when I sailed my own boat in a 40 mile race where four boats, all pretty much the same size, raced tack for tack for almost two-third of the distance and finished only minutes apart. Close racing over that distance was exhilarating and, at times, frustrating, but physically and mentally exhausting. In the bar after the race, all four crews still had the adrenaline

The pressure on those on board to sustain the focus and performance for the three days plus is a little appreciated part of our sport. It was remarkable to the extreme in this case.

pumping as they discussed the event, tack for tack, gybe for gybe.

This made me think of Syd Fischer and Karl Kwok who, respectively skippered *Ragamuffin* and *Beau Geste* down the track to Hobart. From the gun on Boxing Day until their finish off Battery Point, a mere six seconds apart, the two yachts were within sight of each other

for 630 nautical miles and according to their crews they were rarely more than a mile apart.

Both yachts had the best of everything on board, not only in terms of the preparedness of the boats, the sails and the equipment, but also numbered among their crews some of the world's best and most experienced sailors.

Notwithstanding, the pressure of racing 630 miles through conditions that were varied enough to at any time potentially favour one boat more than the other, it is remarkable these two crews were able to sustain their concentration and effort for the three and a half days it took *Ragamuffin* and *Beau Geste* to complete the course. Even the final 12 miles up the Derwent River saw a gybing duel that could have resulted in either boat crossing the line that one boat length ahead that *Ragamuffin* was able to secure at the end.

This remarkable duel was somewhat overshadowed in the media reports by an equally enthralling and equally close contest between *Brindabella* and her smaller rival *Exile*, ending as it should with the bigger boat taking the publicly popular trophy for line honours.

In these two contests we had all the drama and excitement of the 1500 metre swim by Grant Hackett, unfortunately without the television cameras and the crowds there to capture it throughout. Only the finish in Hobart caught the camera lens and the public applause.

My five hours off the Sydney coastline pales by comparison, a tantalising taste of the feelings, the joys and fears, highs and lows, and the frustrations on aboard *Ragamuffin*, *Beau Geste*, *Exile* and *Brindabella*. The pressure on those on board to sustain the focus and performance for the three days plus is a little

appreciated part of our sport. It was remarkable to the extreme in this case.

Those of us who compete each year in the Sydney to Hohart race are often asked why we keep going back. Just ask any of the crew of these four boats.

### The Whitbread Race

In the early hours of December 23 last, *EF Language*, the first of the Whitbread 60s to finish the 2400 nautical mile leg of the Whitbread Race from Fremantle to Sydney, crossed the finish line in Sydney Harbour. As she did, four other W60s were in line astern between the Opera House and Bradleys Head, with three of the four remaining yachts already around South Head and sailing up the Harbour.

This was the closest finish in Whitbread Race history and, like the duels in the Hobart race, saw white knuckle racing boat-for-boat for 2400 miles. Literally, any one of the fleet had the potential to take line honours in the final few miles.

The Whitbread fleet departed Sydney on January 4, strongly supported by a flotilla of well-wishers, well managed by Waterways who had already controlled the much larger Sydney to Hobart crowd on Boxing Day.

However, apart from the sailing community, the Whitbread Race unfortunately received little other support or publicity whilst in Sydney and seemed to be largely ignored by our local press and television. After their previous visit to Sydney, round-the-world race organisers chose to go elsewhere in subsequent years because of poor support and neglect by the State Government and the media. I am left wondering if the results here this time around have left the same taste in their mouths. ▲

Peter Bush, Commodore  
Cruising Yacht Club of Australia

# Offshore



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PUBLISHED BY: Jamieson Publishing  
PO Box 197, Cronulla, NSW. 2230 Phone: (02) 9544 1501  
Fax: (02) 9544 1502 Subscriptions: (02) 9544 1501.  
Net address: <http://www.merlin.com.au/offshore/>

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Phone (02) 9544 1501 Fax (02) 9544 1502.

## DISTRIBUTION:

Network Distribution Co, 54 Park Street, Sydney 2000.

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\* The cover price of \$4.95 (NZ \$5.95) is the recommended maximum charge for this publication.

PRINTED BY ROTARY OFFSET PRESS



## the race

### Telstra 53rd Sydney to Hobart



**OCEAN RACING COUP FOR HONG KONG-CHINA:** Beau Geste, a newly launched Farr 49 won the lot for Karl Kwok - the Telstra Cup, Telstra Sydney to Hobart and, with Exile and Hi-Fidelity, the Telstra Southern Cross Cup .....4

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**COVER:** Accompanied by spectator craft, George Snow's maxi *Brindabella* sets the pace in the Telstra 53rd Sydney to Hobart. Despite strong opposition, she went on to take line honours at her fifth attempt. (Pic - Ian Mainsbridge)

**THIS PAGE:** *Ausmald* got the best start in the Telstra Sydney to Hobart, finished 3rd overall. (Pic: Howard Wright).

**OPPOSITE:** Sail change for *Silk Cut* as the Whitbread 60s head for Auckland (Pic - Ian Mainsbridge). **DECEMBER ISSUE:** Richard Bennet took the cover picture of *Canon Marls*.



Telstra 53rd Sydney to Hobart

# Ocean racing coup for Hong Kong-China

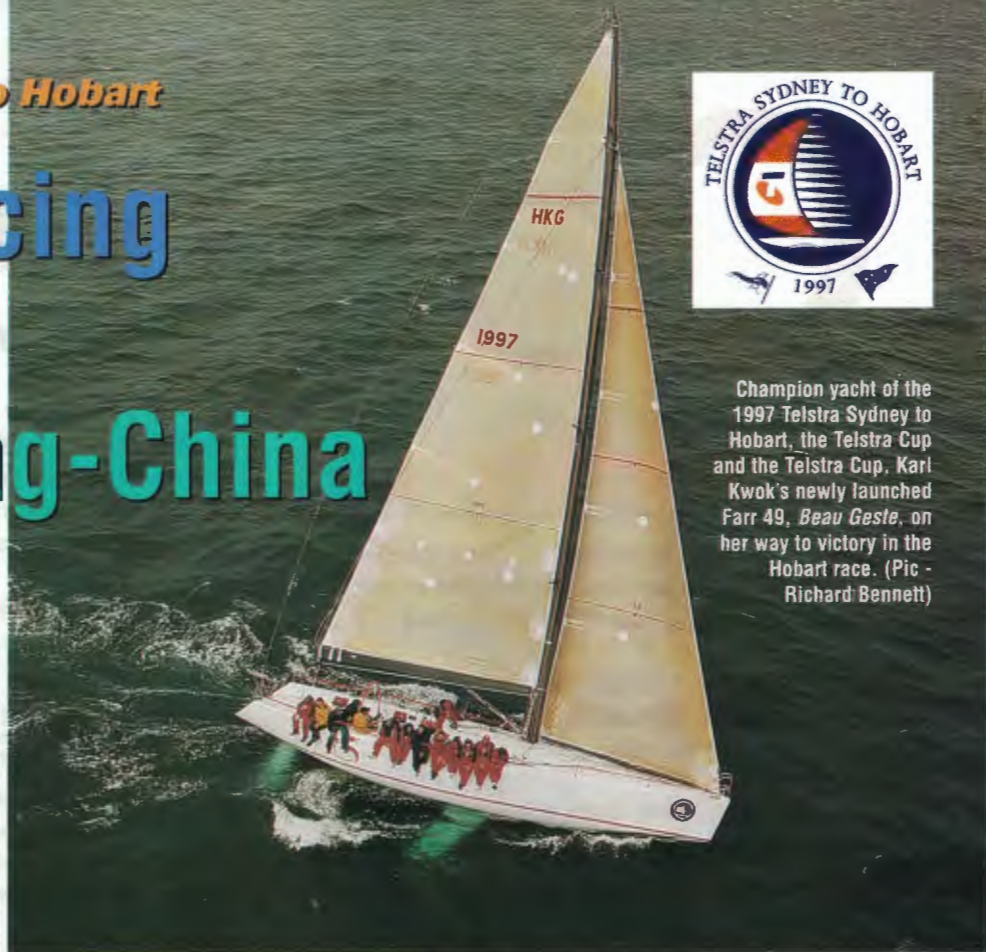
The 1997 Telstra Sydney to Hobart once again proved it is one of the greatest ocean races in the world, with the hard fought victory of *Beau Geste* from Australia's champion *Ragamuffin* giving the event a major boost in Hong Kong-China and South East Asia. Peter Campbell reports.

**H**ong Kong-China yachtsman Karl C. Kwok has given his country, and the South East Asia region, its biggest boost in international ocean yacht racing status with a remarkable coup centred on the Telstra 53rd Sydney to Hobart.

Sailing his brand new Farr 49, *Beau Geste*, with a crack crew of Chinese, Australian and New Zealand sailors, the successful Hong Kong yachtsman and businessman in two weeks:

- Won the Telstra Cup, an eight race lead-up regatta to the Hobart race;
- Took IMS overall and IMS Division B first place in the Telstra Sydney to Hobart, outsailing a fleet of 114 yachts representing seven countries in the 630 nautical mile bluewater classic;
- Led the Hong Kong-China team to a brilliant victory over the defending Australian national team in the Telstra Southern Cross Cup, the most competitive international ocean racing series held in Australia in more than a decade.

While this was the second win in the



Champion yacht of the 1997 Telstra Sydney to Hobart, the Telstra Cup and the Telstra Cup, Karl Kwok's newly launched Farr 49, *Beau Geste*, on her way to victory in the Hobart race. (Pic - Richard Bennett)

Hobart race by a yacht from the Royal Hong Kong Yacht Club, the Southern Cross Cup victory was a first ever for any team from South East Asia. It seems certain to encourage greater participation in future Hobart races by yachts from the region.

Australia's champion IMS racer *Ragamuffin*, a Farr 50 skippered by veteran Sydney yachtsman Syd Fischer, gave *Beau Geste* a run for her money, both as an individual yacht and as the topscoring boat in the Australian Southern Cross Cup team.

The two Farr designs, sailed by crews equal to the best in the world, virtually sailed boat-for-boat all the way to Hobart, with *Ragamuffin* a mere six seconds ahead as they finished under spinnaker off historic Battery Point. But on IMS corrected time, victory went to *Beau Geste*.

*Beau Geste*, built by Cooksons in New Zealand and launched in Sydney just a week before the Telstra Cup and Southern Cross Cup regatta began in mid-December, was also the highest scoring individual yacht in the Southern Cross Cup.

Designed by Bruce Farr and Associ-

ates as a development of *Flash Gordon 3*, the topscoring US yacht in the winning American team at the 1997 Admiral's Cup, *Beau Geste* won IMS overall from two other Farr designs, the Farr 50 *Ragamuffin* and Giorgio Gjergja's Farr 47, *Ausmaid*. *Ausmaid*, the IMS overall winner of the 1996 Telstra Sydney to Hobart, sailed for Victoria in the Southern Cross Cup.

As *Beau Geste* and *Ragamuffin* virtually match raced to the line, on the helm of each yacht were two of the world's better match racing sailors, New Zealander Gavin Brady on *Beau Geste* and Britain's Andy Beadsworth on *Ragamuffin*.

Other key members of *Beau Geste*'s international crew were New Zealand tactician Geoff Stagg from the Bruce Farr and Associates design office in Maryland, USA, notching up his third win in 15 Hobarts, and Australian navigator Andrew Cape who sailed the Hobart race during the Sydney stopover for the Whitbread Round the World race in which he is navigating *Toshiba*. This was also Cape's third Hobart win, having navigated the maxis *Sayonara* and *Morning Glory* to their recent line honours wins.

“The fleet of 114 boats, the largest in a decade apart from the 50th race in 1994, got a battering in the first 24 hours at sea as they battled to windward into a southerly of 30-35 knots which kicked up a short, steep sea off the New South Wales South Coast.”



Above left: Winners are grinners...Karl C.Kwok with the trophies won by his Farr 49, *Beau Geste*, presented to him by Dr Ziggy Switkowski, Group Managing Director, Telstra Corporation at the trophy presentation on the lawn of The Royal Yacht Club of Tasmania. (Pic - Peter Campbell). Above right: Swedish maxi *Nicorette* accelerates away from the seamarke in pursuit of *Brindabella* as they head for Hobart in the 1997 Telstra Sydney to Hobart. *Nicorette* hit the lead in the fast run down the NSW South Coast, dropped back in when the southerly front hit the fleet and later had to put into Eden for repairs before resuming the race. (Pic - Howard Wright). Below: The finals stages of the Telstra Sydney to Hobart Race 1997.

On IMS overall corrected time, the lower rating Hong Kong yacht (IMS TCF - 0.8199) beat *Ragamuffin* (IMS TCF - 0.8244) by 21 minutes 36 seconds. *Ausmaid* (IMS TCF - 0.8057), sailed an excellent race to place third, by just over two minutes behind *Ragamuffin* on corrected time.

*Exile*, Warwick Miller's Reichel/ Pugh 66 which had held provisional first place for most of the race, slipped back to finish fourth but this was sufficient to assure the Hong Kong-China team of victory in the Telstra Southern Cross Cup.

Winning owner/skipper Karl Kwok, head of two Hong Kong family trading companies, was ecstatic with his first up win in the Sydney to Hobart. Most of his ocean racing has been in North America, although he has also competed in a Fast-net and several China Sea races. "I consider this as one of the greatest ocean racing classics in the world, so winning it is very exciting," added Kwok, who is president of the Hong Kong Yachting Association.

For Syd Fischer it was yet another second in the Sydney to Hobart. Although he is Australia's most successful international ocean racing yachtsman, the veteran Sydney yachtsman has won the Hobart race on handicap only once.

Asked how he felt about finishing second, Fischer commented gruffly: "Well,

it's better than third." And he stressed he would be back again for the 1998 race. "I'll be back again with this yacht. I'm only 70, so I'm still a boy," he quipped.

So will third placegetter Giorgio Gjergja. "*Ausmaid* sailed a good race and she is still a competitive boat," said the Melbourne yachtsman who last year



notched up Victoria's fifth win in the Sydney to Hobart. However, Warwick Miller plans to take a break from sailing to spend more time with his family, not committing *Exile* to the 1998 race.

The 53rd annual Sydney to Hobart race conducted by the Cruising Yacht Club of Australia in association with The Royal Yacht Club of Tasmania was sailed in generally moderate to fresh (at times, strong with boat and body battering waves; at other times, frustratingly light) winds in the Tasman Sea.

The fleet of 114 boats, the largest in a decade apart from the 50th race in 1994, got a battering in the first 24 hours at sea as they battled to windward into a southerly of 30-35 knots which kicked up a short, steep sea off the New South Wales South Coast.

These conditions took an early toll with most of the 15 retirements forced out with damage received in this period. The major cause of retirement was sail damage, along with some rig damage. Among the high profile yachts forced to retire included the pocket maxi *Team Jaguar Infinity III* with a broken carbon fibre mast, and the oldest yacht in the race, the 1939-built *Southerly*, forced out with sail and rig damage.

The Swedish maxi *Nicorette* reported 50 knots off Gabo Island before returning to Eden to repair damaged ring frames in the bow. She sailed on to complete the course, receiving a penalty of 10% of placings for receiving outside assistance.

As the leaders sailed across Bass Strait, the conditions moderated and by the time they were approaching the Tasmanian coast the breeze had backed to the east and north-east, but astern of them the rest of the fleet was still battling through the second "front" from the south-west.

Without doubt, the most popular victory of the 53rd race was the line honours win by Sydney yachtsman George Snow with his Jutson 75 *Brindabella* after four frustrating previous races with the maxi. (*Brindabella's* bonanza - page 10)

The 53rd Sydney to Hobart once again proved the international status of the 630 nautical mile race, as one of the greatest yet most demanding races in the world.

It has become for the media and the public an exciting event to follow from start to finish as some 1200 sailors battle against each other and the unforgiving and unpredictable Tasman Sea for up to seven days.

Beau Geste (HKG 1997) and Ragamuffin (AUS 70) began their duel in the Telstra Southern Cross Cup and continued it with a 630 nautical mile match race in the Telstra Sydney to Hobart. In the end, Beau Geste was the IMS overall winner with Ragamuffin second. (Pic - Ian Mainsbridge)



Australian television and radio covered the race from start to finish with graphic images and voice reports. The Telstra Sydney to Hobart web site recorded more than 2.2 million "hits" from internet enthusiasts around the world between the start of the Telstra Cup in Sydney on December 17, 1997 and January 2, 1998, when the last three yachts finally finished - after more than seven days at sea.

## From swimmer to winner

While the duel for line honours between *Brindabella* and *Exile*, the IMS overall win by Beau Geste and the Hong Kong-China team's firstever win the Southern Cross Cup captured the major media coverage, there were many great performances among the 99 yachts which completed the course.

For example, there was the Division E win by *Polaris*, skippered by John Quinn, the Pittwater yachtsman who survived five hours in Bass Strait on a stormy night after being washed overboard from his then yacht during the galeswept race of 1993.

After that incident, Quinn bought the more seaworthy *Polaris*, a well-proven Cole 43 and has now scored two divisional wins in the Hobart race as well as taking both IMS and PHS overall honours in the 1997 Fujitsu Gosford to Lord Howe Island classic.

This year, *Polaris* won a closely fought race against the Queensland yacht *Out of the Blue*, skippered by Townsville yachtsman Kevan Johnston. *Out of the Blue* beat *Polaris* home by 15 minutes 25 seconds, but on corrected time the 26-year-old *Polaris* had a winning margin of 7 minutes 17 seconds. For Johnston it was an excellent result, having to overcome



measurement problems before being accepted as an entry in the Sydney to Hobart and then sailing the yacht all way from Far North Queensland to Hobart, via Sydney.

Then in Division F, former round-the-world solo sailor Ian Kiernan sailed his 40-year-old, Alan Payne-designed Tasman Seabird class yawl *Canon Maris* to first place in division but also to a remarkable 11th IMS overall in the fleet. This was an appropriate result as the CYCA this year introduced a new perpetual trophy for the designer of the winning yacht under IMS overall corrected time and named it the Alan Payne Memorial Trophy in honour of the great Australian designer.

However, *Canon Maris* did not win the prestigious Veteran Yacht Trophy. This went to *Huon Chief*, skippered by veteran Tasmanian yachtsman Andy Hayes. This former Australian One Ton Cup champion, built in 1974, is still in immaculate condition.

Another intrepid Queenslander, John McIntosh, placed second in this division with *Boomaroo Morse Fans*, notching up the 10th Hobart race, while his son Andrew logged his fifth great race south. In third place was *Zeus II*, a Peter Joubert-designed Currawong 30 and one of the smallest yachts to have won the Hobart race - in 1981. *Zeus II* has been owned since her launching in 1979 by Royal Syd-

*Nicorette's* bowman turned on a fine performance of aerobatics as he untangled a halyard which prevented the spinnaker being hoisted to the full as the maxi headed for Hobart. (Pic - Ian Mainsbridge)



ney Yacht Squadron Vice Commodore Jim Dunstan, who also notched up his 20th Hobart.

In Division A, *Exile* beat *Brindabella* on corrected time, third place going to the Davidson 55, *Andiamo*, skippered by Andrew Taylor. Division B was a repeat of the IMS overall honours - *Beau Geste*, *Ragamuffin* and *Ausmaid*.

Division C saw a fine performance by *Yendys*, Geoffrey Ross' recently acquired Bruce Farr-designed Beneteau 53 whose creature comforts include three bathrooms and a stateroom for the owner.

*Tetra Marine Witchcraft II*, the former champion of races north to Queensland waters, showed she has still plenty of dash by taking second in Division C, third going to Tasmania's *Valheru*, the fast Elliott 50 skippered by Beaconfield medico Tony Lyall.

*Terra Firma*, the 1995 IMS overall winner of the Telstra Sydney to Hobart, gave her new owner Stewart Nieman and his sailing master Peter Bartels a quick return for their efforts by taking out the keenly contested IMS Division D.

*Terra Firma* won the division from the New Zealand team boat, *White Cloud*, a Farr 39 skippered by Auckland yachtsman Brett Neill. Third went to the competitive *Chutzpah*, a Hick 35

Pat Goldstiver, co-owner with her husband of *Icefire*, won the Jane Tate Memorial Trophy for the first woman skipper in the Telstra Sydney to Hobart, presented to her at the RYCT by the Lord Mayor of Hobart, John Freeman. (Pic - Peter Campbell)



owned and skippered by prominent Victorian yachtsman Bruce Taylor.

## Italians win IPHS with Seac Banche

Adding Mediterranean colour to the event was the team from Italy, a highly experienced crew led by Adan Ricci chartering the Farr 50, *Morning Mist III* and renaming it after their sponsor Seac Banche.

They were rewarded for their initiative in being only the second Italian entry in the history of the Sydney to Hobart, placing third in the PHS division of the Telstra Cup in Sydney and then taking out the TPHS (Tasman Performance Handicap System) Division 1 of the Telstra Sydney to Hobart.

On corrected time, they won from the superfast Victorian yacht PL Lease Future Shock (Peter Hansen) and the maxi *Marchioness*, designed and built for the Cape Town to Rio race and now owned by an enthusiastic Sydney syndicate headed by Tony Beilby.

The Pittwater yacht *Galatea*, a Swarbrick designed S111, skippered by John Laird, won TPHS Division 1 from veteran Sydney yachtsman John Walker, sailing his Peterson 36 *Impeccable*, third place going to the *Tassie Wins*, a Dubois 40 owned by Jeff Cordell, Commodore of the Derwent Sailing Squadron. ▲

Tasmanian yachtsman Andrew Hay won the Veteran Yacht trophy with his famous sloop *Huon Chief*, receiving it from Dr Ziggy Switkowski, Group Managing Director of Telstra Corporation. (Pic - Peter Campbell)



# How Beau Geste won the Hobart: Bow to bow with Rags



Geoff Stagg (third from left) with owner/skipper Karl Kwok and other crew members after Beau Geste won the Telstra Cup.

New Zealand yachtsman Geoff Stagg has once again called the shots for a Sydney to Hobart winner. He told Bob Fisher how the 1997 Telstra Sydney to Hobart was won by Beau Geste.

After 18 of these races, you get a feel for the start. We got a clean start. We got over to the right hand side at the right time, and we were fifth out of the Heads. That was a good start, Syd Fischer in *Ragamuffin* was about three minutes behind us.

We'd had a problem with our downwind speed in Sydney, but we pulled the boat out of the water and found it was pretty fouled. We also

"We were holding him off quite comfortably until he managed to get above us into a passing lane. With a bit more stability and size, he came over the top of us and at the Iron Pot we were a boat length behind him."

built a new spinnaker, and that improved our downwind speed the first night out - we were going very quickly, going away from Syd and the rest of the blokes into the southerly. Syd beat us to the shift, and that was

were the race really started for us.

That night we made one of our two bloomers. We didn't tack early enough into the coastline, by five minutes, and while that wasn't much, Syd beat us by that five minutes - he tacked first, and that night he passed us and was half a mile ahead of us in the morning. He got inshore of us and the wind headed on port tack.

We were about three or four hours into the [first] southerly - it wasn't a bad one. It hit about nine o'clock the first night. We hit it dead right - we put the medium number one up, we didn't panic, we were going well.

That next day was a really torrid day on the wind. Bashing, crashing, it was just horrible. The next night we got up to them in the Bass Strait. Syd tacked, and we tacked underneath them - going bow to bow. We pressured down and got ahead of them - we footed a little bit more than they did - and then it went light and shifty the next morning.

We were dead even, but a tad quicker two-sail reaching in the light air.

We got a quarter of a mile ahead and extended that even more on the run coming down the Tasmanian Coast.

At Tasman Island he was about three minutes behind us, but on the eight mile reach to Cape Raoul, he took

a minute out of us. Then we had a really pressured-up two-sail reach across Storm Bay and we played around with jib-tops for half an hour before we both hoisted spinnakers with poles on the forestay.

We were holding him off quite comfortably until he managed to get above us into a passing lane. With a bit more stability and size, he came over the top of us and at the Iron Pot we were a boat length behind him. We gybed away first and got ahead, then he went past us on the outside.

That's when I said to Gavin (Brady), "We are not going to play with him". You could see they were trying to bait us as they went up into the passing lane. Half the boys on the boat were not happy, but we had them by miles on handicap, so why go into the protest room - they were going to put us there.

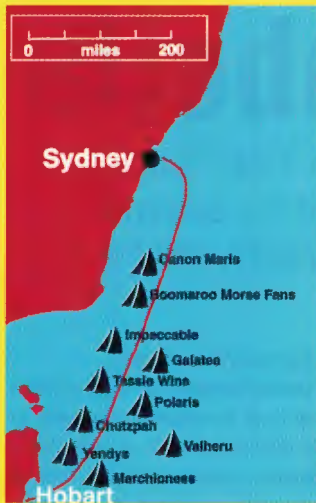
We had a 630 mile match race. That's what got the two boats up there - we pushed each other to the limit. We always knew *Ausmaid* was there, but we never considered her a threat. We were always 11 to 16 miles ahead of her.

\* Beau Geste is a Bruce Farr designed 49 footer, built by Cookson in Auckland with carbon fibre spars from Southern Spars, using North 3DL sails. She was completed in October and is owned by Karl Kwok of Hong Kong. She has a bulbless keel, with a wooden 'shoe' at the bottom, for optimisation of the IMS stability rule. ▲

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*Valheru* (Dr Anthony Lyall Tas.) 3rd IMS Div C  
*JLW Chutzpah* (Bruce Taylor Vic.) 3rd IMS Div D  
*Polaris* (John Quinn NSW) 1st IMS Div E  
*Canon Maris* (Ian Keirman NSW) 1st IMS Div F  
*Boomaroo Morse Fans* (John McIntosh QLD) 2nd IMS Div F  
*Marchioness* (Marchioness Syndicate NSW) 3rd PHS Div 1  
*Impeccable* (John Walker NSW) 2nd PHS Div 2  
*Tassie Wins* (Jeff Cordler Tas.) 3rd PHS Div 2



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## Telstra Sydney to Hobart

# Bonanza for Brindabella

The Sydney maxi *Brindabella* finally achieved line honours in the 1997 Telstra Sydney to Hobart, but also collected a swag of other trophies of the summer of sailing, including the Canon Big Boat Challenge, the King of Derwent and the inaugural Bass and Flinders Series.

It was not until *Brindabella* sailed under spinnaker into the final 200 metres of the Telstra 53rd Sydney to Hobart, after 630 sea miles of extraordinarily close and rugged ocean racing, that George Snow admitted to his crew that he had achieved his goal. Victory was firmly in sight.

Relaxing for the first time in many hours, Snow then handed over the wheel to his 16-year-old son Richard to steer the maxi across the line - ending a unique first Sydney to Hobart race for the teenager and a

Snow's wife Sabrina and families of the large crew who had finally sailed the 75-footer to victory.

For Snow it was a moment to be savoured after four disappointing previous Hobart races with *Brindabella* - hull damage forcing her retirement in 1993, beaten to the post by overseas maxis in 1994 and 1995, and then having the mast break only hours after the start of the 1996 ocean classic. "It was fifth time lucky for us...no more hoodoos," an elated Snow said.

*Brindabella* was the sentimental favourite to take line honours and Hobartians turned out in their thousands on a sunny summer day. The welcome was the biggest since *Tasmania*, the former Whitbread round-the-world maxi ketch, won the 50th race for Hobart hero Bob Clifford - beating *Brindabella*! Appropriately, Clif-

ford was among the first to jump aboard and congratulate Snow on his victory.

For the previous 36 hours, national and international focus had been on the duel for line honours between *Brindabella* and the smaller, but exceptionally well sailed IMS 66-footer, *Exile*,

skipped by Warwick Miller.

The two yachts were within sight of each other as they beat to windward in fresh to strong winds across Bass Strait until, nearing the Tasmanian east coast, the breeze eased and backed to the east and north-east, giving them an easier spinnaker run virtually to the finish. *Brindabella* led around Tasman Island by about three miles and even halfway up the Derwent River it was anyone's race in the fickle conditions. In the end, *Brindabella* got the gun - by nine minutes 28 seconds.

Throughout that afternoon and into the evening, crowds continued to pack the Hobart waterfront and the crew of *Brindabella* continued their celebrations - aided by several cases of Bollinger champagne from the yacht's sponsor, Hamilton Island Resort in the Whitsundays.

But the public show of support for *Brindabella* was not confined to Hobart. Around the nation, thousands watched a direct television report of the finish, heard radio descriptions or read the "News Flash" on the Internet - among them designer Scott Jutson.

"What amazed me later that afternoon, when I went to keep an appointment at the chiropractor, was that they had signs up saying "Congratulations on *Brindabella's*

"Throughout that afternoon and into the evening, crowds continued to pack the Hobart waterfront and the crew of *Brindabella* continued their celebrations - aided by several cases of Bollinger champagne"

richly deserved victory at last for his father.

Escorted up the river by more than 300 spectator boats and cheered alongside Hobart's historic Constitution Dock by a 10-deep crowd of 10,000, *Brindabella* and her crew received a massive welcome from the cheering crowd. Among those waiting was



*Brindabella* (far left) picks her way through the fleet on Sydney Harbour soon after the start of the Telstra Sydney to Hobart ocean race. She was first to the Heads but was passed on the spinnaker run south by *Nicorette* (above centre) then later by *Exile* during the hard beat to windward across Bass Strait. However, the Jutson maxi regained the lead off the Tasmanian east coast to take line honours and received a tumultuous reception (above right) as she berthed outside Hobart's historic Constitution Dock. (Pics - Ian Mainsbridge)

Victory," Jutson told OFFSHORE. "Everywhere I went over the next few days, they all knew about the win. The media coverage was outstanding; it shows what a great race the Sydney to Hobart is in the eyes of the media and public. It truly is an icon of Australian sport with widespread overseas interest as well."

Jutson played a major role in *Brindabella's* victory. It was he who influenced Snow to continue ocean racing and agree to his innovative concept of a sweptback spreader rig on a carbon fibre mast to replace the one that broke only hours into the 1996 Hobart race. The new rig has made the yacht easier and more efficient to handle with no backstay runners, she is faster to windward and her rating is lower. She has already proven she is competitive under the IMS rule, winning two races in Telstra Southern Cross Cup series off Sydney.

Nevertheless, line honours was no walkover for *Brindabella*. In the downwind running of the first six hours as the fleet surfed southward under spinnakers before a 20-25 knot nor'easter, she was challenged by Sweden's *Nicorette* and the Sydney maxi *Marchioness*, both designed for optimum downwind performance.

While both *Nicorette* and *Marchioness* fell back once they encountered the southerly front, the race developed into a remarkable duel with the Hong Kong-China team yacht *Exile*, a Reichel/Pugh 66. *Exile* slipped ahead off the NSW South Coast when *Brindabella* elected to sail inside Montague Island. It was a tactical error that,

according to rival skipper Warwick Miller, cost *Brindabella* about four miles in distance.

The big boats encountered some of the heaviest weather of the race on the second night at sea. "We were down to three reefs," Snow recalled. "We got hit by three or four big, bad waves that swamped the whole boat, covered the guys on the rail and certainly bruised some ribs."

*Brindabella's* elapsed time of 2 days 23 hours 37 minutes 12 seconds was nine and a half hours outside the race record set in 1996 by the German maxi *Morning Glory*.

Third boat to finish, sailing an excellent race for her size, was the Elliott 55, *PL Lease Future Shock*, skippered by Melbourne yachtsman Peter Hansen. Then came the Sydney maxi *Marchioness*, steered by CYCA rear commodore John Messenger, followed by Syd Fischer's Farr 50 *Ragamuffin*, just six seconds in front of Karl Kwok's Farr 47, *Beau Geste*.

Astern of them came the patched-up Swedish maxi *Nicorette*, with her skipper Ludde Ingvall waiting on the dock in Hobart after staying ashore at Eden for medical treatment when the yacht put in for repairs to her bow ring frames. *Nicorette* subsequently received a 10% penalty for receiving outside assistance in obtaining timber to repair the frames.

*PL Lease Future Shock*, Peter Hansen's Elliott 55 from Melbourne, sailed a great race to finish third astern of *Brindabella* and *Exile*. (Pic - Ian Mainsbridge).

Last boat to finish was *Topaz* which, along with *Abacus* and *Veto*, crossed the line on the afternoon of January 2, 1998, as many of the earlier finishers, including *Brindabella*, were competing in the Wrest Point King of the Derwent. *Topaz's* elapsed time for the 630 nautical miles was 7 days 03 hours 42 minutes 29 seconds.



The 1997 Telstra Sydney to Hobart attracted an official final fleet of 115 boats, compared with 94 starters in 1996. One yacht did not start and 15 retired, leaving 99 yachts to finish the course. Most of the retirements were due to sail and rig damage, but the prominent pocket maxi Team Jaguar was an early casualty with a broken mast.

# King of the Derwent

*Brindabella* takes Bass & Flinders Trophy double

**B***Brindabella*, the champion maxi yacht of the 1997 Telstra Sydney to Hobart race, collected another three trophies on the Derwent River when the Jutson maxi spreadeagled the fleet in the King of the Derwent, also winning both the line and IMS trophies for the inaugural Bass and Flinders series.

*Brindabella*, with owner George Snow

at the helm of the 75-footer, looked a magnificent sight as she swept up the river under her huge spinnaker before a 15 to 20 knot sou'easter, at times reach 15 knots boatspeed.

She finished some five minutes clear of the Swedish maxi *Nicorette*, with skipper Ludde Ingvall making a welcome return to the wheel after being left ashore at Eden with what turned out to be a severe sinus infection during the Telstra Sydney to Hobart.

Third to finish was the Victorian flyer *PL Lease Future Shock* (Peter Hansen) after a close battle, firstly with *Nicorette* and with the Hobart yacht *Computerland* (John Saul), the line honours winner in the Melbourne to Hobart race.

*Brindabella's* line honours victory in the Wrest Point King of the Derwent and a good IMS handicap result, gave her the winning double in the Bass and Flinders Trophy series, presented by The Royal Yacht Club of Tasmania to mark the circumnavigation of Tasmania (then Van Diemen's Land) by the two famous navigators 200 years ago.

The line honours pointscore was based on results in the Canon Big Boat Challenge on Sydney Harbour, the Telstra Sydney to Hobart and the Wrest Point King of the Derwent - with *Brindabella* getting the gun in all three events - while in the IMS pointscore, the first event was race eight of the Telstra Southern Cross Cup in Sydney.

*"Brindabella, with owner George Snow at the helm of the 75-footer, looked a magnificent sight as she swept up the river under her huge spinnaker before a 15 to 20 knot sou'easter"*

On corrected times the King of the Derwent, went to the Melbourne yacht *Granny Apple*, the Melbourne to Hobart overall handicap winner skipped by Leo Unsworth for owner Victor Kibby. This gave *Granny Apple* first place in the Ocean Racing Club of Victoria's three-race Sovereign Series, using the new Australian Measurement System. Under PHS handicaps the Sovereign Series winner was *Island Trader* (John Chatam).

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**3M Innovation**

# Audemars Piquet joins CYCA as official timekeeper

In 1875, in the famous watchmaking village of Le Brassus in Switzerland's Valley de Joux, two master watchmakers, Jules-Louis Audemars and Edward-Auguste Piquet joined creative forces to form the Audemars Piquet partnership, officially formalised on 17 December 1881.

The luxury Swiss watch brand, famous for quality time pieces of classic simplicity and advanced technical achievement recently celebrated its 25th anniversary of its acclaimed Royal Oak sports watch.

Launched in 1972, the Royal Oak was the first luxury sports watch to be made in steel, guaranteed to stand the test of time and an active lifestyle. With a definitive octagonal bezel dotted with hexagonal screws reminiscent of a ship's porthole,

the Royal Oak's nautical connection was no accident. A watch always intended for action, the Royal Oak was named with the famous line of British Royal Navy battleships in mind.

This new partnership between the CYCA, Sydney to Hobart and Audemars Piquet links one of the world's most famous yacht races with one of the world's finest watchmaking brands. A unique combination of qualities and attributes namely endurance, reliability, precision and technique are important to all.

As part of its support of the Sydney to Hobart yacht race, an Audemars Piquet Royal Oak wall clock valued at \$5,000 was presented in Hobart to the skipper of the winning vessel *Beau Geste*. During coverage of the event by Channel 10 an Audemars Piquet Royal Oak Steel watch valued at \$10,400 was also given away as a prize to a lucky viewer in Queensland.

For this year's Sydney to Hobart event, the Swiss watchmaking firm Aude-



Hong Kong-China yachtsman, owner/skipper of *Beau Geste*, receives the Audemars Piquet trophy from CYCA Commodore Peter Bush at the Telstra Sydney to Hobart presentation at The Royal Yacht Club of Tasmania.

audemars Piquet plans to create a unique countdown clock exclusively for the race as well as five outdoor clocks for the CYCA premises.

Together with J. Farren-Price Jewellers, Sydney's major authorised retailer of the brand, Audemars Piquet looks forward to developing and strengthening its association with the sport of yachting through its partnership with the CYCA. ▲

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# Hong Kong-China joins ocean racing elite

The 15th biennial Telstra Southern Cross Cup international ocean racing teams series attracted the best line-up in more than a decade, with the Hong Kong-China team narrowly beating the defending Australian national team. Peter Campbell reviews the exciting series.

**T**he 1997 Telstra Southern Cross Cup was a compressed nine race series with the first eight races (seven to count) sailed in tandem with the Telstra Cup, a stand-alone regatta

for individual yachts sailed on Sydney Harbour and off the Heads over five days. The ninth race for the Southern Cross Cup was the Telstra Sydney to Hobart, counting double points and once again proving to be the decider.

Nine teams, Australia, Hong Kong-China, New Zealand, New South Wales, Victoria (2), South Australia, The Royal Yacht Club of Tasmania and the Sydney Flying Squadron contested the Southern Cross Cup, with Hong Kong-China winning by just ten points from the defending Australian national team.

While the outstanding performance by Karl C. Kwok's newly-launched Farr 49, *Beau Geste*, was the key to China's win, Kwok was strongly supported by fellow Royal Hong Kong Yacht Club members Warwick Miller with his Reichel/Pugh 66, *Exile*, and Neil Pryde with his newly launched Sydney 46, *Hi-Fidelity*, designed by Iain Mur-

ray and Associates and built by Bashford International at Nowra, NSW.

Going into the Sydney to Hobart, Hong Kong-China held a 22 point advantage over Australia. Both teams were by then well clear of the other seven teams competing in the prestigious biennial series.

In the end, the Hong Kong-China team finished with 1289 points, narrowly beating the Australian national team on 1279 points, third place overall going to the Victoria Red team with 1188 points.

*Beau Geste* gained the maximum 112 points in winning the Sydney to Hobart while *Exile*, placed fourth overall to gain 100 points. Although placing 28th place in overall IMS scoring for the Hobart race, *Hi Fidelity* placed 19th of the Southern Cross team yachts, earning sufficient points to give them the series.





Opposite: Spinnakers set, the fleet heads downwind in the Telstra Southern Cross Cup racing off Sydney, with *Maglieri Wines* (Geoff Vercoe, South Australia), *Seaview Challenge Again* (Lou Abrahams, Victoria) and *Valheru* (Tony Lyall, Tasmania) closest to the camera. (Pic - Ian Mainsbridge)  
 Above: The new *Yendys*, Geoffrey Ross' Beneteau 53, heading into the mark ahead of J44 Phoenix (Rob Reynolds) during racing for the Telstra Cup off Sydney. *Yendys* won IMS Division C of the Telstra Sydney to Hobart. (Pic - Ian Mainsbridge)



Iain Murray's latest creation, the Sydney 46 Grand Prix built for Sydney yachtsman Ray Roberts raced as *ABN AMRO Challenge* for the Telstra Sydney to Hobart race. The new yacht placed third in the IMS Racer division of the Telstra Cup. (Pic - Ian Mainsbridge).

Sailing for Australia were second placegetter *Ragamuffin*, Syd Fischer's rebuilt Farr 50 from Sydney, *Brighton Star*, David Gotze's Reichel/Pugh 44 from Melbourne which placed fifth, and the line honours winner *Brindabella*, George Snow's Jutson 75 which placed ninth overall on IMS corrected time.

Dynamic Allowances were used in scoring IMS overall and division results for the Sydney to Hobart, but they were not applied to the grand prix Southern Cross series.

The Telstra Southern Cross Cup and the Telstra Cup began amid controversy, with *Beau Geste* (Hong Kong-China), *Valheru* (Tasmania) and *Australian Challenge 2000* (Sydney Flying Squadron) called as premature starters (PMS is now OCS - on course side). *Beau Geste* and *Australian Challenge 2000*, Ray Roberts' new Grand Prix Sydney 46 designed by Iain Murray with the "Big Fella" on the helm, were later reinstated by the International Jury at a protest hearing.

The CYCA also accepted a late team entry from the Sydney Flying Squadron (better known as an 18-foot skiff club). The composite team comprised *Australian Challenge 2000*, *Assassin* (Trevor Cohen) and *Quest*, which had been chartered by a Royal Navy crew from Britain led by Mike

Broughton. The team had mixed results, with *Quest* winning race six off Sydney Heads, but otherwise having mediocre results, but still managed fourth overall.

The Australian team fought back in race two, with a win by *Brindabella*, a third by *Ragamuffin* and a 19th by *Brighton Star*, keeping the Australian team close to Hong Kong-China with *Exile* second, *Beau Geste* sixth and *Hi-Fidelity* 13th.

From there on the Hong Kong-China and Australian teams dominated the top placings in the Southern Cross Cup, the Sydney Flying Squadron team steadily improving, along with the Victoria Red team. At the end of eight races in Sydney (race five was a non-pointscore race held in conjunction with the Canon Big Boat Challenge) the Hong Kong-China team with 1003 points led Australia (981) by 22 points. The SFS was third with 923, followed by Victoria Red 902, South Australia 865, New Zealand 826, New South Wales 821, Victoria Green 813 and Tasmania 638 points.

The Australian team topscored in the double points Telstra Sydney to

Hobart, scoring 298 points but it was not sufficient to catch the Hong Kong-China team which scored 286 points, as did the Victoria Red team.

The New South Wales team suffered from the retirement of *Rapscallion* midway through the Sydney to Hobart and the penalty imposed on *Atara* for a starting line incident. *Assassin* from the Sydney Flying Squadron team also pulled out of the Hobart race, as did New Zealand's *Starlight Express* which soon after the start suffered sail damage in a brush with a media boat.

"The New South Wales team suffered from the retirement of *Rapscallion* midway through the Sydney to Hobart and the penalty imposed on *Atara* for a starting line incident."

Apart from the first Southern Cross Cup race won by *Kingtide* (South Australia), big boats dominated the IMS results. The topscoring individual yachts in the Southern Cross Cup series, scoring eight races, were:  
*Beau Geste* - 4-6-3-2-6-2-1-1, 475 pts  
*Exile* - 2-2-1-3-1-5-2-4, 462 pts



Above left: Karl Kwok with the Telstra Cup perpetual trophy which he won with his Farr 49 Beau Geste. (Pic - Peter Campbell). Above right: The Australian team, which finished a close second to Hong Kong-China in the Telstra Southern Cross Cup, was represented by Syd Fischer (*Ragamuffin*), David Gotze (*Brighton Star*) and George Snow (*Brindabella*), pictured here with the Governor of Tasmania, Sir Guy Green, at the trophy presentation ceremony at The Royal Yacht Club of Tasmania. (Pic - Peter Campbell)

*Ragamuffin* - 3-3-2-4-18-13-4, 444 pts  
*Brindabella* - 15-1-4-1-20-15-3-9, 422 pts  
*Beau Geste* also won the IMS Racer division of the Telstra Cup, scoring 365 points, just one point ahead of *Exile* on 364, with *Australian Challenge 2000* third on 347 points, *Ragamuffin* fourth with 346 and *Brindabella* fifth with 341 points.

New Zealand's *White Cloud*, a Farr 39 skippered by Brett Neil won the IMS Cruiser/Racer division of the Telstra Cup with 370 points from scoring placings of 6-1-3-2-4-2-1. Second place went to fellow Kiwi team yacht *Starlight Express* (Chris Packer) with 367 from placings of 2-4-4-1-6-1-4, third to Hong Kong sailmaker Neil Pryde with his newly launched Sydney 46, *Hi Fidelity*, with 356 points, just one point ahead of Victorian Lou Abrahams' Sydney 41, *Seaview Challenge Again* in 355 points. ▲

### Telstra Southern Cross Cup final points:

- Hong Kong-China (*Beau Geste*, *Exile*, *Hi Fidelity*) 1289
- Australia (*Brighton Star*, *Brindabella*, *Ragamuffin*) 1279
- Victoria Red (*Ausmaid*, *Chutzpah*, *Motorola Young Australia*) 1188
- Sydney Flying Squadron (*Assassin*, *Australian Challenge 2000*, *Quest*) 1151
- South Australia (*Kingtide*, *Maglieri Wines*, *Secret Mens Business*) 1093
- Victoria Green (*Ninety Seven*, *Seaview Challenge Again*, *Terra Firma*) 1075
- New South Wales (*Atara*, *Christine Jay II*, *Rapsallion*) 1043
- New Zealand (*Sows Ear*, *Starlight Express*, *White Cloud*) 1038
- Tasmania (*J44 Phoenix*, *Mirrabooka*, *Valheru*) 834

### Telstra Cup final points

#### IMS Racer division:

- Beau Geste* (Karl C. Kwok, Hong Kong-China) 365
- Exile* (Warwick Miller, Hong Kong-China) 364
- Australian Challenge 2000* (Ray Roberts, NSW) 347
- Ragamuffin* (Syd Fischer, NSW) 346
- Brindabella* (George Snow, NSW) 341

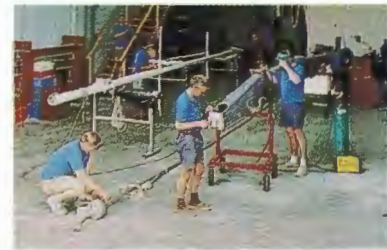
#### IMS Cruiser/Racer Division:

- White Cloud* (Brett Neil, NZL) 370
- Starlight Express* (Chris Packer, NZL) 367
- Hi Fidelity* (Neil Pryde, Hong Kong) 356
- Seaview Challenge Again* (Lou Abrahams, Vic) 355
- Kingtide* (Kevan Pearce, South Australia) 353

#### PHS Division:

- Powerboss* (A. Miller, NSW) 381
- Wild Bull* (Rod Skellett, NSW) 378
- Seac Banche* (Adria Ricci, Italy) 365

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## 1997 Telstra Sydney to Hobart Yacht Race Honour Roll



### IMS Overall

1. Beau Geste, Farr 49 (Karl C.Kwok, Hong Kong-China)
2. Ragamuffin, Farr 50 (Syd Fischer, NSW)
3. Ausmaid, Farr 47 (Giorgio Gjergja, Vic.)
4. Exile, Reichel/Pugh 66 (Warwick Miller, Hong Kong-China)
5. Brighton Star, Reichel/Pugh 44 (David Gotze, Vic.)
6. Motorola Young Australia (Laurie Shannon, Vic.)
7. Ninety Seven, Farr 47 (Andrew Strachan, NSW)
8. Australian Challenge 2000, Murray Sydney 46 Grand Prix (Ray Roberts, NSW)
9. Brindabella, Jutson 75 (George Snow, NSW)
10. Atara, Lyons 43 (John Storey/Roger Hickman, NSW)

### IMS Division A

1. Exile, Reichel/Pugh 66 (Warwick Miller, Hong Kong-China)
2. Brindabella, Jutson 75 (George Snow, NSW)
3. Andiamo, Davidson 55 (Andrew Taylor, New Zealand)

### IMS Division B

1. Beau Geste, Farr 49 (Karl Kwok, Hong Kong-China)
2. Ragamuffin, Farr 50 (Syd Fischer, NSW)
3. Ausmaid, Farr 47 (Giorgio Gjergja, Vic.)

### IMS Division C

1. Yendys, Beneteau 53 (Geoff Ross, NSW)
2. Tetra Marine Witchcraft II, Farr 40 (Rob Kothe, NSW)
3. Valheru, Elliott 50 (Anthony Lyall, Tasmania)

### IMS Division D

1. Terra Firma, Murray 41 (Peter Bartels/Stewart Nieman, Vic.)
2. White Cloud, Farr 39 (Brett Neill, New Zealand)
3. Chutzpah, Hick 35 (Bruce Taylor, Vic.)

### IMS Division E

1. Polaris, Cole 43 (John Quinn, NSW)
2. Out of the Blue, Farr 37 (Kevan Johnston, Queensland)
3. Sandpiper, Farr 1020 (John Wheelhouse, NSW)

### IMS Division F

1. Canon Maris, Payne Tasman Seabird (Ian Kieman, NSW)
2. Boomaroo Morse Fans, Sparkman & Stephens 34 (John McIntosh, Queensland)
3. Zeus II, Joubert Currawang 30 (Jim Dunston, NSW)

### PHS Division 1

1. Seac Banche, Farr 50 (Adan Ricci, Italy)
2. PL Lease Future Shock, Elliott 56 (Peter Hansen, Vic.)
3. Marchioness, Lavranos 75 (Marchioness Syndicate, NSW)

### PHS Division 2

1. Galatea, Swarbrick S111 (John Laird, NSW)
2. Impeccable, Peterson 36 (John Walker, NSW)
3. Tassie Wins, Dubois 40 (Jeff Cordell, Tasmania)

### LINE HONOURS:

1. Brindabella, Jutson 75 (George Snow, NSW)  
2 days 23 hours 37 minutes 12 seconds.
2. Exile, Reichel/Pugh 66 (Warwick Mille, Hong Kong-China)  
2 days 23 hours 46 minutes 40 seconds.
3. PL Lease Future Shock, Elliott 56 (Peter Hansen, Vic.)  
3 days 04 hours 59 minutes 56 seconds.

### PENALTIES IMPOSED BY INTERNATIONAL JURY:

For starting line incidents: Atara: 5 minutes added to corrected time; Maglieri Wines: 5 minutes added to corrected time; Lock on Wood: 5 minutes added to corrected time. For outside assistance: Nicorette penalised 10% of placings.

**RETIRED:** Adrenalin, Assassin, Berrimilla, Grandee of Crabtree Lane, Midnight Rambler, Rapscallion, Sagacious Five, She's Apples II, Southerly, Starlight Express, Team Jaguar Infinity III, Val-tair, Weowna Winner, Windstopper, Portofino.

**DID NOT START:** Prime Example.



# BENETEAU OCEANIS

# Clipper

The Oceanis Clipper range is truly a new Generation, a complete recasting of Beneteau Oceanis range of cruisers. The new Oceanis Clippers (from the 281 to the 461 via the central cockpit yachts) benefit from special extra equipment now included as standard. With new interior fittings, specific decoration and equipment selected accordingly to each owners needs (windlass, mooring equipment etc...), the Oceanis Clipper are even easier to live on. Thus the new Oceanis 321 is fitted as standard with a windlass, anchor, chain and warp, docking lines, and fenders. Added to these are 240 volt power

## BENETEAU OCEANIS 411 CLIPPER

supply with interior sockets and battery charger, a stereo/cassette player and full 8-place crockery set, not to mention teak slatted cockpit seats and other innovations common to the whole Clipper range such as the new warmer woodwork and the folding cockpit/transom skirt gate.

For more information regarding the new Oceanis Clipper Series, please call Beneteau - Vicsail d'Albora Marinas, New Beach Road, Rushcutters Bay NSW 2027 Ph: (02) 9327 2088 Fax: (02) 9362 4516 e-mail: vicsail@ozemail.com.au

## SAILING FOR PLEASURE CONTRACT

Beneteau have just introduced a new concept to the boating market, the "Sailing for Pleasure Contract". All Beneteau Yachts purchased are eligible for a three year general equipment warranty on gear and equipment, the standard five year hull and deck warranty still applies. To demonstrate Beneteau's commitment to helping you sail with piece of mind, this "Sailing for Pleasure Contract" puts together the most important information related to the life of your boat: identity sheet, handover and control certificates, service operations log, where to find your nearest Beneteau dealer, etc. With more than 1500 dealers worldwide, each is available to help you sail as much as possible, as simply as possible and as safely as possible.



# BENETEAU

### Oceanis 411 Clipper

The Oceanis 411 Clipper is built for blue water cruising. With a large open deck plan there is plenty of room to move. Down below you will be impressed with the large saloon and practical galley. Add to this all of the new Clipper extras and you are ready to sail away into the sunset. The new Oceanis 411 Clipper will be on display at the Sydney Boat Show in July.

Call for a brochure and video.

### First 40.7

From world renowned designer Bruce Farr comes this exciting new racer/cruiser. Three double cabins, chart table, large head and a saloon conceived for truly living at sea. On deck is an ergonomic cockpit, impressive sail plan and deep racing keel. The new First 40.7 is designed as a First and at the end of the day she will lead you to victory.

### Oceanis 311 Clipper

The latest of the Clipper series. The Oceanis 311 Clipper is a development from the Figaro solo racing yacht. With a fast easily driven hull, uncluttered cockpit and large bathing platform the 311 is the ideal day or weekend cruiser. The accommodation below can easily handle 4-6 adults with two large double cabins, spacious head compartment and workable galley.

**"TALK TO THE PEOPLE WHO  
SAIL THE BOATS THEY SELL"**

# PEUGEOT REGATTA 1997 BENETEAU CUP

The fifth annual Beneteau Cup was held at the Cruising Yacht Club of Australia on Wednesday 12th and Thursday 13th November 1997. The thirty five entries enjoyed two fun filled days of friendly competitive racing on magnificent Sydney Harbour and partying at the CYCA. Together with major sponsor Peugeot Australia the regatta was jointly organised by the French Australian Chamber of Commerce (FACCI) and Beneteau - Vicsail.



Day 1 saw a beautiful day with a 10 knot North Easterly breeze to begin the proceedings. Our guest commodore Round the World Yachtsman Jon Sanders welcomed all of the competitors and from the start the racing was intense. The biggest battle for the day was between the two biggest yachts. The First 53f5 "Yendys" owned by Geoffrey Ross had only been launched the week before and she match raced with the other First 53f5 "Ocean Road" skippered by owner Richard Freidrichs. At the end of the day the score was win each.

Another great matchup was the battle of the First 42s7's. Led by "Yes!" skippered by owner Gary McLeod but closely followed by Gordon Anderson's "Sintara" and Ervin Vidor's "Medina". With fast spinnaker runs and a stiffening breeze the skippers and their crews jostled around the marks with a few close calls as some of the bigger boats threaded their way through the fleet.

Results for the day showed the new First 33.7 "Double Dutch" with owners Tony Sulsters & Bernard Van der Heyden winning the spinnaker division and yet another First 33.7 "Eau de Vie skippered by owner Murray Hayward taking out the honours in the non spinnaker division.

The prize ceremony held on the sun deck at the CYC was followed up by a reggae party. Lucky owners won trips to Club Med Noumea, magnums of champagne and of course Cristal d'Arques trophies for the placings.



# BENETEAU®





**D**ay 2 saw a lot more breeze from the North East. In gusty conditions members of the French community were invited on board owners yachts for another race around the various islands in the harbour. With companies like Pechiney, BNP, Paribas, Sanofi Winthrop, Thompson Marconi, Eurocopter involved some friendly company rivalling occurred out on the water. The eventual winner was Thompson Marconi who were guests on board Geoffrey Ross's First 53f5 "Yendys". All the participants enjoyed Orlando Wines, Laurent Perrier Champagne, Jamieson Irish Whiskey and fine food from Bluewater Cafe at yet another Reggae party.

Special thanks must go to EastSail for the race orchestration, and all of the sponsors namely Peugeot Australia, Ansett Australia, Singapore Airlines, Club Med, Novotel Darling Harbour, Evian, Accor, Maxim's Travel, Air Calin and all the others that contributed with their generosity and expertise.



'CAPTAIN ARALDITE' TREVOR JOYCE OF EASTSAIL AT THE HELM OF GEORGE SNOW'S FIRST 45F5 'INFINITY II'

## THE NAVIGATOR PACK

Beneteau have teamed up with some of the top brand names in electronics to offer an exclusive deal on all new Beneteau Yachts. For each model it offers on board electronics adapted to the boats navigation requirements, at unbeatable value for money. The Navigator packages are very competitively priced because they are the result of detailed analysis of the needs expressed by leisure boat owners, combined with special collaboration with brand names selected by Beneteau and improvements in the equipment fitting process. The Navigator packages vary from the log/speedometer/depth sounder on the Oceanis 281 to complete navigation equipment for an Oceanis 461 (log/speedometer/depth/wind/GPS + chart plotter/autopilot/radar).

Beneteau has selected the top brand names in the business: Brookes and Gatehouse, MLR, Furuno, Plastimo-Navman

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## OCEANIS *Clipper* 381

- Electric windlass, anchor, chain & warp, docking lines and fenders, side opening lifelines.
- 220 Volt shorepower with inside sockets and battery charger.
- Stereo F.M. radio & cassette player.
- And many other innovations : new wood finish, recessible cockpit door, etc..

**BENÉTEAU®**  
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NEW FOR '98



Océanis *Clipper* 281



Océanis *Clipper* 321



Océanis *Clipper* 351



Océanis *Clipper* 381



Océanis *Clipper* 411



Océanis *Clipper* 461



Océanis *Clipper* 36 cc



Océanis *Clipper* 40 cc



Océanis *Clipper* 44 cc

*Clipper*

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THE VOLVO TROPHY

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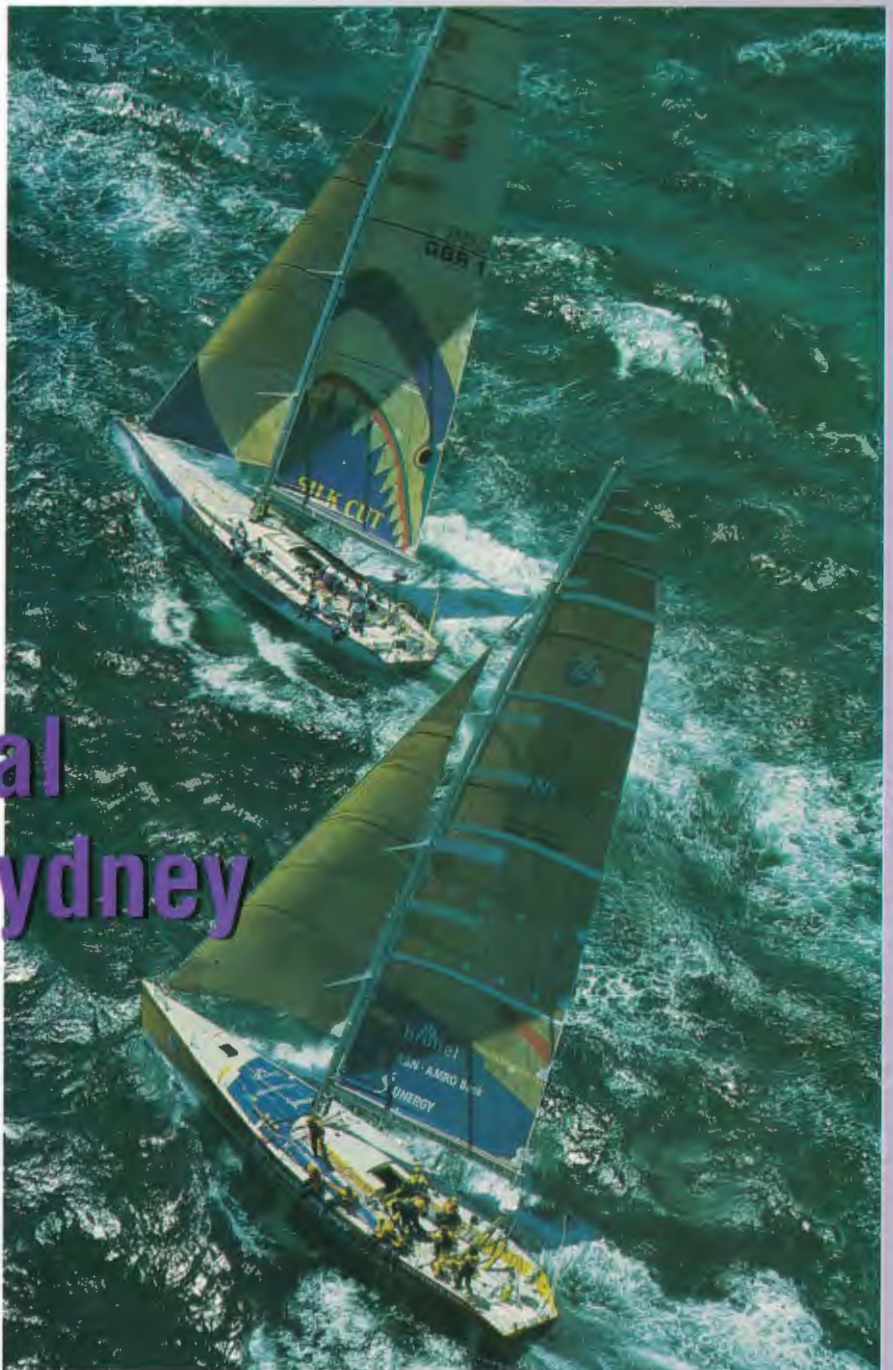
## Sensational finish in Sydney

Offshore's international correspondent Bob Fisher continues his report of the Whitbread Round the World Race for the Volvo Trophy. Fremantle to Sydney was the greatest leg in race history, he reports.

**F**orget all the Whitbread legs there have been in the 24 years history of the race; there has never been one to match the third leg, from Fremantle to Sydney, of the seventh race.

It was tight, dramatic, gripping and, quite simply, sensational. It will be talked about long after this race is over and had competitors and the world's spectators, from those on the water to the couch potatoes bent over the website, gripped in anticipation of what could possibly happen next.

The whole scenario was played out at a phenomenal pace with the boats



*Silk Cut*, the Australian-built W60 skippered by Lawrie Smith, leads *Brunel Sunergy*, as they reach out from Fremantle on the third leg of the Whitbread Round the World Race for the Volvo Trophy. (Pic - Ian Mainsbridge)

often wide apart on a north-south axis, but very little in the difference of their distance to the finish. It was everything that everybody could have wished and if there had to be those who were disappointed, it was those who were beaten by others to the finish, and even then, on that early Tuesday morning in Sydney's Darling Harbour, they had smiles on their faces.

"I don't mind sixth place," said Paul Standbridge on *Toshiba*. "It's been one hell of a race and," here he broke into a

smile, "we beat the old skipper." That skipper was not quite as happy, Lawrie Smith spoke of his seventh place with *Silk Cut* in less than glowing terms. "We cocked up," he said colourfully, but admitted that it could have been worse.

Paul Cayard, who won, was startlingly simple. "That WAS a sailboat race," he said, before even he was presented with the Volvo Trophy for winning the leg, his second success in the three legs.



THE VOLVO TROPHY

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"What drove me," he added with a huge grin, "was that for most of the day Gunnar Krantz had the keys to my wife's car!" Volvo provides the leg winner with a car for the stop-over as an additional prize.

"I think it was the best offshore ocean racing leg ever - certainly in the history of the Whitbread and possibly in any ocean race. After 2,000 miles it all boiled down to just a few minutes at the finishing line between first and second. It doesn't get any better than that. I've never seen a finish like it."

Out of the darkness and lit by the powerful floods of the television lights and phosphorus flares, Paul Cayard's *EF Language* crossed the Cruising Yacht Club of Australia's finishing line off the Opera House to cheering crowds ashore and a huge spectator fleet which had accompanied her down the Harbour from the time she entered through the Heads.

It was a sailboat race, as Cayard had said, one which had never been equalled for the closeness of the racing nor the finish.

Within 25 minutes of *EF Language* completing the 2,250 mile course in just under nine and a half days, six other boats had crossed the line, two of them less than a minute apart.

Cayard and his crew had fought for the lead with Gunnar Krantz's *Swedish Match* for the last 48 hours, the lead swinging first one way and then the other. In the final day, "we went for



Left: Paul Cayard, skipper of Fremantle to Sydney leg winner *EF Language*, at the helm while his navigator does a calculation from the gunwale. (Pic - Ian Mainsbridge). Right: It was wet and cold on the coffee grinders aboard *EF Education*, sailed by an all-women crew in the Whitbread Round the World Race. (Pic - Ric Tomlinson)

them inch by inch, foot by foot, get this side of them, get that side of them and book it," said Cayard, "and we booked it."

It was an triumphal passage to the line for Cayard; the *EF Language* crew dropped her spinnaker as they turned in to the harbour and came hard on the wind to miss the Sow & Pigs Reef. From there to Bradley's Head, sheets were cracked and the speed climbed to more than 13 knots. Then came a change of headsails, to a bigger reaching sail, hardly a jib-top in the traditional sense but one with a nearly 200% overlap.

*EF Language* cleaved through the chop and the wakes of the spectator vessels and her crew high fived in relief when they heard the finishing gun.

The race had been close throughout, due, Cayard said, "to an incredible meteorological anomaly." He explained that there were several opportunities which should have spread out the fleet, but they didn't happen, even though the leaders had been strung over 160 miles from north to south at times.

When the three factions came together out of the Bass Strait, the boats could all see one another and that led to an unprecedented leg of the Whitbread. By the 0600GMT schedule on the final



day, only 14.4 miles covered the entire fleet as it made its way up the New South Wales coast.

*Swedish Match* led *EF Language* by a mile and then it was six miles further back to *Chessie Racing* and the pack of *Innovation Kvaerner*, *Merit Cup*, *Silk Cut* and *Toshiba*. The pace, under masthead spinnakers was hot - most boats averaging around 14 knots. Cayard appeared to have slightly more pace, but it wasn't until Point Perpendicular, 90 miles from the finish, that he eventually passed Krantz.

For the 48 hours prior to the finish, no one on any boat had had much sleep and all the crews were hollow-eyed on arrival. Krantz and his crew were not only chasing *EF Language*, but they also had to fend off an attack by George Collins' *Chessie Racing*, the American boat finishing third, 53 seconds behind.

Two minutes later it was the turn of Grant Dalton with *Merit Cup* and a similar time separated the New Zealander from Knut Frostad's *Innovation Kvaerner*. Ten minutes later, the battle of the British skippers, Paul Standbridge with *Toshiba* and Lawrie Smith in *Silk Cut*, was resolved in Standbridge's favour - Smith's seventh was disappointing for the pre-race favourite.

Roy Heiner's *Brunel Sunergy* was



Left: Masthead problems were encountered by several yachts ast the start of the leg from Sydney to Auckland. (Pic - Ian Mainsbridge). Right: Dennis Conner waves goodbye from aboard *Toshiba* at the start of leg four. (Pic - Howard Wright). Below: The crew of *Merit Cup*, skippered by New Zealander Grant Dalton, unravel the reaching headsail soon after the start of the Whitbread leg from Sydney to Auckland. (Pic - Howard Wright).

eighth, 47 minutes ahead of Christine Guillou and the all-woman crew of *EF Education*. One hour and thirty eight minutes from first to last!

By contrast, the second leg had been a procession; *Swedish Match* led from two hours after the start and finished the 4,600 miles from Cape Town to Fremantle with a lead of more than 200 miles. For this triumph, skipper Gunnar Krantz praised his co-skipper, Erle Williams, for his tactics. "Erle was persistent," he said, "and we went the way he wanted even though it split us away from the fleet."

No skipper wants to do that in the early hours of any leg, but in the light winds off Cape Town, finding the new breeze first proved to be a leg winning strategy.

That success was carved shortly after the start when the fleet had completed three short legs around Table Bay, principally for the spectators and television. Williams and navigator, Roger Nilson, had thoroughly investigated the local conditions with Cape Town sailor Geoff Meek and confirmed his prognostications with 'J-J' Provoyeur (ex-BOC).

Geoff drew a pencil line on their chart and told them to stay to the west of it. They did while the rest went to the east and were becalmed. The smoke

from a freighter confirmed their tactics, Williams climbing the mast several times to confirm the wind line, and from 16 miles clear in three hours, they built a solid lead, once exceeding 300 miles, by riding their own weather system.

But not even Williams could have foreseen that they would have made such a huge advantage, but it took *Swedish Match* on to the front of a system which the others could only cling to the tail. But *Swedish Match* stretched, and was never seriously troubled for



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the rest of the leg, finally crossing the finishing line almost a day in front of *Innovation Kvaerner* on a warm, black summer's night.

While the last few miles were slow for the dark blue hulled boat, the pace Overall points after three legs:

*EF Language* 302, *Innovation Kvaerner* 267, *Swedish Match* 253, *Merit Cup* 228, *Chessie Racing* 213, *Silk Cut* 208, *Toshiba* 207, *EF Education* 80, *Brunel Sunergy* 66.

**STOP PRESS:** *Merit Cup*, skippered by New Zealander Grant Dalton, came from astern to beat *Toshiba*, with Dennis Conner on the wheel, in the fourth leg from Sydney to Auckland. A protest by Conner was dismissed. ▲

# Auxillary Power Guide

The modern breed of 'iron topsails' reflect the performance and environmental needs of today's yachting scene. In short, they're leaner, cleaner and pack more punch for their weight. James Hill reviews the latest models available in diesel and petrol outboards.

On the face of it, the marine auxiliary market hasn't changed a great deal in the last decade with larger yachts continuing to fit either saildrive, or shaft-drive diesel and smaller yachts, externally-mounted outboards.

Take a closer look at the market and you find there have been some very positive changes, with both performance and environmental improvements, of equal benefit to racing or cruising yacht owners.

Certainly the new breed of late 90's motors are cleaner and better performing units, and that's something to consider if you're thinking about repowering your existing yacht.

Interesting developments are happening at both the diesel and outboard level, but first let us look at diesels since these are still the power system-of-choice for most yachtsies.

## MODERN DIESELS

Driven by market competition, and tougher pollution controls in the major markets of Europe USA, diesel manufacturers have been improving the efficiency levels of their motors so they don't put out as much emission to foul the waterways. The side benefit is they've created motors which are cleaner within the boat.

These new motors are also quieter operating thanks to design improvements to the internal engine design and vibration mounts.

In the process of going for a hotter and cleaner fuel burn the new generation of diesels are just about all fresh-water cooling. Having a closed fresh-water cooling system enables them to run faster and smoother. This is simply because fresh water has a higher tolerance of heat and allows the motor to run at a higher operation temperature.

Actual engine performance levels



Efficient auxiliary power is now considered an essential aspect of modern yachting, especially with the time constraints of modern life.

have also been improved through going to a shorter stroke, more high compression style of motor. They're quieter, more compact and computer design technology has also which enabled manufacturers to build the motor blocks, internal components, etc very precisely, and with less weight.

Improved design means the today's breed of motors simply perform better than motors of ten years ago.

Many of us who have been in sailing for awhile will remember the rough, but generally reliable diesels of the 60s and 70s. They did the job all right, but they always sounded noisy

# THE POWER TO RELAX

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Right from the 10hp you can relax and enjoy the benefits of Volvo Penta Marine diesels.

Reliability, smooth running, freshwater cooling and 60A 14V charging all add up to the very essence of pleasure boating. Comfort, easy handling and a feeling of safety.

With eight models from 10hp to 105hp, the 2000 and 22 Series diesels are the quality choice for sailing yachts and small power boats.

Easy to install with three drive options including the silent running S-drive and with conversion kits for replacement of older Volvo Penta engines, they are the obvious choice for repowering and new boats.



The wide range of accessories includes the all new three blade folding propeller.

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# VOLVO PENTA

AAA2066

February • March 1998

27

Volvo Penta's latest range of saildrive and shaft drive diesels show trend to lighter and more powerful motors.

and set up a lot of vibration in the boat.

The modern motor situation is better. This is in part due to the smoother performance of the modern diesels, and also to the way motors are being sold as a total system.

Whether the brand is Volvo Penta, Yanmar, Bukh, Nanni or whoever the suppliers will offer a total package which includes the motor bed mounts, drive shaft, propeller, battery boxes and whatever else is needed.

Companies like Volvo Penta offer the option of a service contract whereby the owner can lock-in the running cost of the motor over its estimated service life. This is particularly popular with charter fleets, as well as sponsored yachts like the Whitbread 60s which include running costs in the sponsor package.

Most yachties won't go quite as far as a service contract, but they will have their motors serviced according to the service book. This usually involved a service after the first 20 hours of running, then every 100 hours. Not surprisingly many yacht auxiliaries never wear-out so much as rust-out for lack of engine hours actually clocked up.

There's also a general trend for the distributor to supply all the extras which are required today on modern yachts such as hot-water services. Gen sets (onboard power generators) are also more popular these days on larger sized yachts because of the increased demand for electrical equipment from lights to radars, and even computer systems.

In the larger sized yachts we're also seeing the huge ben-



efits of using turbo-charged diesels. These types of motors provide a very high level of power without being very heavy, or space-robbing.

Top production race yachts like the Bashford Sydney 60 are being fitted with these motors, while the superb new Whitbread 60 racer *Silk Cut* built at the Sydney yard of McConaghy and currently racing in the Whitbread has a turbo-charged Yanmar 4JH2 four-cylinder diesel. It also has a smaller motor to drive the water-ballast pumps.

It's quite common to find most performance yachts of 46 foot upwards being fitted with a turbo diesel these days because it means a relatively smaller, hence lighter motor can be fitted. The Farr 47 Ausmaid, for example, also has a 4JH2 Yanmar diesel.

In the larger sized yachts we're also seeing the huge benefits of using turbo-charged diesels. These types of motors provide a very high level of power without being very heavy, or space-robbing.

Not surprisingly many of the modern cruising yachts, especially the new breed of super-cruisers also fit turbo diesels. In this case they can go for a bit bigger motor so they can achieve higher levels of motoring performance.

Smaller sized yachts are less likely to have turbo diesels simply because the turbo models don't come into the sub 50hp range. They use what we call "naturally aspired" or motors which breath naturally without air being forced into them with a turbo-charger.

Talking about cruising and cruiser/racers it's interesting

## DIESEL ENGINES SERVICE AND REPAIRS

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to note the 90s trend to fit bigger horsepower motors than in the past. In some cases the owner is accepting a slight weight penalty, but generally this is seen as acceptable as it gives more power for better motoring performance.

Yachts under 46 foot are less likely to carry a separate generator and will use an alternator on the motor to charge up the ship's battery system for the lights, U-tectics, etc.

The new 2000 and 22 series Volvo Pentas, for instance, come with a powerful 14 volt, 60 amp alternator which has a built-in electronic charging sensor as standard to help protect against over-charging. This means there's no need for an additional regulator.

The design improvements in motors have, of course, allowed the motors to grow but also the fact that there's greater variety of motor models from 10hp - 100hp has also been a big help. It's interesting to note too that the modern hull shape with its increased stern width and more buoyant aft sections helps us go for larger sized motors.

Racing yachts are naturally much more sensitive about the level of internal weights and particularly weights in the ends of the boat. However, the way modern race boats are designed with the trunk cabin well for'ard the motor usually ends up sitting closer to the centre of buoyancy.

It's also interesting to note that even the race boats today don't stint on the horsepower as much as they did in the past. A cynic might say its because their crews never quite know when they are going to lose their rigs and need to motor home! However, safety issues aside the simple fact is the motors are giving better power output, especially turbo-diesels.

## **SAILDRIVES VERSES SHAFT**

Saildrive legs have become increasingly popular in the yachting market, especially in rating classes where they sometimes get a rating advantage. There are arguments back and forth about whether a saildrive is less drag than a thin exposed shaft on a bracket.

Suffice to say the saildrive seems to win the argument on all round practicality - that is they're less likely to hook up mooring lines and other foreign objects floating below the water.

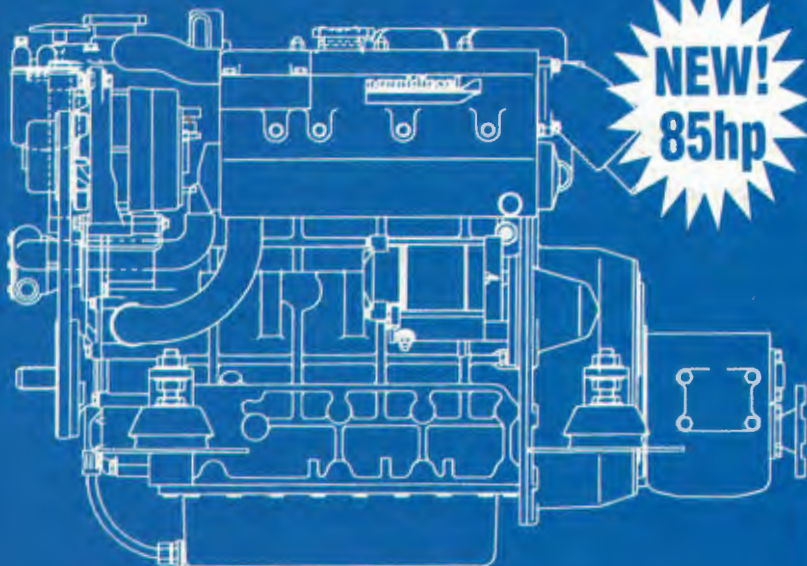
In Australia we see a lot more of

our new production yachts fitted with saildrives simply because they are easier to install from the builder's point of view. The actual saildrive adds to the cost, but in small scale and one-off boat production this is won back by less labour hours involved with the installation.

In Europe and the USA, where they've got much bigger yacht production outputs the cost equation tends to work the other way because they have specialised installers in the factory. That's probably why Beneteau and Catalina tend to go with shaft-drives.

One could argue the benefits of either drive system, but at the end of the day both seem to have been well proven. Some top line race boat designs still call for a shaft drive for vari-

# **NANNI DIESEL MARINE ENGINES**



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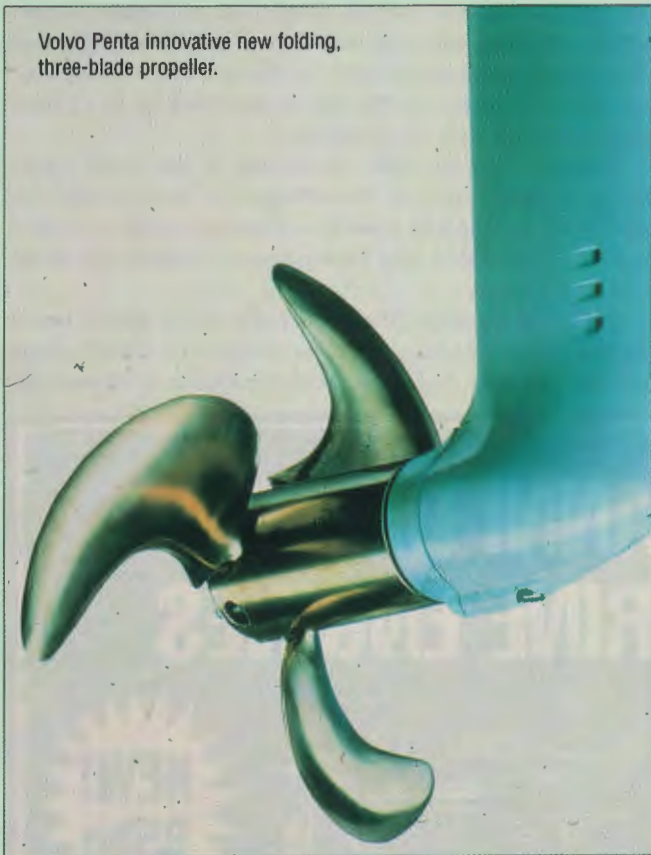
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Volvo Penta innovative new folding, three-blade propeller.



ous reasons to do with engine placement within the boat, and sometimes rating as well. Meanwhile shaft drive naturally suits the old style, long keeler where the propeller fits in an aperture cut-out between the keel and rudder.

## FOLDING PROPELLERS

One of the biggest lessons we've learnt in the last ten years is that whatever type of sailboat you own, you're crazy not to have a folding propeller. The drag associated with a fixed propeller is simply not worth the benefit you get in improved forward and reverse motor performance.

No rating benefit ever makes up for the loss of performance from a fixed propeller, especially in light airs where it has a very adverse affect. Tests with fixed two and folding two-bladers have shown the drag can be up to ten times and worth a good knot in speed!

The trouble with folding props has generally been their poor performance and in forward, and particularly reverse gear. This is why the dedicated cruising sailor has tended to stay with a fixed three-blader which gives very good performance either way.

However help is now on the way. You can now get some really good folding props - including three blade types which work well in forward and reverse. Gori (sold through Yanmar) has a range of two and three-blade propellers to suit different power outputs, very efficient in reverse and forward gear.

Volvo Penta has just released a new three-blade folding propeller for sailboats which it claims to be a breakthrough in design. This propeller is available in 12 different sizes to suit both saildrive and shaft drives. With its

unique elliptical blade (high skew) design this prop gives almost a knot more in speed forward than a two-blade, and in reverse it produces around twice as much thrust. This means better manoeuvrability in tight spaces and when docking in marinas.

Another big benefit of the Volvo three-blade folding prop is that it's extremely quiet and vibration-free. The speed performance is also said to be largely comparable

Help is now on the way. You can now get some really good folding props - including three blade types which work well in forward and reverse.

to a fixed three-blade prop so it's great for cruiser/racers.

Also on the subject of engine quietness many designers and builders are now paying a lot more attention to engine room sound-proofing.

One of the best on the market in this regard is a product called Acou Stop. Basically it is a heavily loaded rubber barrier which acts to prevent noise getting out of the engine room. Provided good ventilation is still maintained for the engine to breath and release hot air, a well insulated engine room will make a big difference to crew comfort.

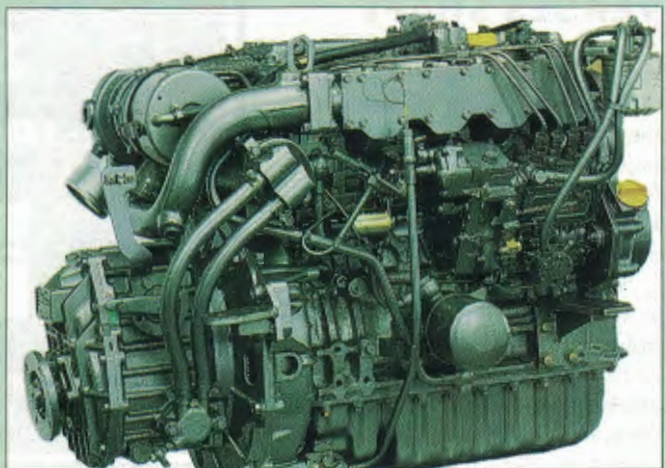
## VOLVO WHITBREAD RACE

The exciting news that Volvo Penta has taken over the head sponsorship of the famous Whitbread Around The World Race can only mean good news to yacht owners in general. Through its Volvo Penta division Volvo will be carrying out the motor service work for the whole fleet free of charge at each stop-over point.

At the same time Volvo Penta has released a range of new marine engine products such as the three-blade folding prop mentioned and more new engines.

Volvo Penta is also stepping up marketing activity after the quieter times of the early 90s recession. The company has released an expanded range of diesels to suit

The Yanmar 4JH2 turbo model diesels as fitted to the W.60 SILK CUT.





small to large yachts.

They're also offering owners a comprehensive range of accessories right down to sound-shields and gen sets. Volvo Penta also offer a computer program to help match the right power and propeller to your yacht, be it a racer, cruiser or big multihull.

Volvo Penta has also been at the forefront of saildrive diesel development since it invented the idea and their current 2000 and 22 series diesel provide a very attractive range of modern, compact, very fuel efficient motors 10 - 105hp. The bigger TMD 22 (78hp) and TAMD 22 (105hp) are in fact turbo-charged diesels and very suitable for larger sized racing and cruising yachts.

All this series of Volvo Pentas are available in shaft or S Drive (saildrive) versions. The factory offers a 7 degree down, or straight output for shaft installations and a big range of engine bed adaptor brackets to make it easy when doing a re-power job on an older yacht.

Fresh water cooling is standard on all 2000 and 22 series Volvo Pentas and the company claims these motors are both more fuel efficient and produce much lower exhaust emission than the previous generation of diesels.

## OUTBOARDS

In the smaller yacht scene of boats under 28 foot the trend is definitely towards outboard power. This is largely due to most of the new yachts under this size being the sportsboat type.



Johnson special sailor series 9.9hp features fresh water flushing port and hi-thrust four blade propeller.



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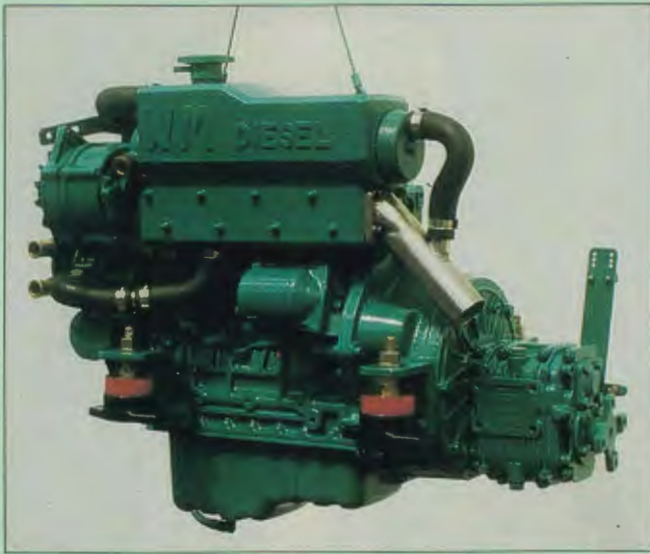
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The WM 35hp diesel sold in Sydney by Witchard Marine is another one of the new water-cooled styled diesels.

These boats are very lightweight, trailerable types which require absolute minimum underwater drag and so inboard motors are generally out of contention.

For the owner of a new sportsboat like an Elliott 770 or Magic 25 a small outboard on a transom bracket is the way to go. Fortunately outboards have been getting cleaner, and more efficient so you get quite good perfor-

Lately the outboard companies have also been introducing a number of four-stroke motors in the sizes we're interested 4 - 15hp. These motors are particularly well suited to the yacht auxiliary role...

mance out of even a 4hp or 6hp motor.

In most cases you'll need to get the long shaft (20 inch) or Extra Long (25 inch) model due to the extra height in a yacht transom compared to powerboats. Many of the outboards offer optional long and X long legs within special "sailor" versions.

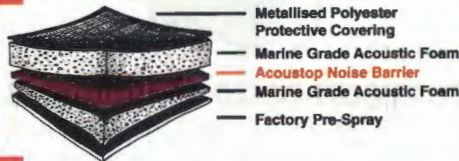
Basically this usually means better low down thrust to suit the heavier weight of the yacht compared to a light runabout. These motors also come with alternator kits to enable battery charging for the electrics.

Lately the outboard companies have also been introducing a number of four-stroke motors in the sizes we're interested 4 - 15hp. These motors are particularly well suited to the yacht auxiliary role, however the extra weight penalty and higher price of these motors tends to precludes them being popular with racers. Mind you, they are probably a very good way to go if you using



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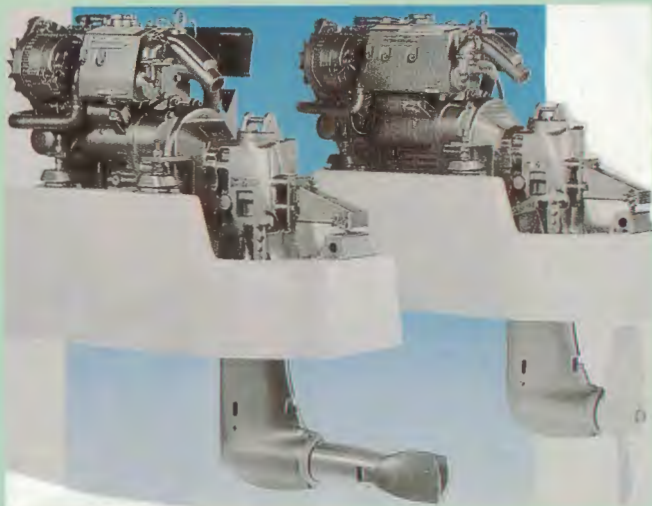
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The new Johnson and Evinrude 9.9hp, for instance, is a lovely quiet motor and comes with a four-blade prop for extra high thrust performance.

Another clever feature with the new Johnson and Evinrude two-stroke models, 9.9hp and upwards, is a freshwater flushing port so you can flush the motor back at the boat ramp, dock or home driveway without starting the motor and driving everyone crazy.

Other features of this motor include an innovative smart-start anti-kickback and automatic pressure/temp regulated cooling system.

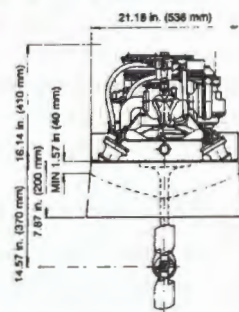
All the new outboards have better paint finishes for improved corrosion resistance in salt water. Another clever feature with the new Johnson and Evinrude two-stroke models, 9.9hp and upwards, is a freshwater flushing port so you can flush the motor back at the boat ramp, dock or home driveway without starting the motor and driving everyone crazy.

With small diesels going down to 10hp the outboards basically fill in the power band below this figure for the small yacht. There's definitely some convenience in having an inboard motor, but if your yacht is a light sports-boat you are much better off going for a small motor which can be transom mounted. ▲

**Look out for Offshore Yachting's feature on The Whitsundays next issue.**

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# Brindabella's bonanza began with Canon Big Boat Challenge

Organised by the Cruising Yacht Club of Australia and sailed on Sydney Harbour just one week before the race to Hobart, the Canon Big Boat Challenge this year attracted a classy fleet of yachts, from 60-footers to 75-footers.

It also attracted the largest spectator fleet yet to follow the colourful racing around the buoys on a 15 nautical mile course that included twice round Fort Denison with the spinnaker finish off the famous Sydney Opera House.

Canon Australia again used the event to entertain corporate clients aboard two ferries following the race, while several other Sydney-based companies also held their Christmas luncheon for senior staff and clients aboard ferries to watch the Big Boat Challenge. Sailed over the Friday luncheon period, hun-



The line honours winning bonanza for Brindabella, Australia's champion maxi yacht and line honours winner of the 1997 Telstra Sydney to Hobart ocean race, began with the 1997 Canon Big Boat Challenge, now firmly established as the traditional lead-in to the Sydney to Hobart.

dreds of people came down to the harbour foreshores to watch the race.

*Brindabella*, the Jutson-designed 75-footer owned and skippered by Sydney yachtsman and businessman George Snow, notched up her fourth win in the Canon Big Boat Series. She scored a comfortable line honours victory from *Exile*, a Reichel/Pugh-

designed 66-footer owned by Warwick Miller, a member of the Royal Hong Kong Yacht Club.

Third to finish was *Nicorette*, the Swedish based former Whitbread round-the-world race maxi skippered by Ludde Ingvall, fourth being another maxi, *Marchioness*, owned by a syndicate of Sydney yachtsmen.

On corrected time handicaps, first place went to *Exile* from the fast 50-footer *Wild Thing* (Ron Ellis), third going to *Nicorette*, fourth to *Brindabella*.

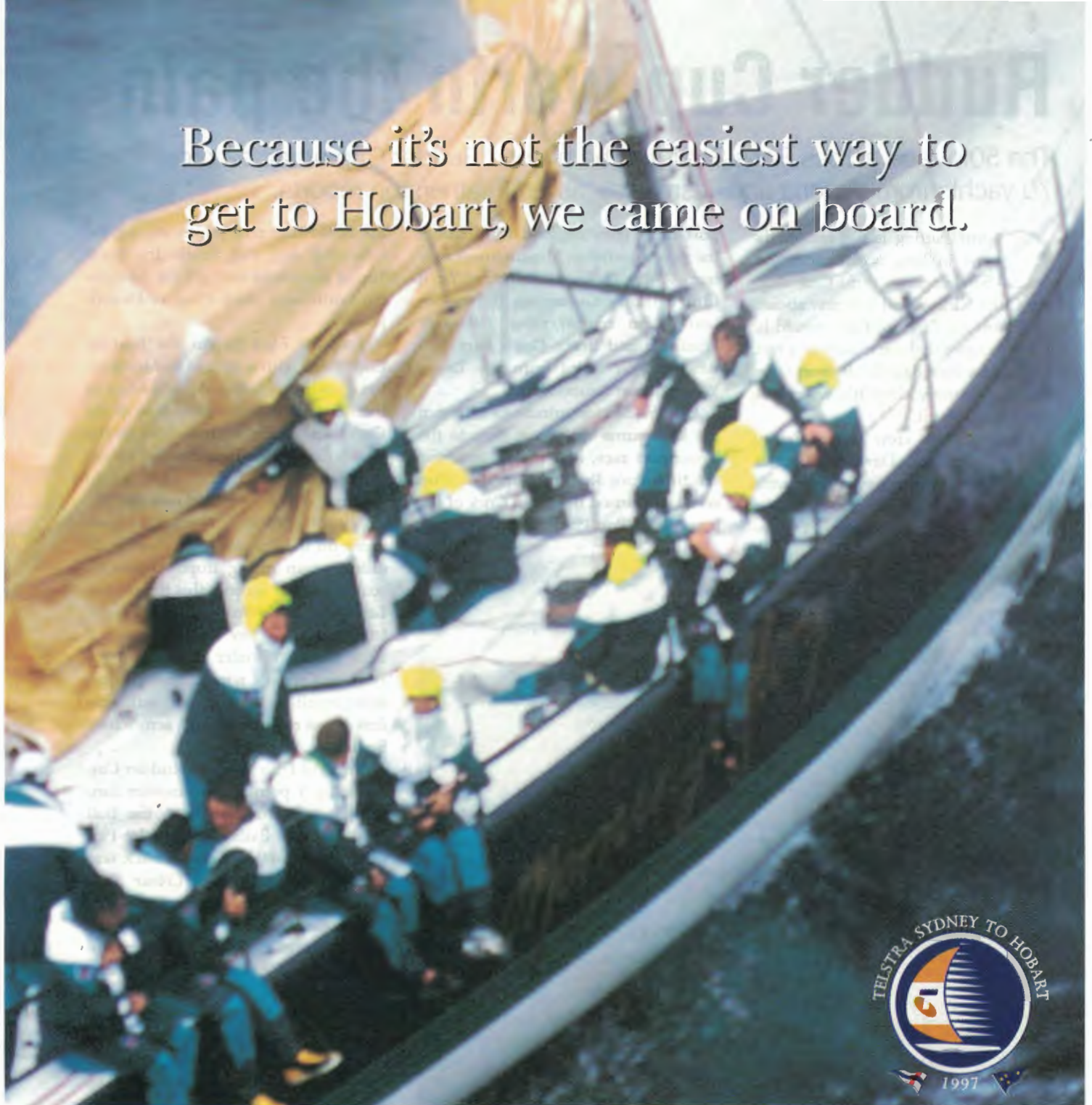
*Brindabella* went on to take line honours in the Sydney to Hobart and also in the King of the Derwent Race in Hobart, making a clean sweep of the three races that made up the inaugural Bass and Flinders Trophy series - the Canon Big Boat Challenge, the Telstra Sydney to Hobart and the Wrest Point King of the Derwent.

This series has been introduced as a perpetual trophy to commemorate 200 years since the famous navigators George Bass and Matthew Flinders made the first circumnavigation of the island state of Tasmania, then called Van Diemens Land. ▲

Above: Brindabella on her way to give owner George Snow his fourth win in the Canon Big Boat Challenge on Sydney Harbour, the traditional lead-up to the Telstra Sydney to Hobart. (Pic - Ian Mainsbridge). Below: Pocket maxis in action in the Canon Big Boat Challenge, with Charles Curran's *Sydney* and Ron Ellis' *Wild Thing* duelling throughout the race in a lead-up to their encounter in the Pittwater to Coffs Harbour race the following week. (Pic - Ian Mainsbridge).



Because it's not the easiest way to get to Hobart, we came on board.



The annual Telstra Sydney to Hobart Yacht Race is internationally renowned as a test of human endurance. Which is where Telstra comes in.

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# Rudder Cup worth the pain

The 50th race across Bass Strait for the historic Rudder Cup attracted more than 70 yachts from Victoria and Tasmania, as Ed Featherston reports.

**G**unn'l sitting is not one of the joys of long ocean races. But Sandringham Yacht Club skipper Chris Nicholl and his crew aboard the Elliott 9.6, *Frequent Flyer*, would be quick to agree that the misery of a wet, cold ride across Bass Strait soon fades into the memory drop file when you notch a top result.

Chris and his crew of Jeff Casley, Ashley Trebilcock, Daryl Matuschka, John (Nanna) Young, Kevin Griggs and Brendan O'Connor did it hard in the 196 nautical mile Melbourne to Devon-

port race. They finished third under the new Australian Measurement System (AMS) to Royal Brighton Yacht Club's Thorry Gunnensen in his Joubert 12.8m cruiser/racer *Tilting at Windmills* and Bruce Guy's Farr 12m *Business Post Naiad* from the Tamar Yacht Club at Launceston.

Guy made a last minute switch from the Melbourne to Hobart fleet to the Devonport race, and missed entering the three-race Rudder Cup. The Cup series comprised the 25nm Cock of the Bay race on Port Phillip on Boxing Day,

the Bass Strait race which started the following day, and finally the Boral Top of the Island race off the Tasmanian north-west coast town of Devonport.

*Frequent Flyer* began the Rudder Cup series with a second to Mornington co-skippers Rob and Justin Mace in their Davidson 10.2m *Relentless* in the Cock of the Bay. With a third in the Bass Strait dash to Devonport, *Frequent Flyer* headed the pointscore going into the final Top of the Island race.

Nicholl notched *Frequent Flyer's* name on the Rudder Cup, Australia's oldest ocean racing trophy when he scored another second, this time to Bill Lennon's Hick 9m *Working Capital* from Hobson's Bay Yacht Club, in a light breeze 10-miler off Devonport. *Working Capital's* win was an encouraging result for Lennon, who sailed his first ocean race in the dash across Bass Strait.

*Frequent Flyer* won the Rudder Cup series by 5 points from another Sandringham Yacht Club boat, the Bull 9000 *Full as a Bull*, skippered by Phil Coombs. A further 7 points back was James Kellett's Farr 35, *Colour Solutions*, also from Sandringham.

The Rudder Cup, presented by the then editor of the US yachting magazine "Rudder" to encourage ocean racing in Australia, was first raced for in 1907 when four yachts thrashed through ugly conditions across Bass Strait from Queenscliff to Low Head at the entrance to the Tamar River. The experience was deemed to be so atrocious and dangerous that it was not until 1929 that another race across Bass Strait was conducted.

The attraction of competing in the 50th running of the Rudder Cup boosted fleet numbers to 75, with many crews keen to complete the trio of the 50th Sydney to Hobart in 1994, the 25th Melbourne to Hobart West Coaster in 1996, and the Devonport race and series.

Line honours in the Melbourne to Devonport race went to another San-

Runner-up for line honours in the Bass Strait dash was the Launceston yacht *Wild Apple*, skippered by Bruce Guy. (pic - Theo Spykers, courtesy of Imageprint Photography, Hobart)



Line honours in the 50th race across Bass Strait, from Queenscliff to Devonport, went to Jo Westerlo's *Prowler*, but light winds near the finish off the north-west coast of Tasmania cost her a possible race record. (pic - Theo Spykers, courtesy of Imageprint Photography, Hobart)



dringham Yacht Club member, Joe Westerlo, skippering his Elliott 47, *Prowler*, which led from start to finish. Westerlo had his sights on the race record, the 30 knot sou'wester at the start faded overnight to a light and variable seabreeze as *Prowler* neared the Tasmanian north west coast.

*Prowler* covered the 196 nm course in 24 hours 52 minutes 52 seconds, with Westerlo saying he could not get the boatspeed above 11.5 knots. Surprisingly, he said he did not enjoy long ocean races as much as the adrenaline rush of round-the-cans regatta-style events. Nevertheless, he was considering contesting the Brisbane to Honiara race in May.

*Prowler* beat Launceston yachtsman David Stephenson in his Inglis 47, *Wild Apple* (nee *Wild Thing*) into the Mersey River by an hour and 14 minutes. Third to finish was Royal Geelong Yacht Club member Kevin Bell with his Adams 50, *Volante*, an hour and 19 minutes further astern.

Hard luck story of the race came from Sandringham's Peter Sajat with his Farr 51 cruiser/racer *Mare Liberum* which led the premier AMS division to within 37 miles of the finish before tearing out the leech of its roller-furled headsail during its only tack of the race.

At the time, Sajat's nearest rival was five miles astern, with the eventual corrected time winner, *Tilting at Windmills*, 12 miles astern. The crew set the only other "headsail" they had, a genaker, and could only sail at right angles to the rhumbline for an hour before the filling seabreeze carried them up to the finish in a 15 mile



Offshore racing newcomer Bill Lennon sailed the little sloop *Working Capital* to victory in the Top of Island race, third race of the Rudder Cup series. (pic - Theo Spykers, courtesy of Imageprint Photography, Hobart).

radius half circle!

The fleet for the Performance Handicap division of the Devonport race was split into two divisions with Royal Brighton Yacht Club's Kerry McGorlick's Adams 43, *Waterfront Bay*, winning the big boat Division A from the Royal Melbourne Yacht Squadron's Harry Leggett, sailing his Adams 40, *Avenger*. Division B went to Ian McKenzie from the Royal Yacht Club of Victoria in his Spencer 38, *Supertramp*, with Royal Brighton's Scott Robinson, skippering his little

Swanson 27, *Joanne*.

*Joanne* won the final race of the series to take out the Performance Handicap division of the Rudder Cup, winning by 5 points from Archie Waters' Joubert-designed *Vagrant*, and Hobson Bay Yacht Club's Carter 30, *Knot a Clew*, skippered by Rob Gregson.

John Collis from Royal Melbourne won the Two-Handed Division in his Adams 40, *Aggro*, building on his November win in the Melbourne to Stanley race. ▲

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Wherever possible we ask CYCA members to support these organisations which help our Club.

# Emotional Hooligan collects five grand at Coffs Harbour

*Wild Thing* and *Zoe* are no longer the bridesmaids, winning line and overall victories in the 71 strong Strathfield Car Radios Pittwater-Coffs Harbour Yacht Race. However, it was *Emotional Hooligan* with her consistent performances that finally collected the \$5,000 prize-money, finishing highest point scorer in the five race series. Di Pearson reports.

Sydney yachtsmen Ron Ellis and Ivan When have finally had their day, after some top places in their respective careers, but none of them major wins. Ellis took line honors with *Wild Thing* and Ivan When the overall win with *Zoe*, in the Strathfield Car Radios Pittwater to Coffs Harbour Yacht Race, conducted by the Royal



*Wild Thing*, skippered by Ron Ellis, surfs northwards on the way to line honours in the Strathfield Car Radios Pittwater to Coffs Harbour race. (Pic - Ian Mainsbridge).

Prince Alfred Yacht Club.

In the PHS class, Royal Prince Alfred Yacht Club Commodore, Bruce Staples, won with his new *Eagle 14, More Witchcraft*. This was his fourth win in this race, in which he has also placed third twice in the past, along with many wins in other major offshore races.

In what most would call perfect sailing conditions, *Wild Thing* missed taking the race record set by *The Office* (Arthur Bloore) in 1984 of 20 hours 56 minutes and 56 seconds, by just over two and a half hours, finishing in 23 hours 2 minutes and 2 seconds.

When the starters canon was fired at 1.00pm on December 27, the wind was from the south-east at around 18 knots

and there it stayed for most of the next three days. While the breeze dropped off at times and swung further east, the bulk of the fleet enjoyed a spinnaker run all the way to Coffs Harbour.

These conditions ensured that it was pretty much a big boat race. The tailenders were not so fortunate towards the end as the wind flicked round to the north east then back to south east and much lighter than those yachts in the top half of the fleet had encountered.

*Wild Thing*, a seven year old timber downwind-flyer which finished third on line last year, was originally designed by Jim Inglis, but modified by Iain Murray for more boat speed. *Wild Thing* revelled in the conditions, but had a hard time shaking off



Force Eleven running at speed under spinnaker in the Pittwater to Coffs Harbour race. (Pic - Ian Mainsbridge)

Charles Curran's 60-footer *Sydney*, also a design of Iain Murray's. Both yachts were representing the Cruising Yacht Club of Australia.

Three times during the race the two swapped the lead, *Sydney* finally succumbed, falling into a hole of Crowdy Head on the evening of the 27th. "We couldn't shake her off" Ellis said after the finish. "She kept us honest and gave us a great race" he added.

Sailing master Scott Gilbert said the win was a team effort, "we had a great crew for this race and Roger Badham's weather predictions were perfect - spot on". For Gilbert it was a trifecta of sorts. Winning the race, the Tasmanian celebrated his birthday two days later and was to marry the following Sunday.

Next to finish was the overall PHS

winner, *More Witchcraft*, followed by the IMS overall winner, *Zoe*, a BH41 launched mid last year for her Royal Sydney Yacht Squadron owner. "I am so glad we decided to race north - as are the whole crew" When said. "We sacrificed a place in the NSW Southern Cross Cup team to do this race, I've got a great crew" he added. His crew included well known yachtsman, Richard "Blue" Chapman.

They were not so lucky with the overall series though. Going into the fifth and final race the leader on points, *Zoe* crossed the start line prema-

turely, ending all chances of winning the \$5,000.00 prize money donated by Strathfield Car Radios.

Just missing out on a first place was Robbo Robertson's *The Last Picasso*. The irrepressible Queenslander had a good series, finishing 2nd overall in the long race and second in the five race series, saying it will probably be his last race north.

Ron Ellis and the winning crew of *Wild Thing* after taking line honours in the Strathfield Car Radios Pittwater to Coffs Harbour race. (Pic - Di Pearson)



"we had a great crew for this race and Roger Badham's weather predictions were perfect - spot on"

In third place overall was Marcus Blackmore with his Mumm 36, *Emotional Hooligan*. Blackmore, an RPAYC member, was the eventual highest point scorer of the five race series. He astounded all at the presentation dinner by donating the money to the Vietnam Veterans.

"Like others in this room, I am a Vietnam vet and during my stay in Coffs Harbour was shown kindness by this Group" he said as he pledged the money.

In PHS, whilst an unstoppable Bruce Staples took first place, Ron Ellis scored again with a secpmd placing and Michael Welsh's *Raffles*, an 11 year old Sayer 35 from Sandringham Yacht Club in Victoria, coming in third.

The overall placings in the five race series were; IMS - 1. *Emotional Hooligan* (Marcus Blackmore), 2. *The Last Picasso* (Robbo Robertson) 3. *Soundtrack* (Mike Perjanik. PHS - 1. *Wings* (Warwick Nichols), 2. *Excitable Boy* (Michael Alsop), 3. *Raffles* (Michael Welsh).

The Teams Trophy was again hotly contested with the RPAYC 3 team of



*Abracadabra* (Gavin Ward), *Emotional Hooligan* and *The Last Picasso* winning the IMS Trophy and Sandringham Yacht Club Victoria taking out the PHS Trophy with the team comprising *Raffles*, *Sagacious II* (Paul Jacka) and *Rum Runner* (Chris Purkiss). ▲



Above left: Contrast in size of competitors in the Pittwater to Coffs Harbour race - Charles Curran's 60-footer *Sydney* and Rod Skellet's 30-footer, *Wild Bull*, as they head north. (Pic - Ian Mainsbridge). Above: *Emotional Hooligan*, Marcus Blackmore's Mumm 36 which was overall IMS winner of the Strathfield Car Radios Pittwater-Coffs Harbour Series. (Pic - Ian Mainsbridge)



Firetel, Shogun, Wild Thing and Maatsuyker Island (world's largest photographic print, in the foyer of the International Photography Hall of Fame, Oklahoma City, USA)

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# SAP supports Youth Sailing

Following his record breaking line honours win in the 1996 Telstra Sydney to Hobart, Hasso Plattner, the owner of the German maxi *Morning Glory*, generously agreed to invest back into the sport by sponsoring the Cruising Yacht Club of Australia's Youth Sailing Academy.

The sponsorship has been arranged through the company that Hasso co-founded and co-chairs, SAP. SAP is the fourth largest software company in the world, supplying business software to a variety of industries and companies.

Thanks to SAP, Academy Coach Dayne Sharp set up a Youth Development Fund to help cover the cost of sending the CYCA's representative youth teams to various local, national and international regattas in prepara-

tion for the 2000 Olympic Games.

CYCA teams recently competed and placed well in the NSW Match Racing Championship, the International Coca-Cola Selection Series, the Foxtel Interclub Regatta and the Royal Prince Alfred's International Youth Match Racing Series.

The SAP sponsorship has also enabled Sharp to expand the Academy's offshore training program. This introduces graduates to offshore sailing once they have completed their Advanced Course on the Elliott 5.9s, the training yachts for the Academy.

This program has been so successful that junior club members are now part of the regular crew on board yachts competing in the Sydney to Gold Coast and the grueling Telstra Sydney to Hobart Yacht Race.

Another component of SAP's sponsorship of the YSA is the maintenance and daily upkeep of the Academy coach boat which allows the coach to provide on-water training and supervision to students learning to sail.

The Cruising Yacht Club of Australia would like to thank SAP for its



Hasso Plattner's record-breaking maxi yacht *Morning Glory*. (Pic - Ian Mainsbridge)

commitment to fostering junior sailing through sponsorship of the Club's highly successful youth training program. ▲

## I see by our surly expression, rumpled sails and recently awarded wooden spoon that we didn't fit Bluestreaks.

While opinion on sailing seems evenly split about most things, sail battens aren't one of them. Talk to leading contenders in most classes and they'll tell you just how critical the right choice of batten is to a top finish.

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# LIGHTNING - ONE OF NATURE'S HAZARDS

The lightning generated by thunderstorms is certainly a big hazard. In statistical terms, lightning poses a greater threat to individuals than almost any other natural hazard in Australia, accounting for five to ten deaths and well over 100 injuries annually.

There are two basic types of lightning discharge - forked, in which many luminous branches are visible and sheet, in which the emitted light is diffuse because of obscuring by cloud.

Forked lightning forms near the cloud base in the form of an invisible discharge, which is called the stepped leader (Fig. 1a). This discharge moves downward toward the earth in a series of steps about 50m long. At a distance of approximately 10 to 100m

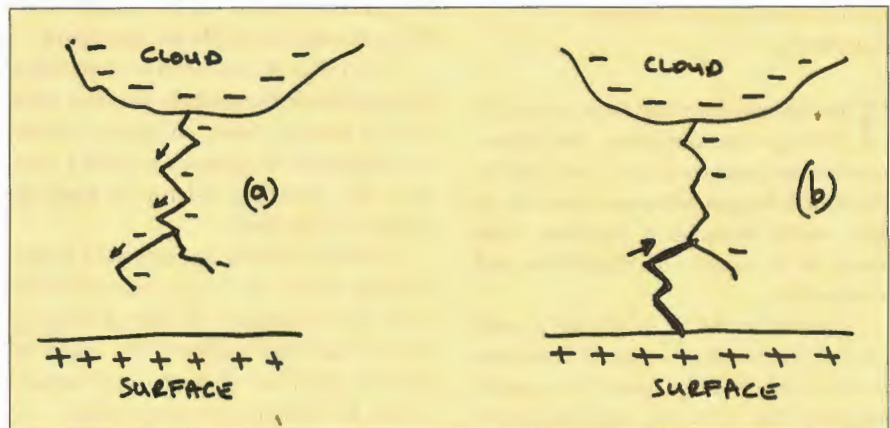


Figure 1: How forked lightning occurs - (a) The formation of the "stepped leader" (b) The return lightning stroke runs back up the path made by the leader.

from the ground a travelling spark moves up from the ground to meet the stepped leader. After this union is made, a highly luminous and visible lightning stroke propagates upward from the ground to the cloud along the path followed by the stepped leader (Fig.1b). This is called the return stroke and is what we observe as a lightning stroke.

After the first stroke, which normally carries the largest current (typically 10 - 20,000 amp), other strokes can occur along the main channel.

Most lightning flashes carry three or four strokes, which are separated in time by about 0.05s (50ms).

Sheet flashes occur within the cloud. Unlike forked lightning, sheet lightning is generally characterised by a single, slow moving leader which moves

very short periods of time. This produces a low but continuous illumination of the cloud upon which may be superimposed several brighter pulses, each lasting 0.001s (1ms).

Lightning can originate from any part of the cloud, even from the anvil which may be several kilometres ahead of the main thundercloud. Do not believe the old saying "Lightning never strikes twice in the same place". It may strike tall buildings many times during the same thunderstorm and as often as 500 times a year.

The current in a lightning strike may peak at between 10,000 and 40,000 amperes, although the sustained current is typically hundreds of amperes.

## Why thunder happens

The return stroke of the lightning discharge increases the temperature of the channel of air through which it passes to above 30,000 degrees Celsius in a very short period of time.

**"Lightning can originate from any part of the cloud, even from the anvil which may be several kilometres ahead of the main thundercloud."**

between positive and negatively charged regions of the cloud within

This being the case means that the air has no time to expand. Therefore, the pressure in the channel increases. This channel then expands very quickly into the environmental air and produces an incredible shock wave which is heard as thunder.

Thunder can also be produced by stepped leaders, but is generally much weaker than that generated by return strokes. It is generally understood that thunder cannot be heard more than 25 km from a lightning flash, because it is usually refracted upwards.

## Some Lightning protection tips

If lightning strikes a human being, the electrical discharge can stop the heart, damage the lungs, brain or other vital organs and cause serious burns. Whether a lightning strike kills depends upon which organs the current passes through. If the heart stops, victims can sometimes be revived if resuscitation is given quickly as long as the strike does not seriously affect other vital organs.

*If you are at sea during an electrical storm, the following actions will minimise the risk of being struck by lightning.*

- do not stand on the exposed deck.
- discard metal objects such as fishing rods.
- make sure your radios and metal masts are well earthed (The Standards Council of Australia should be contacted for further details on lightning protection in vessels).
- avoid touching anything metallic whilst lightning is around.
- do not use anything electronic, such as radios, mobile telephones, etc during thunderstorms.
- if your hair stands on end or you hear buzzing from nearby, move away as quickly as possible. If the time interval between a lightning flash and thunder being heard is less than 15 sec then it is possible that lightning could hit nearby.
- do not swim, or be in an open boat especially out in the open.

**THUNDERSTORMS ARE VERY DANGEROUS, THE UTMOST OF CARE SHOULD BE EXERCISED WHILST THEY ARE IN YOUR PROXIMITY. A pamphlet on Severe Storms, Facts, Warnings and Protection is available from the Bureau of Meteorology, your local Council Office or the State Emergency Service.**

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**What's  
new**

## Burke release classic oiled leather boat shoe

Burke's new oiled leather boat shoe has been designed by people active in sailing and boating in Australia, specifically for the Australian market.

Features of this genuine hand sewn moccasin style shoe include a wide fit for the Australian foot. The shoe has durable 15A% oil impregnated marine grade leather uppers for the harsh marine environment while the sole features slip resistant razor cut for gripping wet decks.

The recommended retail price is \$95, with the Burke boat shoe available from stockists around Australia.

## Lewmar's speed winches for racing boats introduced

Lewmar has released three new lightweight models of the four line speed winches for the racing yacht that is out to win. The new Speed Ring racing winches are designed to provide the ideal combination of speed and power for fast downwind sailing and reach with large asymmetrical spinnakers.

The Burke classic oiled leather boat shoe.



Lewmar now offer three new lightweight models of four line speed winches for racing yachts.

The new design incorporates an upper drum section to provide all the power you will ever need. Then, by dropping the line down onto the wide diameter lower section, the downwind need for extreme line speed is at the trimmer's fingertips.

The new range comes complete or can be bought as a drum conversion kit for sizes 40, 44, 48 Astor or Ocean self-tailing winches. The conversion kit option suits racing boats that want to maximise their racing performance but will equally appeal to the cruising/racer sailor who wants maximum performance from winches when racing.

Further information: Peter Shipway, Barlow Distributors (Australia) Ltd. Ph: 02 9318 2128, fax: 02 9319 1858.

## Simrad GPS Chartplotter from Quin Marine

Quin Marine, Australian distributors for

the Simrad range of marine electronics, claim the Shipmate CP30 GPS Chartplotter is the safe and straight forward navigation solution. Part of the new Simrad Marineland range of integrated marine electronics, it is a complete navigation centre with a built-in 8 channel parallel GPS receiver.

It is robust and waterproof with a marine grade cabinet, cartridge drawer and connectors. All the chart cartridges are front loading which not only saves space, but is easier to operate.

The CP30 has a high resolution 6" LCD display in TFT colour or four tone monochrome. The clear presentation on the LCD screen gives an optimum picture of the detailed charters, navigation data, waypoints and routes. Position, heading and speed are continuously updated from the advanced GPS receiver. The position is then automatically plotted onto the new C-Map CP95 electronic chart,

There is a multi direction cursor key and an alphanumeric keypad for fast and responsive identification of objects and positions. The unit has a built in world chart with over zoom and grid.

The CP30 has trackplot features with 9 tracks of 256 waypoints each, 500 line sections, 1000 marks, WPTs, 15 types of marks and 30 routes. It allows for instant plotting of present position and for planning routes directly into an electronic chart. The Man Over Board (MOB) feature gives precise steering information back to the position of the incident.

Further information from local dealers or Graham Mills at Quin Marine - toll free 1800 811 303.



## Telstra MiniSat launched in marine version

A marine version of Telstra's new mobile satellitephone service, Telstra MiniSat, has been launched, bringing high quality voice, fax and data (2400bps) communications to vessels at an affordable price. Two sets were tested aboard yachts during the recent Telstra Sydney to Hobart.

Telstra has introduced the marine version of MiniSat to meet the demand for efficient offshore business communications placed on a nation surrounded by water.

"The whole of the Australian coastline is particularly well covered with the Pacific Ocean Region and Indian Ocean Region satellites ensuring the MiniSat service is available up to several thousand kilometres offshore," says Telstra Mobile Satellite & Radio Services general manager Daryll Smith.

"In addition, coverage is available in most coastal areas of all global land masses and over large portions of the major ocean regions (excluding the Arctic and Antarctic regions) allowing vessel all over the world to use the same Telstra MiniSat access code '222' to call home.

"Everyone from fishing boats to customs officials, commercial charter vessels and marine management authorities off the coast of Australia, can benefit from the introduction of MiniSat by taking advantage of the new technology to increase their operating efficiency.

The marine version of Telstra MiniSat combines a small transceiver which sits inside the vessel's cabin with a small tracking dome antenna, designed to

Longlife is a high strength, hard antifouling that provides excellent protest in high fouling conditions.



maintain contact with the satellite while the vessel is moving, installed above deck. Terminal prices start from around \$8990 with all inclusive call charges starting from \$1.99 per minute for calls to and within Australia.

## Longlife antifouling with longer list of colours

Longlife antifouling from International Epiglass, one of the most popular antifoulings on the market, has become more attractive to people with moored boats with the addition of four new colours to its already wide range.

Light blue, light grey, aquamarine and light aquamarine take Longlife's colour range up to 20 variations.

Being a hard-type antifouling, it resists a good deal of abrasion and rubbing and is best suited to yachts and highspeed power boats. It is also high in strength and packed with biocides which leach out over a long period of time. So whether you are moored in salt, brackish or fresh water, at a marina, swing mooring or mud berth, barnacles and other marine growth will present much less of a problem.

Longlife antifouling is only suitable for use on fibreglass, wood and steel. For aluminium substrates, International Epiglass also produces Interspeed 2000, a similar antifouling to Longlife designed for use on primed aluminium.

Further information: International Epiglass helpline 1800 251 41 in Australia; 0800 808 807 in New Zealand.

## Yachtsman develops unique steering system for yachts

Wellknown Sydney yachtsman Dick Cawse has developed a new steering system for yachts that eliminates the need for twin steering wheels (or a large "Ferris" wheel) which gives the helmsman a clear view of the headsail whilst sailing.

Called the Cawse Steering System, the wheel and steering column pivots from side to side in the cockpit with a positive latching mechanism allowing the helmsman to choose port, centre or starboard position. Weighing only 15kg in the aluminium/SS chain drive system and 12kg with carbon fibre wheel and vectran drive, the installation takes only an hour and a half on either new or existing yachts.

The Cawse Steering System comes in three sizes to suit yachts from 9.0m boats



The pivoting wheel and steering system developed by yachtsman Dick Cawse.

to maxis. Sizes 1 & 2 consist of a rectangular steering column protruding through a specially designed exit box on the floor of the cockpit and is sealed by a rubber boot.

The maxi boat models use a slightly different arrangement because of the extra movement from port to starboard position, and does not have an exit box. The procedure when tacking simply requires the helmsman to take the wheel with him as the tack takes place.

Further information: Dick Cawse, ph 02 9522 8871 or email: dickc@html.com.au

## Talking countdown with Watchorn at the start

Expatriate Tasmanian yachtsman Geoff Watchorn has come up with an interesting aid to getting the best start - a talking countdown for sailors and starting boat crews alike.

The device allows the crew to concentrate on sail trimming coming into the line without peering at their watches and watching the flags on the starting boat.

The Watchorn can be hand-held, worn

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**TECHNICAL SPECIFICATIONS:**

Dimensions: 130mm x 75mm x 33mm (5.25" x 3" x 1.5"); Weight: 200g (including batteries) (Box); Power: 2 x AAA Batteries (Case incorporates storage for two spares); Battery Life: 8 Hours (50 10min sequences); Accuracy: 1/1000th second.

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The Watchorn talking countdown watch for racing starting.

around the neck, or velcroed around the arm and is easy to operate. You simply set your countdown time and press the button, with the system features a large digital display as well as the talking countdown.

Solidly made with serious micro-chips within, the Watchorn will retail from around \$170. Further information: Di Pearson, ph 02 9388 7182.



## Rob Landis appointed agent for Pacesetter Yachts

Pacesetter Yachts, builders of Cavalier and Elliott yachts, have appointed Sydney yachtsman Rob Landis as their agent. The move follows Pacesetter's takeover of production of the Cavalier yachts, with several yachts already built from the original moulds.

Known as the builder of the International Etchells one-design class and the International 11 metre, Pacesetter have increased their range with the addition of the Cavalier 35, 350SL, 375 and 395, as well as the Elliott 5.9 training sports trailer-sailer and the radical Elliott 9 metre yacht.

Landis' expertise in marketing and sales, together with more than 30 years experience in the yachting industry, has combined with Pacesetter to boost the sales of the Cavalier range, dealing with customers on a personal basis.

The annual Cavalier Regatta will be held at the Cruising Yacht Club of Australia on April 18 and all existing Cavalier owners - and potential owners - interested in competing should contact Rob Landis on 0414 741 725 for details.

## Bashford International offices at Pittwater

Bashford International, the manufacturers and marketers of the Sydney Yachts range, the Magic 25, the Hobie Catamaran and Southern Spirit Outriggers, have relocated their Sydney offices to the Royal Prince Alfred Yacht Club at Newport on Sydney's northern peninsula.

Bashford International export more than 90% of their boats, with their latest release being the Sydney 46. Their first Sydney 46, Cutty Sark, went to Spain where it won the Spanish Grand Slam.

This was followed by the success of the Phillipines owned Subic Centennial which won all four races of the Changi Sailing Club Regatta in Singapore and the Raja Muda International Regatta in Malaysia.

Both Sydney 46s which competed in the Telstra Sydney to Hobart were built for overseas owners. Hi Fidelity, a member of the winning China team in the Southern Cross Cup, has gone to Hong Kong while Sommer Boy was to be shipped to Japan.

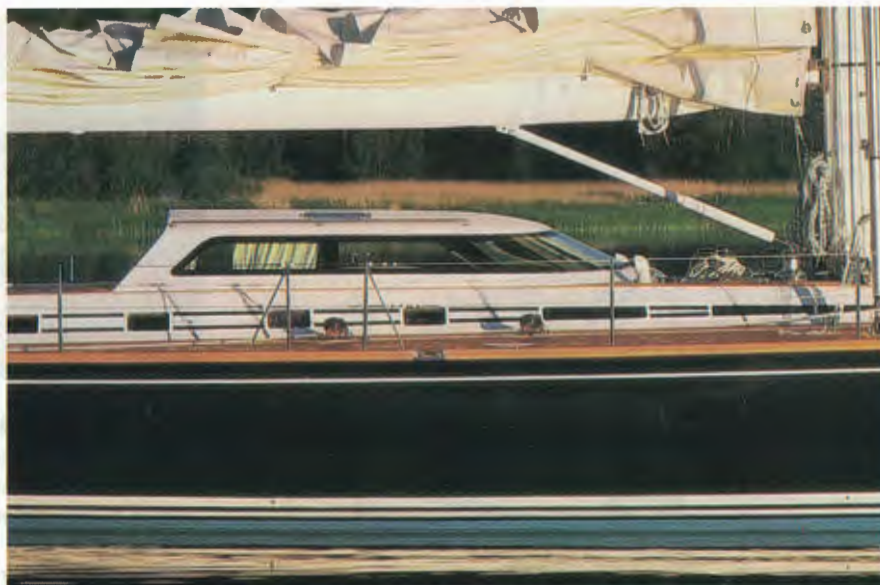
The new address of Bashford International's marketing offices is Suite 8, RPAYC, Mitala Street, Newport NSW 2107, phone 02 9979 8044, fax 02 9979 6901 email: bashford@bashford.com.au

designs  
of the '90s

## Swan 77 deckhouse joins Nautor's new cruising range

Unveiled at the Monaco Yacht Show, the Swan 77 Deckhouse is the latest model to join Nautor's new cruising range. Based on the successful Swan 77 cruiser/racer, this fast 77-foot sloop is directed at those yachtsmen seeking the practical advantage of a protected observation position and a deck level navigation centre.

The release has special significance for Australian yachtsmen with Nautor Swan launching a new marketing strategy in Australia with



The low profile deckhouse of the Swan 77 cruising yacht, based on the Swan 77 Cruiser/Racer.

the appointment of Michael Bell, the wellknown Pittwater-based yacht broker as the Australian agent for the magnificent range of Swans, the Rolls Royce of fast cruiser/racer and cruising yachts.

The deckhouse itself of the Swan 77 is a lightweight GRP construction with panoramic laminated glass windows. This addition superstructure is low level, scarcely breaking the traditional wedge deck design. It is accessible directly from the midships cockpit area and offers welcome protection from the elements.

The standard design incorporates crew seating, and a large chart table with an extensive array of navigation and communication systems fitted to the owner's specification. This layout may be customised to suit individual owner's requirements.

Nautor has introduced other cruiser friendly features to this powerful yacht.

The helmsman's cockpit area is laid out and fitted to avoid the need for a large crew. There is the option to keep sailing handling and yacht manoeuvring simple through the incorporation of the most up-to-date hydraulic power systems. Sail furling and a bow thruster are just two of the enhancements now possible.

The Swan 77 is the fruit of years of design work committed to the development of a yacht with the accommodation and power of a cruising maxi, the ease of handling of a much smaller yacht, and the archetypal Swan "presence", both on the water and at anchor.

The graceful hull of the big sloop is fast, yet has the volume to carry vast quantities of stores without significant loss in performance. The interior allows for an imposing owner's cabin, a 20 foot wide saloon (seating up to eight for dinner) and self-contained quarters for a crew of three.



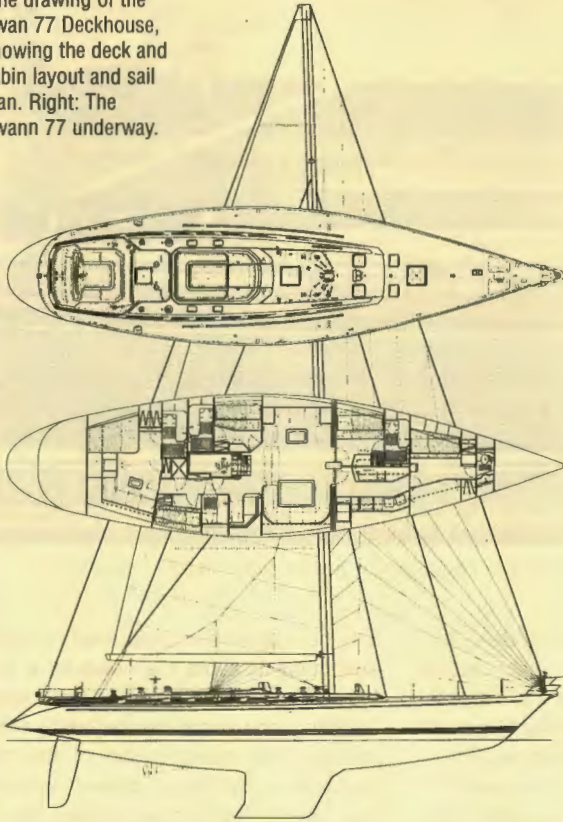
Luxury appointments in the saloon of the Swann 77

### Swan 77 Deckhouse

LOA: 23.47m (76.99 ft)  
LWL: 18.38m (60.29 ft)  
Beam: 6.00m (19.59 ft)  
Draft (light): 3.42m (11.22 ft)  
Ballast 18,000 kg (39,700 lb)  
Displacement: 52,00 kg (114,600 lb)

Engine: Perkins Sabre  
165 kW (225 hp)  
Sail area: fore triangle - 136.5 sq m (1469 sq ft)  
Mainsail - 124.7 sq m (1342 sq ft)  
150% genoa - 204.7 sq m (2204 sq ft)  
Spinnaker - 491 sq m (5289 sq ft)

Line drawing of the Swan 77 Deckhouse, showing the deck and cabin layout and sail plan. Right: The Swann 77 underway.



### Nautor Swan appoint Michael Bell agent

Nautor Swan of Finland have announced the appointment of Michael Bell as their Australian agent for their their prestigious yachts, which range from the Swan 40 to the largest Swan at 116 feet LOA.

Internationally known naval architect German Frers has been designing all yachts in the Swan range for the past 20 years. All the Swans are produced in Finland with the utmost care and attention to detail, a factor that has placed Nautor's Swans above other yacht builders.

Bell has spent considerable time at the factory in Finland and has also visited many Swan agents worldwide. This hands-on experience with Swan and Bell's 30 years of boating experience is a key ingredient in making sure that each Swan delivered to Australia is exactly as specified by the client.

Further information: Michael Bell, Nautor's Swan Australia, ph: 02 9997 1225, fax: 9999 2292., mobile 0414 259 688. ▲

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## Optimising

### **Brindabella - A Viable Transformation**

The 1997 Telstra Southern Cross Cup was a closely contested series highlighted by the continuous tug of war between the Australian and Hong Kong-China teams. The fact that both these teams contained the big boats of the event led many to believe that IMS had somehow magically swung mid-season to favor larger yachts. However, I think the reality of the situation has more to do with the quality of the crews and boats - they were simply the best in the fleet and their results were well deserved.

One boat that stood out perhaps more than the rest (in that she exceeded people's expectations) was *Brindabella*. *Brindabella* has always been focused on her main goal which has been maximum speed under the rule for the aim of achieving line honors. While sometimes this led to overall handicap wins it is fair to say she has never been capable of taking a consistent leading role in an event such as the

Southern Cross Cup.

In many respects the rule has left this boat behind particularly if you keep in mind that she was built when carbon was banned totally and there was no upper limit defining rule a la the ILC 70. When that rule came in, along with the removal of the carbon ban, *Brindabella* was no longer capable of being at the race limit and so the opportunity was taken to make the boat competitive under handicap without losing, and hopefully gaining, real boat speed. The fact that the IMS rule gives credit for various aspects of construction, rig type, and age meant that it was time to change our approach and look to trade these items against themselves with the hope of producing a better boat for handicap racing.

The main window of opportunity revolved around the rig which was lost in the 1996 Hobart. I had been impressed with the potential shown by the Corel 45s and their runnerless rigs. I was confident the concept could be improved on so we made a list of pros and cons as follows:

#### **PROS:**

- Rating credits for a mast without runners,

checkstays, and jumpers (approx. 3 sec/mile)

- Eliminate weight in stern of runners and associated crew (reduced pitching)
- Simplify sailing of boat (faster tacking)
- Opportunity to sail with reduced crew
- Future potential of boat after racing career as fast cruiser

#### **CONS**

- Extra weight aloft as fore and aft stiffness requirements mean more material in tube (increase pitching)
- Loss of mast bend controls
- Reduction in maximum forestay tension
- Loss of sail area through reduced overlap

#### **Solutions**

The job was to reduce, rationalise or eliminate the cons without hurting the pros. This was handled as follows:

**Extra weight :** This was not as big an issue as it has been since in 1996 the IMS adopted rig weight and center of gravity as direct input values as opposed to simply ticking carbon or aluminum. As a result a carbon mast could be engineered as required for this task without undue concern about absolute weight. Nonetheless, weight aloft does slow a boat down so ideally

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the weight should stay down if possible. To this end two decisions were made. First, to use a stronger (higher modulus) carbon at a greater cost and second to expand the staying base to full beam.

The expanded staying base alone reduced rigging weight by 80kg and the final result was only 40kg greater than a full race ILC 70 mast. This out of 760 kg was considered acceptable given that the overall weight saving over the previous alloy mast was over 150 kg. In this regard we were ahead of the game and going faster.

**Mast bend:** This is a bit of an unknown since we had to assume certain trade offs were balancing out. How much time on the course does advanced mainsail control save and (if you can actually put a figure to it) is it more or less than the rating credit for the rig type?

Obviously the mainsail shape and its associated luff round would be a compromise but for the final result we had to wait and see.

**Forestay sag:** Again, a tradeoff and a compromise. The goal in the mast design was to achieve the same tension but if it was not achieved the headsail would have to be designed to accommodate greater sag.

Also keep in mind that the top mast design takes into account the fact that it is the primary lever between the top mast backstay and the hounds and is quite beefy accordingly. In this style of mast approximately 25% of forestay tension comes from the hounds in relation to the swept spreaders unlike an inline rig where 100% comes from the runners.

**Loss of sail area:** By moving the chainplates to the gunwale the headsail overlap would be limited to less than



Helicopter view of *Brindabella* in action in the Telstra Southern Cross Cup with its new sweptback spreader rig. (Pic - Ian Mainsbridge)

110%. To accommodate this reduction in area the forestay was moved out to the bow 600 mm and the hounds were raised 2000 mm. This also improved the effectiveness of the top mast lever.

So projected area was up but overall area was down. This was not a great concern for a number of reasons which proved to be true in practice.

First, the 10% overlap produced a very efficient slot effect with none of the negatives we are all familiar with greater overlap (blowback, etc). This meant the sails were very efficient and light air performance was actually enhanced. Second, the rule is a bit basic with overlap and area as I mentioned in my last column so rating credits for this configuration are healthy.

Finally, keeping the leech forward of the spreaders freed up the sheeting and we were able, on one transverse track, to sheet between 6 and 14 degrees. Given that normal #1 angles are 9 degrees it has proven to be a useful option.

The final configuration including sail development was put to its ultimate test in the Southern Cross Cup. Here, against new boats and top crews, the advantages proved to outweigh the disadvantages.

Speed of maneuverability, higher pointing in all conditions, and a swag of handicap credits plus better boat speed led to a series of good finishes including 2 firsts, 1 second and 2 thirds. All this combined with smaller, easier to handle sails and a runnerless rig and I believe it is the way to go regardless of vessel size. That this can occur under IMS is to be applauded. ▲

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## surfing the sailing websites

### Telstra Hobart Race Web site attracts 2.2 million "hits"

Yachting has hit the Internet in a big way, with millions of enthusiasts around the world following the two major events of the summer, the Whitbread Race around the world and the Telstra Sydney to Hobart, as well as international regattas such as the World championships for the Olympic 49er class in Perth, the Sail Melbourne and the Port Phillip Regatta.

In a remarkable result, the Telstra Sydney to Hobart web site (<http://syd-hob97.telstra.com.au>) attracted 2.2 million "hits" during the last two weeks of December and into early January as yachts from around the world contested the lead-up Telstra Cup and Southern Cross Cup races in Sydney and then the rugged ocean race to Hobart.

According to Chris Bayley of Telstra Multimedia's Interactive Publishing Group, this is probably the most popular event web site in Australia, so far.

With background feature material and news reports emanating from the Telstra Media Information Centre, news of which yacht had taken line honours was out to the world in less than four minutes after *Brindabella* crossed the finish line.

In its first year of operation in 1995 the Telstra Sydney to Hobart web site attracted some 250,000 "hits" and by the 1996 race, these had jumped to 700,000 "hits".

An innovative feature of the 1997 race web site was a three-dimensional "walk-through" of the radio relay vessel, the Sailing Training Ship *Young Endeavour* and, appropriately, the line honours winning maxi yacht *Brindabella*.

In addition to the almost "as-it-happened" report on *Brindabella's* finish, near "real



The Swedish maxi yacht *Nicorette* regularly sent news reports and pictures to the Telstra Sydney to Hobart web site. (Pic - Richard Bennett)

time" updates on yacht positions were relayed to the web site through Telstra's latest MiniSat and Satcom-C units carried aboard selected yachts.

Throughout the race, position reports after each "sked" with the radio relay vessel *Young Endeavour* were transmitted to the Cruising Yacht Club of Australia Race Control and, after computer assessment of progressive line and handicap positions, were uploaded to the web site.

The Telstra Sydney to Hobart was the sixth most visited website in Australia during the last week of December, with the 630 nautical mile race starting on Boxing Day, December 26. Worldwide, it was the 26th most popular site visited by Australians during that period.

In addition, popular international sailing web sites such as the International Sailing Federation (<http://sailing.org>) and CompuServe's Go Sailrace had special sections for reports on the Sydney to Hobart, with links to the Telstra site.

In its first year of operation in 1995 the Telstra Sydney to Hobart web site attracted some 250,000 "hits" and by the 1996 race, these had jumped to 700,000 "hits". Of the 2.2 million "hits" recorded during the 1997 race period, the most popular pages were yacht search, photo gallery and news, with many "hits" emanating from North America.

"The Telstra web site has become an integral part of the vast international media coverage Telstra is now providing for the Cruising Yacht Club of Australia and the Tel-

stra Sydney to Hobart, complimenting the vast electronic and print coverage the event always receives," said race media director Peter Campbell.

"Telling the world that *Brindabella* has got the gun just four minutes after she crossed the line in Hobart, along with the regular pictures and reports from yachts during the race, is a world first in ocean racing, other than in the Whitbread Race. It will do much to further lift the status of the Telstra Sydney to Hobart as one of the great ocean races in the world.

"Telstra and the CYCA are already planning to further improve the web site for the 1998 Sydney to Hobart, particularly in the area of 'real time' reports from the fleets, uploading of action pictures aboard the yachts and interactive graphic mapping of the fleet as it sails south."

Initiated by Telstra's Sponsorship & Events Marketing, the Telstra Sydney to Hobart web site for the 1997 race was achieved as a joint co-operative effort by groups from Telstra's Mobile Satellite and Radio Services, Pacific Access Geo Products, Telstra Multimedia's Big Pond Web Hosting, Surelink Buying Line, and the Interactive Publishing Group.

The Telstra Sydney to Hobart Media Information Centre and the Cruising Yacht Club of Australia supplied material for the site, including action pictures, background feature material, news reports and progressive positions of the fleet, with reports also coming direct from several yachts including *Atara* and *Nicorette*.

## Alan Payne Trophy for designers won by Bruce Farr

In a unique recognition of the designers of winning Sydney to Hobart ocean racers since 1945, the US-based New Zealand designer Bruce Farr has been named as the inaugural winner of the Alan Payne Memorial Trophy.

The award is for the designer of the winning yacht overall, the 53rd race winner being the Farr 49 *Beau Geste*, owned and skippered by Hong Kong yachtsman Karl C. Kwok.

In fact, Bruce Farr achieved a remarkable trifecta in the 1997 Telstra Sydney to Hobart, also designing the runner-up, *Ragamuffin*, and the third placed *Ausmaid*.

In addition to having Bruce Farr's name engraved on the trophy as designer of the 1997 race winner, the base already lists the winning yachts and their designers since the inaugural race in 1945.

The Alan Payne Memorial Trophy commemorates one of Australia's great yacht designers who died in 1995, with the Cruising Yacht Club of Australia commissioning a beautiful designer's wooden model of a Tasman Seabird class cruiser/racer yacht, one of Payne's most successful designs.

Appropriately, a Tasman Seabird, Ian Kiernan's *Canon Maris*, won IMS Division F of the 1997 Telstra Sydney to Hobart. The 40-year-old yawl also turned in a remarkable performance by placing 11th overall, beating many state-of-the-art ocean racers on corrected time.



Mrs Wendy Payne and her twin daughters, Rozetta (left) and Sarah, at the unveiling of the Alan Payne Trophy, a perpetual trophy for the designer of the overall winner of the Telstra Sydney to Hobart. The trophy is a designer's scale model of *Cherana*, one of Payne's famous Tasman Seabird class yachts. (Pic - Ian Mainsbridge)

The Alan Payne Memorial Trophy was unveiled on the eve of the 53rd Sydney to Hobart by the widow of the designer, Mrs Wendy Payne, assisted by Alan's two daughters, in an emotional ceremony at the CYCA.

## Big fleet expected For 50th Brisbane To Gladstone

The Queensland Cruising Yacht Club is expecting a massive fleet of between 200 and 300 yachts for its 50th Brisbane to Gladstone race, the annual Easter race north up the coast of Queensland.

The 308 nautical mile will start, as always, on Good Friday, but at 10am to enable the huge fleet to make best use of the outgoing tide and clear Moreton Bay.

Race director Herb Prendergast is planning a two-line start off Shornecliff, with the fleet rounding two marks off the Redcliff Peninsula - where the early races began - to make up for the distance the lines are apart. "It will be great viewing from Redcliff," he added.

With entries closing on March 13, Prendergast is expecting the big boats to include *Brindabella*, line honours winner of the recent Telstra Sydney to

Hobart, past Gladstone race winners *Hammer of Queensland* and *Bobsled*, along with *Fidelis*, *Team Jaguar* and *Marchioness* from Sydney, the new 72-footer *Fascination* from the Gold Coast and the former Whitbread round the world maxi, *The Card*.

Complete information on the Carlton & United 50th Brisbane race is available on the Queensland Yachting Association Internet address: <http://www.qldyachting.org.au>

## 50th Gladstone boost for Sydney- Mooloolaba

With a strong New South Wales contingent heading north for the 50th Gladstone Race, Middle Harbour Yacht Club is also expecting a bigger fleet than usual for its Sydney-Mooloolaba race which starts on the Saturday before Easter, April 4.

George Snow has already indicated he will be racing *Brindabella* to Mooloolaba, as have the syndicate which owns the other maxi *Marchioness*.

The race has added significance in that it is the final, and probably the deciding race of the prestigious Blue Water Point Score with boats like



*Brindabella*, *Ragamuffin* and *Atara* all vying for the 1997-98 season title.

Notice of race for the Sydney-Mooloolaba race is now available from MHYC, with entries closing on March 20, although later entries may be accepted. Further information: Ton Shaw or Chris Pomfret at MHYC on 02 9969 1244.

## Etchells championship win to WA sailor

West Australian yachtsman Glen Tucker and his crew of Edgar Vitte and Richard Goldsmith scored a narrow victory in the Australian Etchells championship sailed from the Royal Queensland Yacht Squadron on Waterloo Bay. It was his first major title victory in a series not contested by former champions John Bertrand and Colin Beashel.

The series developed in its later stages into a tough fight between Tucker, from the Swan River fleet, and Noel Drennan from the Port Phillip fleet in

Melbourne. After six races, with one drop, these two skippers were equal on points.

In heat eight Drennan, with his crew of Peter Gillon and Jeff Casley, beat Tucker by three places and in heat nine Tucker was one place ahead of Drennan. In the end, Tucker won the championship by three points.

Third place went to another Melbourne crew, Ian Johnson, Garry Smith and Mathew Mitchell. Best of the New South Wales fleet was Michael Coxon from the Sydney fleet who was sixth, with Steve O'Rourke from the Botany Bay fleet in seventh place.

## Flash Gordon 3 early entry for Kenwood Cup

*Flash Gordon 3*, Helmyut Jahn's Farr 49 which was topscoring yacht in the US team which won last year's Admiral's Cup, has become the first yacht for-

mally to enter for the 1998 Kenwood Cup Hawaii International Offshore Series in August. *Flash Gordon 3* will be the anchor for the USA Red team which will also include John Thomson's new Farr 40, *Solution*.

Ken Morrison, recently in Australia as chairman of the International Jury for the Telstra Southern Cross Cup, is confident of between 50 and 60 team

Japan could have as many as 20 yachts competing - the Kenwood Cup is always a major drawcard for Japanese yachtsmen

and individual entries racing under IMS.

Several Australian yachtsmen are interested in forming a team to defend the Kenwood Cup, won by *Ragamuffin*, *Ausmaid* and *Quest* in 1996. Also interested in forming a team is Karl C. Kwok from Hong Kong whose Telstra Sydney to Hobart winning Farr 49, *Beau Geste*, is a development of *Flash Gordon 3*. If Kwok cannot form a Hong Kong-

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Powering to windward in the Hawaiian tradewinds during the 1996 Kenwood Cup Hawaiian international ocean racing series. (Pic - Ian Mainsbridge)



China team, he says he is interested in becoming part of a regional team embracing Australia and/or New Zealand IMS racers.

Japan could have as many as 20 yachts competing - the Kenwood Cup is always a major drawcard for Japanese yachtsmen - while a European team is expected, including Paolo Gaia's Italian Farr 49 *Breeze* (former *Madina Milano*) and Willi Illbruk's new *Pinta* from Germany.

The ID48 Owners Association in the US has also given Morrison a commitment to come and race "the winds of paradise". Blue skies, warm and fresh winds and big swells characterise this event, which is raced off Honolulu's famous Waikiki Beach and through the northern islands of the Hawaiian chain.

## Volvo sponsors new Coffs Coast Sail Week

A new offshore racing series, the Volvo

Coffs Coast Sail Week, is to be staged out of Coffs Harbour on the New South Wales North Coast from March 1-7, with sponsorship from luxury vehicle importer Volvo Car Australia

The company has taken up the sponsorship as an opportunity to align its sponsorship of the Whitbread Round the World Race for the Volvo Trophy with the Australian market.

Volvo Coffs Coast Sail Week has been created as a spectacular offshore racing series for grand prix yachts, performance handicap racers, sports boats and multihulls. Five days of excellent autumn racing is scheduled with two days for parties, rest and relaxation in the sub-tropical environment of Coffs Harbour and Mid North Coast of NSW.

The regatta will introduce two special contests - an ocean racing club championship contested by teams of three yachts and an "owner-driver" category within the IMS division. The club championship will be contested teams comprising one IMS yacht, one PHS racer and one Sports Racer.

The newly formed Coffs Coast Yacht Club will conduct the regatta, while feeder races will start from Sydney and the Gold Coast on February 20, conducted by Middle Harbour Yacht Club and Runaway Bay Yacht Club respectively.

Further information from regatta director Rob Mundle - telephone 02 9901 411 or fax 02 9901 4233.

## Pete Goss named UK Yachtsman of Year

Pete Goss, the British solo yachtsman who rescued fellow competitor Rachael Dinelli from the Southern Ocean south-west of Tasmania during last year's Vendee Globe single-handed round the world race, has been awarded the BT Yachtsman of the Year Award, Britain's premier sailing honour.

Goss sailed back 160 nautical miles against 60 knot winds to find and rescue the Frenchman, later dropping him ashore near Hobart before continuing

on and completing the rugged race.

His action has already resulted in a number of awards, including the French Legion d'Honneur, Member of the British Empire Medal (MBE) in the Queen's New Year Honours List and a special award from Australian search and rescue Organisations.

## Brisbane-Honiara Race in May

A limited fleet of 25 yachts will set sail in May 9 in the third annual Sail the Solomons Yacht Race, from Brisbane to Honiara.

Organised by wellknown Brisbane yachtsman Dayle Smith, the emphasis of the 1998 race will be on the central parts of the Solomon Islands, Savo Island, the Florida Group, Malaita Island and particularly, the delightful Marau Sound on the eastern tip of Guadalcanal Island.

Point Cruz Yacht Club in Honiara is laying 25 solid moorings inside tiny Mbokona Bay, between Point Cruz on the east and Na Hon'ara Reef in the west.



There was plenty of action when Middle Harbour Yacht Club staged the NSW State title for the J24 keelboat class, won by *Innamincka*, sailed by Gary Gietz and John Crawford. Second place went to *Haywire* (Bob Hagan), third to *Convicts Revenge* (Girdis/Boyd/Baker) with 41 boats contesting the six boat series. (Pic - Dal Harper).

This third race will carry a significant new trophy for line honours - two return air tickets on Solomon Airlines from Brisbane to Marau Sound with one week's accommodation on the

exclusive Tavanipupu Island Resort. Winners of the racing and cruising divisions will receive similar prizes.

Further information: Dayle Smith, race director, ph: 07 3236 1700. 

# Personnel growth chart.



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# TELSTRA SYDNEY TO HOBART 1997 - LINE HONOURS

SAIL NO.	PLACE	NAME	SKIPPER	DATE	FINISHING TIME	ELAPSED TIME DHMS
C1	1	Brindabella	George Snow, NSW	29-Dec	12:37:12	2:23:37:12
HKG88	2	Exile	Warwick Miller, Hong Kong	29-Dec	12:46:40	2:23:46:40
SM1	3	P.L Lease Future Shock	Peter Hansen, Vic	29-Dec	17:59:56	3:4:59:56
SA1431	4	Marchioness	Marchioness Syndicate, NSW	29-Dec	18:15:58	3:5:15:58
AUS70	5	Ragamuffin	Syd Fischer, NSW	29-Dec	20:42:44	3:7:42:44
HKG1997	6	Beau Geste	Karl C. Kwok, Hong Kong	29-Dec	20:42:50	3:7:42:50
SWE2001	7	Nicorette	Ludde Ingvall, Sweden	29-Dec	20:59:22	3:7:59:22
M250	8	Seac Banche	Adan Ricci, Italy	29-Dec	22:12:10	3:9:12:10
SM100	9	Ausmaid	Giorgio Gjergja, Vic	29-Dec	22:36:14	3:9:36:14
S4606	10	Motorola Young Australia	Lawrence Shannon, Vic	29-Dec	02:13:01	3:13:13:01
	11	Australian Challenge 2000	Ray Roberts, NSW	29-Dec	02:23:50	3:13:23:50
9797	12	Ninety Seven	Andrew Strachan, NSW	29-Dec	02:35:48	3:13:35:48
B2000	13	Brighton Star	David Gotze, Vic	29-Dec	03:31:22	3:14:31:22
IRL8000	14	Atara	Roger Hickman/John Storey, NSW	30-Dec	09:05:43	3:20:05:43
5444	15	Silentnight Beds	David Witt, NSW	30-Dec	10:46:19	3:21:46:19
1993	16	Yendys	Geoffrey Ross, NSW	30-Dec	11:57:12	3:22:57:12
4100	17	Terra Firma	Peter Bartels/Stewart Nieman, Vic	30-Dec	12:21:29	3:23:21:29
jpn 3000	18	Summer Boy	Eiichiro Tatsui, Japan	30-Dec	12:22:50	3:23:22:50
hkg1888	19	Hi Fidelity	Neil Pryde, Hong Kong	30-Dec	12:29:35	3:23:29:35
NZ8455	20	White Cloud	Brett Neill, NZ	30-Dec	14:46:50	4:1:46:50
SA999	21	Maglieri Wines	Geoffrey Vercoe, SA	30-Dec	14:49:57	4:1:49:57
1195	22	Valheru	Anthony Lyall, Tas	30-Dec	15:03:54	4:2:03:54
SM2	23	Seaview Challenge Again	Lou Abrahams, Vic	30-Dec	15:08:42	4:2:08:42
9090	24	Quest	Mike Broughton, Britain	30-Dec	15:15:09	4:2:15:09
5642	25	Christine Jay II	Ron Jones, NSW	30-Dec	15:20:56	4:2:20:56
SA3300	26	Secret Mens Business	Geoff Boettcher, SA	30-Dec	15:36:38	4:2:36:38
NZL5990	27	Andiamo	Andrew Taylor, NZ	30-Dec	16:17:15	4:3:17:15
4826	28	Aspect Computing	David Pescud, NSW	30-Dec	16:32:37	4:3:32:37
5600	29	Doctel Rager	Gary Shanks, SA	30-Dec	16:39:27	4:3:39:27
M4	30	Bob Jane T-Marts	Nigel Jones, Vic	30-Dec	17:25:08	4:4:25:08
6144	31	J44 Phoenix	Rob Reynolds, NSW	30-Dec	17:45:35	4:4:45:35
CR1	32	Neftenga	Trevor Taylor, WA	30-Dec	17:56:11	4:4:56:11
A8	33	Mirrabooka	John Bennetto, Tas	30-Dec	18:56:35	4:5:56:35
6107	34	Adria	Christopher Gorman, NSW	30-Dec	19:19:57	4:6:19:57
NZL 6572	35	Icefire	R & P Goldstiver, NSW	30-Dec	19:45:58	4:6:45:58
5300	36	Drake's Prayer	Graham Gibson, NSW	30-Dec	20:04:40	4:7:04:40
Sm6	37	Dixie Chicken	Bruce Eddington, Vic	30-Dec	20:58:22	4:7:58:22
YC5572	38	Kingtide	Kevan Pearce, SA	30-Dec	23:50:18	4:10:50:18
R1000	39	Prima Donna	Barry Fitzgibbon, Vic	31-Dec	00:44:07	4:11:44:07
R33	40	Chutzpah	Bruce Taylor, Vic	31-Dec	00:49:07	4:11:49:07
A16	41	Wide Load	Warren Anderson, NSW	31-Dec	01:27:29	4:12:27:29
R5180	42	Sorbent Sweet Caroline	Bill Rawson, Vic	31-Dec	01:34:21	4:12:34:21
377	43	Bacardi	Graham Ainley / John Williams, Vic	31-Dec	02:27:14	4:13:27:14
4057	44	Tetra Marine Witchcraft II	Rob Kothe, NSW	31-Dec	03:11:01	4:14:11:01
G710	45	Hitmewewent	Robert Hampshire, Vic	31-Dec	03:57:20	4:14:57:20
105	46	Karakoram	Lachlan Murdoch, NSW	31-Dec	04:08:47	4:15:08:47
NZL69	47	Sows Ear	Richard Ayton, NZ	31-Dec	04:26:20	4:15:26:20
5995	48	Nips-N-Tux	Howard de Torres, NSW	31-Dec	04:36:01	4:15:36:01
R32747	49	Serenity II	David Burton, Vic	31-Dec	04:36:53	4:15:36:53
1987	50	Bright Morning Star	Hugh Treharne, NSW	31-Dec	05:07:57	4:16:07:57
4040	51	Nadia IV	Teke Dalton, ACT	31-Dec	05:22:35	4:16:22:35
6336	52	Loose Change	Clive Gilmour, NSW	31-Dec	05:27:28	4:16:27:28
4182	53	Uptown Girl	Rod Winton, NSW	31-Dec	05:50:36	4:16:50:36
RQ48	54	Valhalla	Doug Middleton, Qld	31-Dec	06:16:53	4:17:16:53
5426	55	Out of the Blue	Kevan Johnston, Qld	31-Dec	06:18:57	4:17:18:57
3767	56	Mistress Mercy	James Murchison, NSW	31-Dec	06:20:44	4:17:20:44
4168	57	Tassie Wins	Jeff Cordell, Tas	31-Dec	06:24:00	4:17:24:00
M89	58	Storm Rider	John Elgar, NSW	31-Dec	06:24:32	4:17:24:32
M74	59	Highland Fling	Keith Thorn, NSW	31-Dec	06:31:43	4:17:31:43
5527	60	Polaris	John Quinn, NSW	31-Dec	06:33:22	4:17:33:22
B23	61	Kingurra	Peter Joubert, Vic	31-Dec	06:58:32	4:17:58:32
315	62	Double or Nothing	Jon Bush, Qld	31-Dec	08:14:56	4:19:14:56
M762	63	Inner Circle	Dennis Pomfret, NSW	31-Dec	08:18:40	4:19:18:40
SM5240	64	Cavalcade	Peter Lloyd, Vic	31-Dec	08:23:51	4:19:23:51
2557	65	Hogs Breath Witch Doctor	Rum Consortium, NSW	31-Dec	08:24:40	4:19:24:40
SM8	66	Jacobina of Shenval	Robert Green & Peter Newman, NSW	31-Dec	08:27:22	4:19:27:22
MH471	67	Turkey Shoot	John Bradshaw, NSW	31-Dec	08:28:57	4:19:28:57
242	68	Sandpiper	John Wheelhouse, NSW	31-Dec	08:46:48	4:19:46:48
7633	69	Bin Rouge	Christopher Bowling, NSW	31-Dec	09:35:11	4:20:35:11
278	70	Galatea	John Laird, NSW	31-Dec	10:15:10	4:21:15:10
Mh106	71	Impeccable	John Walker, NSW	31-Dec	10:40:09	4:21:40:09

SAIL NO.	PLACE	NAME	SKIPPER	DATE	FINISHING TIME	ELAPSED TIME DHMS
MH31	72	Son of a Son	Pat Nash/Bob Dempsey, NSW	31-Dec	11:13:37	4:22:13:37
3946	73	Trust Bank Hummingbird	Errol Pyke, Tas	31-Dec	11:28:54	4:22:28:54
5505	74	Dry White	Gregory Quinn, NSW	31-Dec	13:36:00	5:00:36:00
1100	75	Huon Chief	Andrew Hay, Tas	31-Dec	13:53:58	5:00:53:58
3807	76	Alexander of Creswell	Richard Timms, NSW	31-Dec	15:27:02	5:02:27:02
Sm616	77	Magic	Philip Spry-Bailey, Vic	31-Dec	15:53:09	5:02:53:09
A113	78	Mark Twain	Hugh O'Neill, NSW	31-Dec	15:29:43	5:02:29:43
27	79	Winston Churchill	Richard Winning, NSW	31-Dec	16:47:25	5:03:47:25
A94	80	Charisma	James Lawler, NSW	31-Dec	18:50:27	5:05:50:27
1295	81	Suraya	Carl Striber, NSW	31-Dec	19:14:45	5:06:14:45
5665	82	Globus Food Packaging	Nicholas Jones, NSW	31-Dec	19:18:52	5:06:18:52
H100	83	Lock On Wood	Drew Meincke, Tas	31-Dec	19:22:09	5:06:22:09
RQ23	84	Boomaroo Morse Fans	John McIntosh, Qld	31-Dec	19:34:53	5:06:34:53
5901	85	Spirit of The Alice	Robert Barford, NT	31-Dec	20:30:38	5:07:30:38
114	86	Take Time	Graham Smith, NSW	31-Dec	21:34:53	5:08:34:53
327	87	Canon Maris	Ian Kiernan, NSW	31-Dec	23:09:19	5:10:09:19
5110	88	Zeus II	Jim Dunstan, NSW	31-Dec	23:47:56	5:10:47:56
5110	89	Brindabella II	Roger Sayers, Vic	31-Dec	23:58:09	5:10:58:09
H1141	90	Lowanna II	Leslie Kingston, Tas	01-Jan	01:46:33	5:12:46:33
4647	91	Portobello	David Thornton Taylor, ACT	01-Jan	01:55:57	5:12:55:57
265	92	Waitangi II	David Wearn, NSW	01-Jan	03:19:30	5:14:19:30
5488	93	Morning Tide	Allen Fenwick, NSW	01-Jan	12:51:19	5:23:51:19
122	94	Conquistador	Michael Cummins, Tas	01-Jan	13:46:45	6:00:46:45
5669	95	Blue Lady	Shane Kearns, NSW	01-Jan	14:52:00	6:01:52:00
R317	96	Redigo	Melvyn Cooper, Tas	01-Jan	22:37:25	6:09:37:25
3624	97	Abacus	Eric Frank, NSW	02-Jan	13:30:30	7:00:30:30
5643	98	Veto	Mike Crisp, NSW	02-Jan	13:45:00	7:00:45:00
35	99	Topaz	Robert Ferenzi, NSW	02-Jan	16:42:49	7:03:42:29

## IMS OVERALL RESULTS

HCP POS	SAILNO	NAME	IMS DIV	DATE	TIME	VMG KT	ELAPSED TIME	ELAPSED SEC/MILE	IMS TCF	IMS CORR SPEED	IMS CORR TIME
1	HKG1997	BEAU GESTE	B	29-Dec-97	20:42:50	7.91	3 07:42:50	455.22	0.8199	9.65	2 17:21:27
2	AUS 70	RAGAMUFFIN	B	29-Dec-97	20:42:44	7.91	3 07:42:44	455.21	0.8244	9.59	2 17:42:53
3	SM 100	AUSMAID	B	29-Dec-97	22:36:14	7.73	3 09:36:14	466.01	0.8057	9.59	2 17:44:54
4	HKG88	EXILE	A	29-Dec-97	12:46:40	8.78	2 23:46:40	409.90	0.9296	9.44	2 18:43:29
5	B2000	BRIGHTON STAR	B	30-Dec-97	3:31:22	7.29	3 14:31:22	494.10	0.7940	9.18	2 20:41:57
6	S4606	MOTOROLA YOUNG AUSTRALIA	B	30-Dec-97	2:13:01	7.40	3 13:13:01	486.64	0.8067	9.17	2 20:44:40
7	9797	NINETY SEVEN	B	30-Dec-97	2:35:48	7.36	3 13:35:48	488.81	0.8050	9.14	2 20:54:19
8	8887	AUSTRALIAN CHALLENGE 2000	B	30-Dec-97	2:23:50	7.38	3 13:23:50	487.67	0.8077	9.14	2 20:58:31
9	C1	BRINDABELLA	A	29-Dec-97	12:37:12	8.80	2 23:37:12	409.00	0.9859	8.93	2 22:36:37
10	IRL 8000	ATARA	B	30-Dec-97	9:05:43	6.84	3 20:05:43	526.54	0.7765	8.81	2 23:35:43
11	780	CANON MARIS	F	31-Dec-97	23:09:19	4.84	5 10:09:19	743.27	0.5566	8.70	3 00:26:40
12	R4100	TERRAFIRMA	D	30-Dec-97	12:21:29	6.61	3 23:21:29	544.56	0.7674	8.61	3 01:10:40
13	NZ8455	WHITE CLOUD	D	30-Dec-97	14:46:50	6.45	4 01:46:50	558.39	0.7554	8.54	3 01:51:48
14	RQ 23	BOOMAROO MORSE FANS	F	31-Dec-97	19:34:53	4.98	5 06:34:53	722.86	0.5852	8.51	3 02:04:32
15	R33	CHUTZPAH	D	31-Dec-97	0:49:07	5.85	4 11:49:07	615.72	0.6889	8.49	3 02:16:34
16	R1000	PRIMA DONNA	D	31-Dec-97	0:44:07	5.85	4 11:44:07	615.24	0.7012	8.34	3 03:32:38
17	SA 999	MAGLIERI WINES	B	30-Dec-97	14:49:57	6.44	4 01:49:57	559.31	0.7727	8.33	3 03:40:43
18	SA3300	SECRET MENS BUSINESS	B	30-Dec-97	15:36:38	6.39	4 02:36:38	563.13	0.7690	8.31	3 03:49:53
19	SM2	SEAVIEW CHALLENGE AGAIN	D	30-Dec-97	15:08:42	6.42	4 02:08:42	560.47	0.7736	8.30	3 03:55:30
20	5642	CHRISTINE JAY II	D	30-Dec-97	15:20:56	6.41	4 02:20:56	561.64	0.7753	8.27	3 04:15:00
21	SM6	DIXIE CHICKEN	D	30-Dec-97	20:58:22	6.06	4 07:58:22	593.75	0.7335	8.26	3 04:15:51
22	JPN 3000	SUMMER BOY	B	30-Dec-97	12:22:50	6.61	3 23:22:50	544.69	0.7999	8.26	3 04:17:42
23	9090	QUEST	B	30-Dec-97	15:15:09	6.42	4 02:15:09	561.09	0.7766	8.27	3 04:18:10
24	1993	YENDYS	C	30-Dec-97	11:57:12	6.64	3 22:57:12	542.25	0.8046	8.25	3 04:23:58
25	5527	POLARIS	E	31-Dec-97	6:33:22	5.55	4 17:33:22	648.48	0.6744	8.23	3 04:34:56
26	5426	OUT OF THE BLUE	E	31-Dec-97	6:18:57	5.56	4 17:18:57	647.11	0.6769	8.21	3 04:42:13
27	HKG 1888	HI FIDELITY	B	30-Dec-97	12:29:35	6.60	3 23:29:35	545.33	0.8037	8.21	3 04:44:52
28	4057	TETRA MARINE WITCHCRAFT II	C	31-Dec-97	3:11:01	5.72	4 14:11:01	629.22	0.6977	8.20	3 04:52:30
29	YC5572	KINGTIDE	D	30-Dec-97	23:50:18	5.90	4 10:50:18	610.12	0.7205	8.19	3 04:58:37
30	1195	VALHERU	C	30-Dec-97	15:03:54	6.43	4 02:03:54	560.02	0.7867	8.17	3 05:08:52
31	6144	J44 PHOENIX	C	30-Dec-97	17:45:35	6.26	4 04:45:35	575.40	0.7688	8.14	3 05:27:51
32	NZL69	SOWS EAR	D	31-Dec-97	4:26:20	5.66	4 15:26:20	636.39	0.6956	8.14	3 05:31:01
33	KA5300	DRAKES PRAYER	C	30-Dec-97	20:04:40	6.12	4 07:04:40	588.64	0.7526	8.13	3 05:34:35
34	242	SANDPIPER	E	31-Dec-97	8:46:48	5.44	4 19:46:48	661.18	0.6702	8.12	3 05:35:45
35	SM8	JACOBINA OF SHENVAL	E	31-Dec-97	8:27:22	5.46	4 19:27:22	659.33	0.6722	8.12	3 05:36:35
36	1100	HUON CHIEF	E	31-Dec-97	13:53:58	5.21	5 00:53:58	690.42	0.6441	8.09	3 05:52:17
37	MH31	SON OF A SON	E	31-Dec-97	11:13:37	5.33	4 22:13:37	675.15	0.6600	8.08	3 06:01:47
38	A8	MIRRABOOKA	E	30-Dec-97	18:56:35	6.18	4 05:56:35	582.16	0.7685	8.04	3 06:20:36
39	327	ZEUS II	F	31-Dec-97	23:47:56	4.82	5 10:47:56	746.95	0.5993	8.04	3 06:23:16
40	H100	LOCK ON WOOD	E	31-Dec-97	19:22:09	4.98	5 06:22:09	722.42	0.6200	8.03	3 06:25:56

HCP POS	SAILNO	NAME	IMS DIV	DATE	TIME	VMG KT	ELAPSED TIME	ELAPSED SEC/MILE	IMS TCF	IMS CORR SPEED	IMS CORR TIME
41	7633	BIN ROUGE	D	31-Dec-97	9:35:11	5.41	4 20:35:11	665.79	0.6746	8.02	3 06:38:57
42	6107	ADRIA	C	30-Dec-97	19:19:57	6.16	4 06:19:57	584.39	0.7705	7.99	3 06:50:50
43	114	TAKE TIME	F	31-Dec-97	21:34:53	4.90	5 08:34:53	734.28	0.6135	7.99	3 06:53:05
44	SM377	BACARDI	E	31-Dec-97	2:27:14	5.76	4 13:27:14	625.05	0.7230	7.97	3 07:08:07
45	1295	SURAYA	F	31-Dec-97	19:14:45	4.99	5 06:14:45	720.95	0.6282	7.94	3 07:18:27
46	SM616	MAGIC	E	31-Dec-97	15:53:09	5.13	5 02:53:09	701.76	0.6513	7.88	3 08:02:08
47	5995	NIPS-N-TUX	C	31-Dec-97	4:36:01	5.65	4 15:36:01	637.31	0.7186	7.86	3 08:11:45
48	4040	NADIA IV	C	31-Dec-97	5:22:35	5.61	4 16:22:35	641.74	0.7137	7.86	3 08:12:11
49	6336	LOOSE CHANGE	D	31-Dec-97	5:27:28	5.61	4 16:27:28	642.21	0.7143	7.85	3 08:19:43
50	RQ48	VALHALLA	C	31-Dec-97	6:16:53	5.56	4 17:16:53	646.91	0.7119	7.81	3 08:38:42
51	NZL5990	ANDIAMO	A	30-Dec-97	16:17:15	6.35	4 03:17:15	567.00	0.8137	7.80	3 08:47:25
52	CRI	NEFTENGA	C	30-Dec-97	17:56:11	6.25	4 04:56:11	576.41	0.8035	7.78	3 09:06:09
53	SWE2001	NICORETTE	A	29-Dec-97	20:59:22	7.77	3 07:59:22	463.15	1.0000	7.77	3 09:06:10
54	3946	TRUST BANK HUMMINGBIRD	E	31-Dec-97	11:28:54	5.32	4 22:28:54	676.61	0.6865	7.75	3 09:20:16
55	315	DOUBLE OR NOTHING	E	31-Dec-97	8:14:56	5.47	4 19:14:56	658.15	0.7065	7.74	3 09:25:24
56	M762	INNER CIRCLE	C	31-Dec-97	8:18:40	5.47	4 19:18:40	658.50	0.7072	7.73	3 09:32:53
57	NZL6572	ICEFIRE	C	30-Dec-97	19:45:58	6.13	4 06:45:58	586.86	0.8148	7.52	3 11:44:02
58	S110	BRINDABELLA II	F	31-Dec-97	23:58:09	4.81	5 10:58:09	747.92	0.6486	7.42	3 12:56:48
59	5901	SPIRIT OF THE ALICE	E	31-Dec-97	20:30:38	4.94	5 07:30:38	728.17	0.6798	7.27	3 14:40:54
60	H122	CONQUISTADOR	F	1-Jan-98	13:46:45	4.35	6 00:46:45	826.78	0.6065	7.17	3 15:48:31
61	5488	MORNING TIDE	E	1-Jan-98	12:51:19	4.38	5 23:51:19	821.51	0.6113	7.17	3 15:56:19
62	27	WINSTON CHURCHILL	F	31-Dec-97	16:47:25	5.09	5 03:47:25	706.92	0.7131	7.14	3 16:16:29
63	R317	REDIGO	F	1-Jan-98	22:37:25	4.10	6 09:37:25	877.29	0.5931	6.91	3 19:06:51
64	3624	ABACUS	F	2-Jan-98	13:30:00	3.74	7 00:30:00	962.25	0.5776	6.48	4 01:19:32
65	5643	VETO	F	2-Jan-98	13:45:00	3.74	7 00:45:00	963.67	0.6348	5.89	4 11:07:21

## FINAL IMS DIVISIONAL RESULTS

HCP POS	SAILNO	NAME	IMS DIV	DATE	TIME	VMG KT	ELAPSED TIME	ELAPSED SEC/MILE	IMS TCF	IMS CORR SPEED	IMS CORR TIME
1	HKG88	EXILE	A	29-Dec-97	12:46:40	8.78	2 23:46:40	409.90	0.9296	9.44	2 18:43:29
2	C1	BRINDABELLA	A	29-Dec-97	12:37:12	8.80	2 23:37:12	409.00	0.9859	8.93	2 22:36:37
3	NZL5990	ANDIAMO	A	30-Dec-97	16:17:15	6.35	4 03:17:15	567.00	0.8137	7.80	3 08:47:25
4	SWE2001	NICORETTE	A	29-Dec-97	20:59:22	7.77	3 07:59:22	463.15	1.0000	7.77	3 09:06:10
1	HKG1997	BEAU GESTE	B	29-Dec-97	20:42:50	7.91	3 07:42:50	455.22	0.8199	9.65	2 17:21:27
2	AUS 70	RAGAMUFFIN	B	29-Dec-97	20:42:44	7.91	3 07:42:44	455.21	0.8244	9.59	2 17:42:53
3	SM 100	AUSMAID	B	29-Dec-97	22:36:14	7.73	3 09:36:14	466.01	0.8057	9.59	2 17:44:54
4	B2000	BRIGHTON STAR	B	30-Dec-97	3:31:22	7.29	3 14:31:22	494.10	0.7940	9.18	2 20:41:57
5	S4606	MOTOROLA YOUNG AUSTRALIA	B	30-Dec-97	2:13:01	7.40	3 13:13:01	486.64	0.8067	9.17	2 20:44:40
6	9797	NINETY SEVEN	B	30-Dec-97	2:35:48	7.36	3 13:35:48	488.81	0.8050	9.14	2 20:54:19
7	8887	AUSTRALIAN CHALLENGE 2000	B	30-Dec-97	2:23:50	7.38	3 13:23:50	487.67	0.8077	9.14	2 20:58:31
8	IRL 8000	ATARA	B	30-Dec-97	9:05:43	6.84	3 20:05:43	526.54	0.7765	8.81	2 23:35:43
9	SA 999	MAGLIERI WINES	B	30-Dec-97	14:49:57	6.44	4 01:49:57	559.31	0.7727	8.33	3 03:40:43
10	SA3300	SECRET MENS BUSINESS	B	30-Dec-97	15:36:38	6.39	4 02:36:38	563.13	0.7690	8.31	3 03:49:53
11	JPN 3000	SUMMER BOY	B	30-Dec-97	12:22:50	6.61	3 23:22:50	544.69	0.7999	8.26	3 04:17:42
12	9090	QUEST	B	30-Dec-97	15:15:09	6.42	4 02:15:09	561.09	0.7766	8.27	3 04:18:10
13	HKG 1888	HI FIDELITY	B	30-Dec-97	12:29:35	6.60	3 23:29:35	545.33	0.8037	8.21	3 04:44:52
1	1993	YENDYS	C	30-Dec-97	11:57:12	6.64	3 22:57:12	542.25	0.8046	8.25	3 04:23:58
2	4057	TETRA MARINE WITCHCRAFT II	C	31-Dec-97	3:11:01	5.72	4 14:11:01	629.22	0.6977	8.20	3 04:52:30
3	1195	VALHERU	C	30-Dec-97	15:03:54	6.43	4 02:03:54	560.02	0.7867	8.17	3 05:08:52
4	6144	J44 PHOENIX	C	30-Dec-97	17:45:35	6.26	4 04:45:35	575.40	0.7688	8.14	3 05:27:51
5	KA5300	DRAKES PRAYER	C	30-Dec-97	20:04:40	6.12	4 07:04:40	588.64	0.7526	8.13	3 05:34:35
6	6107	ADRIA	C	30-Dec-97	19:19:57	6.16	4 06:19:57	584.39	0.7705	7.99	3 06:50:50
7	5995	NIPS-N-TUX	C	31-Dec-97	4:36:01	5.65	4 15:36:01	637.31	0.7186	7.86	3 08:11:45
8	4040	NADIA IV	C	31-Dec-97	5:22:35	5.61	4 16:22:35	641.74	0.7137	7.86	3 08:12:11
9	RQ48	VALHALLA	C	31-Dec-97	6:16:53	5.56	4 17:16:53	646.91	0.7119	7.81	3 08:38:42
10	CRI	NEFTENGA	C	30-Dec-97	17:56:11	6.25	4 04:56:11	576.41	0.8035	7.78	3 09:06:09
11	M762	INNER CIRCLE	C	31-Dec-97	8:18:40	5.47	4 19:18:40	658.50	0.7072	7.73	3 09:32:53
12	NZL6572	ICEFIRE	C	30-Dec-97	19:45:58	6.13	4 06:45:58	586.86	0.8148	7.52	3 11:44:02
1	R4100	TERRAFIRMA	D	30-Dec-97	12:21:29	6.61	3 23:21:29	544.56	0.7674	8.61	3 01:10:40
2	NZ8455	WHITE CLOUD	D	30-Dec-97	14:46:50	6.45	4 01:46:50	558.39	0.7554	8.54	3 01:51:48
3	R33	CHUTZPAH	D	31-Dec-97	0:49:07	5.85	4 11:49:07	615.72	0.6889	8.49	3 02:16:34
4	R1000	PRIMA DONNA	D	31-Dec-97	0:44:07	5.85	4 11:44:07	615.24	0.7012	8.34	3 03:32:38
5	SM2	SEAVIEW CHALLENGE AGAIN	D	30-Dec-97	15:08:42	6.42	4 02:08:42	560.47	0.7736	8.30	3 03:55:30
6	5642	CHRISTINE JAY II	D	30-Dec-97	15:20:56	6.41	4 02:20:56	561.64	0.7753	8.27	3 04:15:00
7	SM6	DIXIE CHICKEN	D	30-Dec-97	20:58:22	6.06	4 07:58:22	593.75	0.7335	8.26	3 04:15:51
8	YC5572	KINGTIDE	D	30-Dec-97	23:50:18	5.90	4 10:50:18	610.12	0.7205	8.19	3 04:58:37
9	NZL69	SOWS EAR	D	31-Dec-97	4:26:20	5.66	4 15:26:20	636.39	0.6956	8.14	3 05:31:01
10	7633	BIN ROUGE	D	31-Dec-97	9:35:11	5.41	4 20:35:11	665.79	0.6746	8.02	3 06:38:57
11	6336	LOOSE CHANGE	D	31-Dec-97	5:27:28	5.61	4 16:27:28	642.21	0.7143	7.85	3 08:19:43
1	5527	POLARIS	E	31-Dec-97	6:33:22	5.55	4 17:33:22	648.48	0.6744	8.23	3 04:34:56
2	5426	OUT OF THE BLUE	E	31-Dec-97	6:18:57	5.56	4 17:18:57	647.11	0.6769	8.21	3 04:42:13
3	242	SANDPIPER	E	31-Dec-97	8:46:48	5.44	4 19:46:48	661.18	0.6702	8.12	3 05:35:45

HCP POS	SAILNO	NAME	IMS DIV	DATE	TIME	VMG KT	ELAPSED TIME	ELAPSED SEC/MILE	IMS TCF	IMS CORR SPEED	IMS CORR TIME
4	SM8	JACOBINA OF SHENVAL	E	31-Dec-97	8:27:22	5.46	4 19:27:22	659.33	0.6722	8.12	3 05:36:35
5	1100	HUON CHIEF	E	31-Dec-97	13:53:58	5.21	5 00:53:58	690.42	0.6441	8.09	3 05:52:17
6	MH31	SON OF A SON	E	31-Dec-97	11:13:37	5.33	4 22:13:37	675.15	0.6600	8.08	3 06:01:47
7	A8	MIRRABOOKA	E	30-Dec-97	18:56:35	6.18	4 05:56:35	582.16	0.7685	8.04	3 06:20:36
8	H100	LOCK ON WOOD	E	31-Dec-97	19:22:09	4.98	5 06:22:09	722.42	0.6200	8.03	3 06:25:56
9	SM377	BACARDI	E	31-Dec-97	2:27:14	5.76	4 13:27:14	625.05	0.7230	7.97	3 07:08:07
10	SM616	MAGIC	E	31-Dec-97	15:53:09	5.13	5 02:53:09	701.76	0.6513	7.88	3 08:02:08
11	3946	TRUST BANK HUMMINGBIRD	E	31-Dec-97	11:28:54	5.32	4 22:28:54	676.61	0.6865	7.75	3 09:20:16
12	315	DOUBLE OR NOTHING	E	31-Dec-97	8:14:56	5.47	4 19:14:56	658.15	0.7065	7.74	3 09:25:24
13	5901	SPIRIT OF THE ALICE	E	31-Dec-97	20:30:38	4.94	5 07:30:38	728.17	0.6798	7.27	3 14:40:54
14	5488	MORNING TIDE	E	1-Jan-98	12:51:19	4.38	5 23:51:19	821.51	0.6113	7.17	3 15:56:19
1	780	CANON MARIS	F	31-Dec-97	23:09:19	4.84	5 10:09:19	743.27	0.5566	8.70	3 00:26:40
2	RQ 23	BOOMAROO MORSE FANS	F	31-Dec-97	19:34:53	4.98	5 06:34:53	722.86	0.5852	8.51	3 02:04:32
3	327	ZEUS II	F	31-Dec-97	23:47:56	4.82	5 10:47:56	746.95	0.5993	8.04	3 06:23:16
4	114	TAKE TIME	F	31-Dec-97	21:34:53	4.90	5 08:34:53	734.28	0.6135	7.99	3 06:53:05
5	1295	SURAYA	F	31-Dec-97	19:14:45	4.99	5 06:14:45	720.95	0.6282	7.94	3 07:18:27
6	S110	BRINDABELLA II	F	31-Dec-97	23:58:09	4.81	5 10:58:09	747.92	0.6486	7.42	3 12:56:48
7	H122	CONQUISTADOR	F	1-Jan-98	13:46:45	4.35	6 00:46:45	826.78	0.6065	7.17	3 15:48:31
8	27	WINSTON CHURCHILL	F	31-Dec-97	16:47:25	5.09	5 03:47:25	706.92	0.7131	7.14	3 16:16:29
9	R317	REDIGO	F	1-Jan-98	22:37:25	4.10	6 09:37:25	877.29	0.5931	6.91	3 19:06:51
10	3624	ABACUS	F	2-Jan-98	13:30:00	3.74	7 00:30:00	962.25	0.5776	6.48	4 01:19:32
11	5643	VETO	F	2-Jan-98	13:45:00	3.74	7 00:45:00	963.67	0.6348	5.89	4 11:07:21

## FINAL PHS DIVISIONAL RESULTS

HCP POS	SAILNO	NAME	PHS DIV	DATE	TIME	VMG KT	ELAPSED TIME	ELAPSED SEC/MILE	PHS TCF	PHS CORR TIME
1	M250	SEAC BANCHE	1	29-Dec-97	22:12:10	7.76	3 09:12:10	463.72	1.2885	4 08:37:47
2	SM1	P.L. LEASE FUTURE SHOCK	1	29-Dec-97	17:59:56	8.19	3 04:59:56	439.71	1.3935	4 11:17:53
3	SA1431	MARCHIONESS	1	29-Dec-97	18:15:58	8.16	3 05:15:58	441.24	1.4358	4 14:56:19
4	M89	STORM RIDER	1	31-Dec-97	6:24:32	5.56	4 17:24:32	647.64	1.0212	4 19:48:47
5	4182	UPTOWN GIRL	1	31-Dec-97	5:50:36	5.59	4 16:50:36	644.41	1.0290	4 20:06:57
6	M4	BOB JANE T-MARTS	1	30-Dec-97	17:25:08	6.28	4 04:25:08	573.46	1.1650	4 20:59:17
7	R5180	SORBENT SWEET CAROLINE	1	31-Dec-97	1:34:21	5.81	4 12:34:21	620.02	1.0850	4 21:48:04
8	4826	ASPECT	1	30-Dec-97	16:32:37	6.33	4 03:32:37	568.46	1.1860	4 22:03:31
9	3767	MISTRESS MERCY	1	31-Dec-97	6:20:44	5.56	4 17:20:44	647.28	1.0438	4 22:18:36
10	M74	HIGHLAND FLING	1	31-Dec-97	6:31:43	5.55	4 17:31:43	648.32	1.0572	5 00:01:21
11	105	KARAKORAM	1	31-Dec-97	4:08:47	5.67	4 15:08:47	634.72	1.0820	5 00:15:37
12	1987	BRIGHT MORNING STAR	1	31-Dec-97	5:07:57	5.62	4 16:07:57	640.35	1.0833	5 01:28:23
13	A16	WIDE LOAD	1	31-Dec-97	1:27:29	5.81	4 12:27:29	619.37	1.1296	5 02:30:51
14	5444	SILENTNIGHT BEDS	1	30-Dec-97	10:46:19	6.72	3 21:46:19	535.5	1.3577	5 07:18:51
15	560	DOCTEL RAGER	1	30-Dec-97	16:39:27	6.33	4 03:39:27	569.11	1.3095	5 10:30:05
16	R32747	SERENITY II	1	31-Dec-97	4:36:53	5.65	4 15:36:53	637.39	1.2000	5 13:56:16
1	278	GALATEA	2	31-Dec-97	10:15:10	5.38	4 21:15:10	669.59	0.9143	4 11:12:15
2	MH106	IMPECCABLE	2	31-Dec-97	10:40:09	5.36	4 21:40:09	671.97	0.9449	4 15:11:08
3	4168	TASSIE WINS	2	31-Dec-97	6:24:00	5.56	4 17:24:00	647.59	0.9850	4 15:41:56
4	A94	CHARISMA	2	31-Dec-97	18:50:27	5.01	5 05:50:27	718.63	0.8910	4 16:07:27
5	3807	ALEXANDER OF CRESWELL	2	31-Dec-97	15:27:02	5.15	5 02:27:02	699.27	0.9201	4 16:40:00
6	G710	HITIMEWEWENT	2	31-Dec-97	3:57:20	5.68	4 14:57:20	633.63	1.0181	4 16:57:50
7	265	WAITANGI II	2	1-Jan-98	3:19:30	4.69	5 14:19:30	767.08	0.8536	4 18:39:35
8	MH471	TURKEY SHOOT	2	31-Dec-97	8:28:57	5.46	4 19:28:57	659.48	0.9945	4 18:50:50
9	A113	MARK TWAIN	2	31-Dec-97	15:29:43	5.15	5 02:29:43	699.53	0.9384	4 18:56:58
10	5665	GLOBUS FOOD PACKAGING	2	31-Dec-97	19:18:52	4.99	5 06:18:52	721.34	0.9142	4 19:28:36
11	2557	HOGS BREATH WITCHDOCTOR	2	31-Dec-97	8:24:40	5.46	4 19:24:40	659.07	1.0006	4 19:28:49
12	B23	KINGURRA	2	31-Dec-97	6:58:32	5.53	4 17:58:32	650.88	1.0174	4 19:57:31
13	4647	PORTOBELLO	2	1-Jan-98	1:55:57	4.74	5 12:55:57	759.13	0.8800	4 20:58:50
14	SM5240	CAVALCADE	2	31-Dec-97	8:23:51	5.46	4 19:23:51	659	1.0200	4 21:42:20
15	5505	DRY WHITE	2	31-Dec-97	13:36:00	5.23	5 00:36:00	688.71	1.0022	5 00:51:55
16	H1141	LOWANA II	2	1-Jan-98	1:46:33	4.75	5 12:46:33	758.24	0.9200	5 02:09:14
17	5669	BLUE LADY	2	1-Jan-98	14:52:00	4.32	6 01:52:00	832.99	0.9250	5 14:55:36
18	35	TOPAZ	2	2-Jan-98	16:42:29	3.67	7 03:42:29	980.57	0.8548	6 02:46:34

### PENALTIES IMPOSED BY INTERNATIONAL JURY:

For starting line incidents: Atara: 5 minutes added to corrected time; Maglieri Wines: 5 minutes added to corrected time; Lock on Wood: 5 minutes added to corrected time. For outside assistance: Nicorette penalised 10% of placings.

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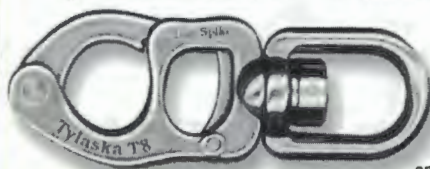
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### MAJOR OFFSHORE & INSHORE EVENTS IN AUSTRALIA AND OVERSEAS

#### AUSTRALIA

##### FEBRUARY

- 13 50th Flinders Trophy & 25th Trade Winds Trophy, Sydney-Wollongong, CYCA.
- 15 51st Founder's Cup & Solo Trophy, Wollongong-Sydney, CYCA.
- 20 Volvo Coffs Coast Sail Week feeder races from Gold Coast and Sydney, MHYC and Runaway Bay Yacht Club.
- 21 Short Ocean Race, CYCA.
- 22 Sail for Cancer Research, Sydney Harbour.
- 28 Short Ocean Race, MHYC.

##### MARCH

- 1-7 Volvo Coffs Coast Sail Week, Coffs Harbour.
- 7 Short Ocean Races, CYCA.
- 21 Short Ocean Race, CYCA

##### APRIL

- 4 Sydney-Mooloolaba race, 480nm, MHYC.  
(final race of CYCA 1997-98  
Blue Water Pointscore.
- 10 50th VB Brisbane to Gladstone race,  
350nm, QCYC.
- 11 12 CYCA Ladies Day Race for Jill McLay Trophy.

- 19 CYCA Winter Series opens, Veterans Race for  
Windward Trophy.
- 26 CYCA Winter Series every Sunday through  
June to July 19.

##### JULY

- 26 CYCA Ladies Day for Chris Lee Trophy.

##### AUGUST

- 1 13TH Sydney-Gold Coast Race, CYCA. (First  
race of CYCA 1998-99 Blue Water Pointscore.  
Hayman Island Big Boat Series, Hayman  
Island Yacht Club.
- XXXX-Ansett Hamilton Island Race Week, Qld,  
Hamilton Island Yacht Club.

##### DECEMBER

- 17-21 Telstra Cup off Sydney, CYCA.
- 18 Canon Big Boat Challenge, CYCA.
- 26 Telstra 54th Sydney to Hobart, CYCA, RYCT.

#### INTERNATIONAL

1998

##### AUGUST

- 1-14 Kenwood Cup, Hawaii, Royal Hawaiian Ocean  
Racing Club.

*Racing north to Coffs Harbour (Pic - Ian Mainsbridge)*

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 1997 Hayman Island Big Boat Series IMS Division .....1-3-4-5\*-6-7-8  
 1997 Hamilton Island Race Week IMS Division .....1-2-4-6  
 1997 Ord Minnett Regatta .....1-2\*-4\*-5-6-8-9-10  
 1997 Telstra Cup..1-2-3-4-6-7\*-8\*-9-10\*  
 1997 Sydney to Hobart (IMS) .....1-2-3-4-5\*-6\*-8-10  
 1997 Sydney to Hobart (PHS).....1-2-3\*  
 1997 Southern Cross Cup .....1-2-3-4-6-7\*-8\*-9-10  
 1997 Strathfield Car Radios Pittwater to Coffs Harbour Series (IMS Division) .....1-2\*-3-4-5-6\*-7\*-8\*  
 1997 Strathfield Car Radios Pittwater to Coffs Harbour Race (PHS Division) .....1-2\*-3-4-5-6\*-7\*-8-9

\* partial inventory Sharon Green photo



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