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# Offshore

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

*Yachting*

## Mooloolaba Mayhem!

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**Solo Champ**



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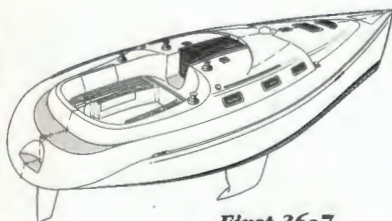


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# Offshore

*Yachting*



## THE CRUISING YACHT CLUB OF AUSTRALIA

New Beach Road, Darling Point  
NSW 2027 Phone: (02) 363 9731  
Fax: (02) 363 9745

### FLAG OFFICERS AND DIRECTORS

Commodore: *David Fuller*  
Vice-Commodore: *Bill Sherman*  
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Treasurer: *John Strutt*  
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Sailing Secretary: *Bob Brenac*

**EDITOR** Peter Campbell

**DESIGN/PRODUCTION** Hardy Graphics (02) 719 1963

**PHOTOGRAPHY** David Clare (02) 906 6077

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4/34 The Esplanade, Cronulla, NSW.

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**EDITORIAL OFFICES:** Peter Campbell & Associates, 64

Boronia Avenue, Cheltenham NSW 2119.

Phone/Fax: (02) 869 8197. CompuServe 100036,2315.

### EDITORIAL CONTRIBUTORS:

MELBOURNE - Kevan Wolfe (03) 560 8674.

HOBART - Bruce Montgomery (002) 24 2196.

PERTH - John Roberson (09) 430 4944.

BRISBANE - Ian Grant (07) 349 9147.

UNITED KINGDOM: Bob Fisher + (0590) 68 2267.

### ADVERTISING

SYDNEY, MELBOURNE, BRISBANE & HOBART:

Jan Cooke, Phone/Fax (02) 452 2093 or Jamieson Publishing,

4/34 The Esplanade, Cronulla, NSW 2230.

Phone (02) 544 1501 Fax (02) 544 1502.

PERTH: Gerry Howard, Frank Hall Media.

Phone (09) 474 3297. Fax (09) 474 1109.

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Complete preview to CYCA's Canon Sydney-Gold Coast Race; Yachting Clothing Buyer's Guide; Radio offshore; America's Cup - the next Match in New Zealand; Tasmania's Dramatic 1995 Three Peaks Race.

**COVER:** Strong sou'westers at the start of the Sydney-Mooloolaba race saw some spectacular broaches, among them *Seahawke*, caught on camera by David Everdell. Insets: Grin of a winner - David Adams celebrates his BOC Class II victory (PIC: Courtesy The Telegraph-Mirror) and in San Diego, Russell Coutts with "Auld Mug" after New Zealand's America's Cup victory (PIC: Peter Rattray, Kodak Australia)



# Adams' Historic Solo Victory

PIC: BILLY BLACK

“**T**enacity - and never seeing any obstacle too hard to overcome.” That was Caroline

Adams' description of the greatest attributes shown by her husband, David, in winning Class II of the BOC Challenge solo race around the world.

There were many obstacles he had to overcome. Initially, there was the hurdle of finding the money to build a 50-footer specially for the BOC race. Then at sea, he faced and overcame the awesome dramas of four knockdowns, a broken boom and twice being swept overboard in Southern Ocean storms. Finally, midway through the last leg from Punta del Este in Uruguay to Charleston, South Carolina, on the US East Coast, the breakdown of the generator which provides power for communications and the autopilot could have cost him victory.

Each obstacle was overcome and while it was David who faced the dramas at sea, there is no doubt that a small group of friends and advisers, along with the design and building team, the sailmakers and the race support team led by his wife played a critical role in his historic victory.

There are many other proven facts and skills about David Adams ..... courage, seamanship, great sailing skills, competitiveness, concern for his fellow

Australian David Adams has made yachting history as the first Australian to win a Class of the BOC Challenge, unquestionably the world's toughest round-the-world yacht race. Editor Peter Campbell spoke to Adams after his great victory in the Australian designed, built and equipped *True Blue*.

competitors ... that rank him among Australia's greatest ocean racing yachtsmen. He has shown those attributes not only in this, his second BOC Challenge, but in other long ocean races, both short-handed and in fully crewed events.

He has lost count of the times he has circumnavigated the world by ship and yacht, but he has now done it twice in BOC races, sailing the 60-footer *Innkeeper* in the 1990-91 race.

In the 1987 two-handed race from Melbourne to Osaka, he received the Best Seamanship award following the rescue of a fellow competitor whose yacht had sunk in the Coral Sea. At night in 25-foot seas, David Adams and his crew David Giddy located one of the missing yachtsmen adrift in a life raft and subsequently transferred him to a cargo ship. They went on to win Division B of the Yamaha Osaka Cup.

David's sense of responsibility to his fellow competitors was again demonstrated by his selfless diversion in stormy weather to assist Isabelle Autissier during the second leg of the recent race, from Cape Town to Sydney. He lost his lead in the race, but was subsequently given a time allowance which lifted back to first place against arch rival Giovanni Soldini, sailing *Kodak*.

David and his wife Caroline flew back to Sydney briefly after he finished the final leg of the 27,000 nautical mile circumnavigation of the world.

At Sydney Airport David was given a hero's welcome by family and friends at a packed media conference. Among those there were the world's first solo around-the-world yachtswoman Kay Cottee and past BOC competitors Ian Kiernan and Kanga Birtles.

David Adams and *True Blue* had crossed the finish off Charleston at 11.55am local time on May 2, not only clearly winning Class II (50-footers) but setting a new mark for the fastest circumnavigation by an Australian singlehanded sailor and smashing the BOC Class II record.

His Leg IV time of 29 days 00 hours 55 minutes 30 seconds gave him an overall elapsed time for the voyage of 131 days 5 hours 6 minutes 39 seconds - the quickest time around the world by a lone Australia sailor, bettering by three-

**Above: Class I winner, *Sceta Calberson*.  
PIC: PETER CAMPBELL**

**Right: Alan Nebauer, sailing *Newcastle Australia*.  
PIC: HOWARD WRIGHT**

and-a-half days the mark set by countryman Kanga Birtles in the 1990-91 BOC. The time also obliterated the previous Class II, established by the French skipper Yves Dupasquier during the last BOC, by a remarkable 10 days 10 hours.

Finally, Adams' time was good enough for fourth overall in the 1994-95 BOC, beating a handful of Class I 60-footers in the process.

The winner for the second successive time was the Frenchman Christophe Auguin, who won every leg with his state-of-the-art sloop, *Sceta Calberson*. While he set a record time for the Cape Town-Sydney leg, Auguin failed to break the overall record, his overall time being 121 hours 17 hours 11 minutes 46 seconds - some 17 hours off the pace. Nevertheless, he equalled the record of two back-to-back wins achieved by another famous French yachtsman, Philippe Jeantot, who won in 1982-83 and 1986-87.

"I'm very, very proud," Adams said after finishing the marathon race. "The guys who've won this 50-footer class before are all great blokes, top sailors. Mike Plant (1986-87 Class winner) was a guy I greatly admired, he's the one who probably got me into the sport ... it's terrific to have my name mentioned alongside his. It's terrific that an Aussie is finally taking home a bit of silverware in a BOC challenge."

Adams, who finally shook off close rival Giovanni Soldini, sailing *Kodak*, on the final leg after starting from Punta del Este with a slim 22-hour lead over the young Italian. "At the outset I asked Scott Jutson, our designer, for a boat that would win the first and last leg," he said. "If I'd known it was going to be so quick on those legs (which *True Blue* won) I wouldn't have worried about the Southern Ocean legs. It's all a credit to the boat, it's beautifully put together. From the designer to the builder to the



shore crew, it's all come together. I owe my victory to them,' he added.

*True Blue* was designed by Scott Jutson and built at Mooloolaba on Queensland's Sunshine Coast by Jon Sayer. Most of the sails were from Fraser Sails in Sydney. The boat was fitted out mostly with Ronstan deck hardware with the Coursemaster Autopilot playing a vital and faultless role through the circumnavigation.

Back in Sydney, Adams continued to play down his own efforts, his race tactics, his seamanship, his sailing skills and his own vision as a solo yachtsman. While emphasising that this would be his last BOC Challenge, the tall Sydney sailor said that yachting would continue to be his career. "However, if they de-

with the Italian Soldini. At that stage Adams had established a 200nm lead over Soldini through hand-steering the boat in the worst weather.

Tactically, the first and last legs proved the winners for Adams. 'We went into the first leg with a strong game plan and it paid dividends,' he added - Adams outsailed Soldini on that leg from Charleston to Cape Town to become the first Australian to win a leg of the BOC Challenge. The Italian was first into Sydney but Adams was awarded a time allowance for going to the aid of Isabelle Autissier and held first place. Soldini beat Adams in Punta del Este on the third leg and looked to be a strong t h r e a t

**"I would like to get back into a fully crewed boat, in a management type role - putting together a crew for a world challenge. I would like to go further down the track with an Australian designed and built boat,"**



ecided to make the BOC a two-handed event I would put up my hand," he said.

"I would like to get back into a fully crewed boat, in a management type role - putting together a crew for a world challenge. I would like to go further down the track with an Australian designed and built boat," he continued, referring to the next Whitbread Race and other proposed round-the-world events for fully crewed big boats.

Modest as he may be, and full of praise for his boat and his support team, there is no question that David Adams' seamanship and tenacity was the catalyst which brought victory in the BOC Challenge.

In the Southern Ocean, on the brutal 7000 nautical mile second leg between Cape Town and Sydney, *True Blue* was rolled on her beam ends four times and Adams was washed overboard twice in what he described as the 'worst seas he had seen in his life' in the storm which dismasted Frenchwoman Isabelle Autissier in a 360 degree rollover.

Midway through this leg *True Blue* suffered its only major structural damage - a broken boom - a freak mishap which he kept to himself and his shore crew as he continued a tactical duel

with just one leg to sail.

That's when the game plan worked again. "In fact, we worked out a strategic plan for each leg," David explained. "For the final leg, knowing we would be sailing in light winds, including through the doldrums, we concentrated on reducing weight.

"We cut down on the food I carried, we cut the covers off the ropes, and we ordered a light weight Kevlar 'Plus' mainsail to replace the more rugged Spectra sails that Frasers had made for the Southern Ocean legs." The area of this new mainsail was comparable to an IMS 50's mainsail and blade jib combined. "Giovanni's (*Kodak*) will (often) get the fastest day's run, but *True Blue* will keep going in next to nothing - my worst day was 160 miles," he added. "The major differences between *Kodak* and *True Blue* was our light weather performance and the consistently good average speeds - a credit to Scott Jutson and Jon Sayer."

• Of loneliness at sea - that certainly was not a problem. "We spent 90% of our day working on race tactics and house-keeping aboard and we had tremendous communications through the

Telstra Satcom C and Satcom A which kept me in constant touch with the shore team. The boat below is set up like my office."

• Of his yacht *True Blue* - "It's up for sale but it's certainly not a cruising boat, unless you are a pigmy."

• Of the criticised cost of the Isabelle Autissier rescue - "We should be extremely proud of our Navy and Airforce who found her and brought her back alive ... under Solas it doesn't matter whether it's a singlehanded yacht or a cruise ship - each country has an obligation ... but I was embarrassed by people in Punta saying 'you're from the country which doesn't like rescuing people.'"

• Of the future BOC races - "There will be a debriefing of officials and competitors at which safety will be reviewed ... but there is no way you can stop an accident like that which happened to Isabelle ... or the apparent loss of Harry Mitchell."

• Of fellow Australian Competitor Alan Nebauer - "He is a great and courageous sailor. He is the first person in the history of the race to receive two Seaman-ship Awards - for rescuing Josh Hall in leg one and for sailing

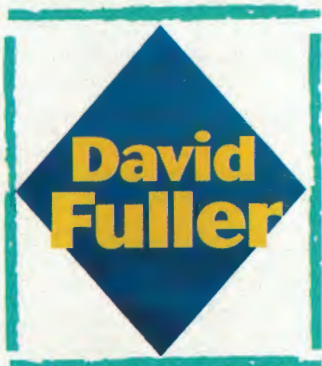
Newcastle Australia around Cape Horn without a mast - and that's like climbing Mt Everest in thongs!"

## Alan Nebauer Third To Finish Class II

Nabauer, sailing Newcastle Australia and the only other Australian competitor in the BOC Challenge, crossed the finish line at Charleston, South Carolina, on Saturday May 11 to become the eighth yacht to complete the final leg and third in Class II with a time of 39 days 3 hours 21 minutes 21 seconds. His overall elapsed time for the race of 181 days 13 hours 46 minutes 28 seconds will place him fourth in the 50-footer and under class.

In an eventful race, the young sailor rescued fellow competitor Josh Hall on leg 1, was dismasted and sailed around Cape Horn under jury rig on the third leg, and then after replacing his mast in the Falkland Islands, he broke his rudder and finished the leg with an emergency rudder using a spinnaker pole and hatchboard. ▲





## From the Commodore's Desk

**S**ailing in Australia and New Zealand will receive a tremendous boost over the next few years from Olympic and America's Cup activities. New Zealand's fine victory in San Diego has sent all other countries back to the drawing board in search of that elusive quarter knot of boat speed.

The Black Magic team were "simply the best" in every aspect of their challenge which has set new standards for the next match which is likely to be delayed until our Olympic Year 2000. I believe that the New Zealanders kept it simple, stuck to the basics and maintained a strong psychological edge over their opponents throughout the series.

Certainly calm determination was a feature of their campaign. The win has capped off a magnificent string of achievements for Peter Blake who must now rank equally with the New Zealand All Blacks captain.

Closer to home has been the superb BOC Class 2 victory by David Adams. Although many people question the safety aspects of solo racing it is still the ultimate test of courage and seamanship and David's win deserves the highest recognition.

Planning for this year's Southern Cross series and Sydney-Hobart race is progressing well and there has been a very encouraging response to the Southern Cross teams format which now includes club teams. Leading up to these events will be our Gold Coast Classic and Big Boat Challenge races again sponsored by our friends and partners at Canon Australia. We are delighted to have Canon on board as a major sponsor and we can look forward to exciting racing in both events.

*Fair sailing.*

*David Fuller - Commodore*

### New General Manager Appointed By CYCA

The Cruising Yacht Club of Australia has a new general manager, Bruce Rowley, who took up his position in May.

Bruce is a CYCA member with three Sydney-Hobarts to his credit, but comes to the club with an extensive background in hotel and club management in Sydney and Queensland. He has a B Econ degree in accounting and more recently has been a 'troubleshooter' in the hotel and club industry.

Warren Spooner, who was general manager for the past 12 months, resigned because of ill health. Tony Dowling also left the CYCA in April after a number of years with the club.

Under a re-organisation of management structure, the general manager will be responsible for all house activities with Nina MacKinnon newly appointed as accountant.

Phil Thompson is the sailing manager with Bob Brenac as sailing secretary, Dayne Sharpe in charge of the Youth Sailing Academy, while the yard and marina supervisor is Richard Geange.

### Sydney-Hobart Statistics

Jill Robinson, who headed the team of CYCA volunteers answering phone calls from friends and families competing in the 50th Sydney-Hobart, reports that a total 14,320 minutes of enquiry calls were received during the race. ▲

*Rager*, skippered by CYCA Rear Commodore Peter Bush, will be one of the strong fleet in this year's Canon Sydney - Gold Coast Classic

PIC: IAN MANSBRIDGE





National Business Directory Sydney-Mooloolaba  
**RACE**

# Aussie Designers Dominate Mooloolaba Race Winners

The growing status of Australian yacht designers received a major boost in the 1995 National Business Directory Sydney-Mooloolaba Race, the 32nd annual race to Queensland waters conducted by Middle Harbour Yacht Club, as Peter Campbell reports.

**T**he innovative skills of Australian yacht designers, and their somewhat belated recognition by Australian yacht owners were underlined by results in the 1995 National Business Directory Sydney-Mooloolaba race, with Iain Murray, David Lyons, Scott Jutson and Andrew Cape each designing one of the IMS Division winners, as well as several place-getters.

With ocean racing undergoing a significant revival of interest, their successes in this race will certainly lead to more local commissions and a boost to the sale of Australian-designed and built production IMS yachts overseas, particularly to South-East Asia.



*Brindabella*, the Jutson 75 won line honours and IMS Division 1 on corrected time, *Atara*, a Lyons 43, took out IMS Division 2, the Cape 35, *Autodesk*



Above: *Bit 'O Fluff*, does one of several spectacular broaches off Sydney Heads.

Left: The mast of *Darwin Evolution* starts to break after her chinese gybe.

PICS: IAN  
MAINSBRIDGE



*Cape Fear* won IMS Division 3, and the newly launched *Millennium*, a Murray 41 sistership to the Sydney-Hobart overall winner, *Raptor*, took out IMS Division 4. To give Australian designers a clean sweep of the IMS category, Division 5 went to *Southerly*, designed by the late Charles Peel in 1939.

This year saw a major revival of interest in the race to Queensland's Sunshine Coast. Fleet sizes had diminished since Hamilton Island Race Week was moved to late August, but Middle Harbour Yacht Club this year received 64 entries of which 61 boats started and all but six completed the race.

This was up nearly 50% on the 1994 fleet. It was also the best quality fleet in recent years, attracting most of the best

performing IMS boats in the country, with entries representing clubs in New South Wales, Queensland, Victoria, Tasmania, the Northern Territory and Ireland. The fleet covered the broad spectrum of ocean racing in Australia, from the maxis through to the new state-of-the-art IMS boats in the 30 to 43-foot range and the converted ex-IOR racers, to those great timber oldtimers brought back into competition for the 50th Hobart and which are still going strong.

The sponsorship by Telecom's National Business Directory of the Sydney-Mooloolaba as the final race in the NBD Sydney Regatta 1995, a seven race series of long and short ocean races from February through to April, together with the success of the Sydney clubs' com-

bined offshore racing this past season and the boost given by the 50th Sydney-Hobart, all contributed to the revived interest and size and quality of the fleet. Given a similar level of interest next season, Middle Harbour Yacht Club officials are already talking of a fleet of 80 boats in 1996.

The Mooloolaba race was also the final and deciding event in the Cruising Yacht Club of Australia's prestigious Bluewater Pointscore, maintaining rivalry right down to the line.

Middle Harbour Yacht Club elected not to produce overall IMS results this year, splitting the fleet into three racer divisions and two racer/cruiser divisions of yachts of similar potential performance, to enable the most effective



use of pre-start course construction and wind speeds relative to each division. The wind speeds were selected post-finish and were based on official weather information and reports from selected yachts in each division with navigators keeping a log of windspeeds.

In taking line honours and dominating handicap results for the second successive year in the 469 nautical mile race northwards, *Brindabella* proved herself one of the most versatile ocean racing maxi yachts in the world

In a brilliant display of power sailing in autumn weather that started with a south-westerly gale, died away to virtually nothing midway up the New South Wales North Coast and ended in light headwinds off Queensland's Sunshine Coast, *Brindabella* spread-eagled the fleet - including rival maxi ketch Tasmania.

The Jutson 75, owned and skippered by former Canberra-based George Snow, now living in Sydney, notched

**Left: Sydney - Mooloolaba Line Honours winner *Brindabella* chasing her shadow as she surfs north in a fresh sou'wester**  
PIC: IAN MAINSBRIDGE

up her second line honours win, producing an IMS corrected time which was five hours ahead of the next best boat, and also placing first under PHS handicaps allocated to the entire fleet under the combined Sydney clubs' highly sophisticated Performance system.

In 1994 *Brindabella* cracked Helsal's race record of 45 hours that had stood for 19 years with a time of 44 hours 01 minutes 43 seconds. This year she failed by a mere 4 minutes 29 seconds to break her own record, recording an elapsed time of 44 hours 06 minutes 12 seconds.

*Tasmania*, Bob Clifford's maxi ketch from Hobart, which had beaten *Brindabella* by a mere seven minutes in the 630 nautical mile 50th Kodak Gold Sydney-Hobart Race, was some 12 miles astern as the Sydney maxi sloop tacked her way across the line off Mooloolaba's Point Cartwright on the Queensland Sunshine Coast. *Tasmania* eventually finished 1 hour 45 minutes 52 seconds astern.

Although disappointed at not breaking his own record, George Snow was elated at turning the tables on *Tasmania*,



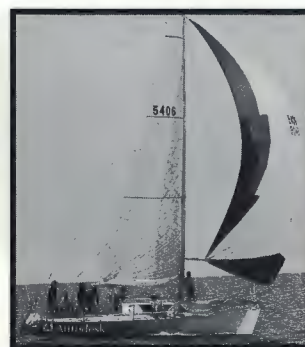
**BRINDABELLA**

Line honours/1st IMS Division 1  
**NINETY SEVEN**-3rd IMS Division 1



**ASSASSIN**

2nd IMS Division 2



**AUTODESK CAPE FEAR**

1st IMS Division 3

# WHAT THE WINNERS WEAR!

the former globe-girdling Whitbread Race winner of 1993-95, *New Zealand Endeavour*.

"We cracked a top speed of 27.6 knots running under spinnaker on Saturday afternoon ... we sailed the first 100 miles in five hours ... that night we reckoned we were 15 hours inside the race record," Snow said after berthing at Mooloolaba Yacht Club.

For Clifford, it was a disappointing end to a summer of success with *Tasmania*. "*Tasmania* needs the wind right on her quarter to achieve her optimum speed ... it was always 10 to 15 degrees too far forward ... we were never able to set the mizzen spinnaker and staysail ... *Brindabella* was better suited by the hard beam reaching and final windward work."

This was *Tasmania's* final race in Australian waters - for the present, at least. She has been shipped to Los Angeles to contest this year's TransPac, with Clifford planning to join his American partners in the famous downhill slide across the Pacific. The Farr-designed ketch may then contest the Cape Town to Rio Race.

However, *Tasmania* did not go empty-handed. She won the PHRS Division 2 for non-IMS yachts, placed third in the PHRS overall results behind *Brindabella* and the 56-year-old timber boat, *Southerly*, and she won the trophy for the best placed non-NSW yacht. Not quite the same status as Line Honours, however!

The race started in spectacular fashion, a spinnaker start with a 30 knot sou'wester, with 'bullets' of 40 knots shooting through the Heads which created havoc among the fleet, with some out-of-control broaches and several chinese gybes under the towering ramparts of North Head.

The Mackay yacht *Bit 'o Fluff*, easily identifiable with her pink spinnaker, did several waltzes but the most dramatic was the dismasting of *Darwin Evolution*, the much-travelled Cassidy 55 owned by Darwin surgeon Jon Wardill. The yacht broached, chinese gybed and

then her mast cracked in two at the lower spreaders.

The strain of steering under this pressure took its toll later in the afternoon with *Innkeeper Petaluma Wines* coming to a grinding halt as her steering failed off the Central Coast. Andrew Short had just brought the Steinman-designed

**"We cracked a top speed of 27.6 knots running under spinnaker on Saturday afternoon ... we sailed the first 100 miles in five hours ... that night we reckoned we were 15 hours inside the race record,"**

yacht back to Sydney after an extensive upgrading at Mooloolaba, lengthening the hull and adding a new keel and rig. *The First Eleven* from Brisbane and Mooloolaba's *Robbocap* followed during the night with broken steering and later the following day the new *Jarkan 40*



**NORTON SMITH WILDFIRE**  
3rd IMS Division 3



**NIPS'N'TUX**  
3rd IMS Division 4



**SURAYA**  
2nd IMS Division 5

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SYDNEY - MOOLOOLABA 1995			
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Newly launched Millennium sets a cracking pace out of Sydney Harbour in the Mooloolaba race, going on to win her IMS Division PIC: PETER CAMPBELL

skipped by Kanga Birtles also pulled out with steering problems.

The fleet carried their kites into the night but by next morning, with the leaders nearly halfway to Mooloolaba, the breeze had eased, becoming fickle of Coffs Harbour, and eventually swinging to the north-west without lifting to more than 15 knots. From Evans Head northwards, *Brindabella* and *Tasmania* were two-sail reaching or hard on the wind, with the chance of a race record gradually diminishing.

Steering problems almost cost the newly launched *Millennium* victory in IMS Division 4 for cruiser/racers. Sailing on the wind the wheel steering chain snapped, sending the boat in several unplanned circles before the crew were able to set up a jury tiller system between the wheel and the transom. Eventually, after two hours work the broken chain was replaced by a spectra rope pulley which proved effective for the rest of the race. 'It probably cost us a couple of hours in time,' said crew member Nicki Bethwaite, the former Olympic 470 women's sailor.

*Millennium* is a Bashford / Howison cruiser/racer designed by Iain Murray for either IMS or CHS handicap racing. She is a sistership to *Raptor*, the German-owned 41-footer which was overall IMS winner of the 50th Kodak Gold Sydney-Hobart. More than a dozen of these boats have been built or are on order and while most are for overseas, local buyers include two-times Sydney-Hobart winner, Lou Abrahams from Melbourne.

*Brindabella* not only won IMS Division 1, her corrected time was five hours faster than the next best in other divisions and she was a clear winner under the PHRS handicap. Had there been an overall IMS result, the Jutson 75 would have won the jackpot.

IMS Division 2 saw the burgee of one of the oldest yacht clubs in the world, the Royal Cork Yacht Club in Ireland, proudly flutter from the backstay of the winner, *Atara*, owned and skippered by Sydney-based Irishman John Storey.

*Atara* was built last year to the design of young Sydney naval architect David Lyons to replace the Farr 43 whose hull was damaged beyond repair in the gale swept 1993 Sydney-Hobart. After being dismasted in Bass Strait, Storey and his crew figured in the dramatic rescue of John Quinn who had spent five hours in the sea after being knocked overboard from his own yacht, MEM.

IMS Division 3 saw close racing between a mixture of state-of-the-art and ex-IOR racers, with the Andrew Cape-designed *Autodesk Cape Fear* scoring a fine victory for owner/builder Andrew Bristow. Included in his crew as helmsmen were MHYC Commodore Tony Hill, a skillful downwind steerer, and

Amanda Wilmot. *Cape Fear* won from Ray Stone's 10-year-old *Kings Cross* and the new Farr 31, *Norton Smith Wildfire* (Brian Saunders).

Seventy-year-old Don Mickleborough and his 56-year-old wooden boat, *Southerly*, completed a hat-trick of ocean racing wins by taking out IMS Division 5. Since being lovingly restored by Mickleborough, has won its IMS division of the 1993 Canon Sydney-Gold Coast Classic and the 30-Year-Veteran Division of the 50th Kodak Gold Sydney-Hobart. All of the crew, except one, are older than the yacht, earning their status as "The Golden Oldies".

*Tasmania*, which has not been converted to IMS racing, took out PHRS Division 1 from the *Aspect Computing*, skippered by David Pescud from Cronulla Sailing Club - the first trophy success for the crew with physical disabilities who have sailed the boat so ably over the past year or more, including racing to Lord Howe Island and to Hobart.

It was an outstanding effort by the crew, whose disabilities range from a double amputee to dyslexia, and a tribute to their dedication to the sport.

IMS DIVISION 1: 1 *Brindabella*; 2 *Ninety Seven*; 3 *Condor of Currabubula*.

IMS DIVISION 2: 1 *Atara*; 2 *Assassin*; 3 *Cuckoos Nest*; 4 *Emotional Hooligan*; 5 *2KY Racing Radio*.

IMS DIVISION 3: 1 *Autodesk Cape Fear*; 2 *Kings Cross*; 3 *Norton Smith Wildfire*; 4 *Atria*; 5 *Hall Chadwick Nuzulu*.

**"Sailed with a crew drawn from Impetuous and the 'works team' which sailed Raptor to victory, including champion helmsman Ian Bashford, Millennium showed great pace from the start until she suffered her steering problems, recovering to score a comfortable IMS win"**

IMS DIVISION 4: 1 *Millennium*; 2 *Canon Copiers*; 3 *Nips-n-Tux*; 4 *Holiday Inn Haupia*; 5 *Margaret Rintoul II*.

IMS DIVISION 5: 1 *Southerly*; 2 *Suraya*; 3 *King Billy*; 4 *Bluebottle*; 5 *Sandpiper*.

PHRS DIVISION 1: 1 *Tasmania*; 2 *Aspect Computing*; 3 *Yendys*; 4 *Rager*; 5 *Freight Train*.

PHRS DIVISION 2: 1 *Micron*; 2 *Hogsbreath Witchdoctor*; 3 *Seahawk*; 4 *Goldfinger*; 5 *Awlgrip Half Hour*. ▲



## Bluewater Pointscore To AMP Wild Oats

The CYCA's Blue Water Pointscore, regarded as the most prestigious long ocean racing series in Australia, has been won for the 1994-95 season by *AMP Wild Oats*, the veteran Farr 43 owned by Bruce Foye and Lance Peckman, by a mere three points from three-times past winner, *Kings Cross*, skippered by Ray Stone. Third place overall was *Autodesk Cape Fear*, skippered by Andrew Bristow.

This season's pointscore, based on the best nine of 11 long ocean races out of Sydney over the summer, including the Sydney-Hobart, attracted the closest competition in years. In fact, the final results for both IMS and PHS were decided in the final event, the National Business Directory Sydney-Mooloolaba race.

Under PHS, the overall winner was the famous timber yacht *Margaret Rintoul II*, the original *Ragamuffin* now owned by Richard Purcell, with second place going to *Impeccable* (John Walker), third to *Kings Cross*.

The Bluewater Pointscore win by *AMP Wild Oats* climaxes a remarkable career for the Farr 43 since it was bought by a CYCA syndicate of Bruce Foye, Roger Hickman and Lance Peckman. Originally designed as an IOR contender for the Admiral's Cup in 1985 it has achieved its greatest success with these owners and their crew, firstly under IOR and over the past season under an IMS rating.



Bluewater Champion ocean racer for 1994-95, *AMP Wild Oats* owned by CYCA members Bruce Foye and Lance Peckman  
PIC: PETER CAMPBELL

Their wins have included a first and second in the Sydney-Mooloolaba, and first and a second in the Sydney-Gold Coast and then, in 1993, the last IOR winner of the Sydney-Hobart and also the Bluewater Pointscore for 1993-94. Converted and optimised for IMS racing, *Wild Oats* has continued to be one of the most competitive yachts in the Sydney fleet

The win is a tribute to the skills of Bruce Foye who took over as skipper for most of the summer racing when Roger Hickman joined Syd Fischer's America's Cup challenge.

Without doubt, one of the key factors of the yacht's success has been the consistency of its crew, with most of them now sailed together for the past three seasons. Lori Wilson, one of a small group of women sailors who work the foredeck of ocean racers, was chosen Ocean Racing Crewman of the Year for 1993-94.

*Margaret Rintoul II's* win is also a tribute to the restoration carried out since 1988 by Richard Purcell since he bought the Sparkman & Stephens-designed 48-footer, Syd Fischer's original *Ragamuffin* which was winner of the 1969 Fastnet Race and a three-times

Admiral's Cup team yacht in England. She placed second to *Love and War* in the 20-Year Veterans Division of the 50th Kodak Gold Sydney-Hobart last year - her 19th race south and a record for any yacht. As well as winning the PHS division, *Margaret Rintoul II* placed fourth overall under IMS.

In the CYCA's Short Ocean Pointscore, the IMS Division 1 winner was Ray Stone's *Kings Cross*, beating *AMP Wild Oats* (Bruce Foye) and *Cavalier Express* (D. Voorderhake). Division 2 went to *Stormy Petrel II* (Graham Day)

**"Without doubt, one of the key factors of the yacht's success has been the consistency of its crew, with most of them now sailed together for the past three seasons"**

from *Firetel* (Ray Lawler) and *Impeccable* (John Walker). PHS Division 1 was won by *Cavalier Express* from *AMP Wild Oats* and *Coconut Express* (Brian Meiklejohn) while PHS Division 2 went to *Shenandoah III* (Julius Charody) from *Fast Forward* (L. Bishop) and *Stormy Petrel II*.

In the Short Haul pointscore the IMS winner was the Alan Payne designed

Tasman Seabird *Cherana*, skippered by John Keelty, from *Sommerbreeze* (Hans Sommer) and *Windlass* (Karl Stechmann). *Windlass* also took out the PHS pointscore from *Time Out* (Rod Wills and G. Silberstein), third going to *Cherana*. - Peter Campbell

### Bluewater Pointscore 1994-95

#### IMS OVERALL:

1 AMP *Wild Oats*, Farr 43 (Bruce Foye & partners, CYCA) 486 pts 2 *Kings Cross*, Davidson/Jutson 36 (Ray Stone, MHYC) 483 pts 3 *Autodesk Cape Fear*, Cape 35 (Andrew Bristow, CYCA) 441 pts 4 *Margaret Rintoul II*, S&S 48 (Richard Purcell, CYCA) 439 pts 5 *Nips-n-Tux*, Jutson NSX-38 (Howard de Torres, CYCA) 419 pts

#### PHS OVERALL:

1 *Margaret Rintoul II*, S&S 48 (Richard Purcell, CYCA) 432 pts 2 *Impeccable*, Peterson 36 (John Walker, MHYC) 415 pts 3 *Kings Cross*, Davidson/Jutson 36 (Ray Stone, MHYC) 414 pts 4 AMP *Wild Oats*, Farr 43 (Bruce Foye & partners, CYCA) 407 pts 5 *Hall Chadwick Nuzulu*, Steinmann 31 (Ed Psaltis & Mike Bencsik, CYCA) 396 pts.

### No Aussies or Kiwis For 1995 Admiral's Cup

Neither Australia nor New Zealand has been able to raise a team of three yachts for the 1995 Champagne Mumm Admiral's Cup. The Royal Ocean Racing Club has received a disappointing eight challenges for the biennial regatta to be sailed out of Cowes, England, in late July and early August.

Australia had at least one Mumm 36 owner willing to go, and two owners considering making their 47-footers available for the big boat slot. But no-

one was willing to put up the dollars needed to charter an ILC40, the third yacht in the three-boat teams for this year's contest on The Solent, the English Channel and finally in the Fastnet Race.

At one stage, consideration was given to a joint Australia-New Zealand team but this fell through with NZ's heavy commitment to the America's Cup Challenge in San Diego. In fact, the top Australian 47-footer, *Ninety Seven*, may be chartered by the Hong Kong team.

The eight nations to have issued challenges are Germany, Hong Kong, Italy, Ireland, Scandinavia, South Africa, United Kingdom and the United States of America. Germany won this world championship of ocean racing in 1993, beating Australia by a mere .25 point, the closest result in the long history of the Admiral's Cup.

The Germans are mounting a strong defence with four Cup team aspirants launched in early May - the ILC46s *Pinta* and *Rubin* and Mumm 36s, *Just for Garanta* and *Antibody*. *Pinta* and *Rubin*, both designed by Judel/Vrolijk and built in New Zealand, being shipped by container ship to Europe. *Pinta* is owned by Willi Illbruk while *Rubin* is the 14th yacht to bear the famous name since Hans-Otto Schumann took up offshore racing 45 years ago.

The Mumm 36, *Just for Garanta*, is the former world champion *Pigs in Space*, now owned by Bernt Bresse while *Antibody* is the former *Aerosail* and is owned by Rudiger Arndt.

The rules of the Champagne Mumm Admiral's Cup require that each nation's team consist of one Big Boat (around 48ft, racing under time allowance to the IMS); one ILC 40; and one Mumm 36.

### Striking Notice of Race For Canon Gold Coast

The Cruising Yacht Club of Australia has produced a striking notice of race for the Canon Sydney-Gold Coast Yacht Classic, featuring some of the spectacular action shots taken in last December's Canon Big Boat Challenge on Sydney Harbour.

The Sydney-Gold Coast Classic, sponsored by Canon for the second year, starts on Saturday, July 29, and will be followed by a series of regattas and passage races leading up to the XXXX Ansett Hamilton Island Race Week in late August.

The Gold Coast Classic will be under IMS and PHS handicaps with the fleet sailing in divisions. A Vintage division may be formed for yachts launched prior to 1975, subject to the number of entries. The notice of race is available from the CYCA and other major clubs, with entries closing on Monday, 10 July.

### NBD Sydney Regatta Champion Impeccable

One of the success stories of the post-Christmas offshore sailing season in Sydney has been the National Business Directory Sydney Regatta, a seven race series involving the Cruising Yacht Club of Australia, Royal Sydney Yacht Squadron and the Middle Harbour Yacht Club.

The regatta, which will be sponsored again next year by Telecom's NBD, began with the CYCA's race to Wollongong in February and ended with MHYC's race to Mooloolaba in April and attracted fleets of more than 70 yachts for the short offshore races.

In the end the pointscore results came down to the line in the Mooloolaba race



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of 469 nautical miles which this year attracted the classiest fleet in years. The results produced a unique treble by Middle Harbour boats in the Sydney Regatta.

*Impeccable*, the 15-year-old Peterson 36 sailed by septuagenarian John Walker, won IMS Division 2 but was also overall champion boat of the Regatta, collecting a solid silver tea service as the major prize at a presentation cocktail party at MHYC.

A hard-fought Sydney Regatta divisional second in the Mooloolaba gave first place in IMS Division 1 to Bob Mulkearns' new NSX 26, *2KY Racing Radio*, with a slender five points victory from the consistent *Kings Cross*, skippered by fellow MHYC member Ray Stone.

Middle Harbour's third success came in the Performance Handicap division with Geoffrey Ross, a relative newcomer to offshore racing coming home a winner with his 13.7m, Farr-designed Beneteau, *Yendys*.

## Rocky Road To Glory For JLW Chutzpah

Dedication to duty award should have gone to Melbourne yachtsman Kingsley Piesse for diving into the chilly waters of Port Phillip to clear the keel of crack

35-footer, *JLW Chutzpah*, after it ran aground on rocks in the annual Brighton Mazda short-handed race.

*JLW Chutzpah* got stuck fast on a reef about half a mile south the Brighton breakwater on an unseasonably low tide during the second lap of the race. "I stripped and dived overboard, pushing the two ton keel off the rocks while Gavin Gurley steered the boat into deeper water."

The pair then set out in pursuit of the fleet, sailing through to take line and handicap honours in the 43 boat fleet.

## Marine Showcase at 1955 Sydney Boat Show

The 1955 Sydney Boat Show is set to be the nation's marketing showcase for the marine industry, with the Boating Industry of NSW inundated with local, interstate and overseas exhibitors wanting to participate at the Darling Harbour exhibition centre from Thursday, July 27 through to Tuesday, August 1.

For the first time since 1989 the Sydney Boat Show will utilise five halls to display millions of dollars worth of boats and accessories, plus a larger on-the-water display at the Cockle Bay Marina.

## Melbourne's Show Also Tips the Record Scales

Melbourne's National Boat Show to be held at the Royal Exhibition Building from July 6-12 will be the largest and most spectacular display in the Show's 36 year history. All areas of water-based activities will be represented with exhibitors displaying a full range of power, sailing and ski boats, along with the latest in electronics, chandlery and accessories.

## Interest in Short-Handed Noumea Race Division

Race Director Peter Rysdyk reports considerable interest in the Short-Handed Division of this year's Australia to New Caledonia ocean race, the first time the Cruising Yacht Club of Australia has included a short-handed division in the race across the South-West Pacific to Noumea.

Entries received so far include Alby Burgin in *Alstar* and James Murchison and Jeff Thomas with *Mistress Mercy*. Rysdyk expects several other entries,

Sydney based Mumm 36 *Emotional Hooligan* would have been available for Australian Admiral's Cup Team

PIC: PETER CAMPBELL



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Concentration ... Ray Stone on the helm of his boat, *Kings Cross Sydney* winner of the CYCA's Short Ocean Pointscore for 1994-95  
PIC: PETER CAMPBELL

including round-the-world solo sailor Kanga Birtles (with a crew, of course). Beth Higgs from the Short-Handed Sailing Association of Australia is planning a two-women entry and is looking for a sponsor.

While there will be no Cruising Division this year, the CYCA hopes that cruising yachts will participate as usual by entering in the Performance Handicap division of the races from Sydney and Brisbane in September.

## Half a Point and One Second The Winning RSYS Margin

Closest winning margin of the summer must have been in the Royal Sydney Yacht Squadron's season pointscore for Division 2 yachts. *Hornblower*, the veteran Bonbridge 27 campaigned by OFFSHORE editor Peter Campbell and John Ivimey, won the series by just half a point with a second place in the final race. The result could have been different but for series leader *Ward Seven* (R. Ward) being beaten into fifth place by one second in that vital race.

One of the outstanding performances of the RSYS season was John Glass' treble with *Paprika* in taking out the Squadron's main, spring and summer pointscores for Division 4, plus the Royal Prince Edward Yacht Club's pointscore run in conjunction. In Division 1 the main, spring and summer pointscores went to the consistent *Kookaburra II* (W. Wood & Partners) from *The Force* (Patrick Mayes) and *Styx* (Geoff Lee) which also won the scratch series.

Well-known yachtsman Peter Gardner and partner John Moore sailed

*Quay Largo* to victory in strong Etchells fleet, winning the main season and spring pointscores, and the CYCA and RPEYC series. Former Olympian Carl Ryves had similar success in the Dragons.

## New 52-footer Ragamuffin Building For Syd Fischer

Among new ocean racing yachts being built around Australia is a new Farr 52 IMS for America's Cup challenger and past Sydney-Hobart winner Syd Fischer. The latest *Ragamuffin* (we assume that will be the yacht's name) is well underway at McConaghy Yachts in Sydney.

Bob Steel, whose *Ozfire* came to an untimely end off the NSW North Coast last year, is importing a new Nelson-Marek 43 IMS racer from the United States while Lou Abrahams' has taken delivery of a Bashford-Howison 41, a sistership to the winning IMS cruiser/racers *Raptor* (Sydney-Hobart) and *Milennium* (Sydney-Mooloolaba and Brisbane-Gladstone).

An interesting addition to the CYCA's Digital Winter Series fleet is the controversial little Melbourne IMS racer, *Joint Venture IV*, designed by Robert Hick. New owner Rod Skellett has re-named the boat *Epic Venture*.

## Association Cup to Royals

BY KEVAN WOLFE  
The Royal Yacht Club of Victoria has

won the 1995 Association Cup. The Association Cup was first competed for in 1906 originally in metre yachts. The Cup is the premier event sailed on Port Phillip and the winning club is recognised as the champion club for the season.

The Cup, sailed under IMS, was closely fought between last year's winner Sandringham Yacht Club and Royals with Royal Brighton Yacht Club, third.

The Royals team, led by Club Commodore, Bruce Taylor in *Chutzpah*; Peter Black, *Slipstream*; Bill Hales, *Red William* and Harold Davis, *Kaos*, scored 56 points to Sandringham's 58.5 and Royal Brighton's 61.75.

The event was not without its controversy. Host Club Sandringham and the Victorian Yachting Council, which is the trustee of the Association Cup deed, decided that all yachts competing should be capable of complying with the AYF category two for ocean racing yachts despite the fact that the event was classed as category five.

This also meant that all yachts built after 1988 required an ABS certificate to

**"I stripped and dived overboard, pushing the two ton keel off the rocks while Gavin Gurley steered the boat into deeper water."**

comply. The move effectively knocked out a number of boats including Peter Elliott's invincible *Joint Venture IV*. It also knocked out boats that regularly sail on the Bay, such as Adams 10s, from the VYC President's and Vice President's Trophies.

Sandringham made up for its loss of the top trophy, which it had won three years in a row, by winning both the VYC President's and Vice President's Trophies for performance handicap yachts.

The three races for the Cup were sailed in trying conditions with the northerly wind for the two Saturday races varying from 20 knots to less than five knots. On Sunday conditions were frustrating, the northerly dropped out

to virtually nothing towards the end of the race and competitors sat drifting in heavy soaking rain.

## Results

ASSOCIATION CUP Royal Yacht Club of Victoria 56 points 1 Sandringham Yacht Club 58.5 points 2 Royal Brighton Yacht Club 61.75 points 3 VYC PRESIDENT'S TROPHY Sandringham Yacht Club 87 points 1 Ocean Racing Club of Victoria 91 points 2 Royal Brighton Yacht Club 91.5 points 3 VYC VICE PRESIDENT'S TROPHY Sandringham Yacht Club 56.75 points 1 Royal Brighton Yacht Club 57.75 points 2 Royal Yacht Club of Victoria 63 points 3 JOG HEMPHEL CHALLENGE CUP Royal Brighton Yacht Club 31.75 1 Royal Yacht Club of Victoria 44.75 points 2 Royal Melbourne Yacht Squadron 74.75 points 3

## Veterans Win CYCA Veterans Race

The owner is 91, the sailing master 74 and the yacht itself was built nearly 40 years ago - that's the combination behind *Anitra V*, winner of the Cruising Yacht Club of Australia's prestigious annual Veterans Race on Sydney Harbour in late April.

*Anitra V* is owned by Sir Garfield Barwick, the former Chief Justice of the High Court, the sailing master is Dudley Stewart while the Halvorsen-designed 11.5m cutter has a record of a win and three seconds in Sydney-Hobart races back in the late 1950s.

'I'm sure our victory in the Veterans Race will be a tonic for him - it certainly was an event we have long wanted to win,' Stewart said after sailing the yacht to a close win from Ian Kiernan's *Canon Maris* and John Keelty's *Cherana*. *Anitra V* and *Canon Maris* actually deadheaded across the line but *Anitra V* had a two minutes handicap advantage which gave her the race on corrected time.

Line honours went to *Southerly*, which won the 30-Year Veteran Division of the 50th Sydney-Hobart in which *Canon Maris* was second, *Cherana* third and *Anitra V* 15th.

The 1995 Veterans Race attracted a fleet of 15 former Sydney-Hobart racers built more than 30 years ago, including several past winners. The event was a highlight of the opening of the CYCA's Digital Winter Series, with more than



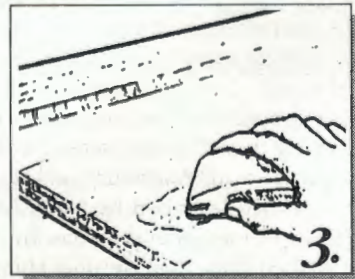
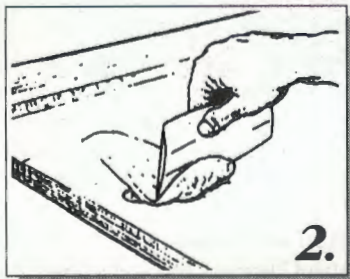
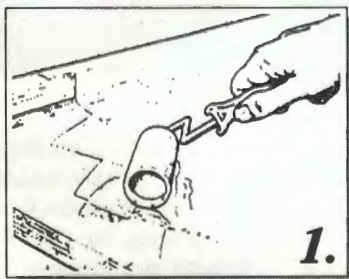
*Impeccable* skippered by veteran yachtsman John Walker to overall victory in the National Business Directory Sydney Regatta PIC: PETER CAMPBELL

120 yachts lining up for the first of regular Sunday Harbour racing through to the end of July.



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**OFFSHORE'S Kevan Wolfe was on the water off southern California to report on the historic 5-0 America's Cup victory by New Zealand over Dennis Conner and the San Diego Yacht Club.**

**America's  
Cup '95**



# Kiwi's Black Magic Brings The Cup Down Under Again



**T**he America's Cup is on its way Down Under once more after one of the greatest routs in international yachting - Team New Zealand's extraordinary 5-0 defeat of the Kiwis' arch-rival, Dennis Conner, in the 29th America's Cup Match off San Diego.

In an effort described by New Zealand's Governor-General as the 'finest performance since Sir Edmund Hillary climbed Mt Everest 42 years ago', Peter Blake and his Team New Zealand crew of *Black Magic* outsailed Dennis Conner and *Young America* on every leg of all five races in this first best-of-nine race Match.

The New Zealanders will defend the Cup off Auckland in the summer of 1999-2000, only eight months or so before Sydney hosts the 2000 Olympics in what promises to be two extraordinary summers of sail in Australasian waters. John Bertrand, whose hopes of winning the Cup a second time sank to the bottom of the sea off San Diego, has already announced he will challenge the Kiwis across the Tasman.

The Kiwis, led by Peter Blake with Olympic gold medallist and world match-racing champion Russell Coutts as helmsman and Brad Butterworth tactician came to San Diego with two objectives, to win the America's Cup and to wallop Dennis Conner and they did both!

Team New Zealand gave the America A-team of Dennis Conner, tactician Tom Whidden and helmsman Paul Cayard a lesson in tactics and crew work on their home turf with plain, old-fashioned bum on the gunwale sailing. But behind their outstanding sailing skills was a masterly team effort honed to perfection by Whitbread race winner Peter Blake.

Team New Zealand has added the

**"This is only the second time in the 144 year history of the Cup that the Americans have been defeated despite the many millions poured into valiant bids ..."**

America's Cup to a remarkable list of international yachting achievements - the Admiral's Cup, the Southern Cross Cup, the Kenwood Cup, the One Ton Cup, the Whitbread round-the-world race, the World match-racing championship and a handful of Olympic gold medals.

For helmsman Russell Coutts the victory was his third major win off the coast of southern California - an Olympic gold medal in Finn singlehanded dinghy class at the Los Angeles Olympics in 1984, the World match-racing championship off Long Beach in 1993 and now, in 1995, the 29th America's Cup Match.

This is only the second time in the 144 year history of the Cup that the Americans have been defeated despite the many millions poured into valiant bids by the English (who lost the Cup to the



PIC: IAN MAINSBRIDGE

schooner *America* in a race around the Isle of Wight back in 1851), the Scots, the Irish, Canadians, French, Italians, Swedes and Spaniards.

Australia's John Bertrand, sailing the wing-keeled *Australia II*, ended the New York Yacht Club's grip on the Auld Mug in that remarkable fightback against Dennis Conner and *Liberty* off Newport, Rhode Island, in the late Northern Hemisphere summer of 1983. Dennis Conner, sailing *Stars & Stripes*, won the Cup back from the Royal Perth Yacht Club's defender, *Kookaburra II*, skippered by Iain Murray in the hot West Australian summer of 1987. This time the Cup went to his old yacht club, San Diego Yacht Club in southern California.

It was at Fremantle that the Kiwis began their dislike of Dennis Conner when he suggested they were cheating

with their 12-metre class yacht, *Kiwi Magic*. The dislike grew in intensity when Conner countered Michael Fay's challenge with Bruce Farr-designed maxi-sized 'K-Boat', *New Zealand*, by outsailing them with a catamaran named *Stars & Stripes*. Then followed the long and antagonist legal wrangles which threatened to wreck the whole concept of the America's Cup.

Sailing sanity prevailed and the 12-meters were replaced by the new International America's Cup Class yachts for the 1992 Challenge.

Conner did not make it as defender that year, but San Diego held onto the Auld Mug through the efforts of Bill Koch and his team who staved off a strong Italian bid. Neither Australia or New Zealand reached the finals but the appetites were wetted once more for John Bertrand and, for the first time, for

Whitbread and Jules Vern round-the-world hero Peter Blake.

John Bertrand reached the Louis Vuitton Trophy final but the boat he was forced to use after the extraordinary sinking of *oneAustralia* was no match for *Black Magic*, although the Aussies did win one race - the only loss by Team New Zealand in 43 races throughout the five months long regatta.

Speaking after watching *Black Magic's* victory, Bertrand said he believed he could have beaten the New Zealanders in the Louis Vuitton trials final with the race-tuned *oneAustralia*. 'In fact, we would have won the America's Cup with our training boat,' he said.

Confirming his plan to challenge for the 30th America's Cup in New Zealand in 1999-2000, Bertrand said he was confident of getting corporate support. 'This

is a world event with a huge following and it will only get bigger,' he added.

For Dennis Conner this may be his final America's Cup after going into

gone to Might Mary and her (almost) all-women crew.

To his credit, Conner was effusive in his praise for the New Zealanders and even came across to congratulate them at the dockside. 'I know the America's Cup will have a happy home in New Zealand,' a sad-faced Conner told Coutts. 'We did the best we could and we were beaten by a better boat. My hat goes off to them and I know they'll breath fresh air into the America's Cup.'

The 1995 America's Cup Match was on the water, very much one-sided.

Down 4-0, the Americans appeared to make only a token effort in Race 5 and the result was soon obvious.

By the third mark the Kiwis' lead was 59 seconds, at the

fourth 52 seconds, the fifth 1min 44sec and as they swept across the finish line to claim the America's Cup their lead was 1min 50 sec to give the Challenger a 5-0 whitewash of Dennis Conner and his crew from the San Diego Yacht Club.

As the gun fired, New Zealanders and Australians watching the racing live heard TV New Zealand's veteran yachting commentator Peter Montgomery's emotional call: 'The America's Cup is now New Zealand's Cup, and for only the second time in 144 years the most illustrious and elusive of prizes in sailing ... international sport's oldest prize, leaves the United States.'

After four campaigns and 167 America's Cup races later the Auld Mug was heading for the Royal New Zealand Yacht Squadron in Auckland.

As crew members rushed to congratulate helmsman Russell Coutts, tactician Brad Butterworth and Team New Zealand leader Peter Blake, spectator craft swarmed around the Kiwi yacht. Within minutes champagne bottles had emerged on the deck and as everyone left their positions Coutts was heard to call: 'We might have to gybe once more.'

But they didn't and as *Black Magic* sailed the final long leg back to San Diego the celebrations began - as only the Kiwis can celebrate a sporting victory, climaxing with the arrival of the America's Cup itself at the dockside. ▲



The keel of Kiwi America's Cup winners *Black Magic* unveiled at San Diego PIC: IAN MAINSBRIDGE

yachting's history books with four Cup wins and two losses. To many, including fellow Americans, he stole a place in the Match by some rules rigging and a fluke wind shift in the deciding defender trials when the role should have

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## AMERICA'S CUP ... the future

**W**ith the conclusion of 1995 America's Cup and the Cup taking pride of place in New Zealand, it is time to look at a number of ideas to create a better and more exciting event for the future.

There are two ways of making the America's Cup a more exciting spectator sport:

1. Stage the racing on a closed harbour or close to the land;
2. Increase the number of mark roundings to perhaps double and shorten the leg lengths to at least half.

Also, for the America's Cup to develop as an international sporting event and to give it more recognition it must be staged more often and at least two yearly. The New Zealanders are already talking 1999 or even the year 2000 but that will be a great pity because there is a huge industry built up around campaigning and challenging. Syndicates from the sailors to riggers, sailmakers, boat builders and management, etc. are all part of this industry. It's a great pity to lose a lot of that impetus.

I think the crew numbers should be reduced from 16 down to 14, or even 13. It's very easy to sail the boats with a small crew number and this will enhance the excitement of seeing crews struggle around the race course.

The yachts need to have a more powerful sail area to make sailing in light winds more exciting. Currently they are

fine in heavy winds but fall short in light winds.

There needs to be some construction rules brought in such as scantlings or minimum structural requirements to avoid what obviously happened to *oneAustralia*. We need these guidelines as a minimum to meet.

Where the event is concerned, a huge effort needs to be put into the host television so that it doesn't simply provide money for the body that organises the Cup. The money should go into promoting the event and creating a worldwide atmosphere that the event deserves.

In the short term enormous effort needs to be put into getting challenges coming from many different countries. To achieve that, new challengers need to feel they have a chance. Therefore the nationality issue needs to be relaxed as far as designers, sailors, etc are concerned to create an event that will be fair, similar to what happened in Perth.

Reflecting on the efforts of *oneAustralia* and John Bertrand, whilst a lot of people criticised the boat breaking I think they have to be admired for the effort they put in and almost bringing the America's Cup back to Australia.

I think there should be a reasonable amount of flexibility given during the event to do things that promote and enhance the racing so that the enjoyment by the public can be fully achieved. Whilst countries, cities, sponsors pursue the event to win they don't necessarily have that theme in mind when it comes to changing the rules, because all they can think about is winning. When the rules can be manipulated to win, that becomes the hidden agenda behind a lot of decisions that are made and taken.


## On the sailing circuit



The impact on New Zealand is going to be unbelievable. Already we are seeing calls for Russell Coutts and Peter Blake to be knighted. It is quite comical for me to think that one of my colleagues on the match racing circuit will have to be addressed as "Sir Russell" ..... "Please Sir Russell starboard tack!"

The Kiwis have done an outstanding job and the country is really going to gain enormously both economically and profilewise from this win. We have seen a huge ground swell of support with a lot of very strong awareness and you couldn't right now wish the America's Cup to go to a better place than New Zealand. They deserve it because they have done such a great job at Olympic level, Match Racing level, World Championship level, with the Whitbread, everything. They have very, very good sailors.

It's time we started doing a similar thing, beginning with talking the sport up in Australia rather than treating it as a rich man's sport. It is a sport that is there for the people to be enjoyed and I think with Sydney Harbour as the focal point of the Sydney Olympic yachting venue the perception of yachting will change enormously in this country.

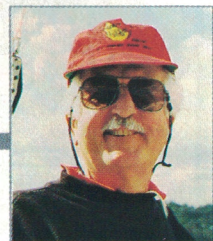
As for the America's Cup, I think there is huge potential for anybody to build a boat and win. Australia has shown it and now New Zealand has shown it. 

---

*Peter Gilmore is currently in Germany assisting the German Team in preparation for the Admiral's Cup, in the absence of an Australian entry. He is also contesting the five events on the Brut Faberge Sailing Series Trophy offering the highest prize money in sailing history.*

**Peter  
Campbell**

## Down the Rhumbline - Editorial



## New Publisher Brings a New Look to *Offshore*

**T**his issue of OFFSHORE is the first to be produced by our new publishers, Jamieson Publishing, on behalf of the Cruising Yacht Club of Australia. It is a move we are confident will further improve the presentation, content and circulation of a yachting magazine that is already highly regarded nationally and internationally.

As you can see, we have a breezier editorial layout, four-colour pictures are used throughout the magazine, while the page size reflects modern printing and publishing standards. New columnists and technical writers are joining us - international sailors Peter Gilmour and Adrienne Cahalan, yacht designers David Lyons and Andrew Cape to name a few who will be writing regularly for OFFSHORE along with our existing regular contributors.

Last issue we were the first Australian yachting magazine with the full story and pictures of the sinking of *oneAustralia* - this time we are the first with the story of that great and historic victory by the Kiwis over Dennis Conner at San Diego.

OFFSHORE must rank as one of the best yacht club magazines in the world. However, it goes far beyond members of the CYCA, selling nationally and internationally through subscriptions and bookstalls. The annual Sydney-Hobart official program, which is the sixth issue each year of OFFSHORE, is recognised internationally as an outstanding publication.

We look forward to continue publishing for CYCA members, and for sailors around Australia and overseas, a newsworthy, technically informative and colourful yachting magazine that brings to them the latest news and features about OFFSHORE and one-design yacht racing, the America's Cup, Olympic sailing, cruising to enchanting destinations, and about you - the people who go sailing to enjoy their recreational time afloat.

Our new Publisher is Larry Jamieson, a member of the CYCA and an active yachtsman, currently sailing on the Bluewater Pointscore winner *AMP Wild Oats*. Larry brings with him an extensive background of magazine publishing and marketing - and many innovative ideas to make OFFSHORE the most readable yachting magazine in Australia while also expanding our circulation nationally and internationally.

I continue as Editor, as is Jan Cooke in her role as National Advertising Manager. Our regular and new contributors will continue to provide an excellent range of news and features.

### Editorial Office And Telephone/fax

The editorial offices of OFFSHORE will continue to be based at Peter Campbell & Associates, 64 Boronia Avenue, Cheltenham, NSW, 2119. The phone/fax (plus answering service) is (02) 869 8197.

### Memo Subscribers & Advertising Clients

All subscribers to OFFSHORE will continue to receive their copies by mail and you will be advised by the new Publishers when your subscription renewal is due.

As far as advertisers are concerned, Jan Cooke has already contacted most

regular advertisers with deadline details, any new paperwork on contracts, artwork delivery etc. She can be contacted by phone/fax on (02) 452 2093 or on her mobile, (018) 969 351.

### Congratulations To The Winners

OFFSHORE joins sailors around the world in extending our congratulations to two great yachting achievements over the past month -

- The victories of Frenchman Philippe Auguin in Class I and our own Australian Adams in Class II of the BOC Challenge solo around the world race. This was Auguin's second win while Adams' was the first by an Australia in this race often described as the "Everest of Yachting".

- New Zealand's remarkable 5-0 victory over Dennis Conner in the America's Cup at San Diego, only the second time in the 144-year history of the "Auld Mug" that has left the shores of the United States - both times coming "Down Under". The Kiwis have now won just about every major event in international yachting - the America's Cup, the Admiral's Cup, the Southern Cross Cup, the Kenwood Cup, the Whitbread Race, the Sydney-Hobart (several times), the One Ton Cup, the World match-racing championship and many Olympic gold medals.

The Defence in Auckland in 1999-2000 could well produce the greatest America's Cup competition since the halcyon years at Newport, Rhode Island, and the 1987 Defence at Fremantle. Already there are dozens of yacht clubs in the US anxious to win back the Cup, including a rumoured four syndicates from the New York Yacht Club, the original custodians of the Cup. Australia certainly will be there again in 1998. In fact, John Bertrand has already put up his hand. ▲



Besides yourself, there's a whole world of people out there who love to go sailing, and they'll pay for the pleasure.

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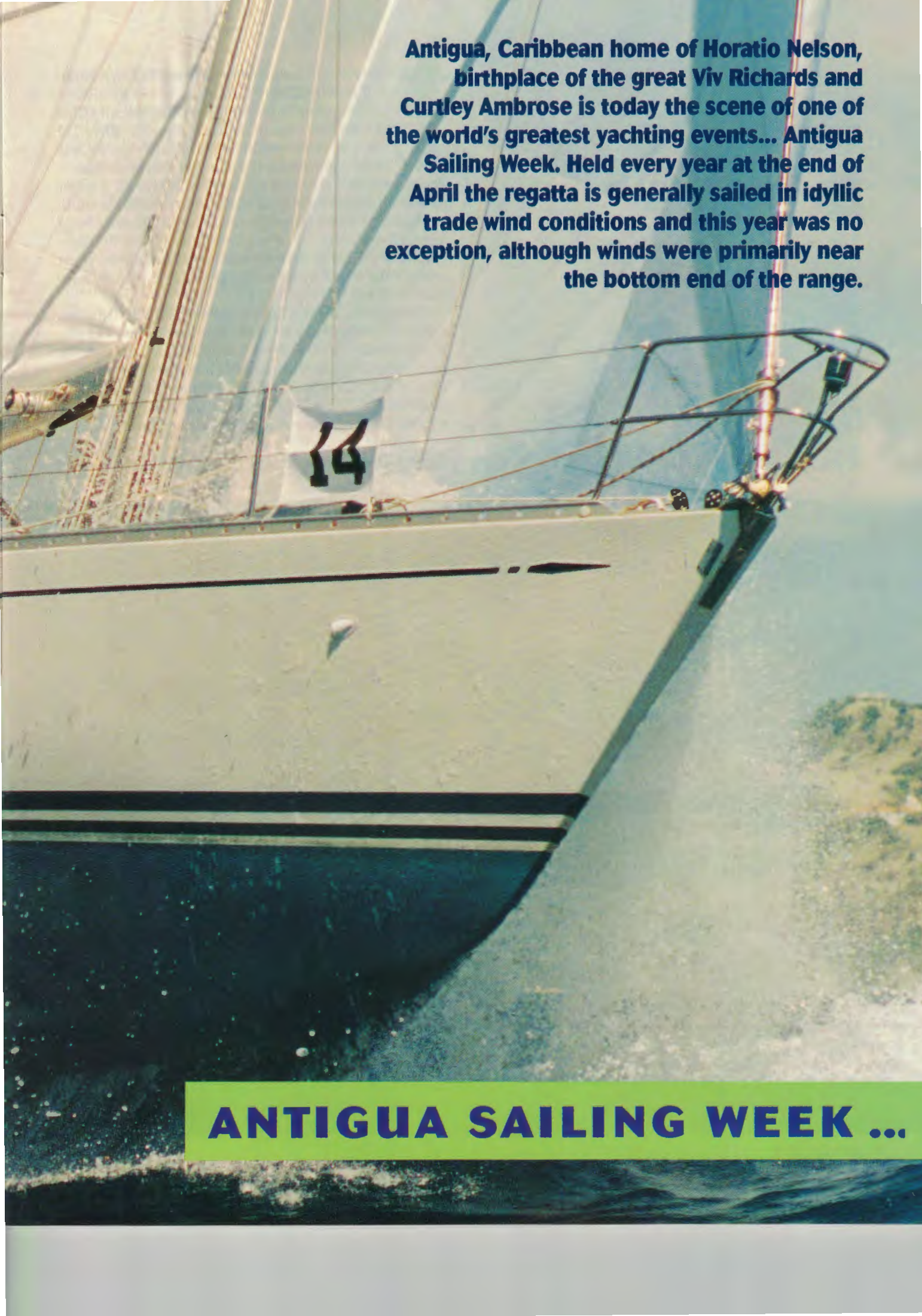
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# Trez bonza!

*Barry powers to windward*





**Antigua, Caribbean home of Horatio Nelson, birthplace of the great Viv Richards and Curtley Ambrose is today the scene of one of the world's greatest yachting events... Antigua Sailing Week. Held every year at the end of April the regatta is generally sailed in idyllic trade wind conditions and this year was no exception, although winds were primarily near the bottom end of the range.**

**ANTIGUA SAILING WEEK ...**



**t**his year saw the first serious attempt by an Australian crew to qualify for a share of the silverware. Organised by Sydney sailing holiday specialist Club Seafarer the crew of the Mk11 Swan 46 "Barry", or "Bazza" as she was more affectionately known, was built around Sydney sail maker Tim Messenger.

The spectra sails made for the event to power up a rather pedestrian Dacron main took "Bazza" into a creditable fourth place, just 2.5 points from third. Had the genoa been a No. 1 light or regular the result might well have been different. Further, a premature start in race 3 also caused their worst result of the series, an 8th, so things could quite easily have been different.

Owner of "Infinity 111" Martin James and his wife Catherine, Colin "Never a Dull Moment" Wilson and his wife Sally Gordon, Hans Sommer "Sommer Breeze", also provided the German connection of Walter Sommer and brother-in-law Jurgen Boldt. Titan winch handle maker Geoff Cropley and Lori Wilson were other CYCA members among the crew. Plotting the repatriation of the silverware to Antipodean climes next year

Left: *Bogey I* at anchor

Below: Just another day in paradise



has already begun. "Sensational" and "fabulous action" were among the superlatives offered by the likes of Messrs Cropley and Wilson after repeated tacking duels and tight mark roundings with the forty or so entrants in division two of the racer cruiser class.


The mild disappointment at not finishing third paled in comparison with the crew of the Dutch Beneteau First 45f5, "Samantha". Having sailed from Holland for the event they finished, 1, 1, DSQ, 1,1. With no discard in the 5 race series the altercation with "Rigaleto" at a mark rounding spelt disaster for the young Dutch crew.

In racer cruiser division one another Australian crew finished with somewhat less distinction on the race course. George Snow, Robin Crawford, and Peter Briggs of "Hitchhiker" fame chartered a Beneteau First 62 operated by The Moorings out of Martinique. Designed by Bruce Farr and styled by Pinninfarina the 62 had all the right credentials, but the air-conditioning, 130 HP diesel, water maker, generator, ice maker and solid wood fit out contributed to a displacement of 30 tons, which the



Above: Masthead photographer "Jacko"  
Below: Friendly natives

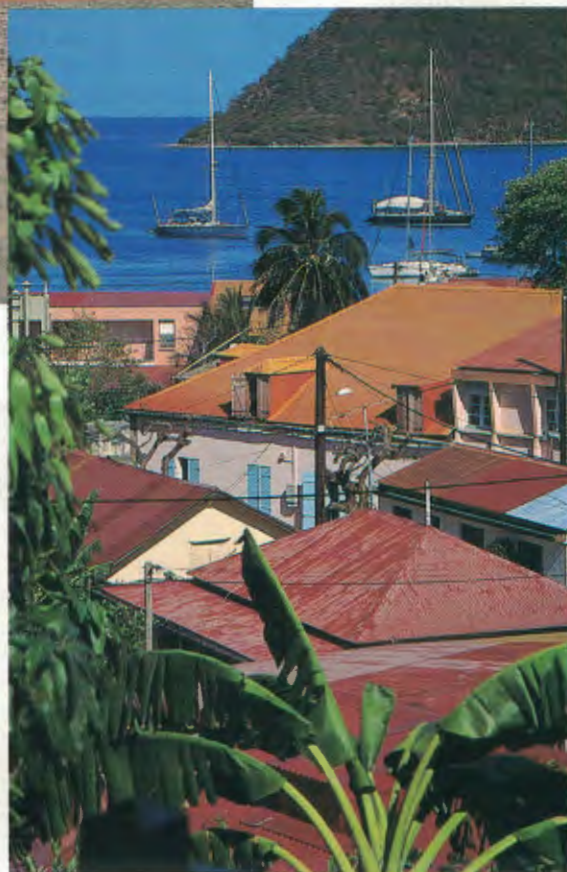
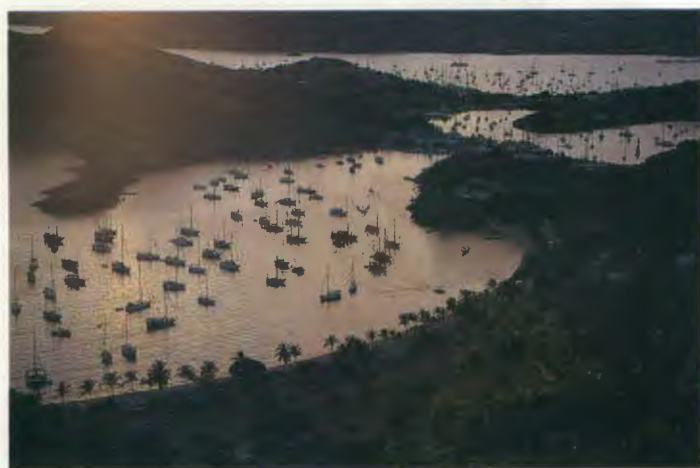




Left: Carribbean sunset

Below left: English harbour, Antigua

Below: *Bogey 1* at anchor



rather short rig struggled to push along at better than 7 knots going to windward. While the DNF, DSQ, 13, 15, and DNS did not mirror the more usual achievements of Messrs. Snow, Crawford and Briggs the comfort to which they were most certainly not accustomed while racing provided ample compensation. "I would not have changed a thing", said George, whose wife Sabrina quite possibly actually enjoyed herself during a yacht race for the first time in her life.

Their cruise itinerary before Antigua included Martinique, Dominica, Illes Des Saintes and Guadeloupe. After the event the good ship "*Bogey 1*" drifted down wind and down current to Nevis, St. Kitts, St. Barts and finally to St Martin where the cruise ended. These islands have differing historical and cultural back grounds; some are mountainous while others are relatively flat. Rum is common to all of them.

Antigua Sailing Week is not a Grand Prix event and trying to win it from Australia would be a very expensive and potentially futile exercise but the racing among the cruising yachts is spectacular, with 240 entrants in all this year. Although possibly Rum induced, there was talk, however, of

taking "*Infinity 111*", previously "*Brindabella*" to the Caribbean next year to compete in the BVI spring regatta in Tortola, the Heineken regatta in St. Martin and the Angostura regatta in Tobago as well as Antigua Sailing Week. Any starters?

While all of this "fabulous action" was happening Terry Wise and a group of students from the CYCA based Pacific Sailing School more sedately perused the scene from the ample decks of a Jeanneau Lagoon 42 catamaran, also chartered from The Moorings but this time from Guadeloupe. The most energetic of their activities was possibly digesting a feed of lobsters purchased from a fisherman in St. Kitts.

The Caribbean is best sailed during the period from December to May. The trade winds from the east are strongest during the December to March period and in the Leeward Islands toward the northern end of the island chain it is best to travel from South to North, with the prevailing 1-2 knot current. ▲

Call Club Seafarer or The Moorings on Sydney 693 5899 for more details.

# Wild Thing sets a New Record

By Kevan Wolfe

Melbourne's Grant Wharington has won the 5500nm Yamaha Melbourne to Osaka two-handed race in record time. Sailing his *Inglis 50*, *Wild Thing*, from Mornington Yacht Club, Wharington and fellow club mate, Scott Gilbert, hand-steered the boat all the way to complete the course in 26 days, 20 hours, 47 minutes and 6 seconds, almost a day and a half faster than the record set in the 1991 race by Ross Field in *Nakiri Daio*.

In the closest race yet, *Wild Thing* crossed the line just two hours in front of New Zealanders, Brian Peterson and Greg Elliott in their purpose-built *Elliott Marine*. Elliott had designed the schooner specifically to win the race with fast reaching from two rotating masts. This worked well for about a week either side of the Equator but was a disadvantage in the headwinds near the Japanese coast.

Ross Field finished third in *Nakiri Daio* after a near disaster, when the 16m Farr-designed sloop was rolled over in the Tasman Sea by a rogue wave during the delivery trip from Auckland to Melbourne.

The 360 degree roll-over bent, twisted and split the 24-metre mast, a ring frame broke, the keel came loose in its bed and the wiring harness was badly damaged.

Field, who skippered the Whitbread

60, *Yamaha*, to victory in the 1993 Whitbread around-the-world race and has competed in two other Whitbreads and five Fastnet races said it was the worst experience of his sailing career.

"I have been through some horrific experiences, but this was the first time I thought that the boat was going to sink from under me," he said.

With the aid of a westerly front *Elliott Marine* was able to take the lead up the New South Wales Coast. Although *Wild Thing* was always in touch throughout the whole race and was never more than 60 nm behind. Halfway through the race the New Zealander's radio went out, and except for the Argos satellite positions relayed to race organisers in Osaka and Melbourne, no one in the fleet knew where the yacht was.

It was not until the last night that Wharington knew that he was in front of *Elliott Marine*, and he was critical of

the fact that the race organisers would not tell him where *Elliott Marine* was during the race.

Wharington, using the knowledge he gained from the fully-crewed Brisbane to Osaka race, which he also won, went to the west at Guam to catch the North east trades.

"We knew that we didn't have the speed to sail through *Elliott Marine* on a two-sail reach if we went north so we went west like we did last year." Wharington said. "The current, which is only five miles wide, didn't play a big part until a couple of hours of the last night. It was more the wind angle, in the last 100 miles the wind seems to go further south. *Elliott Marine* ended up running in very flat and we were able to reach in and that's where we pulled the time back."

As well as taking line honours *Wild Thing* won Racing Division A with two other Inglis designs winning their divisions. *Fast Forward*, an Inglis 47 sailed by Simon Kellett and Ian Rushton won Racing Division B and Mal Hart's Inglis 37, *Priscilla*, which he sailed with Paul Scholton, took out Racing Division C.

The race was a hat trick for Melbourne sailors, Inglis designs and Mal Hart who built *Wild Thing*, *Fast Forward* and his own *Priscilla*. ▲

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The first W30, *Sticky Fingers*, designed by Simon Rogers, pictured during the Round Britain race, Marc Michel plans to build them in Australia

designs  
of the '90s

**t**he name Whitbread is synonymous with the famous Whitbread Round the World Race which bears its name. As the principal sponsor of that race, as well as part organiser, the British brewing company has gradually adopted a patrician role in international offshore racing, albeit separate from the mainstream offshore handicap IMS and IOR rules.

Whilst planning of the second WRTWR using the spectacular Whitbread 60s is already well advanced, this article does not deal with the W60s but rather an offshoot class of entry level offshore racer that is now coming to fruition. The class is simply called the Whitbread 30 (W30). Whitbread sponsored the formulation of a separate but philosophically similar set of rules for the W30 which were drawn up in 1992 and have since been refined in minor but important ways.

# The **WHITBREAD 30** arrival of a new breed

By David Lyons

As an introduction to the discussion, the Whitbread 30 Rule Policy states:

'The Whitbread 30 Rule is intended to produce fast, economic, sloop rigged, monohull yachts of similar performance, suitable for racing offshore without time allowances. The Rule is intended to foster design developments leading to easily driven, seaworthy yachts of high stability, with the option to use water ballast to moderate crew numbers.'

Compulsory class rule restrictions on construction materials and sail cloth mean that initial cost is minimised, and limiting number and replacement interval of sails will keep ongoing costs under control. A relatively simple set of rules limit the important design par-

ticulars of length, beam, draft, displacement and sail area. Stability is up to Category 1 standards (with or without water ballast) and construction is to ABS approved plans, with a minimum hull or deck panel weight of 5.0kg/m<sup>2</sup> excluding paint, filler or gelcoat.

Accommodation standards are sensible for a yacht of this size and provide for short term cruising. Included in rule requirements are a toilet separated from the main saloon by a bulkhead, galley with stove and plumbed sink and stowage, navigation station, at least four full size berths, crew gear stowage and an inboard diesel engine with shaft or strut drive.

To date, several international design-

ers have got behind the class and readers will have heard of 'Sticky Fingers' designed by Briton Simon Rogers which is a worthy start to the class on the water. Her performances have astounded other competitors as she has shown speed equivalent to a well sailed IMS36 upwind, and off the wind performance more akin to a skiff or off-shore sled. Well-known Australian short-handed sailor Mark Michel is already planning to build the Rogers-designed W30 locally. Other designs are building in North America. It is anticipated that local designers will try their hand at interpretations to the rule on one-off or production bases, and full production of a Lyons W30 will commence soon, the first being the new 'Cuckoo's Nest'.

Development of the W30's features to suit wide appeal are possible, such as a fully fitted interior with full standing headroom, survey construction or short-handed capability due in large part to the availability of a moderate amount of water ballast - 300 litres per side. The rule is clear on the use of this feature whilst class racing. With full water ballast utilisation, crew weight cannot ex-

ceed 350kg (4 people) and without water ballast cannot exceed 575kg (6 to 8 people). So for those who long to escape the Friday night/Saturday morning search for large crews, please consider! The Short-Handed Sailing Association of Australia, fielding entrants from its ranks for the first time in this year's Sydney-Noumea Race has stated: "The thought of 50 or so of these speed machines, enmasse, hurtling along double handed would see our sport, at least at the monohull level, come of age. The SSAA supports the concept of the W30 and given adequate numbers would gladly form a division for the development of the class.

What about IMS compatibility? It is expected that the majority of the W30 designs will not be optimised to IMS rule considerations. This should increase their inherent speed potential.

Sailing characteristics will generally centre around very good upwind speed

due to high stability and sophisticated rig aerodynamics, including a fully-battened mainsail. Offwind the W30 sails like a skiff with a keel. The asymmetrical spinnakers generate more apparent wind than their conventional cousins,

**"The thought of 50 or so of these speed machines, enmasse, hurtling along double handed would see our sport, at least at the monohull level, come of age."**

bringing the apparent angle forward, encouraging tacking downwind to get the most advantage. Reports of the helm load and feel on the Rogers boat are that it is light even at high speed. This should point to the W30's ability to have a self-steering tiller ram fitted for shorthanded sailing and deliveries.

Copies of the W30 rule are available from the UK W30 Class Association, 8 Frobisher Gardens, Sholing, Southampton SO19 8RN, England. ▲

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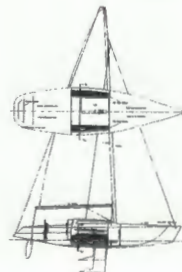
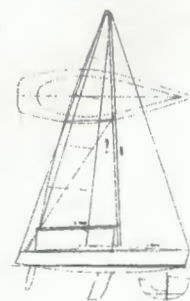
Educating your passengers in boat safety procedures is also a great way to practice your responsibility

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# Beneteau First 42s7

**S**ydney yachtsman Norman Rydge is a man of infinite taste in the yachts he has owned, one might say a perfectionist. His first notable yacht was *Lorita Maria*, a classic timber boat designed by Sparkman & Stephens and built by Cec Quilkey which he sailed into third place in the 1963 Sydney-Hobart.

The original *Lorita Maria*, named after Norman's wife, is still in splendid condition having been lovingly maintained by its present owner for the past 20 years but reflecting the detailed thought Rydge gave to the construction and fitting out of that yacht.

Rydge now has another *Lorita Maria*, a Beneteau First 42s7, designed by Bruce Farr with the interior concept created by the French interior decorator Philippe Starck, the end product from Beneteau of France. The fact that this is the second Beneteau owned by the former Commodore of the Cruising Yacht Club of Australia and Admiral's Cup team representative speaks for itself.

Rydge has long retired from active ocean racing, but his enjoyment of a fast yacht is underlined in the fact that when ordering his latest boat he specified the IMS cruiser/racer rig for the First 42sf, with its powerful mainsail. 'We like to cruise, but we also like a fast cruising boat,' he told OFFSHORE.

*Lorita Maria* has the rig and the deck layout - and the boatspeed - of a true IMS cruiser/racer and while Rydge and his wife, Lorita, have no intention of going racing they like to show a clean transom to other cruising, even racing boats, when they go sailing.



**Bruce Farr designed the hull, Philippe Starck created the interior layout and Beneteau built the First 42s7 to produce a yacht that is indeed a pleasure to spend some leisure time aboard, as Peter Campbell writes.**

Under the IMS cruiser/racer configuration, the boat has a big 7/8 rig, carrying a large roach, semi fully battened mainsail of 52 sq meters area compared with 41 sq meters for the cruising rig. The genoa sail area is the same for both boats. This version of the 42sf also has a lead bulb keel with a draft of 2.3m.

While the big, powerful rig does require runners and comes with a multi-purchase mainsheet system the result is a notably faster cruising boat which Rydge says that he and his wife can sail two-up. But then they are experienced yacht owners.

## Design and Construction

Quality of construction is the basis of Beneteau's philosophy and this is clearly reflected in this latest craft from the French factories. The quality has improved considerably, certainly in the strength of rigging and deck fittings needed for yachts marketed in Australia.

The First 42s7 is 12.95m in LOA, with a hull length of 12.70m, a waterline of 10.80m and a maximum beam of 4.12m. Displacement is 8500kg and ballast 2800kg. A draft-shoal keel featuring a bulb with winglets and draws 1.74m is fitted for the cruising version. The

IMS cruiser/racer has a hefty lead keel of 2.30m draft.

The hull is solid polyester laminate with a structural laminated hull liner for distribution of stress. The deck is vertical balsa grain sandwich to provide stiffness, insulation and reduced weight in upper sections. The main saloon and cabins are lined with 'pear tree' treated mahogany surface.

## Topsides and Rig

The uncluttered deck layout is one of the major attractions of the First 42s7, a layout that is well suited to Australian conditions. In the racing mode it allows the crew quick access to sail handling or trimming positions and a comfortable place on the weather rail. For cruising, it provides spacious areas for relaxing and enjoying days afloat.

From a keen yachtsman's point of view a specific characteristic which immediately strikes one is the 'double body' of the coachhouse roof which allows the shroud chainplates to be brought towards the centre of the boat thus improving the trimming angle of the genoa. On the IMS cruiser/racer there are two sheeting positions, for the smaller headsails this close-sheeting position on the coachhouse roof and for a fullsize genoa a floating car and traveller system on the side deck.

The cockpit is large and ergonomically designed for comfort, with slatted teak seating. The helmsman's is contoured to provide a comfortable seat with good vision to windward or to leeward behind the 140cm diameter wheel. In the IMS cruiser/racer version it is split by the mainsheet traveller, just ahead of the binnacle and large steering wheel. In the cruising version, the simplified mainsheet and traveller is mounted on the coachhouse roof, just forward of the companionway.

For short-handed sailing it is an advantage to have the traveller, with its fine-tuner increasing the purchase to 32:1, close at hand to the helm. Similarly, all other sail controls lead back into the spacious cockpit with the self-tailing primary winches mounted well forward on the wide coamings. There are secondary winches mounted midway on the coamings and two halyard/

reefing/outhaul winches on the coachhouse, either side of the companionway, with six Spinlock XL deck stoppers.

The one criticism I have of this layout is the clutter of lines from the mainsheet, jib sheets and halyards that ends up in the cockpit - something no doubt will be addressed. On either side of the cockpit are two spacious lockers, the starboard side one capable of holding the tender's outboard and almost every sail you are likely to have on board when cruising.

One of the features is the pivoting stern boarding/swimming platform which can stowed away into the transom when under way, these days a must for cruising in Australian waters.

Sails are Hoods from the Sydney loft with Rydge favouring a Spectra mainsail with full length battens only at the upper third of the sail to reduce the weight when hoisting sail. When the



Looking aft to the large cockpit of the Beneteau 42sf, *Lorita Maria*. IMS cruiser/racer has traveller splitting the cockpit.

PIC: DAVID CLARE

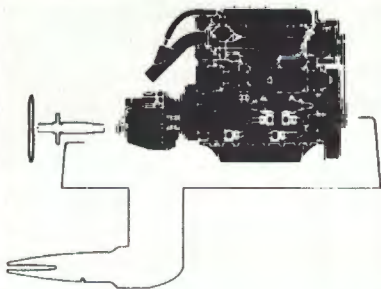
brand new *Lorita Maria* was test sailed his headsail inventory was restricted to an easy-to-handle, high cut number four jib which, nevertheless, provided a good performance with the full mainsail even in a light breeze.

## Below Decks

As with almost every Beneteau I have been aboard, accommodation below decks is superb. Interior designer Philippe Starck providing a main saloon with space, light and comfort. There

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Luxurious layout of the main saloon of the Beneteau 42sf, showing oval table and excellent light. PIC: DAVID CLARE

is a definite art deco feel, with soft curves the dominant feature and the warm pear timber finish of the bulkheads.

The centre feature is an oval saloon table with a curved settee to starboard and a smaller seat that slides out for extra guests. Excellent lighting is a keynote, both in daylight or night. Natural lighting and ventilation is provided by a large overhead hatch and by four portholes set either side of the coachhouse. Subtle light is also provided by two 'slit eye' fixed portholes at the cove line of the hull. Similarly, the forward and aft cabins, the galley and the two heads are well lit and ventilated.

The First 42s7 is available with two accommodation options. Norman and Lorita Rydge have elected for the two double-berth cabin version which provides a more spacious saloon, a large U-shaped galley and the huge deck locker on the starboard side of the cockpit. The navigation table and instruments/radio console is set on the portside, with a well designed, curved seat for the navigator. The owner's cabin is forward of the main bulkhead and features a double berth to starboard, a vanity table and small seat to port - always a help when pulling on your sea boots.

### Underway - Motor and Sail

It was a perfect day for a test sail, warm and sunny with a gusty westerly which ranged from 10 to 15 knots on Sydney Harbour. Although limited to using the full main and 'yankee' cut number four jib, *Lorita Maria* showed the characteristics that makes this Bruce Farr design a pleasing yacht for fast and comfortable cruising or IMS competition as a racer/cruiser.

As the breeze kicked in, boatspeed lifted to near 7 knots and the close-winded ability of the yacht became apparent as we powered to windward. On broad reach the large mainsail continued to maintain the power of the boat but with only a small headsail it was hard to judge the off-the-wind performance. After all, although this is the IMS cruiser/racer version, *Lorita Maria* is essentially a cruising boat, albeit a fast cruiser.

The stability of the First 42sf is unquestionable and owner Norman Rydge tells me he has sailed the boat comfortably in 30 knots with full main and the number four.

### Conclusions

Beneteau yachts have achieved some excellent offshore racing results under IMS but their greatest attraction is the quality of their craft and the innovative concepts of their designers - both hull and interior. Both Bruce Farr and Philippe Starck have shown innovation in designing the 42sf and Beneteau's skilled shipwrights have maintained their technology of construction and quality of finish in the ultimate product.

In either its cruising version or as an IMS cruiser/racer, Beneteau have achieved a winner in the First 42sf. They don't come cheaply but you get a yacht with a pedigree of performance, quality of construction and cruising in comfort that is among the best in the world. You will complete your voyage fast and you will enjoy every moment of it. ▲

Further information: Beneteau Australia, d'Albora Marina, New Beach Road, Rushcutters Bay, NSW.

## Adrienne Cahalan

### Speaks Her Mind



#### Sponsorship and Yacht Racing

There is no doubt that offshore racing is expensive and it is extremely difficult for the average person to finance a campaign without financial backing of some sort. It is also fair to say that sometimes the people with the most money are not always the best sailors.

However, the success and prosperity of Australian offshore racing both nationally and internationally has been largely due in the past to the efforts of private owners. The 1993 Admiral's Cup was one good example of a well run and successful campaign financed by individuals prepared to invest in the project. Not all ocean racers are in such a financial position. Therefore, the only option remaining for the potential campaigner is to approach the corporate sector to back major offshore projects. Unfortunately yachting is still seen as a sport that does not give value for the corporate dollar in that the cost far outweighs any benefits for what is normally quite a high price tag.

#### The Whitbread

Australia has competed successfully in many Admiral's Cups, Kenwood Cups and conducts one of the most prestigious ocean races, the Sydney Hobart and Southern Cross Cup. Australia has a huge depth of offshore experience and talent. However Australia has yet to field an entry in what is arguably the ultimate offshore race, the Whitbread round the world race. Australia has now been given the opportunity to host two stopovers. Perhaps now that the race will visit the eastern seaboard some interest will be generated in order to gain financial support for an entry.

#### The America's Cup

Now that the oneAustralia team have packed up in San Diego, it remains to be

seen what the long term effect of that project will have on Australian yachting. I say this because after just having canvassed the market for sponsorship money I have been greeted with a renewed scepticism for putting money into yachting after the sinking of *oneAustralia* and the political debacle that followed the rescue of Isabelle Austissier. There is no question that the technological and sailing advances made by an America's Cup challenger or defender are a great asset to the yachting industry if the knowledge is passed on to the industry and not kept within the confines of the syndicate itself.

#### Justifying Corporate Involvement

The 50th Sydney to Hobart saw a revived interest by the business sector in yachting. A number of companies invested in various projects in the race. There were a number of sponsorship success stories. For example the law firm Norton Smith & Co were very happy with their investment in the IMS 31 "Wildfire" Sydney - Hobart project because not only did they have naming rights of the yacht, it was also available over the summer to entertain clients of the firm. This is an example of the many ways in which we can sell a commercial sponsorship package to a potential sponsor without just making use of the actual racing event itself and without having to rely solely on the press to make a corporate investment work.


The skiff classes, particularly the 18 footers, have been enormously successful in obtaining the confidence of the corporate dollar through good television production and planning media strategies. There is no reason why offshore yachting cannot develop along these lines. One of the main problems for offshore racing is the fact that after the race begins the yachts soon disappear over the horizon and all the spon-

sorship signage with it. Fortunately this type of problem is being addressed as maritime communications develop and become more sophisticated. Through Satcom A, C & M yachts can now direct dial from anywhere in the world and send back high speed data such as video footage directly to the media.

#### The Solution

The fact is that we don't go sailing to satisfy the viewing public nor should our sole aim be just to keep them entertained. However, to ignore them and the requirements to obtain the finance of the corporate sector would be very short sighted. It would, as is the case with this year's Admiral's Cup team, leave Australia standing on the dock while the other countries sail out to the start line.

There is now a need for sailors to look at something positive within the sport and put this forward in the market. For example, it would be almost appropriate for the AYF to conduct a small advertising campaign to depict the harbour on a Saturday afternoon and the numbers of people, especially youngsters, out in the fresh air with a price tag that is reflective of a reasonably priced pastime.

This would go some way to dispelling the image that the America's Cup attracts and put back some confidence in the market. Let the public see that yachting is not all about the elite and is terribly dull but rather a popular Australian sport that income earners at any level can be involved in. This will then go some way towards getting the confidence of the corporate sector back into offshore yachting both the higher and lower levels. After all, the people making the money decisions do react to what the public wants to determine how best to spend their marketing dollar. 

# The Moody thirty-one

The Brits, once in the vanguard of yacht design and production, play second fiddle these days to the giants of France - at least that's how it seems in Australia. But in Europe Moody is a big volume seller with a range of yachts embracing cruising and racing. Their new entry level yacht is a cruiser/racer, the Moody 31. Mike Davidson went for a test sail on Sydney Harbour.

**m**oody is not a name that rolls off the tongue with quite the same familiarity as those of the French manufacturers, but in fact they have had a presence here for about seven years. Moody Yachts Australia is based in Melbourne but the Sydney agent is Jerry Hendrey, well known on the waterfront, who has been quietly plugging away at getting the name established in that time. Sales were slow initially but Hendrey says some seven craft have been sold in the last 12 months - good figures for an import.

When you consider what formidable competition Moody has in Europe and then discover their production runs of some models exceed 400 craft, you must conclude that the product is sound.

## Design

The Moody 31 comes from the board of Bill Dixon of Angus Primrose Ltd. as the entry level craft for the Moody range. It replaces the earlier 31, of which some

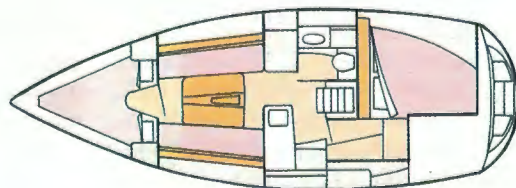
450 were sold in Europe. Its principal dimensions are:

LOA.....9.45 m  
LWL..... 8.08 m  
BEAM... 3.3 m  
DRAFT...1.68 m  
DISPL....4.65 tonnes  
BALLAST.....1.47 tonnes

Designated as a cruiser / racer, the craft has a tall rig and 40 square metres of sail in the main and working jib - the configuration under which I sailed it. The hull is chunky looking with a bluntish bow. Underwater it is the typical dish shape with a fin keel that is filleted. There is a skeg and the rudder is partially balanced. The prismatic coefficient is 0.555 and the ballast ratio 35.5%.

The now typical wide stern has a waterstep with a drop-down ladder for water access and the steps to the ladder double as the rearcockpit infill when

The first new Moody 31 in Australia sailing on Sydney Harbour, and below the accommodation layout for this cruiser racer



underway. Steering is by tiller. Construction is solid GRP, hand laid, with a balsa-cored deck, strong alloy toerail, excellent non-skid on the decks, a massive bow roller fitting and teak decking in the cockpit seats. It has a Lloyd's Hull Construction certificate.







## Topsides

The cockpit is very roomy with good back support. The tiller has a steep cant in it and is height variable so you can stand and steer as well as sit. A telescopic extension allows helming from the coamings. Two Lewmar self-tailing 40s deal with the headsail, which is sheeted via a deck track and return block. The mainsheet has a traveller set forward of the companionway hatch, with control lines either side. The sheet goes forward to a return block at the mast base and comes back through the port set of jammers.

The spar is a Kemp fully anodised section with twin spreaders, swept back, and a cap, intermediate and lower all terminating at a point some 500 mm aft of the mast. There's also a forward lower shroud, so the mast is very strongly

stayed. The standard boat has a conventional forestay. The bow roller is neoprene and designed around the need for serious anchor handling. The anchor locker is deep. No winch is provided.

There is only one cockpit locker, to port, but it is vast and incorporates the gas locker, whose bottle cut-outs are designed for Camping Gaz bottles - a standard we don't follow. Unique to the boat, and an innovation that is almost certain to be copied by others, is a full-size opening hatch from the aft cabin into the cockpit, with the cockpit seat above it hinged. This hatchway allows direct access from the cockpit to the aft cabin. Overall impression of quality was very high.

## Below Decks

Because the engine has a sail drive and

the steering is by tiller, the whole aft third of the boat is a cabin. This means the berth is approx. 2.4 meters long and almost as wide, with about one third of it having full sitting head-room. This allows a couple to sleep fore and aft or athwartships, and although there is not much locker space, there is so much room it's hardly needed.

From the base of the companionway stair the L-shaped galley is to port, and a walk-in head to starboard. The head is beautifully executed and has holding tanks but no shower as standard. The galley features a Plastimo two-burner, gimballed stove/oven, single deep sink, 12 vdc fridge, lockers and shelves. Again, all this is beautifully executed. Forward of the galley is a dinette with centre-line dropleaf table with built-ins and a settee berth to starboard with a rear-facing

half-size chart table. The battery switch, fuel and water gauges and all electrics are in a panel above and to the side of the chart table.

## Underway

So well baffled is the motor you have to look at the rev counter (cockpit, under

**"It has the potential to be a competitive club racer and it is certainly a very comfortable cruiser. For me, its stand out feature is the quality"**

clear cover, starboard) to make sure it's working. Both sound and vibration levels are extremely low. The craft has a folding prop and the engine is well suited to it - the builders claim 5.8 knots at 2200 revs. and over 7 knots flat chat.

All sail handling is from the cockpit,

with two banks of three jammers controlling the halyards. The main is conventional with short battens and a reefing system designed by Kemp that has the reefing lines attached to the sail, down through blocks at the gooseneck, and aft to the roach cringles. In calm weather it worked fine.

Conditions for the sail were typical Sydney summer breezes - a nor'easter that built from around 10 to 18 knots. I found the helm slightly heavier than expected - consistent with being skeg-hung, and preferred to sit in the cockpit with the wood rather than out on the coaming with the extension. The boat showed inherent stiffness in that breeze, but I found fault with the mainsail sheeting system. The trend of keeping the mainsheet out of the cockpit means one has to convolute it through blocks, and this, in turn, means controlling it is not so easy. In this case the main went through the jammer, so dumping it was a problem. The traveller controls were a handful in the top end of the breeze as

well, and the boat needs to have the main dumped to retain control at all times.

I don't think this system is good enough for a cruiser/racer: people who want to race around the buoys will put up with the cockpit clutter of end boom sheeting, and Moody should take that into account.

## Conclusions

Jerry Hendrey is offering the test boat as a one off with a fair old swag of add-ons for \$153 500. This is much boat for that, and subsequent craft will probably cost a bit more, especially if a furler is standard - say \$160 000. It has the potential to be a competitive club racer and it is certainly a very comfortable cruiser. For me, its stand out qualities are the quality - nowhere did I see evidence of skimping or cheap-skating - and the shoe-horning of what 10 years ago was a 40-footer into a 31-footer without serious compromise. ▲

Test boat courtesy Moody Australia, ph (02) 957 3353.

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## GPS Market Guide

BY JAMES HILL

It would be no exaggeration to say these days that the Global Position System (GPS) has become the standard navigation tool in offshore yachting. The speed with which this change has happened is quite staggering, but maybe not as much as the way that GPS is now so well accepted in yachting to the point where very few yachties have not experienced its benefit.

Effectively GPS is a full-time position fixing system which works off a grid of satellites which cover the globe. The satellites are moving with the earth so there is always several in range for the GPS to get a multiple fix.

In fact a GPS set will get signal readings anywhere from four to eight satellites at a time, and this is done at a regular second up date to ensure impressive accuracy. However the C/A code we civilian boaties use is nowhere like the 1 cm to 10 metre accuracy enjoyed by the US military who own the system and, naturally enough, are the only ones with the special P code. Civilian sets actually get a degraded version of the signal, yet is still not bad at all with accuracy within a 100

meters range.

Sometimes, especially when US forces are involved in a major war conflict they switch off the "dither" factor and we get even better accuracy, but since we can't count on it we have to assume an accuracy somewhere within a 100 metre radius of our target position. Even with this variation of accuracy GPS is light years ahead of the old days when you were doing well to get anywhere within a mile with a sextant star sight. And of course it works for you all the time, not like the old system where you couldn't get good fixes in bad weather. In this regard GPS has made passage making both safer and easier and is something we can readily accept as a real advancement in boating.

Certainly accuracy is a relative thing and in terms of ocean racing GPS is quite sufficient for keeping a racing crew within the ballpark of where they want to be and clear of dangers such as rocks, reefs and headlands. However when we come to the more knife-edge business of around-the-buoys regatta racing, especially in Grand Prix events there is a demand for something a bit more precise.

The answer is something called Differential GPS. Simply this means setting up base stations on the coast to cross-check the GPS signals and iron out the error factor. Differential stations are now established in most northern hemisphere

ports and here in Australia we have one at Port Headland and Port Melbourne.

However the Federal Government is being fairly slow in getting around to establishing stations in other ports like Sydney so another system is being launched by a Government agency using the National JJJ radio network. Yes, that is the same rock and roll station that the younger members of the crew currently listen to, but you don't have to listen to the music. Instead you pay \$590 for something called an RDS

No doubt it will be only the really keen Grand Prix guys who'll want this system, though the waiting list is larger than you'd think. All modern sets in the last few years come setup for Differential Ready work so there shouldn't be any trouble if your set has been purchased in the last two years. Fishing and commercial shipping are the biggest customers of this system and so it should be another good little earner for Canberra. The range for Differential Correction is approximately up to 800 nautical miles so it should cover most coastal waters in Australia.

Not surprisingly the various teams vying for the America's Cup this year in San Diego are using differential GPS as are many Grand Prix ocean racers in European waters. Having a GPS set which is "Differential Ready" is obviously an important feature to look for in a new set and it is pleasing to see that most seem to have it, including the handheld units.

Features and price of GPS units has certainly improved in the last few years so if you have held off buying one, now is certainly a good time to stretch the old bank budget to buy one. Admittedly you can get by without, but once you've tried GPS you will be hooked on the accuracy and convenience of the system. In all probability you'll wonder why the hell you didn't use it before. Certainly it is true that a GPS unit can breakdown or have its supply power cut, yet in reality that's not the end of the earth. With charts, compass and other basic nav tools you can always get home.

Actually in reality GPS units are proving to be remarkably reliable and provided you keep an eye on battery life they

**"In all probability you'll wonder why the hell you didn't use it before. Certainly it is true that a GPS unit can breakdown or have its supply power cut, yet in reality that's not the end of the earth. With charts, compass and other basic nav tools you can always get home"**

receiver which picks up the radio signal of JJJ and uses this for working out the Differential Correction factor. Using this transponder system you can achieve any one of three levels of increased accuracy, depending on an annual subscription fee. This starts out at \$180 for a system which delivers a ten metre accuracy and gets more expensive for a five and one metre accuracy levels.

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GI 3086

should keep going for many years. The new units are also quite robust in construction and usually have a splash-proof casing. The portable USA made Magellan even goes one step further by being totally water-proof and able to float if dropped over the side!

As noted GPS units draw very little electric power and in most cases they will only use about a third of the power of one navigation light. This means they could be run off a solar panel power source. Cost-wise GPS prices have never been cheaper, but with prices firming over the last season don't bet that prices will tumble.

In any event, prices are now much more affordable, especially with the newer chart-plotter units which are also quickly coming in vogue. Also a lot of crew are buying handheld units because of their portability. They are obviously good for people who are involved in yacht delivery work and sailing on lots of different boats. GPS can also be used for aircraft navigation as well by calling up a fourth satellite to establish altitude as well as Latitude and Longitude. This feature is also very useful for land surveying so you find GPS being used a lot these days in areas like mining and construction.



Left: This new handheld from Panasonic combines plotter functions with normal GPS functions

## ACCURACY

Sitting steady on land any GPS set will give a pretty impressive "fix" on where you are. However take it out into the ocean, have the boat moving along at seven knots in one direction and bouncing around in waves and you start to get factors which can decrease the level of accuracy. Wet sails can interfere with signals as can a poor location of the antenna. So we have to be aware of these factors.

To enhance signal strength the antenna should be ideally mounted out on the stern, away from the rig. Unless you've got a ketch or schooner rig where you'll have to come up with some other solution. In ocean conditions some sets will perform better than others.

The better performing sets in the main don't necessarily

have more gee-whiz functions, but more radio channels to monitor the satellites. Without going into technical details the more sophisticated multi-channel sets are able to get a more accurate fix by being able to process the satellite information quicker. A set with two, or three channels will usually have the channels tracking several satellites in quick succession in a process called multiplexing.

However some do it differently by locking channels onto satellites in turn, called Sequential tracking. And yes, it is better to have more channels. If you have six or eight they can then



Autohelm's ST50 Plus Navdata allows GPS positions, course and cross track error to be displayed in the cockpit

lock onto individual satellites in what is called a continuous tracking process.

Having more channels is helpful when, from time to time, the GPS has to download new clock error and almanac (position) information from the satellite. One channel can handle this information as the other(s) get on with the tracking work. At first a single channel set would appear to be a big disadvantage, however in fact they don't do too bad at all. The single channel units use multiplexing to process up to five satellites at any time and get a reasonable fix.

In fact, there is nothing wrong with single channel sets and they are in popular use due to price. Obviously your choice of GPS will depend on what you need and how much you are

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prepared to pay. The serious offshore racer with an expensive boat will no doubt want to buy a top of the line, multi-channel set to ensure fast position updates at all times. The cruising guy on a budget may well be happy with a less expensive, single channel handheld set. Interestingly enough most of the

indicator) velocity made good (VMG) and speed and compass course over the ground.

The main difference with the bigger and more expensive units in terms of functions is they often give you more waypoint capacity and things like the ability to set a great circle course as well as a rhumbline. The more expensive units also tend to give you a number of audible alarms. There are alarms you can set to tell when you are so far from a given target (an island or mark of the course) as well as anchor watch alarms which tell you when your anchor is dragging.

One of the best of the "extra" features is the MOB, or Man Overboard facility which when pressed enables you to track back to the person in the water. The GPS stores the position in its memory and then gives you the compass course back to that position. Obviously the effectiveness of MOB depends a lot on how quick the crew hit the button. This is why some GPS sets offer a remote button in the cockpit so the helmsman can activate the alarm as soon as possible.

In the light of the '93 Hobart that is a very good safety feature, however it does highlight the need for all members of the crew to have a basic understanding of the GPS set in case of emergency. As it stands a lot of crew do not understand the workings of a GPS



Left: The Garmin pocket-sized GPS is ideal for personal crew use



Above: Larger Furuno GP-50 has an instant MOB button for emergency situations

smaller units offer nearly all the same major features of the bigger units such as route planning via stored waypoints, range and bearing to destination, cross track error (off course

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unit because they haven't been taught. This is unlike Europe or the US where sailors have had Decca and Loran C systems - essentially the same sets but working off land based radio stations.

## INTERFACING

GPS units are increasingly being used to interface with other navigation instruments to improve and refine boat handling. The most basic interfacing is with the boatspeed log and onboard compass. However, more sophisticated linkages now include autopilot systems and chart plotter displays. Linked to an autopilot the GPS can theoretically sail the boat all the way up the coast, automatically changing the course at pre-set waypoints. Of course, that would be rarely possible in a sailing boat where sails have to be trimmed and wind



**Micrologic Mariner GPS is an affordable unit suited to nav station mounting**

changes often mean you have to tack, but as you can see there is a big advantage here for cruising, or delivery work.

In race boats there is now also a very interesting trend towards cockpit repeat units which effectively give the helmsman the basic information he needs from the GPS such as course to steer, cross track error and distance to next waypoint. Cockpit repeaters in fact are really good for all applications and it is only time before we see them in all yachts. The other big area of interfacing is chart plotters, either in the form of stand-alone units or combined GPS/plotters. Here we must also note that many GPS units, even handhelds, have a basic plotter function that shows a very basic course outline. But this is not a chart-plotter in the true sense.

Real chart plotters work off digitised maps which are loaded into the unit via mini sized disc cartridges. The unit usually comes with a world map to impress the punters, but you'll need to buy individual cartridges to cover specific areas - much the same thing as what you have to do with traditional paper charts. Whether you see value in a chart plotter is really a separate issue altogether.

There is certainly a number of conveniences in using an

electronic plotter and in time they will no doubt become much more widely used. Not to be confused with plotter displays is the 3-D style displays which some units now offer. This shows the boats position as a central cursor heading down a road. The idea is you keep the boat on the "road" as it heads towards its destination in the distance. This system is easier to use than the usual off-course, or "cross track error" display and one sees it becoming more popular in modern cockpit displays.

## SUMMARY

The advent of GPS has taken away much of the donkey work of navigation. This means the "navigator" has been freed up to have more time to get more involved in the tactical side of racing. Armed with a lot more "what if" scenario information he/she can now give the afterguard on the boat a lot more help in race strategy. Also it is very obvious in Grand Prix racing that the whole function of navigation is moving on deck. The navigator in shorter races stays on deck with the help of GPS repeaters and the B&G Deckman unit which allows him to do all the calculations whilst sitting on the rail.

With such a huge emphasis on keeping crew weight in the most effective position it is obvious that in future we'll see systems set up to allow the crew to do all navi-guessing work on deck. Yep, sailing really is well on its way to the space age.

## CHART PLOTTERS

### Combined Plotter and Autopilot

Cetrek have been at the forefront of autopilot and marine instrument development for many years and have once more introduced unique technology with the new Chartplot 775, said to be the only combined plotter and autopilot available



**The Cetrek Chartplot 775**

on the Australian market.

The Chartplot 775 was selected as 'the most innovative electronic product' at the recent International Marine Trade Exhibition and Convention (IMTEC) in Chicago, the largest marine trade exhibition in the world.

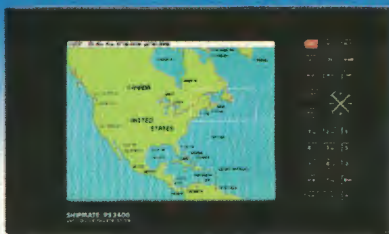
The Chartplot 775 comprises an integrated plotter and top-of-the-range autopilot which eliminates the need for interfacing cables, making installing easy. With all functions

# Instinct



# Intelligence

To the dolphin, navigation and communication is a matter of instinct.



Shipmate RS2400 10" GPS Chartplotter

To Simrad, gathering, processing and presenting information is a matter of intelligence.

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Shipmate RS8300 VHF Radiotelephone



**RS2400 GPS:** Multi screen presentation on a 10" LCD display.

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being integral there is no possibility of erroneous signals which could otherwise interfere with the overall performance of the Chartpilot 775. The on-screen display is menu driven (similar to Microsoft Windows) and thus easy to use.

Supplied as a three-part unit, the screen is separate from the key pad/control board and four cartridge cartography garage, which covers most owners cruising requirements. The Chartpilot can be bought with the latest 6 channel Cetrek GPD system, providing one of the most advanced navigation systems on the market.

To keep track of progress, the Chartpilot 775 offers an instrument display panel which is accessed by pressing a page button. Read-outs are given from available information, such as speed, wind, depth, GPD, SOC and COG, supplied by C-net or other installed data link instruments. The information comes either in digital output or in Cetrek's unique graphic mode.

Further information: Scott Littler, Bob Littler Agencies, phone (07) 890 115 or fax (07) 890 1119.

## Navico One Step Ahead In Marine Electronics

As marine electronics become ever more sophisticated, the biggest challenge has been to find way of making the technology accessible. Few have undertaken that mission more enthusiastically than Navico.

While others may follow the unfriendly design principles of a decade ago, Navico has moved on with its new Corus range of instruments, plotters and integrated pilots. The full screen LC technology and 'soft key' features on Corus instruments and on the new Corus Nav Station plotter are classic examples of Navico design logic at work. Most other instruments have permanently painted labels for the keys. They may look clear and simple but, because each key has invariably several different functions, you may soon realise that you need to constantly reach for the owner's manual to remember what key does what.

So when Navico designed Corus, they put soft keys onto the screen. That way, the labels change as you progress through the operating sequence, guiding you intuitively step by step through the procedure. It is so logical - what you see is what you press!

The major news for 1995 is the addition to the Corus range of the new LCD Nav Station which provides the latest integrated features of chart display, autopilot control and full Corus system monitoring.

Navico also will launch this year their latest tiller pilots - the Tiller Pilot 1000 and the integrated Corus Tiller Pilot 300. Both of these pilots feature the latest storm proof casing and the Tiller Pilot 300 is the only self-contained tiller autopilot with NMEA interface built in, enabling it to be connected directly to almost any NMEA 0183 compatible GPS.

Further information: Coursemaster Auto-pilots. Phone (02) 417 7097 Fax (02) 417 7557

## RACE INSTRUMENTATION

### B&G - Associated With Every Winning Yacht

Brookes & Gatehouse can validly claim to have to have been associated with the winner of every major yachting event in



the world over the past three decades - and most of the fleet as well.

In events such as the Whitbread round-the-world race, the Fastnet and the Sydney-Hobart, to America's Cup, the Kenwood Cup, the Mumm 36 championship, the presence of a B&G Hercules system has come to be the mark of the serious competitor.

With their latest system, the Hercules 790, B&G have combined their experience and technical innovation with feedback from the world's top racing yachtsmen to produce



Left: Corus Instruments from Navico

what they say is the last word in tactic and strategic management.

Hercules 70's key feature is its ability to get the right, relative information to the right place in the right format. Taking inputs from B&G's range of sensors, its central processor can display the results in a variety of formats, on a choice of units, at multiple locations and, using B&G's Fastnet communications bus, at speeds faster claimed to be faster than any of its competitors.

For example, while helmsman and spinnaker trimmer concentrate on their large, bright 20/20CD display of boatspeed and true wind direction, the genoa trimmer and runner man can watch the true wind speed and forestay loads, while the navigator/tactician, using one or more FFSs (full function displays) can page rapidly through all the required navigational and performance data."

But it is perhaps in its infinitely configurable display system that the Hercules 790's advantages are most evident, providing the clearest, sharpest display available. Certainly to the demanding racing yachtsman the Hercules 790 delivers fine performance and reliability, making it an outstanding successor to the famous B&G systems which have preceded it. Further information: Stan Montgomery, Mainstay Marine Electronics in Sydney on ph 02 979 6702 or fax 02 999 3181

## VDO Logic - New Series of Marine Instrumentation

With their new Logic series, VDO are expanding their comprehensive marine instrumentation range combining, for the first time, navigation, engine monitoring, GPS and autopilot functions for sailing and motor yachts in one single system.

An unusually versatile navigation and information centre is now at the skippers disposal, with the instruments characterised by a modern, matching design with easy to read data

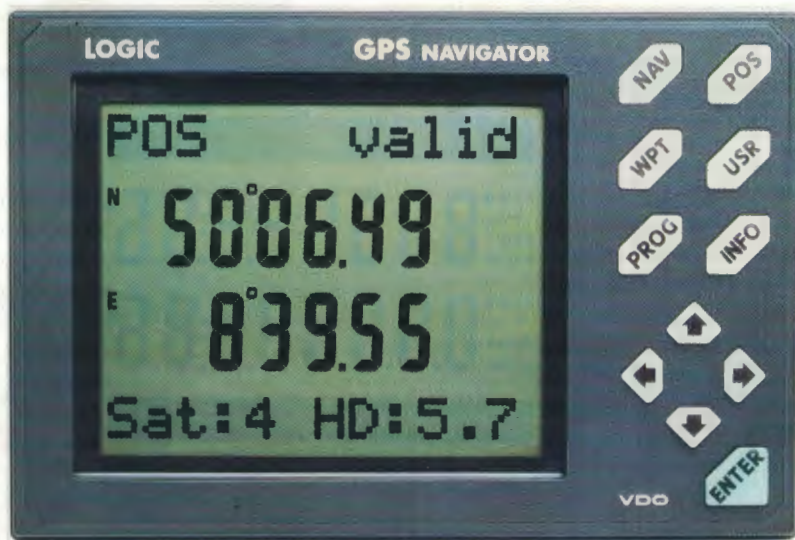
display.

Large, distinctive analogue displays show all basic functions. Navigation instruments and autopilot use a combination of analogue displays and digital reading for secondary data. An optimised, ergonomic night design with red back-lighting allows night reading without eye fatigue.

All the navigation instruments and the autopilot are connected via a data bus information exchange. Also, each navigation instrument can be connected to external units such as radar, plotter, etc via an individual NMEA 0183 output. The skipper can call up additional data on the VDO Logic instruments LC Display without losing view of the main function, resulting in added safety through better operating ease.

The VDO Logic Pilot steers according to compass, wind direction or GPS information. The necessary data is supplied by Logic navigation instruments or by a VDO flux-gate compass system via data bus.

With their new Logic multifunction unit, VDO have cre-



Logic GPS Navigator

ated an independent indicator that can present all relevant data within the Logic system and program the main navigational functions and components. The unit is easily installed - at the chart table or the fly bridge - and due to versatility, presents itself as a compact alternative to a set of instrument repeaters.

Further information: Tim Haughton at VDO in Sydney on 02 905 5909.

## GLOBAL POSITION SYSTEM

### Sony Pyxis IPS-760 - the Latest in GPS Technology

Getting lost is a thing of the past, according to the technocrats at Sony. Whether on land, sea or in the air, the Sony Pyxis IPS-760, the company's latest in GPS, can determine your precise location, your latitude and longitude, where you want to go and, with Sony's HandyMap screen can show you your exact position.

Like other navigation location systems, the Sony Pyxis-760

uses the constellation of satellites owned and operated by the US Defence. With the Sony's portable GPS it can be used for navigation at sea by yachts and fishing boats or on the land when hiking and mountaineering, canoeing, four-wheel drive excursions and even on your bicycle trips.

Sony's Pyxis technology will pin-point your location to within 30 metres - something of value to offshore fishermen in locating a favourite reef. Sold separately, C-MAP's nautical chart cards can be used to provide you an aerial view of a variety of locations or, by using the zoom keys to magnify, you receive greater details such as lights, buoys, beacons and platforms.

Each card contains nautical map charts covering a specific area of the Australian coastline, such as Jervis Bay to Port Jackson. The Sony IPS-760 overlays your current position as well as direction and speed. There are more than 80 map cards which cover virtually the entire Australian coastline.

Further information: Sony Australia Limited, 33-39 Talavera Rd, North Ryde, NSW 2113.

## Logic GPS From VDO Instruments

VDO Instruments, one of the world's longest established

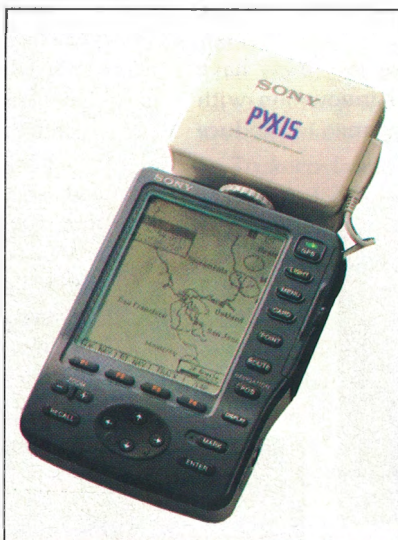
makers of marine instruments, is marketing the Logic GPS in Australia, a unit which packs state of the art technology into an easily readable display format.

VDO is one of the few manufacturers offering a complete integrated system and the Logic GPS is designed to stand alone or integrate with other instruments and auto pilots. The display is waterproof and will operate on 12 volt or 24 volt power.

Waypoints, routes and sailing plans can be stored and visual and audible alarm functions are part of the unit.

The Logic GPS also comes with a separate waterproof 'man overboard' button for mounting on deck for instant use by the crew on watch. The ultraflat antenna ensures that no lines can get caught around it and offers a wide choice of mounting possibilities.

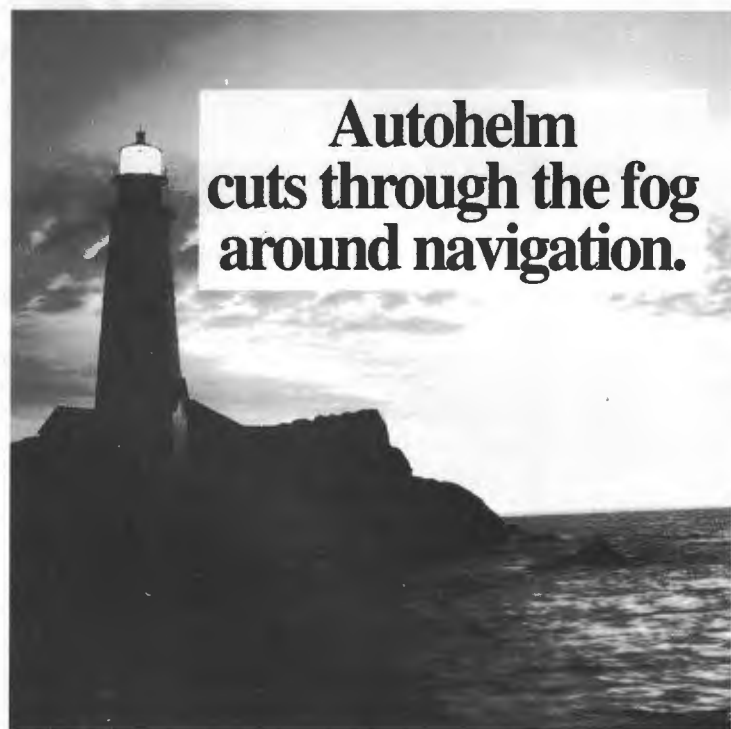
Further information: Tim Houghton 02 905 5909 or Phil Crosbie 03 450 3258.



Sony's PYXIS Global Positioning System

## GME Electrophone Introduce Garmin 45

GME Electrophone, Australasian distributor of Garmin GPS products have recently introduced the long-awaited Garmin GPS 45, one of the world's smallest receivers that can operated with just the touch of a thumb.

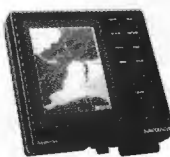


**Autohelm  
cuts through the fog  
around navigation.**



Autohelm's new ST 50 Radar and Navcenter 300 Chart Plotter make safe navigation easier and more affordable than ever.

Both units feature advanced LCD 'flat-panel' screens. Their high-resolution 320 x 240 displays provide crisp, sharp viewing even in the brightest sunlight - plus clear backlighting for night-time navigation.



Thanks to their waterproof, compact and easily demountable design, our new radar and chart plotter are just at home out there in the cockpit as they are at your nav-station. And, because they're from Autohelm, they instantly become part of your SeaTalk® instrument and

autopilot system, enabling you to call up instrument data on-screen at the push of a button.

The ST 50 Radar features a 4-greyscale display and a 16nm range (twice that of some comparable radars), while the Navcenter 300 uses the state-of-the-art cartography offered by C-MAP® mini-cartridges. And, like all Autohelm equipment, their intuitive, easy-to-use design won't fog your thinking in the slightest.



See your dealer, or write for more information.

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Weighing less than 260 grams and about the size of a television remote control handset, the GPS 45's ultra-compact design and rocker keypad operating style allows for simple single-handed navigation and plotting. It fits comfortably in one hand, with the rockerpad and six function buttons all easily accessible with the thumb.

The backlit LCD screen is large and offers five main information pages, including satellite status, moving map plotting, position with CDI navigation, and an active compass which displays directional heading.

By utilising the latest low current microprocessor technology, Garmin's engineers have been able to give the GPS 45 an extended battery life of between 10 to 20 hours, greatly exceeding the capabilities of many other marine handheld GPS units.

Using Garmin's MultiTrac system, the GPS 45 can track and use up to eight satellites to compute and update a user's position at one-second intervals. Other advanced features include: 250 alphanumeric waypoints with the nine nearest automatically available; 20 reversible routes with 20 waypoints each; 'man overboard' mode' plotting scales to 0.125 nautical miles; 102 selectable map datums, including Australia and New Zealand.

Further information: GME Electrophone 02 816 4755 or fax 02 816 2198.

## Silva NEXUS GPS Navigator Released

The Silva NEXUS GPS is one of the most versatile navigators on the market, distributed in Australia by Macson Trading Company in Melbourne. From the Swedish company with a long history of manufacturing the highest quality navigation equipment, the NEXUS GPS consists of a navigator head unit together with a portable active GPS antenna.

The Silva NEXUS GPS stores up to 399 waypoints and 20 routes' can either be integrated in the NEXUS network or be used stand alone. Both the instrument head and the GPS antenna can also be bought separately.

The sole instrument can be used as a pure NMEA 0183 input/output repeater instrument with any NMEA 0183 Loran or GPS navigator. The input feature makes it possible to use any NMEA compatible GPS to form a complete 'outdoor or indoor' navigation system.

The waterproof active GPS antenna is one of the smallest on the market and can be flush mounted or fixed to the pulpit.

The separate GPS antenna can be connected directly to the Silva NEXUS chartplotter system, PC-computer or directly into any NEXUS multi-control station.

Further information: Tom Andrews, Macson Trading Co, phone 03 9489 9766 or fax 03 9481 5368.

## OceanTalk Introduces Handheld GPS/Charter

Raytheon Marine Company has expanded its extensive marine electronics product line to include a new waterproof handheld GPS - the Raystar 198. But it's not only a differential

ready handheld GPS, its also a full-function electronic charting system that utilises C-MAP cartography.

Raytheon marine equipment is distributed in Australia by marine electronics experts OceanTalk Australia, with the Raystar 198 a lightweight and compact GPS unit, featuring a unique flip-up patch antenna which monitors up to five satellites on five parallel channels to pinpoint a boat's location anywhere in the world.

While underway the graphic navigation screen will show the route to a selected waypoint, course history, plus the next leg of the route after the waypoint is reached. Additionally, a trackplotter function ensures the user can visualise past track in scales from 0.1 to 250nm.

Featuring a built-in detailed world map, the Raystar 198 also allows downloading C-MAP's mini-chart cartridges via a unique chart reader. With the charts stored in the Raystar 198s memory cruising or fishing along a favourite coastline takes on a new appeal. The over-sized supertwist LCD screen presents land masses, depths, buoys and a digital read out of a boat's position and selected waypoint with route navigation information.

An excellent feature is the screen's ability to provide clear images, automatically keeping the same contrast in direct sunlight or changing outside temperatures.

Oceantalk Australia are shipping the Raystar 198 as this feature goes to press. It comes with the chart cartridge reader, the bracket with 3m of cable and a comprehensive instruction manual. OceanTalk's Robin Kydd expects the unit to retail for less than \$2900 (plus C-MAP).

Further information: Geoff Quin, OceanTalk Australia, phone 02 905 7199 or fax 02 905 3456.

## Shipmate GPS Released by Quin's of Port Adelaide

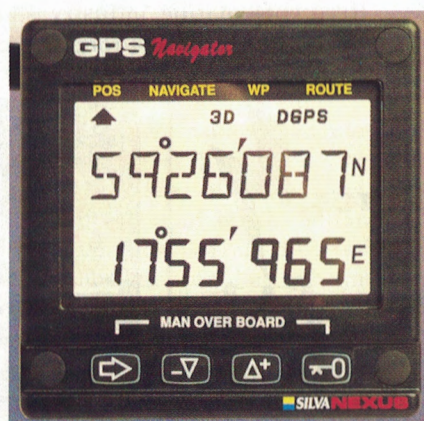
Port Adelaide-based marine equipment distributors Quin's are marketing the powerful Shipmate RS2400 GPS Chartplotter, a LCD chartplotter with built-in GPS designed for sports-fishing, small commercial fishing and cruising

yachts, as well as coasters and work boats.

The Chartplotter RS2400 has a waterproof compact casing allowing for both indoor and outdoor installation and can be mounted as a console, overhead or flat on a panel. The high contrast LCD screen is available in full colour or as a transfective monochrome screen with perfect readability under all light conditions. The multi-function screen offers a choice of displays and charts, eg full screen charts, chart plus two information windows, or enlarged date which can be seen from a distance.

A comprehensive world chart is implemented as standard. Two C-MAP cartridges can be inserted simultaneously, offering specific and detailed chart information.

Autopilot, radar, etc can be connected to the two NMEA input/output ports. Connected to the Robertson Dataline



The Silva GPS Satellite navigation for sailing boats

instrument system, the Chartplotter becomes a complete navigation centre, processing wind, speed, depth and other instrument data on the large screen



ChartLINK Model 7000CRT

Further information: Graham Mills, Quin's of Port Adelaide, phone 08 47 1277 or fax 08 341 0567.

### C-MAP<sup>®</sup> Cartography For Computers

One of the greatest advances in maritime navigation in recent years has been

the combination of conventional chart plotters with the power performance and flexibility of a modern notebook computer. One such system is Aqualogic's AquaTrak Charting system which uses C-MAP's electronic charts together with a cartridge reader and sophisticated software to provide a comprehensive navigation facility.

C-MAP are the world leaders in electronic charting technology with an extensive range of more than 8000 digitised charts, world wide distribution, service and update programs. AquaTrack Charting offers a sophisticated, flexible and fast chart plotting system for the serious navigator.

Distributed in Australia by Echo Radar of Port Adelaide, the AquaTrak is designed for on-board integration as well as home and office based planning. It accepts marine industry starting NMEA position data (from GPS, Decca

or Loran) and outputs NMEA autopilot data.

The level of cartography detail will be dependent on the scale of the charts displayed and the charting features selected. A series of folios can be used to store and display waypoints, user marks, routes and tracks. Individual folios can store data for separate use, for example, one of local area passage and one for long distance cruising. Folios can be saved to floppy disk so users can transfer waypoint and passage-making information.

Further information: Echo Radar, toll free phone 008 882 068.

### Datamarine Improvements To Chartlink Video Navigators

Datamarine International has announced the introduction of the ChartLINK Model 7000CRT, an electronic charting instrument which translates data from a GPS or Loran into an easy-to-read electronic chart. A new grey housing adapts handsomely to any navigation station and the new rubber keypad provides a comfortable tactile feel and ex-

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Quotes from Jon Fairall **Modern Boating** March 1995

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ceptional reliability. The crisp CRT display offers excellent viewing at any angle with a pixel resolution of 672 x 512.

The new ChartLINK comes with its own built-in differential-ready GPS. The GPS accepts differential GPS corrections in the RTCM SC-104 format to compensate for errors associated with selective availability, and continuously tracks up to eight satellites.

By using the built-in trackball cursor control and pressing a few keys, navigators can zoom in on a selected location, view their current position, plot their course, determine distance and bearing, and their boat's current and past track.

Both the ChartLINK CRT and CRT/GPS models now accept and display depth, speed, compass heading, true or apparent wind speed and angle, water temperature and rudder angle data from any NMEA 0183-compatible instrument.

Further information: Chris Jordan, Datamarine International Australia, phone 02 417 2445 or fax 02 417 2396.

## Simrad Robertson's Versatile Plotter

Simrad Robertson's Dataline chart plotter, distributed by Quin Marine of Port Adelaide, is a versatile instrument that gives a boat owner a wide choice of installation options. The system can support more than one display unit, has a separate control unit rather than a fixed keyboard, and will support mono CRT, LCD or colour graphics. However, when multiple display units are installed a mix of technology cannot be used and all the units must be either mono CRT, LCD or colour.

The Dataline Chart uses C-MAP electronic cartography cartridges, now recognised as the world standard for electronic marine charts, to give highly accurate and precise displays. Robertson's Dataline Chart system is designed to integrate fully with their Dataline series of instruments and autopilots.

The system can handle up to 300 waypoints, 100 marks and 10 routes. There is an Autocapture facility which locks the cursor onto a specific mark without the need for pinpoint accuracy. The unit has an automatic log taking facility and computes all the calculations needed to control the Dataline Autopilot.

Further information: Quin Marine

phone 08 47 1277 or toll free 1 800 811 303.

## MARINE RADARS

### Autohelm Radar

#### For Yachts, Powerboats

Autohelm ST50 LCD Radar is a compact, waterproof LCD radar unit which represents the latest in technological advances in both its display form and radar performance. It carries the consistent system of the Autohelm ST30 and ST50 Plus series of instruments, as well as the range of Autohelm SeaTalk autopilots.

In summary, the Australian stockists, OceanTalk Australia, described the Autohelm ST50 as a genuine re-think of the needs of today's yachts and powerboats, with all the power of a professional radar.

Some of the excellent features include 2kW peak power; 1/8nm to 16nm range with excellent radar performance; waterproof display allowing outside mounting; LCD 7 inch diagonal supertwist display enabling clear reading in any light; backlit keypad to simplify night operation.

The Autohelm ST50 has Built-in SeaTalk interface which allows radar to be connected to the SeaTalk system, and to display four pages of information from SeaTalk overlaid on the radar video. The graphical SeaTalk displays provide a combination of radar and helm information.

The combination of these features results in a unique radar, specifically designed for SeaTalk systems, with professional performance, reliability and value for money at a RRP of \$3841.

Further information: Robin Kydd at OceanTalk Australia on 1 800 029 948.

## ELECTRONICS PROTECTION

### STO.P - So Your Electronics Won't

Modern electronics do not like over-voltages. It's a prime cause of their failure. In fact, over-voltages, in the form of spikes, transients and surges are present in every electric system.

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# In 1492 Columbus Proved The Earth Was A Smooth Sphere To Navigate.



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Only NAVIONICS has *seamless* electronic charts. You won't fall off the scale when you move from place to place. No wonder we've set the worldwide standard for marine navigation.

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According to yachtsman Karl Sabastian, the Australian distributor of ST.O.P, the research found that common electric system problems, namely spikes, transients and over voltage conditions,

were destroying micro-electronic components. "These 'gremlins' are present in every electric system and have become particularly troublesome as our electronic gear becomes more complex," he says. "In a field survey of cruising yachts in Vanuatu this past season, over 27% reported GPS hardware failures within the past 12 months. The figures for other types of equipment were similarly appalling." ST.O.P works as a barrier. Installed between your power supply and your electronics, it constantly monitors electrical power and reacts immediately when it detects a problem. Providing up to 10 amps of 'clean power' one unit will protect all the electronics on a typical boat. They are small and easy to install. Further information from Karl Sabastian at Southport in Queensland, phone (075) 889 470 or fax (075) 912 583.

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Optimising

# The BOC Challenge In Hindsight

Sydney-based naval architect Scott Jutson, designer of *True Blue*, the winner of Division 2 of the 1994-95 BOC Challenge solo race around the world, looks at the event in hindsight.

**a**s an office that specialises in the design of fast ocean racing and passage making yachts we were always keen to be involved in a front line BOC campaign. Clearly there is no greater arena for advancing ocean sailing technology than the single handed racer where speed, safety, and reliability all operate in harmony onboard the winning boat. During the years we worked with David leading up to the start of the 94-95 BOC Race we developed our own set of preconceptions which we held near and dear right up to the start. That many of these remained unchallenged is largely attributable to two things: one, Adams made us look good and (or) two, our preconceptions became 'fact' for this particular event. This occurs in every type of event: the winner is always right and from there we all go forward.

Forward means the future and the first task at hand is to tear down all that is right and start a complete rebuild of ideas. Assumption one: the winning boat this year will be the template for average (at best) next time. Start with this premise and you may get somewhere. Example: *Servant IV*, runaway winner of Class 2 was basically superseded by an 8% increase in speed around the course four years later. Copy the winner? No way!

So what were the lessons and where

lies the future? In no particular order:

- **Basic design:** The BOC is a boat race with an average set of conditions which can be ascertained by a weather study. However, what you get on the day will undoubtedly vary so your design parameters are not always of any particular moment. This is an involved way of saying that every dog will have his day. However the BOC takes around 120 days of sailing (30 Hobarts?) so the average is still a good guideline. The loose rules of the BOC allow for extraordinary boats but within the context of the race there will still be good light air boats, good reaching boats, good running boats, and of course, the absolute contrary. In a sense this is what you learn, you cannot be right all the time but you must be right (or level pegged) most of the time. The fairly severe conceptual differences between *True Blue* and *Kodak* still only resulted in less than a one hour time differential in two South-



David Adams' *True Blue* designed by Scott Jutson specifically for the BOC race  
PIC: BILLY BLACK

ern Ocean legs. This was as expected though the precision of that expectation was surprising. Legs 1 and 4 promote separation, the Southern Ocean is more about staying in control and getting there. Legs 1 and 4 determine the winner. Will we both edge a bit towards the

three mains all up as you will need something to use for the workup prior to the event. The difference between a good and a bad main when the wind is forward of the beam can easily be 1+ knots of boat speed. Headsails are no less important. Spare some budget for maintaining an excellent set of moderate weather sails. Moderate weather is when the miles get clicked off with alarming monotony. If you are slow you may never recover. The 40 - 65 apparent range proved a killer

of foils and the first 3 metres of bow are the real danger zones. Apart from direct impact with sealife or debris stray ropes and fishing tackle can cut like a saw through ever vulnerable foils. Design for impact and abrasion. In the case of the keel I consider a hollow steel foil the best option. For the rudder a leading edge of timber or a well designed laminate based on aircraft leading edge principles will be the way to go. Remember too that twin rudders are more vulnerable than a single as they are in the vessel's quarter wave and may be hit even if the hull passes clear. A single rudder well under the boat is safer in this respect.

**"Apart from direct impact with sealife or debris stray ropes and fishing tackle can cut like a saw through ever vulnerable foils."**

other next time around? I suspect not given that the designers are not unlike their sailors who go off in search of the 'right' direction as opposed to a conservative middle ground.

• Sails are still the driving force of the boat. The budget must focus on replenishment and timing. Let's say that you need a minimum of two new mains - a leg 1 and 4 Kevlar racing main and a more bullet proof version of the same for the Southern Ocean legs. This means

on *True Blue* in leg 3 where the best headsail was a second hand IOR50 No.3.

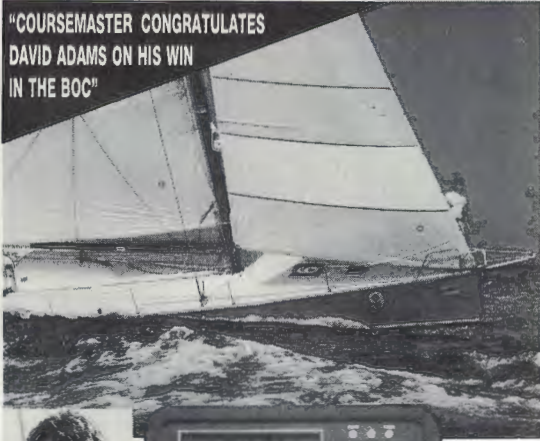
Good in the 'real' Southern Ocean but not so flash in the lighter stuff that was all so common this time.

• You have to be in it to win it in an accumulative time race.. Structure is everything and when it fails you become an also ran. The trade off is weight vs. ultimate speed and the gamble is 'will I hit something?'. Assume you will and design accordingly. Leading edges

Rigs fall into the structural category and are clearly at great risk in such an event. Again this is an area where you simply cannot afford to skimp. In the case of *True Blue* the rig cost almost one third of the total launch costs and was the only all carbon spar in division 2. It was certainly not an afterthought once the builder had been paid. Assiduous maintenance then becomes the next task. At least one major refit must occur during the race with a full tear down and all

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"When it's blowing over 25 knots and you're working the foredeck, you want complete faith in whoever is driving. I have that with my Coursemaster CM600 Autopilot.

During the last BOC aboard *Innkeeper*, and this time aboard *True Blue*, I regularly compete with Coursemaster to see who can get the fastest speed. I usually have to wait for a large wave and turn the pilot off so I can please my ego and beat it. The Coursemaster handles even the wildest conditions, leaving me free to do all the other chores.

I only had one self-steering unit on *Innkeeper* - a Coursemaster CM500 - for the entire 27,000 miles, and it never missed a beat. The total reliability is why I've chosen Coursemaster again aboard *True Blue*. And with a name like *True Blue*, you can bet I wanted another Aussie on crew.

The manual is easy to read, the service is reliable and they don't let you down. What more can you ask of a crew you don't have to feed?"

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rigging and fittings crack tested as a minimum. There is no point in going on if you cannot do this as you are putting way too much at risk and in this case risk is defined as your fellow competitor's efforts to assist you as well as shore crew and land based services.

On the rig subject many have questioned the approach we took with a fractional rig with moderate spreader sweep. Clearly it diverted from the norm and was considered alarming by several competitors. In retrospect it proved to be the right way to go for several reasons. First, spreader sweep was deemed only necessary to keep the mast in the boat when the backstays were off. The sweep was not required for forestay tension as the runners were used for that. This allowed for less pre-tension in the rig and less twisting of the spar under load. Second, mainsail chafe is reduced and you are more encouraged to run a bit deeper as a result. Finally, while we wanted at a maximum area main we did not want headsails to go up as a result since these are the sails David had to manhandle. So a small fore triangle was a requirement and as a result, the fractional rig is the answer. Tell that to the average cruising sailor and you wouldn't get too far but the results are there for all to see.

Finally, what about the future of the BOC? One of the great virtues of this event is its egalitarian nature. Old and young, big budget and small, professional and amateur, all are welcome and add to the greatness of the event. However, with the ever accelerating push for the sponsor's dollar for round the world events can such a feel good format survive as a viable race? I believe it can on certain terms. First, the lesson of the BOC 50s this time is not unlike the

lesson of the Whitbread 60s. They were both giant killers and they beg the question of the need for the bigger, more expensive class of Div. 1 yachts. It is certainly true that a well sailed 50 is operating at a much higher level of efficiency than a 60 given that the individual's capabilities do not improve because he or she has a bigger boat. The difference in elapsed times is also negligible and could make no real difference to the event. In fact, the division 1 winner sailed a slower race than his previous record breaking time while *True Blue* took 10 days off the division 2 record.

Given the relatively limited development that has occurred in this division you can only imagine what the next race will see. Also on the plus side, a 50 costs a fraction of a 60 and, were it the only class, would certainly see a significant increase in the number of competitors. In fact were it not for the 50 division we would not have had any Australian entries in this running of the BOC.

An adjunct to a single 50 foot division would be tighter criteria for entry based on performance capability. This is for two reasons. First, the main safety net for events such as the BOC is the competitors. With a tightly bunched group you assure the safety of the competitors and minimize reliance on expensive land based search and rescue operations. Second, this same tightly bunched group is also having superb racing in current state of the art designs thus raising the media profile and yes, the dollars to the sport. Single handed sailors will always be struggling for funds as it tends to be the guts and glory

side of sailing so the boat side is no small concern. What about the rules or lack of them? It is interesting to note that the Whitbread Race with a myriad of rules and a structural code suffered near unanimous bow failures whereas such occurrences are rare in the BOC. It makes me wonder if we designers are better left to our own devices in some cases since a rule always seems to be more of an abdication of responsibility as opposed to the safe limit it is supposed to represent. If the rule says 'this is the limit' it is at that limit we shall be as it instantly defines what everyone else will be doing.

On the more specific areas of the design orientation I will always imagine that there is room for improvement. Such is the nature of design. Better tools, technologies and budgets will always come forward presenting a whole new range of options in the future. However, the BOC is ultimately about one person and their capabilities. The designer's

**"Old and young, big budget and small, professional and amateur, all are welcome and add to the greatness of the event."**

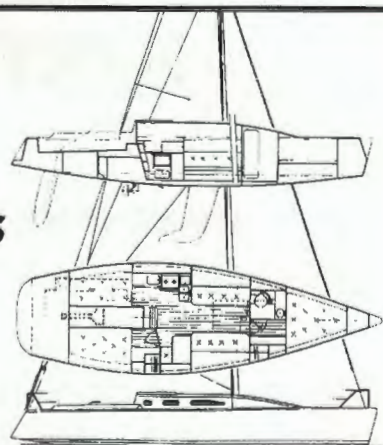
role is to lead in some areas and serve in others. However, beyond that, it is more than a job for all involved as it takes far more time, interest and concern than any purely commercial endeavour could support. To win on a global scale on those terms is all the more impressive. Congratulations to David and all his hard working team! ▲

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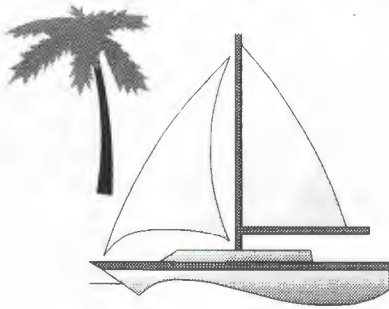
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## VB Brisbane-Gladstone RACE

# 'Instant' Millennium On a Roll North

Sydney yachtsman Ray Roberts completed a Queensland double with his newly-launched Bashford-Howison 41 cruiser-racer *Millennium* in the IMS division of Queensland's Easter offshore classic, the VB Brisbane to Gladstone, as Ian Grant reports.

**a**pril will be remembered by Cruising Yacht Club of Australia member Ray Roberts as a hectic but highly rewarding month in his long ocean racing career. He launched a new yacht, *Millennium*, just three days before the start of the National Business Directory Sydney-Mooloolaba race and went on to score two major victories in two weeks of hard offshore racing off the New South Wales and Queensland coasts.

With its paintwork barely dry, the factory dust still in the bilges, Roberts skippered *Millennium* to victory in its IMS division of the Mooloolaba race. Four days later, *Millennium* was sailing off to another win, overall IMS first place in the VB Brisbane-Gladstone, again with the crew screwing fittings into place on the morning of Good Friday.

Murray has designed the IMS overall or division winner of three of the four major ocean races on the Australian East Coast - the Sydney-Hobart, Sydney-Mooloolaba and Brisbane-Gladstone - in one season.

Ray Roberts previously raced the IOR Two Tonner, *Impetuous*, the former member of the winning Australian Admiral's Cup team of 1979.

He had extensively modified the yacht in recent years and converted it to IMS racing.



Tragedy struck Roberts when crew member David Graham was washed overboard and drowned in Bass Strait on the way back from the 50th Hobart. Despite the trauma, Roberts went ahead with his plans for a new boat and at a moving function on the eve of the Sydney-Mooloolaba race the new yacht was christened by David Graham's widow, Mary Rose Heffernan.

It was a race against the clock to get *Millennium* in the water, measured and ready for racing in the Mooloolaba event. It was almost as hectic for the Gladstone race. Roberts had the benefit of the works team from the Nowra based Bashford Boatbuilders - and a 'mud map' kit of instructions in lessons learned with Sydney-Hobart winner, *Raptor*.

Foremost was Ian Bashford, champion of many classes, assisted by sailmakers Bruce and Ross Anson, Ian Holley and Ian Winter, along with those regulars who sail with Roberts. Despite the rush, *Millennium* started a hot favourite for handicapped honours in the 47th, 308 nautical miler Easter dash north to Gladstone.

However, the competition was strong. Andrew Bristow's *Cape Fear* looked a likely challenger when international yachtsman Jamie Wilmot stepped into the helm role, with another Murray design, *Bit O' Fluff*, also looking a strong contender. At the other end of the design spectrum was the former IOR

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winner *Saltash II*, a converted Jack Holt-designed Diamond class. Again Iain Murray had a hand in the conversion of *Saltash II* to an IMS rating.

An uncertain weather pattern, with rain and local squalls, set in during the morning of the start, in contrast to the forecast of 20-25 knot sou'easters. In fact, race changes began as the big fleet cleared the Caloundra Fairway buoy and headed on to the course past the Sunshine Coast for the first night at sea, with local squalls spaced with bags of rain and some odd calms.

*Colorado Bobsled*, despite racing with a skeleton of her normal race crew under part owner and skipper Robert Bird, quickly established her mark on a fourth line honours victory and at the end of 12 hours she was off the Wide Bay Bar. Nevertheless, a fine speed effort was being produced by the Jon Sayer designed, Greg Brown built and skippered *Frantic*, sailing her first long race.

Racing well below her true speed potential, the Kell Steinman designed 56-footer *Colorado Bobsled* completed the course in 30 hours 25 minutes 11 seconds, more than eight hours outside her 1993 race record time of 21 hours 29 minutes 43 seconds to claim her fourth line honours title.

*Frantic*, showing exceptional speed on two-sail reaching and spinnaker running legs, finished in 34 hours 18 minutes 52 seconds. The Mooloolaba Yacht Club crew managed by a mere four minutes to hold off the big schooner *Windjammer* (Lee Clough) with the Macgregor 60, *Trust* (Mal Douglas) only 16 minutes further astern. All three yachts featured in the top seven placings on overall PHS results, showing how well they sailed the course.

*Millennium* and another Iain Murray design, *Bit O' Fluff*, owned by Mackay yachtsman Warren Brookes, had a duel for line honours among the IMS fleet, virtually match-racing to the finish where the Queensland yacht had a nine minute winning edge. The duel certainly helped lift *Millennium* to the performance needed to answer the handicap challenge by the two Cape 35s, *Autodesk Cape Fear*, owned by Andrew Bristow and steered by Jamie Wilmot, and the Gladstone owned *Restless*, skippered by Ray Hobbs.

They raced boat for boat but suffered from having to sail against the ebb tide for the final 10 miles from Gatcombe

Head to the finish at Gladstone Harbour. In the end *Millennium* won the IMS trophy by just 2 minutes 13 seconds from *Autodesk Cape Fear* with the modified former IOR Farr 40 *Infarra \$* (David Huybers) beating *Bit O' Fluff* for third by a similar margin.

The schooner *Windjammer* won PHS Division 1 for Lee Clough with the Farr 11.6, *Dancing Lady* (Rick Pennell) narrowly closing out the Mooloolaba based, Steinman-designed sloops *B52* (Mike Leitch) and *Original Crew* (Tony Woodcock).

The reaching and running angles suited John Pforr's comfortable Herreschoff ketch *Fortress*, giving her PHS Division 2, but also *Frantic* in fastest corrected time of 31 hours 17 minutes 34 seconds to beating *Windjammer* overall. A significant feature behind the success of *Fortress* was that her course log showed she had maintained the closest course to the accepted rhumbline of all three top finishers in the 47 boat fleet.

## Honour Roll:

Line: 1 *Colorado Bobsled*; 2 *Frantic*; 3 *Windjammer*; 4 *Trust*; 5 *Rag Time*; 6 *Blitz*.

IMS: 1 *Millennium*; 2 *Autodesk Cape Fear*; 3 *Infarra*; 4 *Bit O' Fluff*; 5 *The Gambler*; 6 *Saltash*.

PHS: 1 *Fortress*; 2 *Windjammer*; 3 *Frantic*; 4 *Dancing Lady*; 5 *Rag Time*; 6 *B52*.

## RORC Simplify IMS For 1995 Season

Australian yachting administrators will be watching with interest the decision by the Royal Ocean Racing Club in England to use a simple TMF system for all of its 1995 events with the exception of the Admiral's Cup. All IMS yachts will have a four figure TMF - familiar to IOR sailors - which will be multiplied by elapsed time to produce corrected time.

With the aid of this simplification yachts will be able to race in both IMS and CHS divisions simultaneously - and to understand how they are doing on the race course.

Bob Brenac, sailing secretary of the Cruising Yacht Club of Australia, has been working on a similar simplification which is currently being closely studied by the Offshore Committee of the Australian Yachting Federation.

OFFSHORE hopes to have a more detailed article in our next issue.

## Jeanneau Australia Change Hands

Musto Australia Pty Ltd has sold the Australian distributorship of Jeanneau Yachts to Capella Marine Systems whose managing director, John Bennett, has managed the Jeanneau project for Musto since mid-1994.

Announcing the change, Musto's Ian Treleaven said the company's business in clothing and wet gear has expanded greatly during the past year. 'It becomes a matter of analysing our business and focusing our efforts on what we do best,' he said. 'Although yachts have taken off in a big way, our business is the Musto and Line 7 clothing brands.'

John Bennett is well-known in the Sydney boating scene as a yachtsman and former shipchandler who came into the marine trade originally as training principal of the Capella Sailing School. He is a director of the RMYC, Port Hackney, and a member of the CYCA.

## Sponsorship For Mumm 36 Circuit

The Mumm 36 class has received sponsorship for its 1995 European circuit from Rockport Shoes, with regattas at Livorno, La Rochelle, Newport, Kiel, Hamble (World championships), Punta Ala and Riva di Traiano.

The 1995 circuit will also include events at Key West, Key Biscayne, Annapolis and Block Island in the US. On both circuits owners must participate in five of the eight regattas to qualify for the overall prize.

## Sailing's Largest Cash Prize For Match Races

The largest cash prize ever offered for sailing has been announced in San Diego with Brut by Faberge sponsoring a series of five international match race events between late April and the end of October this year.

In detailing the company's plans, a spokesman said that one sailor could win \$US 250,000 by winning three of these events. In addition, another \$US50,000 will be distributed among the three top point winners when all five regattas have concluded in October. These 'bonus' prizes will be in addition

to the regular event purses, which will range from \$US 25,000 to \$US 100,000.

Each event has been selected so that the race course can be situated as close to shore as possible, allowing spectators to follow the action from close-up. Skippers will match race in identical yachts. The five Brut by Faberge events:

April 25-30 - Brut Cup of San Francisco, St Francis Yacht Club. June 5-9 - Vauxhall Royal Lympington Cup, Royal Lympington Yacht Club. June 26-July 1 - Brut Cup of France, Yacht Club de Sete. September 12-17 - Brut Cup of New York, Knickerbocker Yacht Club. October 15-22 - Brut Gold Cup of Bermuda, Royal Bermuda Yacht Club.

Faberge has also announced the establishment of 'Team Brut'. In addition to well-known television commentator Gary Jobson, four of the top-10 ranked match racing skippers in the world have been invited to wear the Brut colours in these and other regattas.

Heading 'Team Brut' is Australian Peter Gilmour, currently the number one-ranked match-racing skipper in the world and joining him are Ed Baird (USA), Thierry Peponnet (Fra) and Chris Law (Brit). All four skippers have participated in the 1995 America's Cup, with Baird coaching *Team New Zealand*, Gilmour serving in the same capacity for the *Nippon Challenge*, Law skippered *Sydney '95* in the first round, and Peponnet sailed in the afterguard of the French challenge.

## Dates Set For Atlanta Olympic Regatta

The International Yacht Racing Union has announced plans and dates for the 1996 Atlanta Olympic yachting regatta to be held at Savannah. The opening ceremony will be held on Saturday, July 20, 1996, with the final racing on Thursday, August 1.

Classes competing will be Finn, Laser and Europe (women) single-handed dinghies, 470 double-handed dinghies (men and women's divisions), Star double-handed keelboats, Soling triple-handed keelboats, Tornado double-handed catamarans and Mistral sailboards for both men and women.

The finals of the Soling class will be match-racing, introduced for the first

time at Barcelona.

The Pre-Olympic Regatta will be held at Savannah from July 19 to August 6 this year.

## Notice of Race Available For Hamilton Island

Notice of Race is now available for the 1995 XXXX Ansett Hamilton Island Race, to be sailed in the Whitsunday Islands of North Queensland from August 19-26. The regatta will be sailed in four handicap classes - IMS yachts, Performance Handicap yachts, Cruising yachts

**"one sailor could win \$US 250,000 by winning three of these events."**

and Trailable yachts and Day sailors.

Lead-up races will include the Canon Sydney-Gold Coast Classic of 380nm starting July 29, the XXXX Gold Coast Winter Regatta from August 3-6, the 21st annual XXXX SCOR at Mooloolaba from August 8-12 and the Hogs Breath Mooloolaba to Airlie Beach Race, starting August 13.

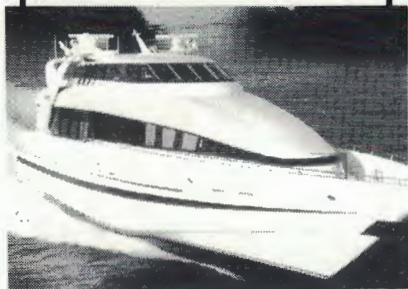
## Sydney Sail Numbers To Support Olympians

The Yachting Association of New South Wales has announced an innovative scheme to raise funds to assist the State's potential Olympic and International sailors in their overseas campaigns - through the release of an exclusive range of SYDNEY sail numbers.

Sail numbers 1 to 100, with the prefix SYD above each number, will be available from the Yachting Association for \$2000 each, tax deductible, and are available for all yachts on the register of Sydney clubs, other than yachts which carry an international or class insignia or number.

'The scheme has the potential to raise \$200,000 to assist our young sailors preparing for the 1996 Atlanta and Sydney 2000 Olympics, as well as others contesting World open and World youth championships and other international events,' YANSW executive officer Bernie Peelgrane said today.

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## Sail Sydney '95 Attracts Budding Olympians

More than 200 of Australia's potential Olympic sailors for 1996 and 2000 contested Sail Sydney '95 on Sydney Harbour over Easter, the Nation's largest annual regatta for Olympic and World Youth classes. In addition, the regatta attracted international entries from Hong Kong, Fiji, Japan, Italy and Singapore.

The regatta was in many ways a dress rehearsal for race officials and competitors aiming towards Sydney 2000 with the new Olympic courses being used by the clubs which ran the regatta under the direction of the Yachting Association of New South Wales.

Keenest competition came in the Tornado catamaran and 470 dinghy classes, both Olympic classes for Atlanta next year. Mitch Booth, Darren Bundock and Chris Nicholson fought hard for top place in the Tornado class, the start of a year of hard sailing for the right to represent Australia at Atlanta.

The winners, by a mere three points, were Darren Bundock and John Forbes, who split with Mitch Booth after the pair won the bronze medal at Barcelona. Booth placed second with a borrowed boat and crew as his new partner, Los Angeles bronze medallist Scott Anderson, was away in Europe.

Just as hotly contested was the 470 class which is enjoying a resurgence of

interest throughout Australia with well-known dinghy sailors Nigel Abbott, John Dransfield, Craig Cobbin and Stewart Rose coming up from Melbourne to do battle with Sydneysiders Roger Perrett, Rob Brewer and Aaron Links.

Victory went to Craig Cobbin and Andrew Batty, bringing together some talented dinghy sailing expertise. Cobbin is a five times Victorian and former Australian champion in 470s while Batty's success has mainly been in Fireballs, winning three Australian titles and place third in the Worlds in South Africa. Although they have sailed together only a matter of months, they are looking a formidable combination in winning from John Dransfield, third going to Aaron Links.

Major upset of the regatta saw 18-year-old Queensland Youth team sailor Brendan Casey win the Lasers, the biggest fleet at Sail Sydney '95 and a new Olympic class at Atlanta. Casey outsailed a fleet that included his elder brother Stewart and Scott Ellis. He not only won the Lasers overall but also was first Youth competitor, earning him a berth in the Australian team for the IYRU Youth Worlds in Bermuda in July.

A win in the Laser Radials by young Victorian Sarah Blanck also earned her a place in the IYRU Youth team as the girls single-handed dinghy representative. ▲



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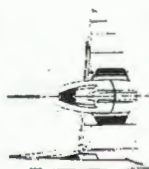
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## CYCA Offshore Racing Calendar

### MAJOR OFFSHORE EVENTS, WORLD & NATIONAL CHAMPIONSHIPS IN AUSTRALIA AND OVERSEAS

#### New South Wales, Queensland & Victoria

##### JUNE

4 Digital Winter Series - Sydney Harbour, CYCA.  
11 Digital Winter Series - Sydney Harbour, CYCA.  
18 Digital Winter Series - Sydney Harbour, CYCA.  
25 Digital Winter Series - Sydney Harbour, CYCA. RSY  
Winter racing every Saturday to August 19.  
MHYC winter racing every Saturday to July 15.

##### JULY

2 Digital Winter Series - Sydney Harbour, CYCA.  
2 National Business Directory Winter Series, race 1, Port  
Philip, ORVC.  
9 Digital Winter Series, Sydney Harbour, CYCA.  
16 Digital Winter Series, Sydney Harbour, CYCA.  
16 National Business Directory Winter Series, race 2, Port  
Philip, ORCV.  
23 CYCA Ladies Day, Chris Lee Trophy, Sydney  
Harbour.  
29 Canon Sydney-Gold Coast ocean race, CYCA.  
30 Digital Winter Series - every Sunday to July 16,  
CYCA.

##### AUGUST

19-26 XXXX Ansett Australia Hamilton Island Race  
Week, Hamilton Island YC.

##### SEPTEMBER

14-20 Asian Pacific Clipper Cup offshore series, Cairns  
& Port Douglas, Cairns YC.  
16 Australia to New Caledonia ocean race, Sydney-  
Noumea, CYCA.  
17 Australia to New Caledonia ocean race, Brisbane-  
Noumea, QCYC. 25-29 Australian International Regatta  
Sydney  
IYRU Nations Cup match-racing grand finals, San  
Francisco, St Francis YC.

##### OCTOBER

18-21 Queensland Olympic Classes Regatta, Brisbane.

##### NOVEMBER

20-24 Sydney International Regatta, Olympic and  
International Youth Classes, Sydney.

##### DECEMBER

Big Boat Challenge, Sydney Harbour, CYCA.

9 Southern Cross Cup invitation race (SOPS), CYCA.  
16 Southern Cross Cup, races 1 & 2, 12nm, CYCA.  
17 Southern Cross Cup, race 3, 75nm, CYCA.  
19 Southern Cross Cup, races 4, 20nm, CYCA. 20  
Southern Cross Cup, races 5 & 6, 12nm, CYCA.  
26 51st Sydney-Hobart ocean race (race 7, Southern  
Cross Cup), CYCA. 27 Pittwater-Coffs Harbour race,  
RPYAC  
27 Melbourne-Devonport & Melbourne-Hobart races,  
ORCV.

#### International

##### JULY

29-6 Pre-Olympic Regatta, Savannah, USA.  
27-10 Champagne Mumm Admiral's Cup, UK, Royal  
Ocean Racing Club.

##### AUGUST

5 Fastnet Race, final race of Admiral's Cup, Cowes-  
Plymouth, RORC.  
7 Bali-Jakarta Yacht & Tall Ships Race, Sail Indonesia  
'95, Jakarta.  
11-18 Olympic Soling world championship, Kingston,  
Canada.  
19-26 XXXX Ansett Australia Hamilton Island Race  
Week, Hamilton Island YC.

##### SEPTEMBER

6-17 Olympic Star class world championship, Laredo,  
Spain.  
14-20 Asia Pacific Clipper Cup offshore series, Cairns,  
Qld. Cairns YC.  
16 Australia to New Caledonia ocean race, Sydney-  
Noumea, CYCA.  
17 Australia to New Caledonia ocean race, Brisbane-  
Noumea, QCYC.  
25-29 Australian International Regatta Sydney (AIRs)  
AYF/YANSW, IYRU Nations Cup match-racing grand  
finals, San Francisco, St Francis YC.

##### DECEMBER

Big Boat Challenge, Sydney Harbour, CYCA.  
16-20 Southern Cross Cup Regatta, Sydney, CYCA.  
26 51st Sydney to Hobart ocean race, CYCA.

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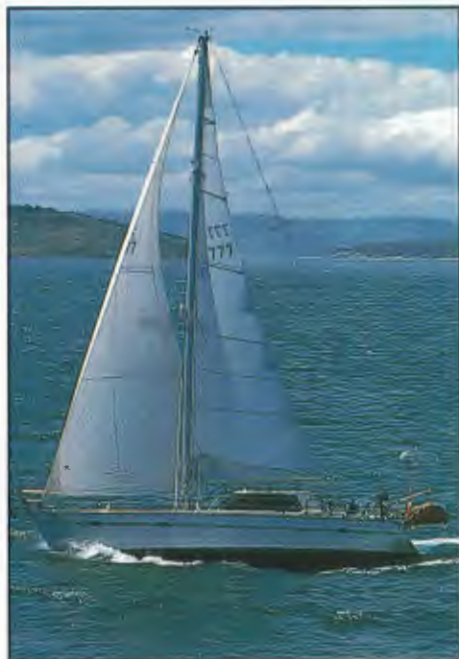
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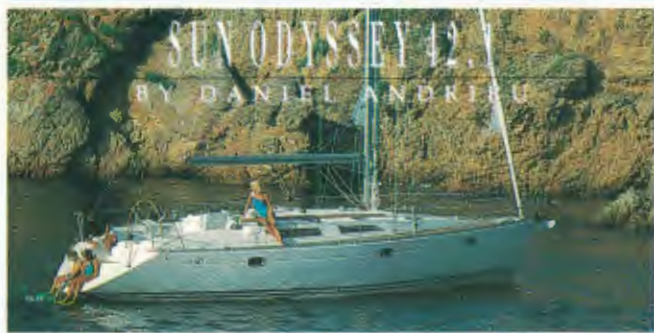


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