

APR/MAY 1997 \$4.95* OZ \$8.50 inc GST
ISSN 0817-0113

Offshore

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

Yachting



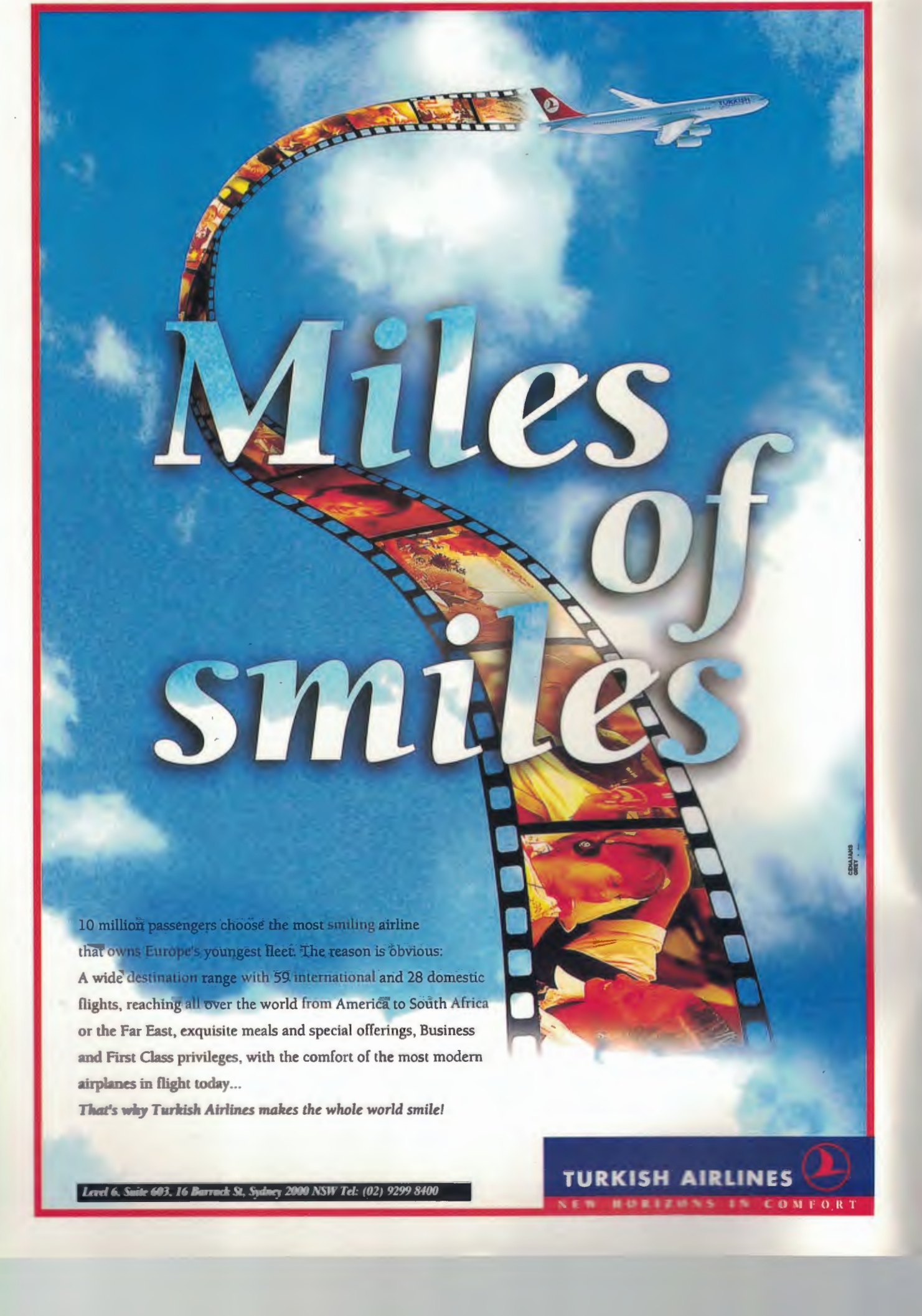
Global Challenge Chaos

**Aussie bid
for big Cups**

**New racing
rules explained**

**Sail The
Whitsundays
guide**





Miles of smiles

10 million passengers choose the most smiling airline that owns Europe's youngest fleet. The reason is obvious: A wide destination range with 59 international and 28 domestic flights, reaching all over the world from America to South Africa or the Far East, exquisite meals and special offerings, Business and First Class privileges, with the comfort of the most modern airplanes in flight today...

That's why Turkish Airlines makes the whole world smile!

Level 6, Suite 603, 16 Barrack St, Sydney 2000 NSW Tel: (02) 9299 8400

TURKISH AIRLINES



NEW HORIZONS IN COMFORT

**Peter
Bush**



From the Commodore's Desk

Chaos on the Harbour!

Late in February, a fleet of 14 identical 67-foot yachts contesting the BT Global Challenge reached Sydney after their short and comparatively easy leg from Wellington, New Zealand. The concept of sailing around the world the "wrong way" is madness to some, and "ungentlemanly" to most.

However, race organisers must have thought that the challenges of going to windward in the Roaring Forties was ordered and sensible compared with the madness of the race re-start on Sydney Harbour on Sunday, March 2, when the fleet set sail for Cape Town.

The race is the brainchild of Chay Blyth, the first person to circumnavigate the world against prevailing winds and current. My brief poll amongst the hardened Hobart veterans as to their desire to compete in such a gruelling event was absolute - there were no takers. But Blyth, having created this round-the-world race five years ago, has turned it into a commercial event, attracting the better part of \$50 million in our sport.

The Southampton start on September 29, 1996 saw 14 yachts, four more than the previous event. Unlike all other round-the-world races, each of the crew pay a fee of \$40,000 to secure their berth and most have little knowledge or experience of sailing. There is no doubt in my mind that the lack of experience and knowledge of an event that takes you up-wind, against the current, and through the Southern Ocean for a total of 30,000 nautical miles, is a pre-requisite for participation.

It is obvious that the boats are well

prepared and well maintained, and ready for this remarkably tough task, though it is treated by the organisers more as an event than a race. Whilst there is undoubtedly a competitive spirit between boats and crews, prizes and penalties are linked to maintaining high levels of seamanship, such as not damaging equipment, ripping sails, etc. A number of competitors remarked that it is like sailing from one party to another and there is no doubt, judging by what happened in Sydney, that the celebration of each leg is as important as the leg itself. It's surely a tough way to get to a party!

The arrival of this fleet, together with its management and press entourage into Sydney Harbour served as an early warning for the 2000 Olympics. Though it is clear that the logistics of this relatively small fleet pale in significance with what will hit us in three years time, it is equally clear that Sydney was found wanting.

The strong spectator fleet on hand for the start paid little or no heed to the exclusion zone established for the event. Spectator craft and, particularly charter boats, encroached heavily on the zone, making it difficult, if not impossible, for the fleet to conduct pre-start manoeuvres. This subsequently diminished the length of the start line and caused confusion on the race course.

There were an indeterminable number of near collisions between competitors and between competitors and spectator craft, resulting in eight protests. Almost unimaginable in a fleet of only 14 yachts!

Poor crowd control aside, the Royal

Australian Navy made its contribution by steaming a vessel through the spectator fleet and across the start line between the 10 minute gun and the start, while the Sydney ferry *Narrabeen* also made its way through the exclusion zone in the same period. If these two large obstacles, along with the poorly controlled and unruly spectator craft were not enough for these 67-footers to dodge, a fleet of Lasers proceeded to run a regatta on the northern side of the Harbour with at least one craft being dragged out from under the bows of the fleet leaders.

There is no doubt that from a helicopter view the BT Global Challenge appeared a spectacular start, against one of the most remarkable harbour backdrops anywhere in the world. As an exercise in logistics, in crowd control, communication and in boating and public safety, it was nothing short of a disaster. We were fortunate there were no serious accidents.

"from a helicopter view the BT Global Challenge appeared a spectacular start"

Hopefully, the apparent disregard for the event by the Navy and Harbour transport authorities, the lack of crowd control, both quality and number, and the poor co-ordination by

Harbour authorities to allow simultaneous events, is not a precursor to what will be a daily occurrence on Sydney Harbour during the Olympics.

In mid-December, the Whitbread fleet will arrive in Sydney with up to 25 boats and considerably more public interest. We wonder if Sydney will be ready? ▲

*Peter Bush, Commodore
Cruising Yacht Club of Australia*

April • May 1997

Offshore

Yachting



THE CRUISING YACHT CLUB OF AUSTRALIA

New Beach Road, Darling Point
NSW 2027 Phone: (02) 9363 9731
Fax: (02) 9363 9745

FLAG OFFICERS AND DIRECTORS

COMMODORE: PETER BUSH
VICE-COMMODORE: HUGO VAN KRETSCHMAR
REAR-COMMODORES: HANS SOMMER, ED PSALTIS
TREASURER: ALAN GREEN
DIRECTORS: BOB BRENAC, MAURICE CAMERON, ROGER HICKMAN, DENNIS McDONALD, JOHN MESSENGER, LORI WILSON.

CHAIRMEN, CLUB COMMITTEES

MANAGEMENT & FINANCE: COMMODORE PETER BUSH
SAILING: VICE-COMMODORE HUGO VAN KRETSCHMAR
YARD & MARINA: REAR-COMMODORE HANS SOMMER
HOUSE: DIRECTOR MAURICE CAMERON
STRATEGIC PLANNING: DIRECTOR DENNIS McDONALD
PROMOTION & SPONSORSHIP: DIRECTOR ROGER HICKMAN
GENERAL MANAGER: BRUCE ROWLEY
SAILING MANAGER: PHIL THOMPSON

EDITOR Peter Campbell (02) 9869 8197

DESIGN/PRODUCTION Hardy Graphics (02) 9719 1963

PHOTOGRAPHERS: Ian Mainsbridge, Sydney (02) 9624 5039
Richard Bennett, Hobart (002) 29 2559

PRODUCTION EDITOR: Helen Hayes (02) 9948 4861

FILM SEPARATIONS Halagraphics Pty Ltd (02) 9542 7022

ADVERTISING Jan Cooke (02) 9452 2093

PUBLISHED BY Jamieson Publishing

PO Box 197, Cronulla, NSW. 2230 Phone: (02) 9544 1501

Fax: (02) 9544 1502 Subscriptions: (02) 9544 1501.

Net address: <http://www.merlin.com.au/offshore/>

EDITORIAL OFFICES: Peter Campbell & Associates,
64 Boronia Avenue, Cheltenham NSW 2119.
Phone/Fax: (02) 9869 8197. CompuServe 100036, 2315.

EDITORIAL CONTRIBUTORS:

MELBOURNE - Kevan Wolfe (03) 9560 8674.

HOBART - Bruce Montgomery (002) 24 2196.

PERTH - John Roberson (09) 430 4944.

BRISBANE - Ian Grant (07) 3349 9147.

UNITED KINGDOM: Bob Fisher + 44 (1590) 68 2267.

ADVERTISING:

Jan Cooke, Phone/Fax (02) 9452 2093 or
Jamieson Publishing, PO Box 197, Cronulla, NSW 2230.
Phone (02) 9544 1501 Fax (02) 9544 1502.

DISTRIBUTION:

Network Distribution Co, 54 Park Street, Sydney 2000.

The opinions expressed in this magazine are not necessarily those of the Cruising Yacht Club of Australia nor the Publisher. All rights reserved. No part of this publication may be reproduced in whole or in part without the written permission of the Publisher.

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

PRINTED BY ROTARY OFFSET



news features

AUSSIES IN CUP CHALLENGES: Australia has challenged with a strong team for the 1997 Admiral's Cup in England and at least one syndicate is about to lodge a challenge for America's Cup 2000 in Auckland 4

TELSTRA SYDNEY TO HOBART APPEAL DISMISSED: Overall IMS results for the Telstra Sydney to Hobart race remain unchanged with *Ausmaid* the overall winner following the dismissal of an appeal by fourth placed *BZW Challenge* 8

WINDS OF CHANGE: The International Sailing Federation's new Racing Rules of Sailing 1997-2000 come into effect from July 1 with some significant changes for rule and tactical situations 9

race reports and news

KEY WEST RACE WEEK: Australians were among the America's Cup, Whitbread and Admiral's Cup pros at America's largest mid-winter regatta in Florida, always a showcase of the latest and greatest 12

WOLLONGONG WEEKEND: Not quite as big as Key West, but this weekend of races to and from the industrial city on the South Coast of NSW was just as enjoyable . . 15

WOMEN ON WATER: Women sailors from Australia and New Zealand contest the annual WOW Nortel Asia Pacific Women's Championship on Sydney Harbour 37

contents

AUSTRALIA CUP: Our only international match race regatta attracted a top class fleet for a battle on the Swan River 56

NEWS FROM ALL PORTS: Yacht racing news from Australia and overseas 57

AYF NEWS: First of a regular report from the Australian Yachting Federation 60

OFFSHORE CALENDAR: Major events in Australia and overseas through to the end of 1997 and onwards 64

cover story

COMMODORE'S PAGE: CYCA Commodore Peter Bush criticises lack of spectator fleet control on Sydney Harbour for the BT Global Challenge re-start 1

BT GLOBAL CHALLENGE: After a brief stopover in Sydney, the fleet in the BT Global Challenge continues its voyage around the world "the wrong way", sailing into the Roaring Forties bound for Cape Town. 19

designs of the '90s

OPTIMISING: Designer Scott Jutson unveils plans for a revolutionary new rig for maxi yacht *Brindabella* 17

MUMM 30: Offshore test sails the high performance one-design 30-footer, an exciting boat to sail inshore and offshore 30

MT GAY 30: OFFSHORE reviews two versions of this scaled down version of the Whitbread 60, one designed by David Lyons, the other by Scott Jutson, as they line up for a clash in Middle Harbour Yacht Club's race to Mooloolaba 32

sailing know-how

DIGITAL CHARTS SURVEY: Technical appraisal of the latest trends in digital charts for navigation 22

SAIL TRIM: First in a new series on improving your sail trimming techniques - this one on spinnakers 34

RIGGING: Looking at specific problems and projects in yacht maintenance and rigging 39

WEATHER: Overview of the predictable weather patterns for autumn, winter and spring around Australia 42



CHARTER OWNING: Looking at the pros and cons of owning a charter yacht 44

NEW PRODUCTS: The latest in new equipment for the racing and cruising yacht 53

destinations

CRUISING IN TURKEY: Guide to bareboat chartering along the south and west coasts of Turkey, an area growing in popularity 40

GO WHITSUNDAYS: Offshore's annual feature on racing, cruising - and enjoying - sailing in the beautiful Whitsundays of Far North Queensland 46

COVER PIC: Bowman on *Courtaulds International*, one of the 14 steel yachts in the BT Global Challenge, prepares for a spinnaker set after the start of the Sydney to Capetown leg of the gruelling race around the world "the wrong way." (Pic - Ian Mainsbridge).

CONTENTS PAGE PICS: *G'Net*, the ILC40 chartered by the Australian team for the 1997 Admiral's Cup in England, running downwind at the Kenwood Cup. The Australian crew skippered by Grant Simmer have been sailing *G'Net* in the Royal New Zealand Yacht Squadron's International Regatta in Auckland, leading the pointscore midway through the series.

Yachts in the BT Global Challenge have been blasting into strong headwinds in the Southern Ocean as battle the Roaring Forties in the voyage from Sydney to Cape Town.

Aussies on the international scene

G'Net, the Japanese-owned, New Zealand-based ILC40 which has been chartered by the Australian team for the 1997 Admiral's Cup at Cowes, England. (Pic - Ivor Wilkins).



Australia is mounting a strong team for this year's Admiral's Cup at Cowes, England, and it's now likely two challenges will be lodged by Australian syndicates for the America's Cup in Auckland in 2000. Our Olympic sailing scene is building strength towards Sydney 2000. The downside is the stumble in our planned firstever entrant for the Whitbread Race. Editor Peter Campbell reviews the international scene.

Admiral's Cup 1997 Strong team for Cowes

Australia will challenge for the 1997 Admiral's Cup, the world's premier offshore racing regatta at Cowes, England, mounting an exceptionally strong team after missing the last series two years ago.

The eight race teams regatta, expected to attract the world's best yachts and yachtsmen in up to a dozen international teams, starts at Cowes on the Isle of Wight on July 31 and ends with the famous Fastnet Race which starts from Cowes on August 9 and finishes at Plymouth after rounding Fastnet Rock in the Irish Sea. Other races will

be sailed in The Solent, nearby Christchurch Bay and in the English Channel.

Each national team will comprise three boats: an IMS handicap yacht in the range 44.0 ft to 44.0 ft LOA and between 550.0 and 510.0 seconds per mile GPH; an ILC 40 restricted design; and a Mumm 36 one-design.

Despite coming within .25 point of winning the Cup in 1993, Australia was unable to raise a three-boat team for the 1995 series - primarily due to the involvement of many of our top sailors in the America's Cup that year.

One of those at the America's Cup was veteran Sydney yachtsman Syd Fischer, who captained the Admiral's Cup in 1993, sailing his European-based Farr 50 to be top-scoring boat in the team. Since the 1995 America's Cup he has concentrated fully on ocean racing, leading Australian teams to victory in the 1995 Southern

Cross Cup in Sydney and the 1996 Kenwood Cup in Hawaii, the latter a most impressive international victory for the team of *Ragamuffin* (the Australian Farr 50), Giorgio Gjergja's Farr 47 *Ausmaid* (the subsequent winner of the 1996 Telstra Sydney to Hobart) and Bob Steel's Reichel/Pugh 43 *Quest*.

The Australian Yachting Federation has again chosen Fischer to lead the National team to the 1997 Admiral's Cup at Cowes. He will skipper a brand new Farr 50 design being built by Boat-speed at West Gosford. Fischer will charter the yacht, as yet un-named, and is currently assessing the crew who will sail the new yacht in England, starting with the Lymington Regatta.

Helmsman this past summer has been Olympic Soling skipper Matt Hayes, steering the current *Ragamuffin* to a string of successes, including the Telstra Cup regatta and the Pittwater to Coffs Harbour race.



Above left: Sydney yachtsman Steve Kulmar at the helm of his Mumm 36, *Sea*, as he and his crew train for the Admiral's Cup. Kulmar and Richard Freidrichs will charter a top-of-the-line Mumm 36 in Europe for the 1997 World Championship and the Admiral's Cup. (Pic - Ian Mainsbridge). Above right: Melbourne yachtsman John Calvert-Jones who heads the syndicate which has chartered *G'Net* for the 1997 Admiral's Cup at Cowes, England. (Pic - Peter Campbell)

Joining Syd Fisher as the three owner/skippers will be another Sydney sailor, Steve Kulmar, in a chartered Mumm 36 and Melbourne yachtsman John Calvert-Jones, skippering the chartered Japanese-owned, New Zealand-based ILC40, *G'Net*.

Fischer has represented Australia seven times at the Admiral's Cup, five times as team captain, with a string of yachts named *Ragamuffin*. He skippered his original *Ragamuffin* (now *Margaret Rintoul II*) to victory in the 1969 Fastnet Race and led Australia to a Cup victory in 1979, a win that was sadly overshadowed by the loss of many yachtsmen in the galeswept Fastnet Race.

Calvert-Jones skippered *Great News II* in the second-placed Australian team in 1993 with the yacht unfortunately being forced to retire in the Fastnet Race. He also captained the second-placed Australian team in last year's Rolex Commodore's Cup at Cowes, an event similar to the Admiral's Cup but for yachts sailed by corinthian crews and with no Fastnet Race.

Calvert-Jones is heading a syndicate that is chartering *G'Net* with Sydney sailmaker and America's Cup and Admiral's Cup veteran Grant Simmer the key figure in organising the campaign. Helmsman will be Colin Beashel, the Atlanta bronze medallist in the Star class and two-times World

Etchells champion. Simmer, Beashel and other likely crew members began their training program by sailing *G'net* in the Royal New Zealand Yacht Squadron's IMS Regatta in Auckland in March.

Steve Kulmar has also been a helmsman at several Admiral's Cups and aboard three Sydney to Hobart winners as helmsman. He recently sailed a chartered Mumm 36 into an impressive fourth place at the prestigious Key West Regatta in the USA, including winning one race against a fleet of yachts largely crewed by America's Cup and Olympic sailors. His tactician was prominent yachtsman Ron Jacobs.

Kulmar and partner Richard Freidrichs will charter a top-of-the-line Mumm 36 in Europe and contest the World championship in Italy as part of their Admiral's Cup preparation.

David Kellett, chairman of the Australian Yachting Federation's Offshore Committee says it will be a strong team, using the best available yachts and skippered and crewed by Australia's best and most experienced yachtsmen, "Our recent record of win-

ning the Kenwood Cup in Hawaii and finishing second in the Commodore's Cup at Cowes gives a firm basis for a highly competitive effort at the Admiral's Cup," he told OFFSHORE.

"Australia has had a consistently good record in the Admiral's Cup since we first challenged back in 1965, winning the Cup for the first time in 1967 and again in 1979. Since then we have been in the top four teams four times out of seven regattas."

Australia's main competition is expected to come from the United States, New Zealand, Britain and, of course, Germany, which beat us by that closest ever points margin in the Cup of 1993.

New Zealand is already making waves on the international scene with the Canadian designed and owned Taylor 49 *Numbers* which the Kiwis have chartered as the big boat in the team. America's Cup winning skipper Russell Coutts has skippered the yacht with success at Key West and the SORC regattas in the US.

The ILC40 will be the well-performed *Mean Machine* to be skippered by Tom Dodson while a new Mumm

"Australia has had a consistently good record in the Admiral's Cup since we first challenged back in 1965, "



Above left: New Zealand's America's Cup yachts are back into action in a series of "Road to the America's Cup" regattas in New Zealand during March and April. Above right: Iain Murray, the international yachtsman and yacht designer, who is expected to be part of a Sydney syndicate challenging for the America's Cup at Auckland in 2000. Final challenges must be lodged by May 14 and so far there has been none by an Australian syndicate.

36 is being built at Cookson's yard in Auckland for Jim Farmer. Like his previous Mumm 36 this boat will be called *Georgia Express* and will be skippered by David Barnes. The Kiwi team as a whole will draw heavily on the group who put together New Zealand's successful America's Cup challenge with Team New Zealand.

Great Britain has already announced that its three-boat team will consist of a new Corel 45 *Indulgence* for Graham Walker, the ILC40 *Pigs in Space* which has been bought by Tony Buckingham and is now called *Easy Oars*, and the Mumm 36 *Bradamante* owned by Tim Barrett. All of Britain's three 1996 Olympic silver medallists, John Merricks, Ian Walker and Ben Ainslie, are involved in the campaigns with training beginning at Key West.

America's Cup 2000 – Two syndicates may challenge

Australia will certainly challenge New Zealand for the America's Cup in Auckland in 2000, possibly with two syndicates, one headed by Syd Fischer, the other involving Iain Murray, Denis O'Neil and John David.

Fischer told OFFSHORE he was "considering" lodging a late challenge (May 14 is the deadline) either with an

updated version of the yacht he used at San Diego in 1995 or with a new boat.

"We have not made a decision....we are looking at it....but we have until May," the veteran yachtsman added. If he does challenge, Fischer will equal the record of Sir Thomas Lipton's five attempts to win the Cup.

So far no challenge has been lodged by an Australian yacht club and the deadline for late challenges with the Royal New Zealand Yacht Squadron is May 14. Challenges have been lodged by clubs in the USA, Japan, Switzerland, France, Great Britain, Russia, Spain and Hong Kong.

Both Murray and O'Neil were remaining tight-lipped about a Challenge, but it's a logical combination as the two are closely involved in some major property development projects and have mutual yachting interests. These include Murray's multi-million dollar refurbishment of the magnificent ketch *Cambria* for O'Neil. Their challenge will be through the Royal Sydney Yacht Squadron.

Murray may well be remembered as the skipper of *Kookaburra* which lost the America's Cup to Dennis Conner

off Fremantle in 1987, and as a principal designer of John Bertrand's sinkable *oneAustralia* for the San Diego challenge in 1995, but he is still an outstanding and innovative yacht designer with the capability to design an America's Cup winner.

Iain Murray and Associates, the Sydney-based yacht designers, recently purchased all of the *oneAustralia* equipment, including the second yacht which Bertrand subsequently sailed after the sinking, spare masts, sails, shorebase equipment and extensive computer software and records.

Murray has had outstanding success with his ocean racing IMS designs and a logical move would be to build an America's Cup challenger at the Bashford International operation at Nowra on the NSW Coast recently acquired by a group involving Murray, Capital Investments chairman Charles Curran and the marketing company Kookaburra Group.

O'Neil, who has widely varied business interests in Sydney, has always been an active yachting enthusiast. He has represented Australia three times at the Admiral's Cup, with *Koomooloo* in 1969 and 1971 when the Australian team placed second and third, and

"it's a logical combination as the two are closely involved in some major property development projects and have mutual yachting interests"

again in 1983 with *Bondi Tram*, with the team placing fourth that year.

He was also an active Soling sailor as a young man, sailing with the 1972 Star class Gold medallists David Forbes and John Anderson in the Montreal Games in 1976 when the yachting was held on Lake Ontario off Kingston.

Peter Gilmour Joins Japanese Challenge

Unfortunately, Peter Gilmour, Australia's best match race helmsman and former America's Cup skipper, has left our shores to become a resident of Japan for the next three years and thus qualify to skipper the Nippon challenger for America's Cup 2000.

Gilmour, currently ranked No 2 in world match race rankings, was head coach in Japan's 1995 America's Cup attempt, but was prohibited from competing in the racing due to nationality limits. The 37-year-old former Perth sailor, his wife Christine and three young boys will be based at Yokohama, near Tokyo, as he takes up his fulltime role as sailing director and skipper of the Japanese challenge.

In fact, he has been sailing with Japanese members of his America's Cup 2000 crew for the past three years on the international match race and grand prix offshore circuit. He skippered the Japanese-owned ILC40 *Swing* at the Yachting Key West Regatta and the SORC regatta in the USA, finishing runner-up in both regattas.

America's Cup Regattas held in New Zealand

Syndicates from America, Britain and France will contest a mini-America's Cup planned for Auckland in April this year. The four overseas syndicates, all confirmed challengers for America's Cup 2000, will race off in a Louis Vuitton Cup-style elimination series with the winner meeting Team New Zealand in the final "match."

The six-day regatta, from April 1-6, will be the feature event of a series of "Road to America's Cup" regattas which Team New Zealand is planning for every summer leading up to its defence of the Cup in February/March 2000.

The syndicates to race in Auckland will represent the New York Yacht Club and the San Francisco Yacht Club in the USA, Britain's Royal Dorset Yacht Club and France's Societe Nautique Grau de Rois (Port Camargue).

The New York Yacht Club, the Challenger of Record for America's Cup 2000, was also due to race Team New Zealand in one-on-one "tests" in Wellington and Auckland during March. The yachts being used for the regattas will be the identical sisterships NZL10 and NZL12 from the 1992 New Zealand Challenge. Both yachts have been completely refurbished.

Russell Coutts, the world match racing champion and America's Cup winning skipper, will be at the helm for Team New Zealand with his familiar America's Cup and match racing circuit regulars as his crew. ▲

3DL DELIVERS Results

Sydney Hobart Race

- 1st – Ausmaid – Farr 47 – North 3DL
- 2nd – Exile – Reichel Pugh 66 – North 3DL
- 3rd – Atara – Lyons 43 – North 3DL
- 1st Cruiser/Racer – Abracadabra – Tripp 47 – North Sails (partial)
- Line Honours and New Record – Morning Glory – Reichel Pugh 80 – North 3DL

Telstra Regatta

- 1st – Ragamuffin – Farr 50 – North 3DL
- 2nd – BZW – Corel 45 – North 3DL
- 3rd – Terra Firma – IMA 40 – North 3DL
- 4th – Ausmaid – Farr 47 – North 3DL
- 5th – Quest – Nelson Marek 43 – North 3DL

Bruce and Walsh Regatta

- 1st – Ragamuffin – Farr 50 – North 3DL
- 2nd – Exile – Reichel Pugh 66 – North 3DL

Pittwater to Coffs Harbour Ocean Race Series

- 1st – Christine Jay – Bashford 41 – North 3DL
- 2nd – Kingtide – IMA 36 – North Sails
- 3rd – Soundtrack – J35 – North 3DL

Pittwater Coffs Harbour Race

- 1st – Ragamuffin – Farr 50 – North 3DL
- 2nd – Soundtrack – J35 – North 3DL
- 3rd – Sea – Mumm 36 – North 3DL (partial)

Melbourne to Hobart Race

- Line Honours and New Record – Future Shock – Elliott 57 – North Sails
- 1st PHS – Tilting at Windmills – Joubert 41 – North Sails

Serious about winning?

Then talk to the winning team at North Sails Australia

Sydney - Phone (02) 9997 5966 Fax (02) 9997 4805

Melbourne - Phone (03) 9534 0363 Fax (03) 9525 3095



North Sails (Australia) and North Sails (Victoria) are Australian companies wholly owned by the sailmakers who manage the business.

April • May 1997

7

Telstra Sydney to Hobart appeal is dismissed

The first four overall IMS corrected time placings for the 1996 Telstra Sydney to Hobart Yacht Race will remain unchanged following the dismissal of an appeal by the fourth-placed yacht *BZW Challenge*.

The appeal, had it been upheld, could have resulted in *BZW Challenge* being placed first overall ahead of the provisional IMS winner, *Ausmaid*, owned by Melbourne yachtsman Giorgio Gjergja.

BZW Challenge, owned by Sydney yachtsman Ray Roberts, had appealed against the amount of time granted by the Race Jury as redress for time they lost in responding to the sighting of a possible distress flare in Bass Strait on the second night of the race last December.

The Jury granted *BZW Challenge* 33 minutes time allowance as against the two hours sought as redress by owner Roberts.

In dismissing the appeal, the Appeals Committee of the Yachting Association of NSW decided that it was not satisfied that there had been a misinterpretation of the rules as provided for in International Racing Rule 77.4.

However, the Committee commended *BZW Challenge* for promptly responding to the sighting of a flare "as not to do could have resulted in loss of life", adding that the fact the source of the flare could not be discovered and that the colour of the flare was white, was not relevant. "The crew are to be congratulated for their efforts in trying to locate its source," the Committee said.

The YANSW Appeals Committee, in its finding, went on to comment:

"In dealing with applications for redress, it is this Committee's view that each case must be treated on its own individual merits and, in our opinion, the Jury, in calculating the time adjustment in favour of *BZW Challenge*, did all that could be expected of it in this case.

The Jury found facts consistent with

BZW Challenge's own description of the incident in her application for redress in relation to time spent and distance travelled searching for the source of the flare.

"It then used those facts and applied a well used formula when dealing with such applications to establish a correction value to the yacht's finishing time, i.e the uncorrected time before handicap correction.

"The Jury also accepted without question the evidence by *BZW Challenge* of her average speed immediately prior to initiating the search procedure.

"Her average speed for the entire event is not relevant in this circumstance as a further adjustment to cover differences in subsequent weather conditions could be too inexact to be justified and would not then be '...as equitable an arrangement for all yachts concerned' as provided for in International Yacht Racing Rule 74.2(c).

Overall results of the 1996 Telstra Sydney to Hobart stand as: 1. *Ausmaid* (Giorgio Gjergja, Vic); 2. *Exile* (Warwick Miller, Hong Kong); 3. *Atara* (Roger Hickman, NSW); 4. *BZW Challenge* (Ray Roberts, NSW); 5. *Bit Of Fluff* (Warren Brooke, Qld). ▲

Spot your hotel room.

If you've ever dreamed of escaping to the Whitsundays, the most relaxing place to check into is a Sunsail yacht. Whether you're an experienced sailor, or can only tell the difference between port and brandy, we've got the

ideal boat or the best trained crew for you. So you can float through paradise at your own pace. And with a choice of 74 islands, you can also choose your own view.

WHITSUNDAY HOTLINE 1800 803 988

Please send me a Sunsail brochure for:

Whitsundays Corporate Charter International Sailing School

Name _____ Address _____

Phone _____ P/C Code _____

Mail to: Sunsail, PO Box 7129 McMahons Pt, Sydney NSW 2060.



CARIBBEAN BAHAMAS ANNAPOLIS GREECE TURKEY BALEARICS THAILAND TONGA AUSTRALIA NEW ZEALAND SEYCHELLES CANARIES BRITANNY COTE D'AZUR ENGLAND SCOTLAND. SUN33

Winds of Change



The new Racing Rules of Sailing (RRS) will replace the old IYRR rules on July 1, 1997. AYF National Judge Jim Orrell looks at the changes and how they will impact on inshore and offshore yacht racing in Australia.

A wind of change began to blow across the pages of the racing rules in 1994. That seemingly gentle zephyr had by 1996 become a veritable gale. There has been a hurricane of activity which has resulted in a number of rules and tactics built on them being blown away.

For the general club racing sailor there will be a considerable period of adjustment to the new rules. Those club racers who believe that it is just the old rules and the principles they learned years ago, simplified, are in for a very difficult and frustrating time indeed. Let alone those who try to sail to the new simplified rules and are confronted by competitors on the

water who do not or will not come into the age of the new.

The new Racing Rules of Sailing (RRS) will replace the old IYRRs on July 1, 1997.

Not only do the rules have a new title but also a new international body that administers them. Gone is the jaw breaking IYRU and in its place is now the less understandable ISAF - the International Sailing Federation.

In this article we will not bog down with the new rule numbers, rather mention some of the tactical rules that have disappeared in the vortex of change.

BEFORE STARTING:

There will be no difference between the rules as they apply before the start signal and as they will apply on the course.

There is no anti-barge rule at a start mark as such. The windward boat sailing into the start mark will be bound simply as the windward boat to keep clear. The leeward boat's attack (some prefer 'defence') will be bound by a number of rules working in combination, not by one single statement in a specific rule.

A boat will be able to defend its start

line position by luffing head to wind in one situation only. That is when the windward boat establishes the overlap to windward. The boat may continue luffing after the start signal and is not bound by a proper course.

A boat that sweeps in underneath at the start line will no longer have the right to luff the windward boat higher than a proper course!! The two step luff to head-to-wind is gone. This is true provided the leeward boat establishes the overlap to leeward AND within two of its hull lengths of the windward boat. This is pretty usual at a crowded start line.

This immediately raises the problem of what is a proper course!!

In an 'on the wind' start such a course is obviously close hauled, however high that may be for different designed boats. In an 'off the wind' start, a proper course will be the course that the leeward boat can convince a protest committee is its best Vmg course to the first mark.

GYBING:

There is no definition of, nor obligation on a boat gybing to keep clear. It will be bound by other rules that will depend on whether the gybing boat

acquires right-of-way or not. Again a combination of rules will come into operation, not a situation specific rule.

MAST ABEAM:

This was the right of the windward boat to limit the luff (attack) of the leeward boat. Mast abeam no longer applies before the start, or on the course. In fact, it no longer exists. This will be one of the hardest changes for competitors to digest. In its place there is no one rule. Again, and this is the new approach, the situation is resolved by placing basic rule upon basic rule to build the answer.

As the windward boat must keep clear, it will need to become clear ahead. Even then it is not in the clear, ruleswise. It must then afford the leeward boat that is now clear astern, initially room to keep clear. How the boat clear ahead, which has got there by overtaking to windward, gets back to its proper course is itself not simple.

PROPER COURSE:

This limitation is limited by the new rules to two very limited situations. It depends on how close to leeward the overlap is established. If outside of two hull lengths of the leeward boat, there is no limitation. The leeward boat can sail a course as high as it likes during the overlap. If the overlap is established within two of its hull lengths, then, because it came in so close, it cannot sail above its proper course.

If a boat clear astern chooses to sail to leeward of the clear ahead boat, it may do so without being squeezed down upon. When there is two or less hull lengths between the two boats the windward boat cannot sail below its proper course. This only applies on a free leg of the course. It does not apply on a beat to windward. The three boat length distance has been reduced.

OVERLAP, NEAR AND FAR:

In determining the overlap, the hull and its equipment in normal position are relevant. It should be noted that

distances in the rules speak of 'hull' lengths, which of course excludes equipment, bowsprits and crew position.

No distance limitation applies in determining an overlap. Two boats on the same tack may be overlapped regardless of how far apart they are.

ROOM:

The definition of 'room' now includes three elements. The 'space' needed, provided the boat is handled in a 'seamanlike manner', i.e. - opportunity, and action is taken 'promptly', i.e. - time. The effect of these elements in the definition mean that if the space and opportunity are given then the boat entitled to room will lose its right if it does not act promptly to take the room given.

The obligation to give room is not a continuing one.

The boat that is entitled to room will, by its own action, bring that right to an end.

'Opportunity' was not as such previously defined. The word does not now appear in the rules and is covered by the concept of 'room'.

KEEP CLEAR:

Although a boat was required to keep clear, this concept was not previously defined.

The new rules now define 'keep clear' and it will be crucial that every racer understands the importance of this simple concept.

When on opposite tacks, one boat keeps clear if the other does not have to alter course to avoid it. However, if the boats are overlapped a boat does not keep clear if the other boat could alter course and make immediate contact.

This raises the vista of an unwritten two boat length rule. If the windward boat establishes the overlap to windward and within two of its hull lengths, it has not kept clear. Why? If the leeward boat altered its course immediately the overlap was established, there is the possibility of contact, not only from the change of course

but also because of the boat's progression during the luff. Anywhere within two boat lengths, it seems, the windward boat is at risk.

Does the leeward boat have to actually change course and make contact? No, the allegation supported by facts that there 'would have been contact because' seems enough.

LUFF AS YOU PLEASE:

This, the most basic of defences, has gone. It is replaced by limitations. A boat may alter course (bear away or luff) provided it does so in such a manner to give the other boat room to keep clear. The other boat obligated to keep clear loses this protection of room if it does not act promptly.

In the discussion of 'keep clear' it was stated, if an alteration of course would create immediate contact, the other boat has not kept clear. What if the other boat does alter course to defend against the windward boat attempting to roll over the leeward boat?

The right to defend by luffing as you please is removed. It is replaced by two rules.

Firstly, the boat must 'initially' give the other room to keep clear. Secondly, after the initial period, the boat is limited to give room to keep clear if it wants to continue altering course.

Although 'room' and 'keep clear' are defined, 'initially' is not.

By now you will have realised that the new simple rules are all built on the twin concepts, as defined, of 'keep clear' and 'room'. Each of which, in a practical situation, is far from simple.

720' EXONERATION:

This exoneration always applies unless removed by the sailing instructions. This reverses the previous position.

As this right to exonerate is always applicable, there are no rules that establish a boat's continuation of rights after an infringement. There is no need to state them. A boat that does not exonerate an infringement is still bound by the rules whilst ever it continues in the race. It is obvious that its intention is to keep racing.

RETIREMENT:

There is no general requirement for a boat to retire if it knows that it has

"This will be one of the hardest changes for competitors to digest. In its place there is no one rule"

infringed a rule. It may exonerate if it chooses to do so. If not, it faces a possible protest.

The new rules do require specific retirement in three cases:

- 1) If serious damage results from contact.
- 2) If an advantage is gained from a 720' exoneration.
- 3) If another boat is forced to wrongfully touch a mark.

In cases 1) and 2) there is no time limit and retirement may be after the boat finishes. However, if a boat by breaking a rule has caused another boat to touch a mark, the boat that caused the incident shall retire immediately. If not, then the other boat wrongfully forced to touch the mark is not exonerated and **MUST** protest to protect itself.

PROPULSION:

Any form of propulsion, except a motor, may be used to get clear **AFTER** a collision or grounding. Use of prohibited propulsion, unfortunately, is **NOT** permitted to prevent such incidents.

SUMMARY:

The new rule numbers have deliberately not been quoted. There are many other changes of rules and tactics but space does not permit these to be discussed at length.

Some of the more common tactics and how they are affected and changed by the new rules will be discussed in subsequent articles.

It seems that the new rules are based on the desire of the rule makers to have more distance between racing boats and less unexpected aggression. Safer racing is the intent.

The Cruising Yacht Club of Australia will run a seminar series on Monday, July 21 and Monday, July 28, from 7pm to 9pm, where the new rules will be discussed and sailors can ask their 'what ifs' or 'but whys'.

Book early for 'room'. Don't forget the right is lost if you do not act promptly. Gee, the rules are simple. ▲

** Jim Orrell, an AYF National Judge, conducts correspondence courses in seamanship and rules accreditation.*

First book on Racing Rules ... 1997-2000

Boat Books have received the first book to be published on the new Racing Rules of Sailing 1997-2000 which come into effect throughout the world on July 1, 1997, replacing the International Yacht Racing Rules.

"The Rules in Practice 1997-2000" has been written by one of the world's leading experts on the racing rules, Englishman Bryan Willis who has served for many years on the ISAF Racing Rules Committee and is currently chairman of the ISAF Race Management Committee.

This edition is a complete revision to cover the major changes in the rules.

Willis' previous books have always been excellent for the practical sailor. His latest book examines about one hundred situations which can be a regular feature of both championship and club racing.

Unlike most other books on the racing rules, he looks at these situations from the point of view of each helmsman (or helmswoman). Placing you in each of the boats involved in turn, Willis explains your rights and obligations; what you are allowed to do, and what you must and mustn't do.

"Being confident about this knowledge not only means you avoid breaking a rule and have to take a penalty, but that you can concentrate on exploiting the situation to gain boat lengths over your immediate rival," Willis stressed in his introduction to the new "Rules in Practice, 1997-2000."

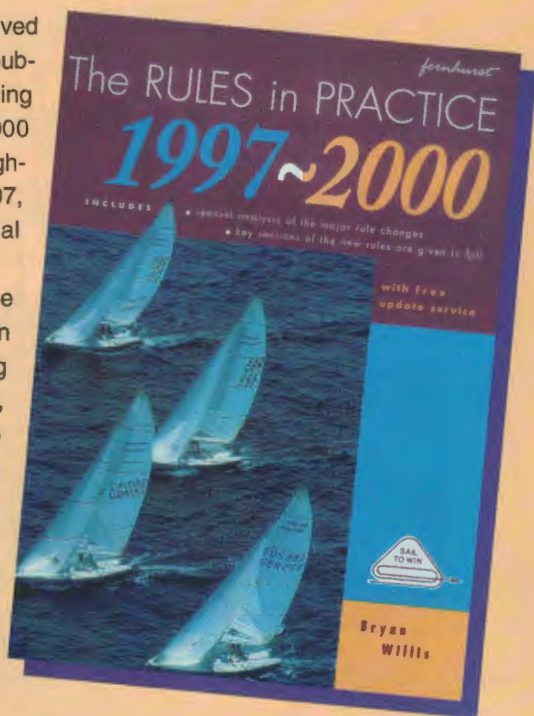
Willis devotes a chapter to the rule changes, but points out that sailors who are involved in fleet racing and care most about boatspeed

rather than boat-for-boat tactics will find their game not changed very much. However, experienced competitors who use the rules tactically (and that includes everyone who team races or match races) will discover in the "Rules in Practice, 1997-2000" that there are some important changes.

The major changes to the rules are aimed at avoiding collisions, with some significant changes to rules on luffing and keeping clear - reading Bryan Willis' well illustrated book will make the changes simple to understand.

Any sailor who races should buy a book on the new racing rules and/or attend a seminar which most clubs will be organising between now and July.

"The Rules in Practice 1997-2000" by Brian Willis, published by Fenchurst Books, Sussex, England. Available in Australia from Boat Books in Sydney and other capital cities. Recommended retail price: \$25.95. ▲



World's best sailors in milestone regatta



The ID48 Windquest, helmed by US yachtswoman JJ Isler from San Diego, California, won the ID Class and the top prize for "Boat-of-the-Week" at the 1997 "Yachting" Key West Regatta in Florida. Windquest is owned by the DeVos family. (Pic - Daniel Forster/Premiere Racing).



Top: America's Cup winning skipper Russell Coutts from New Zealand steered the Canadian yacht *Numbers* at the "Yachting" Key West Race Week. The new Taylor 49 from Halifax which has been chartered by New Zealand for the 1997 Admiral's Cup, finished first in three class IMS fleet as well as taking top spot in the tightly-contested IMS1. Above: Former American Yachtswoman of the Year and America's Cup sailor JJ Isler collected the Yachting Trophy and an Omega Seamaster watch after sailing *Windquest* at Yachting Key West Regatta 1997. (Pics - Daniel Forster/Premiere Racing)

Key West Race Week in Florida is the largest winter regatta in the Northern Hemisphere and a magnet for the world's best sailors, a showcase for designers and yacht builders. This report by Ron Jacobs, tactician on board Steve Kulmar's chartered Mumm 36 *Fast Tango*.

International sailing champions from the Olympics, the America's Cup, Admiral's Cup and the Whitbread Race mixed it up with club racers from across the United States in five great days of competition at Key West Race Week, sponsored by the US magazine "Yachting" which this year is celebrating the 90th anniversary of its first publication.

For the fourth consecutive year Race Week boasted a record number of entries. The 263 yachts hailed from 32 US states and featured a record international contingent of 35 foreign entries from 16 different countries. Australia was represented by Steve Kulmar and his crew in a chartered Mumm 36 *Fast Tango* as part of their

preparation for the 1997 Admiral's Cup at Cowes, England, in July/August.

Race Week was an outstanding success, both on and off the water. Run by a private race management company, Premier Racing, the regatta produced an excellent standard of racing right across the board. Crew lists from the top boats in the three IMS classes, in which seven one-design classes were represented, read like a who's who of international yachting personalities.

America's Cup skipper Russell Coutts skippered the new Canadian Taylor-designed ILC46 *Numbers* which has been chartered by New Zealand as its big boat for the Admiral's Cup at Cowes later in the year. Most of Coutts'

crew from the America's Cup were scattered through the fleet.

Also on board *Numbers* was Brad Butterworth, with the boat taking out IMS 1 class from the Japanese owned ILC46, *Swing*, which had Australians Peter Gilmour, Mike Coxon and Paul Westlake playing key roles in the otherwise Japanese crew. They finished a close second to *Numbers*. Another Australian, Alistair Pratt, was aboard the South African yacht *Seagoon*, a new Farr 46, which placed third overall.

Rod Davis sailed the Greek-owned Corel 45 *Atalanta X* to victory in the Corel 45 class while John Kolius, who heads a challenge for the America's Cup from the Waikiki Yacht Club in Hawaii helmed the ID48 *Abracadabra*. Wellknown woman sailor JJ Isler was at the helm of the DeVos family ID48 *Windquest* which finished first in class, just one point ahead of *Abracadabra*.

Other prominent sailors and yachting industry leaders included Tom Whidden, Bruce Nelson and Dave Hulse sailing aboard the owner-steered evergreen Nelson Marek 50 *Infinity*, Geoff Stagg (Bruce Farr & Associates) as tactician aboard *Easy Oars* (ex *Pigs in Space*) and Olympian Terry Hutchinson who steered the ever consistent *Flash Gordon*.

These boats finished at the top of their respective IMS classes.

The 1997 IMS rule is obviously doing a great job, as witnessed by the close finishing times in both the 45-50 feet and the 40-foot IMS divisions which saw only seconds separating the fleet in many races.

However, one design offshore is clearly the way yachting is going in the United States. simply because of their huge population, great regatta circuit and close proximity to Europe, creating fleets large enough to give outstanding racing. These classes which we saw at Key West included the ID48, Corel 45, Mumm 36, Mumm 30, J80, J27 and Melges 24 - which attracted an amazing fleet of 24 boats, a broad range in size of yachts and in expenditure to run them.

Top honours of Key West went to JJ Isler, a veteran of the America3 all-women campaign for the America's Cup and former US Yachtswoman of the Year. She steered the ID48 *Windquest*, winning the Yachting Trophy with its beautiful Omega Seamaster Professional Chrono Diver watch for "Boat-of-the-Week." Competition for the coveted trophy went down to the wire with class winners from the Corel 45 and IMS1 classes falling just short.

Aussies impress in Mumm 36

Australia was directly represented in the Mumm 36 class with Sydney yachtsman Steve Kulmar using Key West Race Week as an international shakedown in his campaign for the 1997 World championship and the Admiral's Cup.

Sailing in his first Mumm 36 class event, the Royal Prince Alfred Yacht Club member and several times winning helmsman in the Sydney to Hobart sailed the chartered boat *Fast Tango* into a creditable fourth place overall, which included one race win. He was also winner of the "owner-driver" award.

Kulmar beat boats from the USA, Japan, France, England and Brazil whose crews included professional yachtsmen,

Your Competitive Advantage Lies With Your People.

Unlock Your People Power with an East Sail® Regatta



"Our team building day was a challenging and dynamic way for colleagues to build, interact and develop with each other."

KIMBLE GEORGE - SENIOR SALES MANAGER

FedEx
Federal Express
The World On Time

East Sail®

d'Albora Marina, New Beach Road,
Rushcutters Bay NSW 2026
Phone (02) 9327 1166 • Fax (02) 9328 1118
Email: eastsail@mpx.com.au

April • May 1997

13

American regatta management impressive

The 1997 "Yachting" Key West Regatta was one of the world's great regattas, in fleet numbers, quality of competition and efficiency of organisation. As competitors, it certainly gave us many constructive ideas on how Australian offshore yachting can develop, based on experiences in the United States:

Race management - The value of having a professional race management company, similar to the Premier Racing concept, employed by race organisers for large regattas.

One design classes - They are exciting to sail and we already have a good base in the Etchells with 350 boats in Australia, Magic 25s with 40 boats, 11 Metre One Design with 25 boats.

We now need a one-design offshore class that fulfills the needs of Australian yachtsmen.

Forty-footers have always proven successful here and anyone interested in this concept should register for a discussion night to be organised in the near future by PBS International (phone 99799780).

A single number TCF taken from yacht's IMS certificates to be used for club racing, allowing for fewer mistakes in IMS race management.

A similar system, Americap, is now being trialled at a club level in the USA, utilising less complicated scoring systems. - Ron Jacobs, tactician for Steve Kulmar on *Fast Tango*.



At "Yachting" Key West Race Week, Australian America's Cup helmsman Peter Gilmour skippered the Japanese-owned ILC46 *Swing* which finished second in the IMS1 class. (Pic - Daniel Forster/Premiere Racing).

America's Cup sailors and Olympic gold medallists in the 13-boat fleet.

Sailing with a crew mostly from the RPAYC, including Ron Jacobs as tactician, Richard Freidrichs, Brett Ellis and Nathan Ellis, they were joined by Brad Stevens from Fraser Sails and Bobby Wilmot who has recently returned to Australia after seven years in the US. Southport-based Larry Dean made up the eight-man crew.

The Australians outsailed the fleet in race three and placed in the top six in four other heats to place fourth.

Kulmar will charter a Mumm 36 in Europe to contest the Worlds in Italy and will then go to Cowes in England to join other Australian Admiral's Cup team yachts - a brand new Farr designed 50-footer which will be chartered by Syd Fischer and the ILC40 *G'Net* which will be joined by a syndicate headed by John Calvert-Jones.

The Mumm 36 series at Key West went to the Irish-owned *Jameson* which has been chartered by the US as part of its Admiral's Cup campaign following its second place in the 1996 Worlds in San Francisco.

Skippered by J22 and J24 World champion Chris Larson with Dee Smith calling the shots and the mainsheet trimmer and bowman from *I Punkt's* winning crew, *Jameson* won comfortably from the Belgium owned *Kateie* which placed sixth in the Worlds.

For Key West, helmsman Tom Dodson from North Sails New Zealand enlisted the aid of fellow Kiwi David Barnes, who steered *Georgia Express* to fourth place in the 1996 Worlds, to call the shots.

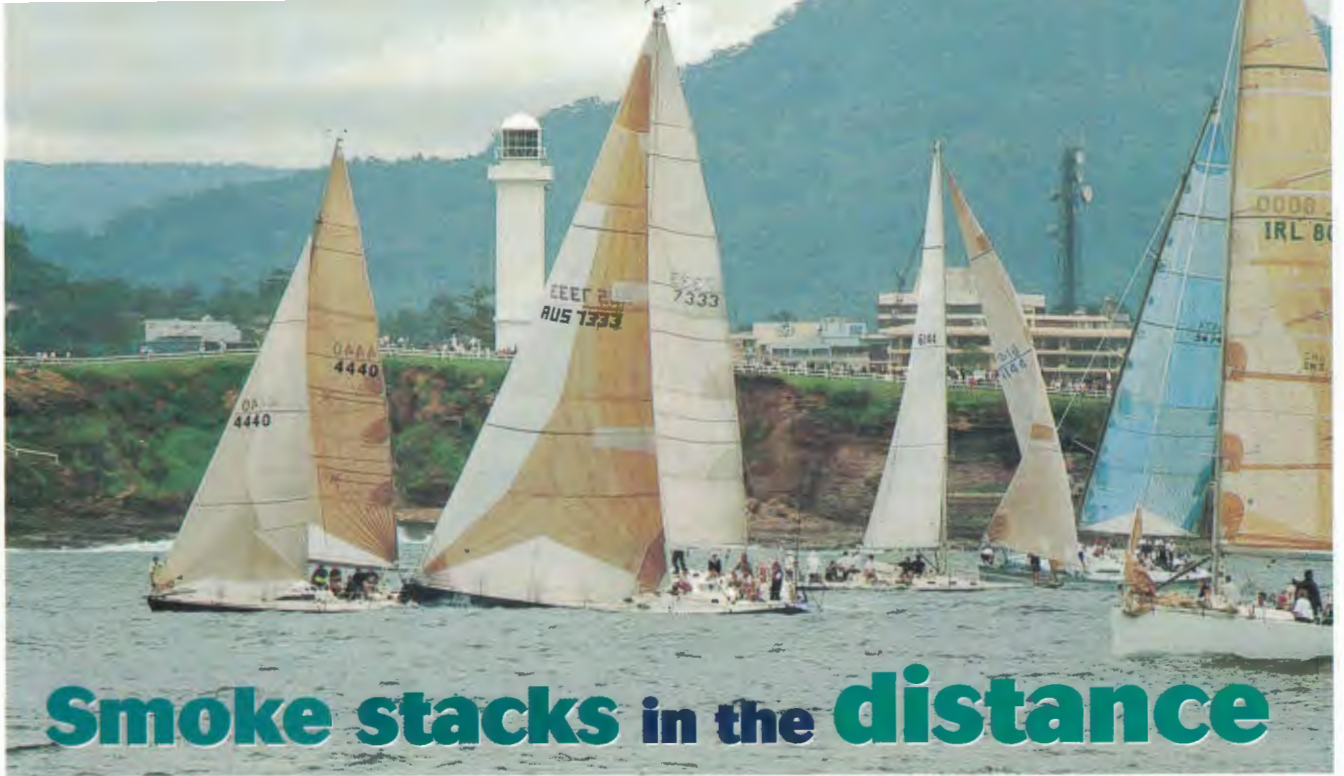
Brazil's *Brava* which had that nation's two 1996 Olympic gold medallists Torben Grael (Starboat) and Robert Scheidt (Laser) sharing the driving and tactics. Grael was in Australia in late December as one of the helmsmen aboard the record-breaking maxi *Morning Glory* in the Telstra Sydney to Hobart.

Down Under team place second

International team competition for the Key West Trophy was a new feature of Race Week with ten teams competing, spread across three classes - IMS1/Corel 45, Mumm 36 and Melges 24. The three-boat teams had to include at least two boats representing their nation or region, with the scoring based on the Admiral's Cup and Kenwood Cup.

To form the Down Under team, Steve Kulmar's Mumm 36 *Fast Tango* combined with the New Zealand ILC46 *Numbers* and Dave Ullman's Melges 24 *USA-3*. They quickly opened up a narrow points margin of the USA Blue team of Tom Stark's Corel 45 *Rush*, Tom Roche's Mumm 36 *Jameson* and the Melges 24 *Wicked Feet*, campaigned by class builder Harry Melges.

The Down Under team consolidated its lead on the second day of racing with double bullets for USA-3 and one victory for *Fast Tango*. However, the Americans turned the tide later in the week and won the contest by a mere 4.75 points. ▲



Smoke stacks in the distance

The fleet prepares for the start of the return race from Wollongong to Sydney for the Cruising Yacht Club of Australia's Founders' Cup donated by the club's founding members 50 years ago. In the background is the historic lighthouse on Flagstaff Hill. (Pic - Ian Mainsbridge).

The Cruising Yacht Club of Australia's annual Wollongong Weekend of races again proved a winner. One who thoroughly enjoyed it was Trevor Joyce who sailed on *Infinity III*.

Ayacht race to Wollongong? The name alone conjures pictures of smoke stacks, rusting iron factories and bulk carriers tied to the loading docks. Not so. Wollongong Harbour, which is about the size of a football field (Aussie Rules that is) these days is home to a fleet of fishing boats and is surrounded by a beautifully maintained park.

Colin Wilson of *Never a Dull Moment* fame and a pillar of society in the south, figured that a night race from Sydney to the Gong, some frivolity on the dock and a race back to Sydney, with the start off Flagstaff Hill, was a good idea.

With unflagging energy and more than a little financial assistance, Colin engendered the support of the Royal Volunteer Coastal Patrol, the Rotary

Club of West Wollongong, Wollongong Tourism, Hotel Novotel and, of course, the fishermen of Belmore Basin. Little by little he etched the event into the racing calendar of the CYCA. Significantly the race back this year was for the 50th Founders Cup, and the race down for the Trade Winds Trophy and the Flinders Cup.

Friday, February 15 at 8 pm saw the race start in a light southerly which during the night oscillated between 170 and 215 degrees. Warwick Miller's green machine, *Exile*, disappeared over the horizon to break the record with a time of 6 hours 03 minutes 46 seconds, leaving Martin James' *Infinity III* (the previous record-holder) and Ron Ellis' *Wild Thing* to settle down for their usual dog fight. *Wild Thing* won the day, or the night more correctly, and Ron Ellis took the PHS trophy home to Coledale, just a few miles to the north of Wollongong.

By dawn on Saturday the mobile rum and coke stand dockside was doing great business and the breakfast brigade happily served cereals, pan-

cakes, orange juice, eggs and bacon, sausages and grilled tomatoes....it was just like a visit to yachtie heaven.

The race back to Sydney started in perfect conditions, again in a light southerly. As the day progressed so the breeze strengthened and by South Head it was blowing 20 plus with a building sea. Once again *Wild Thing*, *Infinity III* and now *Innkeeper* bowled along in front with *Wild Thing* getting home first by a couple of minutes.

Handicap results in the race to Wollongong in IMS saw *Exile* complete the line/IMS double with Dick Voorderhake's *Rapscallion* second and Roger Hickman's *Atara* coming in third. In PHS, *Wild Thing* got the nod, from Ed Psaltis and Bill Wright's *Midnight Rambler* and *Adria*, skippered by Chris Gorman from the Royal Prince Alfred Yacht Club.

The IMS result set up a showdown between *Infinity* and *Rapscallion* for the Ocean Point Score series in the return race. *Infinity* had to beat *Rapscallion* to win the series but running conditions suited *Rapscallion* and the

"By dawn on Saturday the mobile rum and coke stand dockside was doing great business"



Infinity III found the bottom as she left Wollongong's Belmore Harbour for the start of the return race to Sydney, but made the race with the help of some agile crew on boom and the Water Police. (Pic - Ian Mainsbridge)

Lyons 40 won the race on IMS, and the point score.

Atara was second and *Midnight Rambler* third. In PHS *Forzado* (Geoff

Phillips) won the day with Middle Harbour yacht *Sandpiper* (Scot Wheelhouse) second with Carl Sribber's veteran sloop *Suraya* third.

A great weekend, great people, good food and a great tribute to Col Wilson.

See you next year.

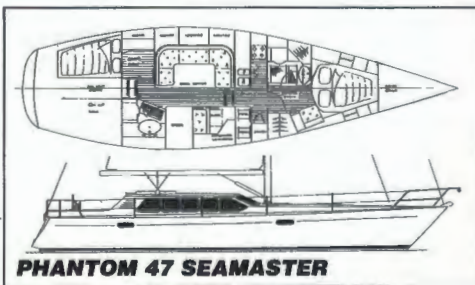


PHANTOM YACHTS

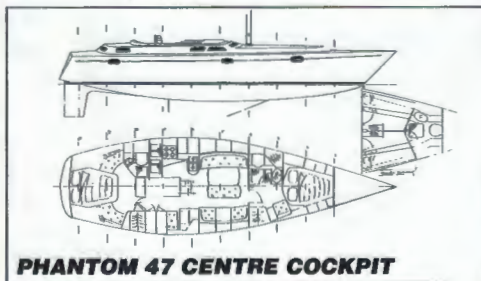
Fast Ocean Cruising Yachts



PHANTOM 44



PHANTOM 47 SEAMASTER



PHANTOM 47 CENTRE COCKPIT



PHANTOM 33

Yachts from 22' trailer sailers through to 47' centre cockpit and raised saloon variations available.

For further information, phone, fax or write to Peter at Phantom Yachts

P.O. Box 105 Albion, Qld 4010 Fax 07 3257 1601

BRISBANE Phone Peter (07) 3257 1602 Mobile 0411 516 234





Optimising

The future of the fractional rig

The fractional rig is the rig of choice for most racing yachts these days whether it is in one design fleets or round the world racers such as the Whitbread 60s.

The benefits are numerous compared to a masthead rig but it has one major downside and that is its reliance on running backstays to produce optimal performance.

Running backstays require experienced bodies to operate them (not the most rewarding job) and when there is a stuff up the ramifications are almost always large.

The worst case is losing the mast altogether. Combine this with the extra costs of runners, winches, checkstays and so on and you realise that

this is not a downside without consequence.

Efforts to overcome the need for runners by sweeping the spreaders aft has not really proven to be an effective option on the higher levels of competition as forestay tension has never been adequate and overall rig stability has been suspect.

This is because there is generally no way to control mast bend. The spreaders being swept tends to make the mast want to rotate or twist.

Nevertheless, people have persevered with this approach in the belief that, while not a perfect option, it was perhaps more acceptable than a conventional masthead rig.

Two things have changed in the last few years to cause a general re-evaluation of the runnerless fractional rig. First is the fact that the IMS rule has awarded credits for simplified rigs to the point that the elimination of run-

ners, checkstays, spreaders, jumpers, and so forth are actually credited against your upwind performance.

So while you may not be as fast, at least you are getting some credit for it. Also in IMS you can now input rig weight and CG so that actual mast weight is credited as opposed to a simple input of material.

The second thing that draws all this together is carbon fibre mast construction. With carbon you can specifically engineer the mast to overcome the issues that have limited swept spreader fractionals in the past.

Given the input of actual rig weight frees the designer to create the "correct" mast at whatever weight as opposed to constantly having the weight issue hanging over his head while remaining comfortable in the knowledge that the final product will still be lighter than the "full race" aluminium equivalent.

"With carbon you can specifically engineer the mast to overcome the issues that have limited swept spreader fractionals in the past"

10 YEARS OF FAST RACING & CRUISING DESIGNS JUTSON™ yacht design

TEL: 61 2 9948 1512 • FAX 61 2 9948 2392 • COMPUSERVE: 100353,1666 • 34 DUDLEY STREET • BALGOWLAH • 2095 • AUSTRALIA

An example of the relative numbers you might expect comes from a project we are currently involved in which is the re-masting of *Brindabella*.

For this project we have worked with one of the world's leading spar designers, Chris Mitchell, and it is his figures that I am using for comparison.

First let's define the project goals. *Brindabella* has been left somewhat behind by the fast development of the IMS rule and particularly the ILC 70 end of things.

The idea of making her more user friendly and reducing overall crew numbers is appealing but not if it comes at the price of performance. After all, the Hobart record is still waiting for a serious smashing. Also on the mental horizon is the need to consider the long term future of the boat and that is probably as a high performance cruiser, runners not required.

On the basis of these thoughts the concept was extended to non-overlapping headsails and a full beam staying base with chainplates on the gunwales. This has the effect of reducing compression on the mast as well as allowing the rigging size (and weight) to diminish by almost 20%.

The rating credits for the simplified rig, which amount to between 3-5 seconds per mile on a windward / leeward course, will be taken up by increasing the foretriangle size and adding area to the mainsail area to keep the boat as near the ILC 70 limit as possible.

The design of the swept spreader mast is done in such a way as to most closely replicate optimal in-line performance.

That being said, the mainsail shape is more locked in with the swept spreader rig so some compromise is entailed there. The real concern in everyone's mind, however, is the forestay tension.

In this respect the design target is a 1% deflection at full runner load which is the design target for the in-line mast. Using additional reinforcements in the topmast as well as optimising topmast section shape a respectable 1.1% value was achieved by relying on an over-



Maxi yacht *Brindabella*'s new mast is likely to be a fractional rig with sweptback spreaders, making the yacht more crew user-friendly without performance loss. (Pic - Ian Mainsbridge)

sized topmast backstay.

Given that we are working with sag figures of around 250 mm the 0.1% increase represents an extra 25 mm. This can be accounted for in the luff round of the jib.

In terms of weight the following figures hold true. These are given in percentage terms with the aluminium in-line mast as the standard equal to 100%.

You can see from figure 1 that the swept carbon rig is vastly superior to the aluminium replacement in terms of absolute performance.

It also compares well with the carbon in-line rig though the 5% increase in CG height works against it. However, this is necessary because of the addi-

tional top mast reinforcement. Also keep in mind that the swept carbon base tube actually weighs 38% more than the in-line tube because of the additional reinforcements but that the all up weights are closer due mainly to the 20% reduction in rigging weights.

While this style of rig has been tested with success on smaller designs such as the Corel 45 and some larger performance cruisers this will be the first test on an IMS maxi. I have no doubt that we will see this style of carbon mast become prevalent across the fleet in the not too distant future.

One final tip for serious IMS competitors: calculate your IMS default mast weight and compare it to your actual rig weight.

If the calculated value is lower you should have your mast weighed at its' next rig check and use that value as the input. This will give you an upwind rating improvement. ▲

Style	Carbon Swept	Carbon In-Line	Aluminium In-Line
Material	120 GPA Carbon	120 GPA Carbon	6061 T-6 Aluminium
Weight	82 %	77%	100%
Height CG	105%	100%	100%

BT GLOBAL CHALLENGE

Save the Children - with Australian Rod Stevens in the crew - won the Wellington to Sydney sprint leg of the BT Global Challenge and crews are now sailing the tough leg to Cape Town, against prevailing winds and heavy seas. That leg started from Sydney Harbour on Sunday, March 2.

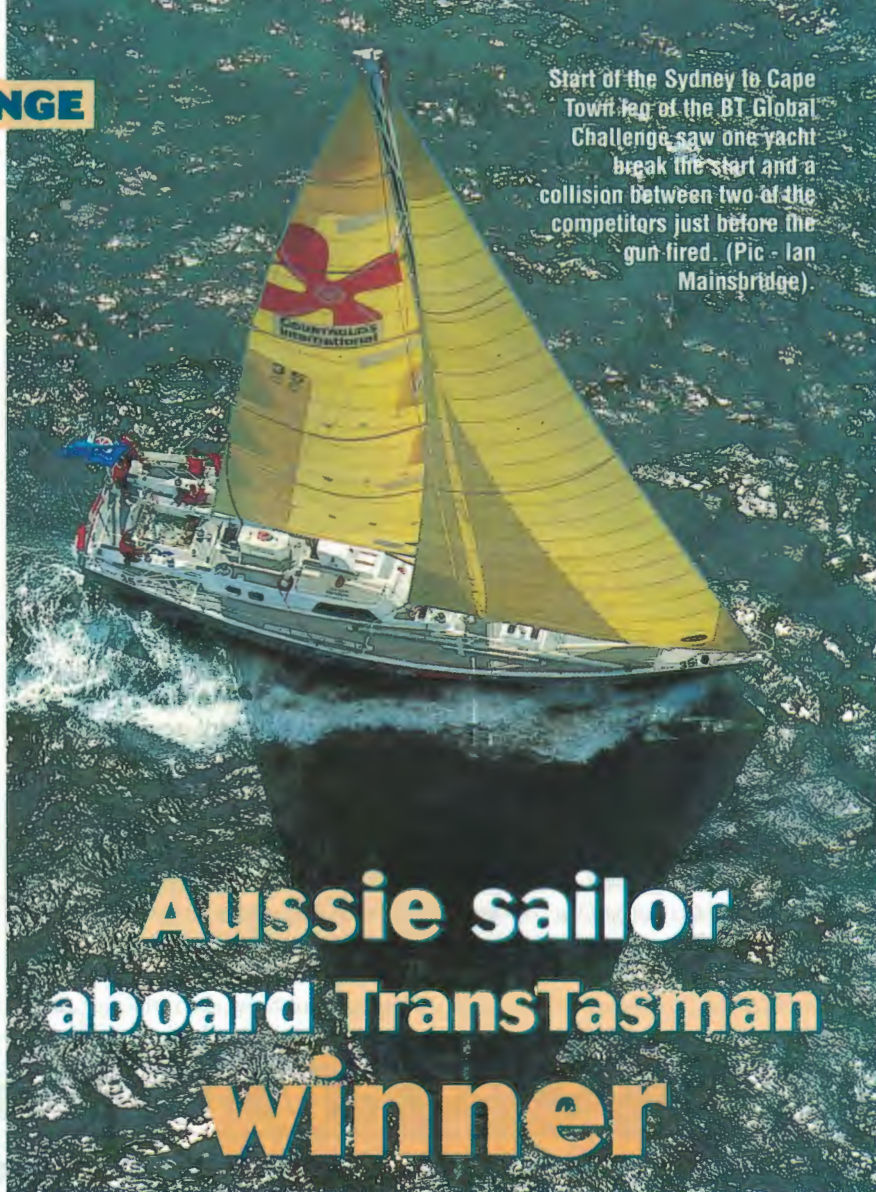
In a remarkable change of fortunes, *Save the Children* came from 11th in the 14-boat fleet to take line honours in the 1250 nautical mile leg across the Tasman Sea, gaining the lead only 99 miles from the finish.

The first of the 14 steel-hulled one-design 67-footers crossed the line off the Sydney Opera House at 18:32:58 on Sunday, February 15, with the rest of the fleet finishing during that night. They were a day later than predicted because of strong south-easterly running currents and unfavourable winds.

Australian Rod Stevens, a Pittwater sailor, has been a crew member of *Save the Children* since the start of the race from Southampton last September. "The most fantastic thing was to sail into Sydney Harbour; it exceeded all my expectations - the feeling is just indescribable," Stevens said after being welcomed ashore by his family and friends.

His family's active interest in yachting goes back many generations and his father, Owen, took part in one of the earliest Sydney to Hobarts. Stephens said he wanted to do the Global Challenge because... "I have wanted a real challenge for a long time....something that will test me completely and so that I may learn a little more about myself."

The dockside at the Australian National Maritime Museum was packed as *Save the Children* came alongside with the team being presented



Start of the Sydney to Cape Town leg of the BT Global Challenge saw one yacht break the start and a collision between two of the competitors just before the gun fired. (Pic - Ian Mainsbridge)

Aussie sailor aboard TransTasman winner

with the Courtaulds Trophy for winning the TransTasman leg. Many had followed this short but excitingly close battle across the Tasman through the Internet web site provided by race sponsor BT (British Telecommunications).

Save the Children is the official charity of the BT Global Challenge and more than \$2 million has been raised for the charity so far, as a direct result of the race.

The yacht's line honours victory was the result of a decision by skipper Andy Hindley, the only professional sailor in the crew, to set a more northerly course than the rest of the fleet. Over the final 200 miles less than three miles separated the first 11 yachts as they sailed into light winds and a strong flowing adverse current.

Time & Tide finished fourth in the first leg from Southampton to Rio de

Janeiro and improved to be second into Wellington. *Group 4* which had won the first two legs and had led the fleet midway across the Tasman finished about 2 hours 20 minutes later followed by *Courtaulds International* and *Global Teamwork*. Only three minutes separated *Pause to Remember*, *Concert* and *3Com* (with Australian journalist Piers Akerman on board) as they crossed the finish line to be fourth, fifth and sixth.

After three legs, *Group 4* holds the overall lead with an elapsed time of 72 days 20 hours 54 minutes 29 seconds, followed by *Toshiba Wave Warrior* on 73:15:03:04, *Save the Children* 73:15:46:50, *Motorola* 74:23:19:47 and *Commercial Union* 75:11:11:09.

In addition to Rod Stevens, other Australians competing include Tony Hollingsworth and Lyn Guy aboard *Ocean Rover* (currently 9th overall) and



Save the Children sails up a misty Sydney Harbour to take line honours in the 1250 nautical "sprint" leg from Wellington to Sydney in the BT Global Challenge. (Pic - Howard Wright).

Margot Douglas on *Commercial Union*. Also in the crew of *Ocean Rover* for the leg from Wellington to Sydney was Prince Michael of Kent, whose role included being mainsheet trimmer and helmsman.

Perth based yachting writer/photographer John Roberson is sailing aboard *Courtaulds International* on the Sydney to Cape Town leg.

John Rich sailed the first two legs on *Time & Tide* but illness forced him to pull out after reaching Wellington. His place was taken by Australian Army sergeant Grahame Raynor who lost a leg in a motorcycle accident two years ago.

The crew of *Time & Tide*, including their skipper James Hatfield MBE, all have a disability or a life threatening illness, including the loss of limb, blindness, deafness, cerebral palsy, cancer, diabetes and heart disease.

The start and finish at Sydney was conducted by the Cruising Yacht Club of Australia, with the fleet of 14 getting away to a spectacular start from the Harbour on March 2.

Richer by the experience

John Rich was one of five Australians who set sail from England last September in the BT Global Challenge, the "people's circumnavigation" race from east to west against prevailing winds and currents, sailing aboard *Time & Tide*.

A sailor in his native Poland and in Australia, he had overcome cancer to

compete in the BT Global Challenge, "my second chance" as John describes his recovery in health that enabled him to work to raise the money required and then be selected as crew for the 60-footer.

Unfortunately, the Polish-born, Sydney-based sailor became ill on the long leg from Rio de Janeiro to Wellington, New Zealand, ending up in hospital with a severe kidney stone infection. That has put him out of the rest of the round-the-world Challenge, a great disappointment but one that has not stopped his further long distance sailing ambitions.

"My next project is to sail around Australia, starting in September this year," he told OFFSHORE.

John Rich began his sailing career with the Sea Scouts in his native Poland, later cruising offshore in the Baltic Sea and other European waters. He came to Australia in his early 20s, eventually settling in Sydney where he eventually decided to take up sailing again.

The path to Australian sailing began with Terry Wise's Pacific Sailing School, located at the Cruising Yacht Club of Australia. "I needed to brush up on my sailing skills and, in particular, yachting language." After sailing J-24s with the Pacific Sailing School on Sydney Harbour, John began sailing offshore, with a voyage to Lord Howe Island with Hugh Treharne in *Bright Morning Star* and then to Hobart with Ian Tre-

harne on the same yacht in the rugged 48th Sydney to Hobart. He has also delivered *Freight Train* back from Hobart.

John had plans for a Whitbread Race challenger from Australia but despite early support, sufficient sponsorship was not forthcoming. Not long afterwards he was diagnosed with stomach cancer and had to undergo surgery. "This was completely successful but following complications brought me very close to the end of my life."

His "second chance" came with an invitation to join the crew of *Time and Tide* and, after training in the English Channel and the Western Approaches, his position was confirmed.

However, his preparation for the round the world race did not end there.

Returning to Australia he resumed his contact with Terry Wise at the Pacific Sailing School, starting a program to obtain his Yachtmaster Ocean Certificate. The Pacific Sailing School became one of his personal sponsors for the BT Global Challenge, assisting with his final preparation for the round-the-world race.

On September 29 last year, *Time & Tide* set sail from Southampton with 13 other 60-footer steel yachts in the BT Global Challenge, with John Rich as one of the crew, racing across the Atlantic to Rio de Janeiro and then around Cape Horn to Wellington, New Zealand. On the first leg John worked as a trimmer and extra hand on fore-deck. On the second leg he was one of two mastmen.

"My participation in the BT Global Challenge took me halfway around the world, racing against the winds and currents for some 13,000 nautical miles," John told OFFSHORE.

"Highlight of the voyage was surprisingly not rounding Cape Horn, but crossing latitude 60 degrees South and sailing in the Southern Ocean conditions."

"Sailing offshore is a beautiful thing and the BT Global Challenge is unique in that provides an opportunity for ordinary people with extraordinary dreams to fulfil those dreams.

"Everyone who has sailed in this

"My next project is to sail around Australia, starting in September this year"

event will be richer for the experience because of the things we have done and seen, and for the personal feeling of achievement," John Rich added.

- Peter Campbell

Henri Lloyd support for Time & Tide

One of the major sponsors of *Time & Tide*, the yacht crewed by sailors with disabilities in the BT Global Challenge, is the Henri Lloyd Trust set up by the internationally known manufacturers of yachting apparel.

A visitor to Sydney during the stopover of the fleet was Paul Strezlecki, son of the Polish-born founder of the English-based company, who explained the link to OFFSHORE.

"Since the Henri Lloyd Trust was established we have been helping people with disabilities get involved in active sailing, starting with a plan for a disabled crew to contest an early Whitbread Race," he said. "Each year the Henri Lloyd Trust presents an award to an organisation in the UK which does its best to promote and integrate

sailors with disabilities into the mainstream of sailing."

As part of their support for the crew of *Time & Tide*, Henri Lloyd designed and provided the latest Henri Lloyd "breathing" range with Gore-tex fabric ocean racing sailing gear.

"This is the gear tested so well in the last Whitbread Race, although in some cases we produced custom gear for the disabled sailors," Strezlecki added. "As with the Whitbread, it has stood the toughest tests so far in the BT Challenge."

For the coming Whitbread, Henri Lloyd will provide specialised "breathing" range gear for the crews of *Swedish Match* and *Silkcut*, the W60 being built in Australia for English yachtsman Lawrie Smith. This will comprise a complete range from undergarments through to foul weather "breathing" ocean jacket and trousers.

"This is the most advanced, comfortable and fully waterproof foul weather gear the boating industry has ever known - and the most enjoyable to wear," said Paul Strezlecki who



John Rich sailing aboard *Time & Tide* during the first leg of the BT Global Challenge.

became joint managing director of Henri Lloyd with his brother following the retirement of their father Henri earlier this year.

While in Sydney, Strezlecki held meetings with Martin Bourke who manufactures Henri Lloyd apparel under license for the Australian and New Zealand markets. "We are very pleased with our relationship with Martin...his enthusiasm and attention to detail is excellent," he added. ▲

FOLLOW THE LEADER...

DIMENSION/POLYANT SAILCLOTH
"WE DON'T JUST SELL IT! WE SAIL IT!"
At Gourock Australia we're hands on. That's the difference.

Russell Gray '96



DIMENSION/POLYANT SAILCLOTH
RATED WORLD'S NO 1. DEMAND IT!



GOUROCK AUSTRALIA
UNIT 1, 269 HARBORD ROAD
BROOKVALE NSW 2100
PHONE: (02) 9905 9565 FAX: (02) 9905 9569
TOLL FREE: 1800 671 146

YES! Please send me your information, spec sheets and samples.

NAME _____
COMPANY _____
ADDRESS _____
P/C _____
PHONE _____ FAX _____

RUSSELL GRAY ADVTG/GA/1.0

IN CASE OF EMERGENCY Unroll Chart

Remember when allowing competitors in the Sydney Hobart Race to use SatNav rather than sextant was a hot topic? Fears that this would lead to a decline in navigation standards were probably well founded, but the whole situation was turned on its head by GPS.

The accuracy and reliability of GPS has proved to be so good that even for simple position fixing it has to be considered superior to the sextant, let alone all the other things it can do. Celestial navigation has become something of an anachronism - and like the lead line carried in case the depth sounder packs up, the sextant has on most blue-water yachts become just a back-up. This situation was virtually inconceivable only a decade ago, but the signs are that an even more fundamental icon of navigation is headed the same way. I refer of course to the paper chart.

By itself an electronically displayed chart is of no particular use, but combine it with the ability to superimpose a vessel's GPS position and the attractions are immediately obvious. Such systems virtually eliminate plotting errors that can so easily creep in when transferring seven and eight digit latitude and longitude data between GPS and a paper chart, or in the reverse situation, when transferring waypoints to a GPS or autopilot. In addition the plotting occurs automatically and in real time, freeing up the navigator's time to attend to other matters, and reducing the chance that a current or steering error for example will put the



NEC Notebook running Navmaster with ARCS chart of Australian waters.

vessel in danger between manual plots.

The term Electronic Chart covers a variety of different systems, but nearly all can be described as using either "scanned" or "vectorised" charts, although there are also a few hybrid systems using a combination of the two concepts. In essence, shapes on vector charts are defined by a series of points linked by straight lines. At high "zoom" levels (viewing magnification), these jagged outlines defining the edge of the land and depth contours etc are quite obvious. Scanned charts on the other hand are essentially digital pictures, recorded and displayed as a vast array of individual "pixels". At normal magnifications it may be difficult to pick the difference between a scanned chart and a detailed vector chart (such as "Livechart"), but from a technical viewpoint vector

charts have some impressive advantages.

Vector charts require far less "memory" to store, and by drawing different features on different "layers", certain details (such as place names, or light characteristics) can be hidden or revealed as desired. The thickness of lines, size of lettering, colours etc can also be varied automatically to suit various magnification levels. This compares favourably with scanned charts on which finer details becomes illegible at small scale, and individual pixels limit resolution at large scale. In practice even navigation software designed to work with scanned charts also uses superimposed vectorised layers, for dealing with waypoints and routes etc..

To date, yachting use of electronic charts has largely involved dedicated compact GPS/chart plotters display-

ing position, waypoints etc. superimposed on simple monochrome vectorised charts produced by Navionics or C-Map.

While these very useful navigation aids will no doubt develop further, at present their charts lack a lot of detail contained on the official chart. Prudent navigators continue to consult the paper chart.

Scanned charts

Authorised full colour scans of paper charts on floppy disk have also been available from various commercial sources for some years, for use with proprietary navigation software running on PC's interfaced with a GPS. These display what is essentially an electronic colour facsimile of the official chart, eliminating most concerns about accuracy and detail.

In Australia scanned chart coverage has been patchy, and apart from a few enthusiastic cruising folk, this PC based navigation hasn't made much impact outside of the commercial fishing fleets (which have the space and power to operate PC's on board). Until fairly recently, the main future for computer based navigation seemed to lie with something called ECDIS.

ECDIS

One of the attractive properties of vector charts is that the individual points and lines may have both position (lat and long) and "properties" associated with them. The potential ramifications of this are enormous, but just to give an example, the software could sound an alarm if the vessel's GPS position crosses a particular depth contour, or strayed out of a traffic separation zone.

Some navigation software does allow guard zones to be superimposed on scanned charts, but the prospect of "intelligent" charts, able to interact with the vessel's GPS and control systems is particularly appealing to commercial ship owners. It should reduce the opportunity for human error or equipment malfunction to cause expensive accidents, such as the recent grounding of the "Svendborg Guardian" on the Queensland coast near Dunk Island.

With this goal in mind the IMO (International Maritime Organisation) prepared a development standard called ECDIS (Electronic Chart Display & Information System) which, among other things, (such as the broadcasting of each vessel's present position) set out the performance requirements for a future electronic chart system that would legally allow ships to navigate without paper charts.

Progress on the technical side of things has been swift, and ECDIS compliant chart systems have already been trialed in Europe, and are also under development by HSA (Hydrographic Sciences Australia) in cooperation with the Australian Navy.

However it has also become clear that a stumbling block to early worldwide implementation of full ECDIS will be the lack of suitable charts. Most existing vectorised charts do not meet the stringent quality control provisions of the ECDIS standard, and while progress can be expected in commercially important regions such as port approaches, the North Sea, or perhaps the Barrier Reef shipping routes, ECDIS charts for most of the world may be a very long time coming.

In the meantime, to satisfy the growing demand for reliable electronic facsimiles of the Official paper charts, the UK Hydrographic Office developed HCRF (Hydrographic Chart Raster Format).

This standard includes a low resolution overview of the chart, a faithful high resolution image (127 pixels per inch), a method for rapid electronic updating, and a system for locating positions in both local and WGS-84 datums (GPS positions are to WGS-84).

HCRF also includes sophisticated techniques of data compression and image enhancement. The British have gone on to market an encrypted version of HCRF charts, under the name ARCS, which stands for Admiralty Raster Chart Service.

ARCS

The British Admiralty began issuing ARCS charts last year, and by August '96 over 2000 different charts were already available in this format. ARCS are distributed on CD-ROMs, not floppy disks, and the data compression allows well over 300 charts to be present on one CD.

Ten regional CD's will be enough to store all the Admiralty's charts covering all the world, and an eleventh CD contains all the small scale oceanic charts. The scanning of virtually all Admiralty charts is expected to be completed in 1997. RC7 is the ARCS CD covering Australia, and by the end of August this already contained over 80 charts based on British scans of Australian Hydrographic Office paper charts.

Updates

Under the HCRF system, each chart is electronically stored as a collection of small adjoining "tiles".

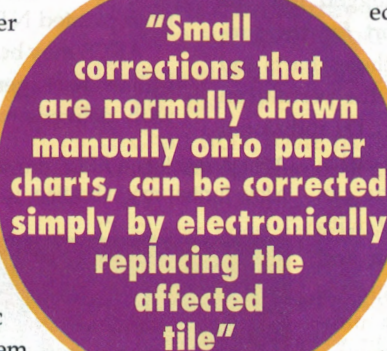
Small corrections (changed light characteristics, new buoys, wrecks etc) that are normally drawn manually onto paper charts, can be corrected simply by electronically replacing the affected tile, rather than having to re-scan the whole chart.

Correction tiles for all ARCS charts are contained on an update CD-ROM, which, like its paper equivalent (Notice to Mariners - NTM) is issued weekly.

However, unlike the paper notices, the latest update CD also contains all previous corrections. Thus, a single update CD will allow all current editions of ARCS charts to be brought completely up to date.

Major corrections will, as with paper charts, require a new edition, but this may also be distributed on update CD's, until a new pressing of the regional CD is made.

At present the update CD's are also being used to distribute additional ARCS as they become available.



"Small corrections that are normally drawn manually onto paper charts, can be corrected simply by electronically replacing the affected tile"



Above left: PCs with special Touch Screens, in which the finger replaces the mouse, are increasingly popular with commercial fishermen. This Micro Mariner navigation program is using an authorised scan of an Australian Chart, distributed on floppy disk. Above right: Waypoints, routes, tracks, and GPS positions etc are superimposed on the ARCS chart by the navigation software.

Security

ARCS data is stored using a sophisticated military encryption system, which in conjunction with other precautions is intended to prevent copying or unauthorised use of the charts. Access to specific charts and updates on the CD's are controlled by a system involving PIN numbers and an

ARCS Permit code, usually supplied on a floppy disc. Navigation software to work with the ARCS charts is also controlled, being at present limited to software from half a dozen firms authorised by the Admiralty.

The authorised software is bought with a physical security key ("Dongle") that must be plugged into the computer's printer port for the program to run, and only those charts and updates authorised by the permit can be transferred from the CDs and stored in the computer's hard disk.

Even then, the charts can still only be combined with the update information and viewed if the dongle is plugged in, and the pin number entered for each session.

ARCS charts are already available through the Admiralty's network of chart agents, and in Europe the system has been so well received by commercial shipping that there are suggestions that ARCS be made legally equivalent to the paper chart. Given that ECDIS charts may not

be available for most of the world for many years, the medium term future of ARCS for commercial users seems assured.

Under the ARCS "Navigator" service, shipping may effectively rent ARCS charts using permits that have in-built expiry dates. The service includes a subscription to the weekly update disks, and update information will eventually also be available via satellite. Private boat owners however are expected to buy charts under the "Skipper" system, with a permit that has no expiry date, and to buy updates when they feel the need. Software may become available to allow manual correction of ARCS using information from printed NTMs.

ARCS may be ordered through Australian chart agents such as Boat Books, with delivery expected in 10 days or

so. Prices are on a sliding scale - \$50 each for 1 to 9 charts, \$40 each for 10 to 49 charts, and \$30 each for 50 or more charts. Updates cost \$20 per chart. Navigation software to run with ARCS charts and superimpose GPS data, such as Navmaster and Microplot are available through Australian agents. An active NMEA interface cable, and a GPS receiver able to send data in NMEA 0183 format are also required to get the systems up and running.

I've had several months practice with ARCS of Australian waters, and the Navmaster Offshore software (which retails for \$750 at Boat Books). Sea trials convinced me that such systems are very worth while, and imparted a confidence that I've never felt with the rudimentary monochrome charts on dedicated chart plotters. However, as far as small-craft users are

At high resolution ARCS provides full chart detail. Software may allow further magnification, with some loss of crispness.



concerned the ARCS pricing structure presents something of an obstacle, even when compared with C-Map or Navionics cartridges. Fortunately, as far as Australian Charts are concerned, there is soon to be a less expensive alternative.

RAN Digital Charts

Last year our Navy Hydrographic Office distributed a trial CD containing 45 Australian charts in a non-encrypted HCRF format, and at the 1996 Sydney Boat

Show announced they would begin issuing encrypted charts by the end of the year.

The RAN digital charts will have similar update capabilities and security provisions to the ARCS system, but although individual charts will probably also cost about \$50, the Navy intends to market regional folios of charts for about \$200.

A folio might contain up to 50 charts, at various scales, covering say Melbourne to Sydney, or Sydney to Brisbane. One CD will contain all the 370 current Australian charts, so special purpose folios to suit say the Sydney to Hobart race are also a possibility. Thus it would seem that racing or cruising yachtsmen in Australian waters will not need to get involved with ARCS.

For commercial reasons ARCS compatible software may not necessarily be able to work with RAN digital charts. Existing navigation software such as "Micro Mariner" (renamed "Master Mariner") and "The Cap'n" that currently provide some scans of Australian charts (on floppy disk), are expected to be revised to work with RAN digital charts, and should remain useable overseas in areas covered by MapTech charts. HSA (Hydrographic Sciences Australia), who are closely involved with the Navy's ECDIS and HCRF charting developments, will be marketing their "Endeavour Navigator" software from October to run with RAN charts.

Update CDs for RAN digital charts are expected to become available in the new year, but the Navy may also be considering the provision of NTM information on the Internet. Such a system already operates in the USA, and would greatly improve access to manual correction information for both paper and electronic charts.

Laptop Trends

All this might still be fairly academic as far as most yachts are concerned, were it not for recent trends in laptop computers.

Although an ordinary PC costing

less than \$2,000 will load and run navigation software on board via a DC/AC inverter, the power requirements of the screen and computer are generally too large for continuous navigation use on a passage, unless substantial power can be drawn from perhaps a towing generator or a frequently run engine. Except on motor yachts,

this, rather than the bulkiness of the equipment has been the main obstacle to more widespread use of computers for navigation on cruising yachts, which not infrequently do have PCs on board for other purposes.

Over the last couple of years however, Laptops, or as they are increasingly referred to,

"Notebook" computers, have become relatively common commodities in the business world. They are now as powerful as good PC's, but are also fully portable, not much larger than an official Pilot book, draw only a few amps from a regulated 12 Volt supply, and may include the three features that are the key to accessing HCRF type charts - a full colour display, a CD-ROM drive (for loading the charts), and large hard disk capacity for storing the decompressed charts. Prices for "Multimedia Notebooks" with the best "Active Matrix" screens are generally still above \$7,000, but there are less expensive types that will serve, and overall prices (and power consumption) may well decline significantly if "organic matrix" technology

"Tactical and performance analysis programs are another factor encouraging competitive skippers to at least have computers on board during races"

lives up to its promise.

A laptop may have many other uses on-board (weatherfax de-coding, fax communications terminal, tide predictor etc), and in the office or home (word processing, entertainment etc.), so the investment may not need to be justified on its potential navigation use alone, or at all.

Tactical and performance analysis programs such as B&G's "Tactician" are another factor encouraging competitive skippers to at least have computers on board during races, even if they are not part of the yacht's permanent equipment. Using the multi-tasking Windows' operating systems, several programs can be run simultaneously.

The obvious danger is of course that the computer will stop working at sea, (laptops are not yet designed for the marine environment), but as with GPS and depth sounders, just because we'll still need to carry back-ups, doesn't mean that paper charts won't be joining the lead line and sextant in the emergency locker, and perhaps much sooner than we currently think. ▲



endeavour navigator

RASTER CHART DISPLAY SYSTEM

- Raster chart display system (RCDS) using authorised Digital Charts *
- Integrates your electronic charts with your GPS
- Chart work, route planning and route monitoring all in a single navigation system
- Simple chart selection from a world map
- World-wide chart coverage
- Automatic selection of best scale chart
- Based on the proposed IHO/IMO RCDS standards
- Fully supports all features of HCRF data including updates
- A fully developed Australian product

* Supports authorised RAN Australian Digital Charts & British ARCS for Worldwide coverage in Hydrographic Chart Raster Format (HCRF Ver. 2.0)

BOAT BOOKS

31 ALBANY STREET CROWS NEST
Phone (02) 9439 1133 Fax (02) 9439 8517
1800 024 807 email boatbook@ozemail.com.au





Why Vectran?

Vectran fibre, manufactured by Hoechst Celanese, is the latest high-modulus fibre to make its presence known on the world yachting scene. First used as rope, it is now being woven into a light-weight, durable sailcloth by Hood.

By Tim Woodhouse - *President of Hood Sailmakers*

Since its beginning in 1950, Hood Sailmakers history has been noted for the pioneering of sailcloth technology. Hood was the first to offer woven polyester sailcloth to sailors and build a worldwide network of lofts through demand for its fabric. In the 1970's a line of Kevlar was introduced by Hood, and in the 80's Spectra based laminates developed by Hood proved the ultimate in durable laminate technology. Now, Hood is weaving Vectran fibre into durable sailcloth.

Like Kevlar and Spectra before it, Vectran offers low stretch for light weight (see table 1). Kevlar®, manufactured by Dupont, the first low stretch light weight fibre used in marine applications, offered smaller diameter ropes

In sailcloth, Kevlar is only used for racing sails where longevity is not a customer expectation

and lighter weight sailcloth. However this weight saving came at a price - decreased durability. Kevlar's major drawback is that when flexed repeatedly, the fibres break. Kevlar running rigging has only been used where either cost or durability is not the primary goal. In sailcloth, Kevlar is only

used for racing sails where longevity is not a customer expectation. Spectra fibre, manufactured by Allied Signal, solved the problem of durability, being impervious to flex fatigue while at the same time having a modulus four times higher than Kevlar. Although being significantly more expensive than Kevlar, it has been recognised by sailmakers the world over as the best fibre in a laminated construction for large cruising sails where durability is a prime consideration.

Hood began trials with Spectra fibre in 1982, pioneering warp insertions laminated with Mylar film for light-weight racing sails with more durability than Kevlar. At about this time, roller furling and reefing was becoming universally accepted by cruising sailors. Mylar film, very stable at low loads, sufficient to distribute loads in a properly designed and reinforced sail when fully set. A sail, when reefed down off its reinforcements, places all the loads onto un-reinforced sailcloth, which, if Mylar based, lacks adequate strength to absorb and distribute them. To solve this problem, Hood developed ultra-Spectra, a non-Mylar laminate, consisting of warp inserted Spectra fibres surrounded by two layers of woven polyester, resulting in a light-weight more durable laminate.

Until recently, laminated Spectra has been the most durable lightweight, low stretch fabric available to sailmakers for large cruising sails. However

sails from these fabrics have not been trouble free. The biggest problem is that they are laminated, and to keep weight to a minimum, each layer must be as light and thin as possible. Each layer or component requires a glue joint to bond it to the next. As a laminate, made from a combination of com-

Hood attempted many different solutions to enhance chafe resistance

ponents, it ultimately becomes only as strong as the weakest component. With the emphasis on weight reduction, the layers become thin to the point of having very little chafe resistance, reducing the durability of the sail.

Hood attempted many different solutions to enhance chafe resistance. Unfortunately, all added significant weight. In 1992, Vectran fibre became available, and at first, we utilised it conducting trials in an attempt to enhance the durability of laminated Spectra. Initial tests of the fibre indicated similar flex fatigue benefits of Spectra and additionally high heat resistance (see table 1) which allows us to interweave it with polyester. This is critical because woven polyester requires very high heat (processed at temperatures at which Spectra melts) to shrink it after the weaving process to



Fibre	Initial Modulus Grams/Denier	Breaking strength Tenacity Grams/Denier	Flex Strength Loss 50 Folds/180 Flex/Fold	Cycles to Failure 400 Denier 270 Flex/Fold	Ultra Violet Resistance E	UV Resistance Time strength Loss 50% (light box)	Approx. Melting Point in Centigrade	Cost per kilo Dependent on Denier size
Polyester	80	5-6 (Low Tenacity 8 (high)	0%	N/T	Good	6 months	260	5-7
Nylon	20	7-9	0%	N/T	Poor	3 months	250	7-50
Kevlar 29	460	24	25%	1267	Poor	3 months	180	45-75
Kevlar 49	520	24	30%	2224	Poor	3 months	180	50-100
Technora	574	27	20%	3664	Poor	2 months	180	50-80
Spectra 900	1400	32	0%	No/Fail	Good	12 months	150	50-80
Spectra1000	2200	35	0%	No/Fail	Good	12 months	150	60-90
Vectran	600	25	0%	18123	Good	12 months	330	100+
Carbon	1500-3000	10-24	35-100%	210	Good	Nil effect	900+	100+

10/94 *N/T = Not Tested

Above: Table 1 Figure comparison. Characteristic crucial to sailcloth applications.

Below: Hood's new Vectran sailcloth ... four tennis courts were hired to lay out the Vectran Yankee for the ketch *Thalia*

lighten and stabilize the woven construction. Early weaving trials placing Vectran fibres in the fill direction intermittently with polyester showed interesting results. These trials indicated that we could produce a woven combination of Vectran and polyester that would have stretch resistance comparable to Spectra laminates and much lower than woven polyester. Further developments revolving around the alteration of the polyester fill yarns, significantly improved the performance.

Hood now offers a range of woven Vectran fabrics. The heaviest at 9.4 oz has been used in sails for *Thalia*, a Ron

Woven Vectran sailcloth, having been developed first for high load, light-weight durability, is now being made in lighter weights.

Holland 158ft ketch; *Endeavour*, a J-Class 130ft sloop and *Hetairos*, a Bruce King 123ft ketch, among many. These sails are lighter, stronger, and more durable than their laminated Spectra





Woven Vectran to Woven Polyester

Stronger and less stretch for equal weight.

Equal stretch and strength for lighter weight.

More easily handled due to lighter weight for equal strength.

Woven Vectran to Laminates

Cannot delaminate – total woven construction.

Superior durability and longevity.

Easier handling – due to single-layer construction.

Cross-cut construction for unchanged threadline orientation when reefed allows smaller, lighter patching and lighter all-up construction. Less tendency to mildew due to single-layer construction and breathability.

furled and reefed indefinitely without fear of delamination or failure. In terms of comparative fabric weight, a 6.0oz Vectran has equal fill resistance to a 9.0 oz woven polyester. The 7.7 oz is the equivalent of 11.0 oz and the 9.4 oz is better than 14 oz. For a 40ft mast-head yacht with about 1700 pounds displacement, we would use a 6.0 oz Vectran mainsail and a 6.0 oz 150% roller furling Genoa, both in single ply. These sails would be lighter than their laminated counterparts, be significantly softer to handle, and last 2.5 to 3 times longer. The advantages are shown in table 2.

Table 2: Advantages

or woven polyester counterparts. As an example, *Endeavour's* mainsail, at 5,400 square ft is currently the worlds largest mainsail and weighs 950 lbs. The woven polyester main that it is replacing after 100,000 miles and built in 1989, weighs 1640 lbs. More significantly, woven Vectran sailcloth, having

been developed first for high load, light-weight durability, is now being made in lighter weights.

Our 7.7 oz and 6.0 oz cloths have been used in mains and genoas in single-ply constructions for yachts as small as 35ft.

Because it is not laminated, it can be

Currently, Hood is developing lighter weight woven Vectran sailcloth's with a 4 oz to be available soon. We are also hard at work on new technology which you will be hearing about soon.

Tim Woodhouse.

Mylar® and Kevlar® are trademarks of Dupont.

WHEN ONLY THE BEST WILL DO

VECTRAN SAILCLOTH – The New Choice For The Performance Cruiser Sailor



SAILMAKERS

The light weight and low stretch of laminates and the durability of Dacron®? It's available now, from Hood. New woven Vectran®. Quite simply the softest and easiest handling sails you can buy. Call Hood today.

Hood Sailmakers (USA)
Tel: (1) 401 683 4660
Fax: (1) 401 683 4791
Hood Sailmakers (Europe)
Tel: (44) 1590 675011
Fax: (44) 1590 673797

THALIA flying Hood Vectran sails
Photo: Beken of Cowes





SAILMAKERS



CHAY BLYTH

“Tough, rugged, performance sails and reliability are key criteria for the BT Global Challenge. Hood Sailmakers proved beyond doubt that they have what it takes, in the last British Steel Challenge. With their latest Vectran® liquid crystal fabrics – fully evaluated by projects director Andrew Roberts in extreme North Atlantic trials – they were the natural choice.”

Chay Blyth

THE CHALLENGE BUSINESS

THE CONTINUING CHALLENGE

NEW LIQUID CRYSTAL SAILCLOTH – a new woven fabric made from Vectran® high modulus fibre, interwoven with high-tenacity polyester. The result is the first light weight, low stretch, long lasting, high performance sailcloth. Hood Vectran® is woven in our own textile mill in Ireland, to withstand the extreme conditions of the BT Global Challenge, or provide you with the softest, most durable, easy-handling sails you can buy. Racing or cruising, Vectran® sails combine the proven durability and longevity of woven polyester sailcloth, with the light weight and high strength of Kevlar® and Spectra® laminates – without concerns of delamination.

For more information, contact your nearest Hood loft.

Sydney (02) 9905 0800; Melbourne (03) 9646 5273; Brisbane (07) 3893 1022; Adelaide (08) 9449 4000; Hobart (03) 6223 5660; Lake Macquarie (049) 504 485; Townsville (077) 715 429; Gippsland Lakes (051) 567 099; Sail Power WA (09) 386 3094; The Yacht Shop Darwin (08) 8981 2948

Mumm 30 for fast & simple sailing

The Mumm 30 is one of a growing number of exciting but simple inshore/offshore racers proving popular around the world with more than a hundred already built. Ocean racing yachtsman Larry Jamieson went Wednesday racing with class enthusiast Richard Perini.

Richard Perini is a man who has life worked out. He runs a thriving business, has a supportive and sailing friendly wife, owns a Mumm 30 and finds the time to do Wednesday afternoon races.

When I grow up I hope to get well enough organised in order to be able to do Wednesday's on a regular basis. They are very much my style of racing - laid-back.

The Mumm 30 is a little speed machine that's really easy to handle. The lack of runners and overlapping headsails mean that two people can throw it around the course if other less well organised people fail to turn up. That is precisely what Richard had done the week before with his faithful crew, introduced to me as "the sort". They had done particularly well and stuffed up our handicaps! His win the previous week meant that the fleet was already on the horizon before we took off in a pleasant 8-10 knots..

The Mumm 30 feels like a dinghy downwind but tracks like a big boat

"The Mumm 30 is a little speed machine that's really easy to handle."

upwind. Richard uses the boat not only for tension draining Wednesday races but also for the Saturday offshore races. A couple of weeks after our sail he was off to Auckland to sail in the Air New Zealand International regatta in mid March which was doubling as the Mumm 30 Asia Pacific Championships. The Mumm 30 builders, McDell Marine had put together charter/buy packages for the regatta, allowing prospective Mumm 30 owners to step onto a new Mumm 30 which was tuned and ready to race.

Richard has raced the Mumm 30 in the Pittwater - Coffs Harbour race and the recent Anchorage Port Stephens regatta. The passage race from Pittwater started with plenty of action as the fleet started the race beating into a 30



The Mumm 30 in action on Sydney Harbour...an exhilarating boat to sail under spinnaker. (Pic - Ian Mainsbridge).

**designs
of the '90s**

knot nor'easter. The beat lasted six hours with nobody able to leave the rail, with the main usually inside out.

Once the kite goes up on these boats, either the asymmetrical or the masthead symmetrical, the action starts. During a nip down below I was confronted by the stack of neatly organised information brochures on the Mumm 30 sent through by the Mumm 30's agents, Sydney Yachting Centre.

Looking at me from the front cover were the "usual suspects" from the Farr office in a dramatic photograph of the Mumm 30 winning the opening 90 miler of the Air New Zealand regatta in 1996 - Andy Ogilvy (the Whale),



Above left: Richard Pirini aboard his Mumm 30 at Middle Harbour Yacht Club. (Pic - Peter Campbell). Above right: Clean deck and cockpit layout of the Mumm 30.

Richard McAllister (Molly) and, of course, Geoff Stagg (Staggy). These guys have to a certain extent been the unofficial Farr works team for a number of years and their job is to simply make a new boat go. In the photographs of this particular regatta, it looks like they just hoisted the big kite up and hung on! (See Offshore cover story June/July '96 issue).

An obvious comparison has to be made between the Mumm 30 and the Mount Gay 30.

See Peter Campbell's review of the

Mount Gay 30 in this issue.

Suffice to say that they are two different boats with two different purposes. The Mumm 30 is faster than the Mount Gays when they are raced without water ballast. The Mount Gays have more of an offshore capability. The Mums would not be allowed to race to Hobart for instance, but the Mount Gays could and have.

In short, the Mumm 30 is a great boat to blast around the buoys during the day and be back home quick enough to chase after the girls at night. ▲

SPECIFICATIONS

LOA	9.43m
DWL (Datum waterline)	8.39m
Beam	3.08m
Draft	2.10m
Displacement	2042kg
Ballast	935kg
IM	11.67m
ISP	13.62m
J	3.32m
SPL	4.14m
P	12.36m
E	4.44m

Autohelm ST80 SeaTalk

Autohelm's changed the way you look at information.

Introducing the ST 80 System



Please send me your free catalogue on Autohelm ST 80 autopilots, instruments and navigation equipment.

Post to: OCEANTALK AUSTRALIA
Unit 35, 9 Powells Road, Brookvale NSW 2100 Telephone (02) 9905 7199 or 1 800 029 948

NAME: _____
ADDRESS: _____
POSTCODE: _____ TEL: _____
BOAT SIZE: _____ TYPE: _____

The next leap forward in boat information systems is here.

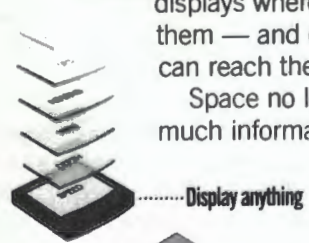
Autohelm ST 80 completely redefines on-board electronics. Not just the way it works but the way *you* work it.

ST 80's versatile digital displays can be any instrument you want them to be — and can switch roles in an instant.

ST 80's remote keypads bring control of every display and every function to your fingertips — even autopilot and GPS.

Which means you can site displays where you can see them — and controls where you can reach them.

Space no longer dictates how much information you have access to.



Control everything.....

.....Display anything The result: a system of unparalleled power flexibility and convenience.

Autohelm ST 80. The future's on display — at your dealer's, now.

Autohelm

A Raytheon Company

Autohelm and SeaTalk are registered trademarks of Nautech Ltd. ST 80 is a trademark of Autohelm Limited.

Mount Gay match to Mooloolaba

designs
of the '90s



Above: *Razors Edge*, the Scott Jutson-designed Mount Gay 30 built for Middle Harbour yachtsman Ray Stone, in full flight during the Telstra Cup racing on Sydney Harbour. (Pic - Iain Mainsbridge).

Right: *Team Fujitsu*, Nigel Holman's original Mount Gay 30 designed by David Lyons, competing in the 1996 Hamilton Island Race Week. The boat is now owned by Pittwater yachtsman John Winchester and called *Dances With Waves* while Holman has just launched his second Mount Gay 30 and maintained the name *Team Fujitsu* (Pic - Peter Campbell).

The Telstra Cup in December saw the first collective appearance in Australia of several Mount Gay 30s, the new small ocean racing yacht which is attracting the attention of several of Australia's most successful yachtsmen.

Two of these boats, including Ray Stone's *Razors Edge*, went on to contest the Telstra Sydney to Hobart. A couple of months earlier, the first Mount Gay 30 to be launched in Australia, Nigel Holman's *Team Fujitsu*, had sailed impressively in the Fujitsu Gosford to Lord Howe Island race.

There is no doubt that they are sensationally fast and exciting, yet easy to sail and seaworthy ocean racing yachts, with an excellent overall performance both upwind and downwind.

Middle Harbour Yacht Club's annual Sydney to Mooloolaba race saw several of Mount Gay 30s entered, with designs

by Scott Jutson and David Lyons and competing in the 469 nautical

mile race, which started on Saturday, March 22. Heading the fleet were the maxi yacht *Foxtel Amazon* and the pocket maxis *Bobsled* and *Exile*, but there was a lot of interest in the Mount Gay 30s.

Jutson was represented by Ray Stone's *Razor's Edge*. Lyons-designed Mount Gays entered were *Dances With Waves*, owned by John Winchester, and Nigel Holman's newly-launched *Team Fujitsu*.

The Mount Gay 30 originated some four years back as the Whitbread 30, a scaled-down version of the Whitbread 60 which will be the exclusive class in the 1997-98 Whitbread Round the World Race which starts in September. The class is now called the Mount Gay 30 (actually, they are 31.25 feet LOA)

A down-the-fleet duel between the increasingly popular Mount Gay 30 class yachts looked certain to be a highlight of the 1997 Sydney to Mooloolaba race in late March. Peter Campbell looks at the boats from designers Jutson and Lyons.



with that wellknown rum distilling company funding the class' international secretariat, based at Newport, Rhode Island. The box rule design concept is similar to the Whitbread 60, with the Mount Gay 30 built to certain restrictions but still allowing innovations by individual designers.

With water ballast tanks built in, owners have the option of racing or cruising them short-handed. Construction is to the American Bureau of Shipping standards and the stability meets Australian Yachting Federation Category 1 safety standard. Sails and construction are controlled by class rules to limit expense with a Mount Gay 30 costing around \$150,000. Exchange rates, not to mention quality of construction and fit-

out make the Australian-built boats most competitive for US buyers.

Designer Jutson believes the Mount Gay 30 fits into a broad-based general-purpose category of being an "extremely fast boat, very ocean capable and a lot of fun to sail."

Jutson says several factors separate the Mount Gay 30 from other performance yachts in the same size range, not the least being its enormous stability. With a 3.5m maximum beam, an 1100kg keel with the centre of gravity 1500mm below the waterline and a turbo-charged effect of 300kg of water ballast either side, the crew can focus more on sailing fast than hiking. Class rules require a maximum of four when water ballast is used, but crew of seven is needed when racing with conventional fleets.

Masthead spinnakers and gennakers may be carried and over-length spinnaker poles are permitted to a length of 4.9m - 150% of J. Also allowable is a telescopic bowsprit of up to 2m for setting asymmetrical spinnakers/gennakers.

The sail inventory is limited to one mainsail, three jibs and three spinnakers, with one jib required to be "heavy weather", plus a storm jib and trisail. Working sails cannot have Kevlar, Spectra or carbon in their construction.

Construction is controlled to limit cost. An overall panel weight of hull and deck of 5kg/sq m applies and materials are strictly controlled. Kevlar, carbon epoxy or titanium may not be used, except in the mast, boom, spinnaker pole, battens, bowsprit and the rudder.

Lyons Mount Gay 30

The Lyons-designed boats are being built as a one-design yacht by International Yacht Racing Pty Ltd, a boat-building company set up by Nigel Hol-

man who burst into ocean fame after JOG success by winning the galeswept 1993 Sydney to Hobart with his Lyons-designed IMS 40 *Cuckoos Nest*.

Holman sailed his first Lyons-designed Mount Gay 30, *Team Fujitsu*, in the 1996 Gosford to Lord Howe Island Race, competing under IMS and race rules which limited the use of asymmetrical spinnakers. Midway through the light to moderate breeze race, the yacht was third in fleet but as the course swung to a close reach the lack of an asymmetric spinnaker became apparent.

International Yacht Racing is marketing the David Lyons Mount Gay 30 with add-on packages: Basic boat, \$138,000; sails, \$13,000; instruments; \$4800; off-shore package (water ballast, runners) \$4500; IMS package, \$2500, etc. More information from: International Yacht Racing Pty Ltd, 28 Addison Road, Manly 2095. Ph: 02 9977 2850; fax: 02 9977 3003 or David Lyons Yacht Design, PO Box 637, Spit Junction 2088. Ph: 0418 208 370; fax: 02 9975 5976.

Jutson Mount Gay 30

The Scott Jutson designed Mount Gay 30s are being built by Tim Morgan at Salamander Yachts near Newcastle, with three yachts already in the water, including one sold to American yachtsman Dr Jim Hunt. More overseas orders are coming in, with considerable interest in the US, England and South-East Asia because of the quality of Australian boat-building and the competitive export price.

Ray Stone, the Middle Harbour yachtsman who achieved outstanding success with his IOR/IMS racer, *Kings*

Cross, was the first to order a Jutson design - and there could not be a more satisfied customer.

According to Jutson, the dimensions of his design and that of David Lyons are virtually identical, but his hull form is more rounded in sections. This, he says, is directed to the windward/leeward style course racing, although *Razors Edge* has certainly shown its performance in long coastal racing.

In the Telstra Sydney to Hobart she was 32nd to cross the line, beating many larger boats over the 630 nautical mile course, third of the Division C boats to finish, the first boat under 34-foot LOA, to finish and fifth on corrected time in IMS Division C. The wind peaked at about 37

knots during the spinnaker dash across Bass Strait with *Razors Edge* reaching 19.6 knots.

"During one three hour period we covered 42 miles, and covered 125 miles in 12 hours, embarrassing a number of much larger yachts," skipper Stone reported after the race to Hobart. *Razors Edge* was the fastest 30-footer, taking 98 hours to sail the course and averaging 6.41 knots for the entire race.

Both the Lyons and Jutson boats have Whalespar masts, swept double spreader rigs with diamonds supporting the topmast against the pressures of the masthead spinnakers. However, *Razors Edge* has a stainless steel fabricated keel (instead of cast iron) with lead bulb and a high pressure carbon rudder by Boatspeed.

The overall price of the Salamander Yachts built boat is similar to the International Yacht Racing Design, with some variations in fit-out.

Further information: Scott Jutson Yacht Design (Scott Jutson), Ph: 02 9948 1512 or Salamander Yachts (Tim Brown) Ph: 049 648 166.

Both Mount Gay designs have variations in cockpit and interior layout, but both reflect the simplicity of modern ocean racing yachts. Both will add much to the Australian ocean racing scene, particularly so in exciting, fast boat-for-boat racing. And at a competitive cost.

"extremely fast boat, very ocean capable and a lot of fun to sail."

Jutson Mount Gay 30

LOA	9.5m
Beam	3.26m
Draft	1.95m
Displacement	2300 kg
Sail area:	
Main	36 sq m
100% jib	30 sq m
Spinnaker	100 sq m
Designer: Scott Jutson Yacht Design. Ph: 02 9948 1512	

Lyons Mount Gay 30

LOA	9.525m
Beam	3.25m
Draft	1.95m
Displacement	2300kg
Sail area:	
Main:	36 sq m
100% jib	30 sq m
Spinnaker	100 sq m
Designer: David Lyons Yacht Design. Ph: 1418 208 370	



Spinnaker hoist no time to relax

Following is a reprint of the spinnaker trim chapter from the North U Fast course book. This chapter has been shortened and will be printed over two editions of OFFSHORE.

Most crews tend to relax after the spinnaker is set and the boat is generally more comfortable going downwind. Unfortunately, this is not the time to relax because the spinnaker is the most difficult sail to trim. It is only attached by three corners and is free flying, twisting and stretching into a thousand different shapes.

For this reason, the art of spinnaker trim is far from an exact science. In fact, we won't even use quantitative numbers to describe spinnakers. We'll talk about general concepts and how certain controls affect trim and shape.

Flow around a chute

While mainsails and genoas usually have attached flow over most of their surface a spinnaker is lucky to see flow attached over 50% of its area. This happens only on a reach where the wind is flowing across the sail (figure 1).

As you bear off, more of the flow becomes separated, until on a run

most of the sail is stalled (figure 2). The point here is not to say that spinnakers don't want attached flow. As with other sails, the more flow the better. It's just that flow is harder to get with chutes, so you have to be very careful not to overtrim. The last thing you want to do is help create separated flow.

Constantly play the sheet to keep the luff on the verge of curling. It's much better to keep the sail a little undertrimmed than take any chance of overtrimming.

Of course, this means you have to keep a grinder ready to trim when the luff curls too much.

You can see how often spinnaker flow is stalled by placing telltales on the leeches, about a foot in from the edge. These telltales will actually help to keep the sail working, when you're on a reach. As you bear off, however, the telltales will inevitably stall.

Spinnaker trim guidelines

Since we don't have many numbers to

describe spinnaker trim, let's talk about some general rules of thumb that every trimmer can use.

The basic principle behind spinnaker shape control is simple. The closer the leeches are to each other, the deeper the sail is (figure 3). In this regard the spinnaker functions very much like a mainsail or genoa. For example, when you ease the main out-haul, the lower leech of the mains move closer to the luff, and the sail gets fuller. The spinnaker is similar, except that its luff is not fixed to forestay or mast.

Think of what happens when you lower the outboard end of the spinnaker pole. Both of the clews get lower (the leeward one not as much as the windward), and the leeches simultaneously get tighter. As the leeches get tighter, they move closer together, so the sail gets fuller.

Now raise the outboard end of the pole. As the clews move up, the leeches get looser and move apart from each other. So the sail gets flatter. It's important to understand that raising

Figure 1

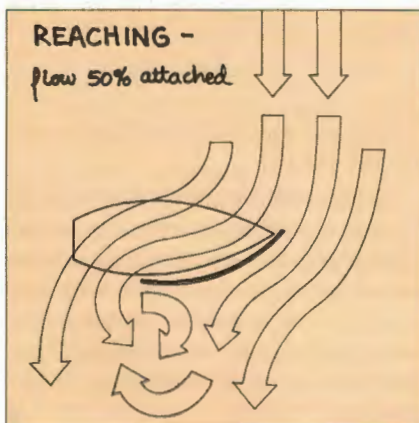


Figure 2

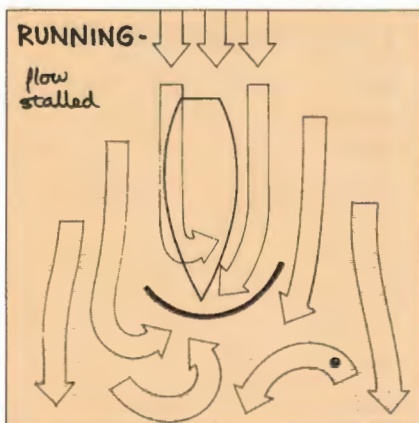
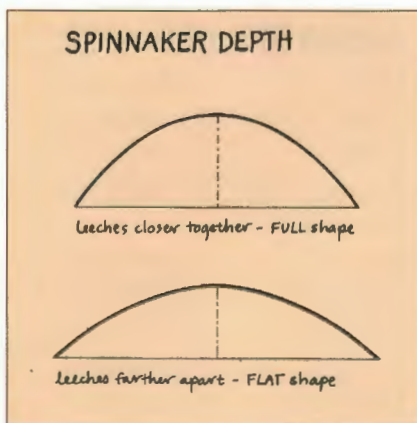


Figure 3



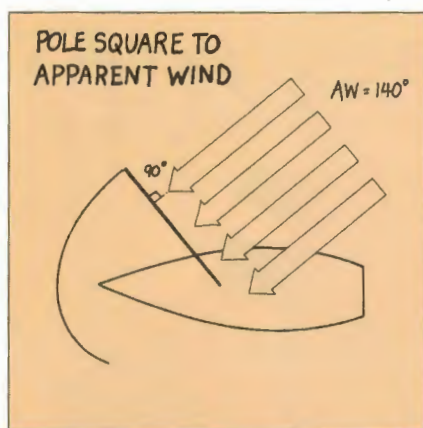


Figure 4

the pole flattens the spinnaker.

Pole angle: When you are sailing with the apparent wind at 120 degrees or greater, the spinnaker pole should generally be squared to your apparent wind.

For example, let's say you're racing on a broad reach with the apparent wind at 140 degrees (figure 4). Your pole should be squared back so it makes a 50 degree angle with the boat's centreline.

This will keep the pole 90 degrees to the apparent wind and project the chute as far as possible from the main-sail.

When reaching, however, the situation is a little different. Here your pole must be "oversquared" to keep the spinnaker flat (figure 5). Squaring the pole to the apparent wind would produce a sail shape that is too deep and inefficient for reaching.

Pole height: On a reach or broad reach, the fast chutes tend to be very forgiving of changes in pole height. Their clews seem to stay pretty even no matter what you do with the pole. Nonetheless, there is almost always an optimum height for the pole.

Setting the spinnaker pole height is a bit like moving the genoa lead. Your goal with the genoa is to find the lead position that makes the telltales break evenly all the way up and down the sail.

You want to find a pole height that will give the luff a consistent angle to the apparent wind.

It's possible to put telltales along the spinnaker leeches to help with this. But since the flow around a chute

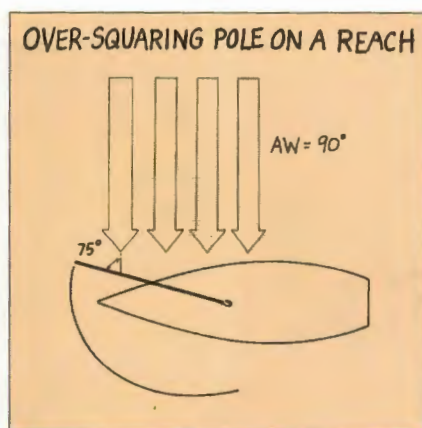


Figure 5

is stalled so much of the time you can't rely on telltales (except when reaching). A better guide is simply the curl along the spinnaker's luff. Your goal is to make this part of the sail curl as evenly as possible from top to bottom.

If you set the pole too high, the lower leech will curl before the upper leech. If you lower the pole too much, the upper luff closes down and will curl first. Don't be afraid to experiment and try to learn what setting is fastest.

Sheet lead: In general, the sheet should lead to the stern for reaching. This keeps the leech from getting too tight and overpowering. As you square to a broad reach, move the lead forward to a snatch block on the rail or via an adjustable tweaker. This adds power by preventing the leech from twisting off too much. It also helps stabilise the spinnaker's shape in the waves.

Inboard pole end: Always keep the inboard end of the pole even with the outboard end so the pole stays horizontal (Figure 6). This keeps the spinnaker as far away from the mast as possible.

Controlling spinnaker shape

Because a spinnaker is free-flying and unattached at any edge, we don't have

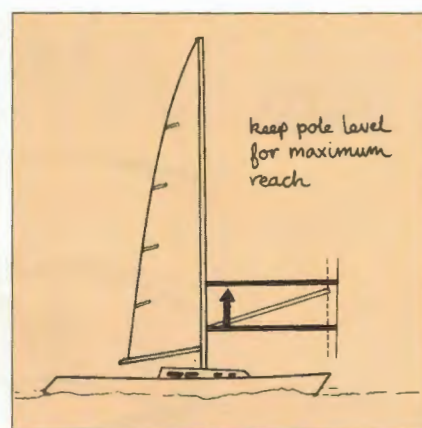


Figure 6

as much control over its shape as we do with a main or genoa. However, there are still a few adjustments we have to make a chute fly the way we want.

Depth: As we discussed earlier, fullness in the upper part of the sail is most affected by clew height. Raising the clews allows the leeches to open and the shoulders (the upper part of the leech) to spread out (Figure 7). These changes flatten the chute (Figure 8), contrary to popular belief. Lowering the clews pulls the leeches straighter and closer together, adding depth to the upper sections.

Depth in the lower half of the chute is controlled by the lead position, much like a genoa foot. Moving the sheeting position forward adds depth (Figures 9 and 10). Commonly, people lead the sheet too far aft on a broad reach, getting too flat a foot.

On a broad reach or run, depth is also affected by the angle of the spinnaker pole to the wind. As we discussed above, over-squaring the pole (trimming it beyond perpendicular to the apparent wind) forces you to trim harder on the sheet to keep it full, which in turns flattens the sail.

This is a good idea in heavy weather and seas, when you don't want a full spinnaker rolling back and forth from side to side.

Under-squaring has the opposite

"This is a good idea in heavy weather and seas, when you don't want a full spinnaker rolling back and forth from side to side"

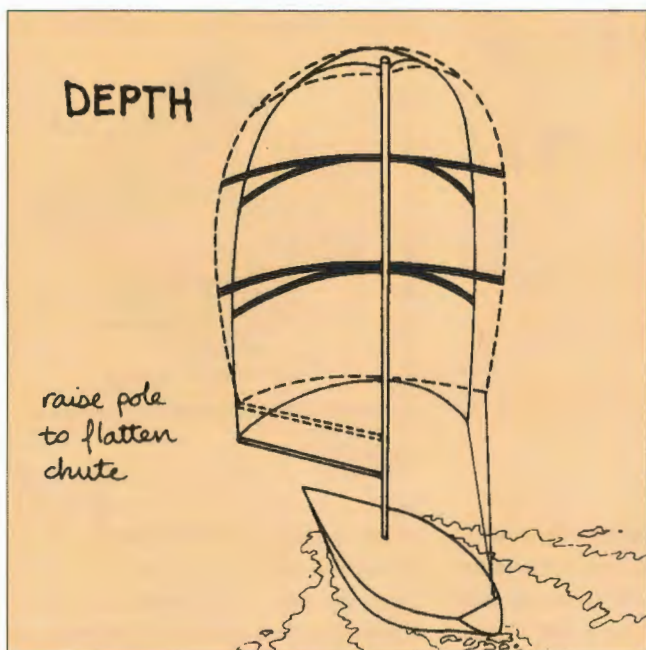


Figure 7

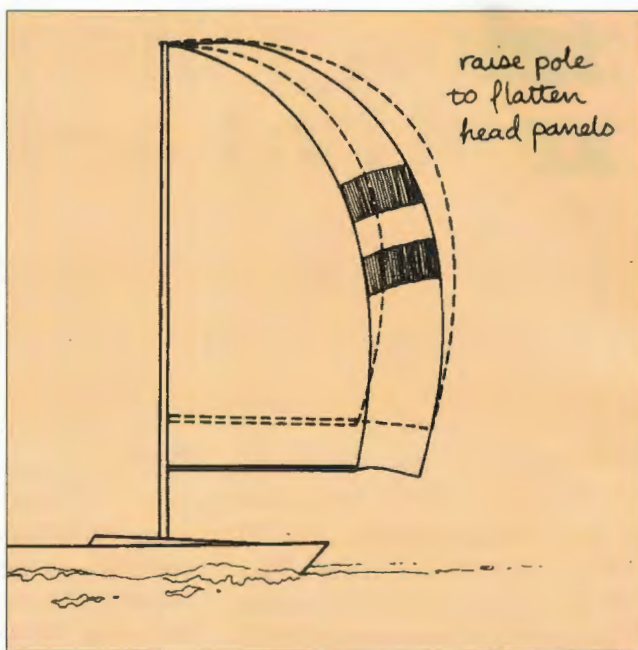


Figure 8

effect. It allows you to pay out extra sheet, float the chute well in front of the bow and deepen the foot.

This is often fast in lighter air and lumpy water, typical off Sydney.

Draft position: The position of draft in a spinnaker is controlled by the relative heights of the clews.

The tack position (as adjusted by the pole) has a major effect on draft position, upper luff behaviour, and the angle of attack of the head.

For example, raising the pole moves the draft aft, flattens the entry

at the shoulders and lets upper luff sag to leeward.

Upper luff sag has the effect of rotating the head aft, closing the leech and making the chute more powerful. Conversely, lowering the tack opens and depowers the upper leech.

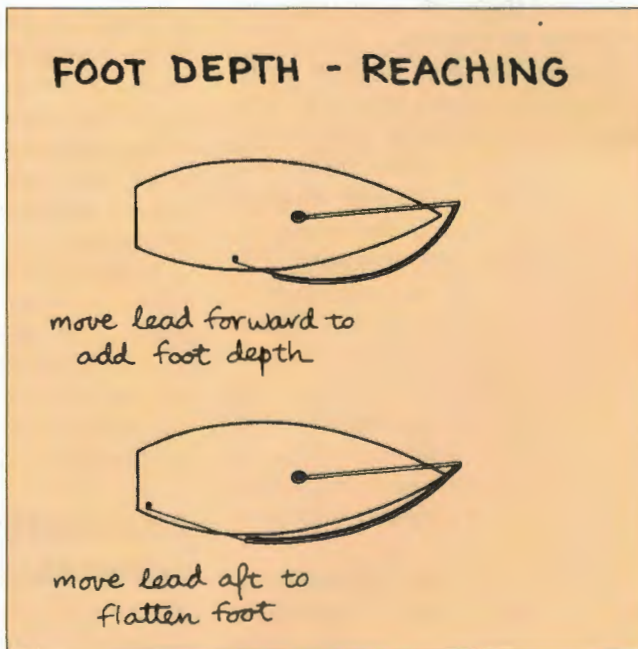
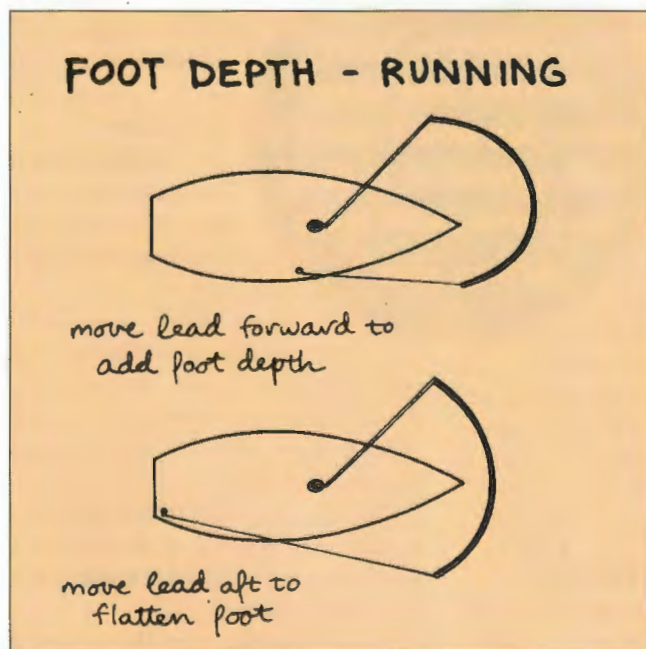
Mainsail trim: The spinnaker bends airflow much more than a genoa, so trim your main appropriately. One a close spinnaker reach, trim the main almost as much as if you were beating, but watch the top

batten telltale for signs of stall. Be careful no to over-vang. In light air, especially with fractional rigs, the upper spinnaker leech often sags into the main and closes down airflow. Trim and twist the main to re-establish flow.

We hope that this chapter has given you a good understanding of the fundamentals of spinnaker trim and in our next edition of *Sail Trim* we will concentrate on heavy air spinnaker trim and spinnaker sail handling. ▲

Figure 9

Figure 10



Women on Water



Nicola Bethwaite, winner of the WOW Nortel Asia Pacific Women's Regatta on Sydney Harbour, at the helm of *Convicts Revenge* with her crew, Jacqui Ellis, Marcia Light, Kerry Dickeson and Abby Parkes, on the weather rail. (Pic - Ian Mainsbridge).

The sixth annual WOW Nortel Asia Pacific Women's Regatta was sailed on Sydney Harbour in early February in appalling weather. Meredith Gray reports.

Women on Water have been promoting women's sailing for the past six or seven years and this year's regatta, held on Sydney Harbour in conjunction with the Royal Sydney Yacht Squadron, attracted more than 70 women sailors

from around Australia and New Zealand.

This year, in addition to the Open J-24 division there was a Youth Division sailed in Elliott 5.9 sports sloops, with eight boats in each division.

Unfortunately, most of the regatta was sailed in appalling weather, with rain and fog.

In fact, one day's racing was abandoned because of the poor visibility in the fog. However, these two races were re-sailed later in the week enabling a full program of nine heats to be completed in breezes that ranged from light to moderate.

The Open J-24 Division result came right down to the wire in a duel

between Olympic sailors Nicola Bethwaite and Karyn Gojnych who sailed together in the women's 470 class at the Seoul Olympics in 1988. In this regatta the two Sydney sailors proved great rivals, with Bethwaite, skippering *Convicts Revenge*, defeating

Gojnych, helming *Computer Results Team* by a mere 2.25 points. Bethwaite

won four of the nine races, Gojnych three.

Third overall went to *Wildfire*, owned by Victorian Gai Clough and helmed by Tasmanian Jacinta Cooper.

Nicola Bethwaite's winning crew comprises Jacqui Ellis (trimmer), Kerry Dickeson (mast), Marcia Light (middle) and Abby Parkes (bow).

The Youth Division also produced

"In this regatta the two Sydney sailors proved great rivals, with Bethwaite defeating Gojnych"



Third place in the WOW Nortel Asia Pacific Women's Regatta went to *Wildfire*, skippered by Tasmanian lass Jacinta Cooper (left) and owned by Victorian Gai Clough (back to camera). (Pic - Ian Mainsbridge).

tight racing between the under 25-year-olds (some of them teenagers) with the Royal Prince Alfred Yacht Club crew of Katie Spithill (helm), Kate Downing (main) and Sonja Knapman (bow) winning five of the nine races with *Fox Kids*.

The combined Sydney University and University of NSW team on board *Epiglass*, helmed by Arabelle Plaisant, fought all the way to place second overall, third going to *Club Marine*, skippered by Megan Taylor.

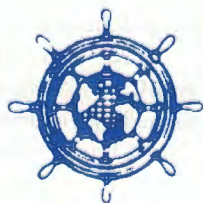
The first two days of the WOW Nortel Asia Pacific Regatta was given over

to racing clinics led by internationally recognised yachswoman Sue Walters. Designed to further refine participant's skills, improve crew work and enhance their regatta preparation, the clinics consisted of some on shore lectures but was predominantly on-the-water training and coaching.

Women on Water now has a membership of some 700 women Australia wide. It promotes women's sailing and aims to enhance the standard of yachting among women. For further information contact Kerry Goudge on 0419 306 530. ▲

Results:

Open J-24 Division: 1, *Convicts Revenge* (Nicola Bethwaite, NSW) 10.0 pts; 2, *Computer Results Team* (Karyn Gojnich, NSW) 12.25; 3, *Wildfire* (Jacinta Cooper/Gai Clough, Tas/Vic) 17.75.
 Youth Elliott 5.9 Division: 1, *Fox Kids* (Katie Spithill, NSW) 8.75 pts; 2, *Epiglass* (Arabelle Plaisant, NSW) 14.25; 3, *Club Marine* (Megan Taylor, NSW) 19.75 pts.



CITY BOATING

*Discount Boating Supplies • Crew outfitting specialists
 Fittings for boats - large and small*

151 Bayswater Rd Rushcutters Bay (opp. Bayswater Hotel) **Phone 9331 4180**



Specific maintenance problems probed

My last article covered planned maintenance. In this article we are going to look at specific areas of maintenance coupled with two yacht refits that Noakes Boatyard has completed in the past year.

The veteran maxi *Condor* underwent an extensive overhaul last winter prior to the 1996 Sydney-Gold Coast Classic. This project was headed by David Kellett as manager and whose number one priority is safety and ability to complete all races in which the maxi yacht is entered.

Firstly a list of essentials was compiled followed by a wish list and quotes were then put together, but as with most overhauls the constraints of budget soon trimmed the wish list with items such as topside respray being the first to go.

By systematically reducing non-essential areas more funds were allocated to rig, sails and underwater surface.

As the mast was to be unstepped Noakes and David looked carefully at spreader angles, mast rake, rigging weights and mast bend. What we found was a mast set up to specific sail making

trends affected by the old IOR rule and as a result small refinements made on the ground limited costs to hundreds of dollars. To change, say a maxi top spreader angle in the air, could cost as much as four to five thousand dollars.

A standing rigging was stripped down, dye penetrant crack tested, lubricated and reassembled. The mast was treated for corrosion with sheaves replaced or re-profiled. Running rigging was surveyed with new halyards being made with the old ones cut down for jib sheets and reef lines.

The next area to tackle was *Condor's* bottom. We found a build-up of old antifouling on the hull and unfair keel and rudder. In my mind having less than perfect underwater surfaces is like Carl Lewis running with one shoe.

So the dilemma now apparent was cost, as to abrasive blast the boat completely would put a large hole in the budget. So a compromise was reached to blast the keel and rudder and repair finishing with VC offshore teflon antifoul. The hull was then re-antifouled using Interspeed hard racing with copper.

So with a new lease of life, a faster rig, smooth bottom, new light genoa and recut main from Hood Sails we headed off to the Gold Coast. In a reaching light

upwind race *Condor* was second home behind *Brindabella*, outpacing *Amazon* and *Infinity* in conditions *Condor* previously did not enjoy.

The next example of a refit is in the yard as I write. She is a J44 with similar requirements as *Condor*. However she had an out-of-line keel and on removing the keel our shipwrights found the hull keel sump to be slightly to one side.

After testing and replacement of two of the keel boats, the keel was refitted to the vessel with great care being taken to align the keel to the boat and rudder. The yacht is sailed by a very competitive crew and kept in immaculate condition which is a credit to her owner. However, I was again faced with a boat competitively ocean raced with a professionally faired keel to J boat templates. With ablative and shock horror, rolled on antifoul.

Rolled on antifoul - poor Carl is not running in Volleys but he has a broken big toe on each foot. Yachting is an equipment-based sport and whilst we cannot all afford the latest design we can make small affordable refinements.

A lot to the time satisfaction is achieved by gaining the most from what you have and finishing the course in the best time possible. ▲



Rigging

Travel Lift • Hardstand • Shipwrights • Fabricators • Riggers




Noakes Ph (02) 9925 0306 Fax (02) 9929 6028
6 John Street, Nth Sydney. P.O. Box 1644 Noth Sydney 2060

DESTINATIONS

Turkish delight

Abundant sunshine throughout the season, together with fair winds, friendly and welcoming people, make sailing in Turkey an absolute joy.



Visiting ancient ruins is a highlight of any holiday in Turkey and many can only be reached by water. Below: Overlooking Bodrum Harbour on the west coast of Turkey, a popular stopover for bareboat charter yachts.



Whilst tourism might have come to one or two areas of Turkey in recent years, the majority of Turkey's southern coastline remains peaceful and completely unspoilt, with many of the beautiful spots still only accessible by boat.

The Turkish cruising area covered by Sunsail stretches from Kekova in the east along the Lycian coast past Bodrum in the west and incorporates the Gulf of Gokova and the Dorian Gulf of Gulluk.

The tourist season is characterised by steady winds which alleviate the daily heat. July and August are most influenced by the local thermal winds which can pick up in the afternoon. It generally blows from the north-west, tending to follow the coastline. Outside peak months, the wind tends to be more gentle, with sea breezes during the day, dropping to complete stillness in the evening.

Sunsail operate six different flotilla cruises in Turkey in four different cruising areas. In addition, for those wishing to explore this area on an independent basis you can choose from the largest bareboat fleet in Turkey, ranging from 32-footers to 51-footers.

Following on last year's successful start, Sunsail also offers Turkish gulets, fully crewed and available in the Gulf of Gokova and on the Lycian coast. These indigenous sea-going vessels have been evolved from traditional craft used for fishing and coastal transport.

Sunsail also operates four watersports orientated clubs in Turkey. These clubs are designed to make your holiday as relaxing and enjoyable as possible - whether you're a family, a couple, or holidaying on our own - no matter how much or how little watersports experience you have and how active or relaxed you would like it to be.

The club accommodation is typically Mediterranean in style - that is, simple, clean and basic rooms, studios and apartments (one or more separate sleeping areas). All rooms and apartments have an en-suite bath or shower room and cool air fans.

Turkey is one of the most archaeologically interesting of our areas, with numerous ruins along the South West coast. Ephesus, two and a half hours away from Bodrum, one of the finest ruins in Turkey, has a 25,000 seat amphitheatre. Fethiye and Kalkan offer trips to:

- Xanthos, the ancient capital of Lycia.
- The ruins at Letoon



Above left: The port of Knidos with a local fishing boat contrasting with modern charter yachts. Above right: 20 minutes bus from the port of Kusadasi are the magnificent ruins of Ephesus.



- The sand dune covered city of Patara.
- Gemiler Island.

Some places, like Knidos and Kekova, are best visited by boat, others can only be visited by day trips from nearby ports. One of the most popular day excursions is the Dalyan river trip, where the client is taken by boat through the river reed beds up to the Caunos ruins, and on past the Lycian rock tombs to the hot sulphur springs and mud baths.

Travel Tips

Customs & Immigration

When passing through Customs, there is only one channel for everybody. You might be asked to open your luggage and show it to officials. If you have a large item like a stereo, it will be written on your passport to be inspected on your departure.

In Turkey, you may be offered receipts far lower in value than the amount paid. Shops do this so they can declare less tax. The Customs Officers at your home airports are well aware how much carpets, leather goods and copperware are worth. If you declare a lower value, you may have the goods seized and a heavy fine imposed.

Vaccinations

There are no compulsory vaccinations for Turkey, but hepatitis A, polio and typhoid are recommended. The Sunsail cruising area in Turkey is not subject to malaria, but if you are planning to visit

other areas in Turkey please consult your GP.

Currency

The unit of currency in Turkey is the lira. There are no limits to the amount of Turkish lira you can take in or out of the country but the exchange rates are often better in Turkey. Try to avoid holding large amounts of Turkish currency at the end of your holiday, as there is little opportunity to change it to your local currency. Even if it is possible, the exchange rate could be very low. Major credit cards are widely accepted in the busier areas such as Marmaris and Bodrum, but not in the smaller villages.

Cost of Living

Prices vary considerable between areas in Turkey and from restaurant to restaurant, however the following is a guide for your reference.

A bottle of wine varies from \$3 in a supermarket to \$7 in a restaurant.

A bottle of beer costs about \$1 - \$1.50.

A cheap snack can be bought for about \$2 - \$3.

A three course meal is likely to cost \$10 to \$15 per head.

Fish is very expensive and the prices quoted on menus are usually given by the kilo.

Mooring fees vary from \$15 a night for a 35ft boat in Marmaris and Bodrum marinas, to free on private jetties in front of tavernas.

Fuel charges range from \$20 for a week on a small yacht to \$60 for two weeks on a large yacht.

Flying to Istanbul by Turkish Airlines

Turkish Airlines has connecting flights for Australian travellers to Istanbul three times a week with Qantas and British Airways, departing from Sydney, Melbourne, Brisbane and other major Australian airports on Monday, Wednesday and Friday each week.

The connection with Qantas is at Singapore, with British Airways at Bangkok and from there a direct flight to Istanbul and 64 other destinations in Europe.

Turkish Airlines has the newest fleet of aircraft in Europe and is also the only European airline with direct flights to New York, Johannesburg and Tokyo.

Bookings to Istanbul can be made with Turkish Airlines office in Sydney on 02 9299 8400.

Provisioning

Provisioning is good in big towns like Marmaris, Bodrum, Gocek and Kalkan where shops are open all day.

The markets have a large range of products, but some items not readily available in Turkey include baked beans, bacon, Vegemite, cereal, peanut butter and baby products.

The restaurants in Orhaniye and English Harbour open small markets on change-over day to supply the provisions you require for the next few days. Shops are generally open all day and into the evening in Turkey.

Eating Out

You will never be stuck for somewhere to eat in big towns like Marmaris, Bodrum, Kalkan and Gocek.

There are eating places everywhere, usually open early morning until late at night. The bases in Orhaniye, Iassos and English Harbour all have restaurants.

Charts and Pilot Book

All the charts and pilot books you need will be on board your boats. If you wish to buy personal copies before your departure the relevant charts are listed below.

For more information contact Grant at Sunsail on 02 9955 6400.

Turkish Charts	236	All the Sunsail cruising area
	311	Bodrum to Marmaris
Admiralty charts	1546	The Gulf of Gulluk
	1545	Marmaris bay and the surrounding area
	1604	Bodrum to Marmaris
	1886	Eckincik to Fethiye
Pilot book	Turkish Waters Pilot by Rod Heikell	



Wind patterns for Autumn, Winter and Spring

Sailing during autumn, winter or spring can either be a pleasure or a pain depending upon where you are !! It all comes down to where you are in relation to the sub-tropical ridge!

The Australian continent lies in the path of mobile high pressure systems (sub-tropical ridge) which move eastwards at a mean latitude varying with the season. The ridge reaches its most northern position in winter and most southern in summer. During the transition months, namely autumn and spring, the ridge axis is somewhere between the most northern and southern positions.

These high pressure systems move with variable speeds and are separated by troughs of low pressure. To the south of the ridge, cold fronts are swept along in the westerly air flow. To the north, easterly flow dominates. In the middle of the high there are generally very light winds with local wind flows such as the sea and land breeze tending to dominate within the coastal zone.

The key to successfully forecasting the winds for your race day or cruising track is that of keeping a very close eye on the position of the sub-tropical ridge and the resultant general wind-flow, in conjunction with your knowledge of local winds. This should be commenced at least a week before your race day or before you go off on that delivery or cruising trip, utilising either surface weather maps from your local newspaper, TV weather presenta-

tion or better still by using the Bureau of Meteorology's poll-fax service.

A directory may be obtained by dialling 1800 061 439 (freepoll) for NSW and 1800 061 434 for Queensland. The latest surface weather map can be obtained by dialling 019 725 210 (55 cents per min). Forecasts and observational data can also be obtained by using the 0055 and the Dial-It telephone information service (Telstra) as well as the Bureau's home page on the World Wide Web, namely, <http://www.bom.gov.au>

Now for a closer look at the typical weather patterns that can affect NSW and Queensland during the autumn, winter and spring period:

New South Wales Autumn

The highs start to move north from their mean summer position of around 40 degrees south. SE to E winds tend to dominate. Frontal activity slowly increases in frequency and become more intense than their summer cousins. As tropical activity decreases over the northern part of Australia, so does its influence (high humidity and cloud) on NSW weather thankfully.

Sea breeze activity slowly winds down to weak and the land breeze tends to become more noticeable at the coast especially after midnight.

Winter

If the highs are moving through to the north of the State, a westerly wind regime will exist over most of the state. These can be quite strong at times, especially if cold fronts are moving through to the south.

If the high is over the state the weather is generally fine and the winds quite light. Weak sea breezes can develop but generally die out during the late afternoon. These are the

Weather Watch



days that many yachts do not finish races!

Cold, strong south west to south east winds can develop with the passage of a cold front and associated low pressure system at New South Wales latitudes. Brief, heavy snow can fall on the tablelands as a result of this situation. A better time for skiing than for sailing!

Spring

If low pressure systems are passing through to the south of the state with associated cold fronts moving rapidly eastwards across New South Wales then strong westerlies will persist for several days. Mountain or lee waves are often observed. These can at times locally enhance surface wind speeds.

Strong south westerly flow can develop when an intense low pressure system is situated in the central Tasman Sea. Strong winds or gales can often develop in coastal and ocean waters and may last for several days.

Very warm to hot north to north westerly winds can develop on occasions ahead of an eastwards moving cold front which extends northwards from an intense low pressure system situated in the Southern Ocean to the south west of Tasmania.

Some problem weather situations that can occur over this autumn, winter, spring period are:

An unusual, but very dangerous situation that may develop during this time of the year is the East Coast Low. It is common for low pressure development to occur in the central Tasman Sea during winter and spring. Occasionally however, small intense lows can develop close to the NSW/Q'LD coasts and cause strong to gale force winds to develop over a relatively short period of time. These are also known as cut-off lows or meteorological "bombs".

As we move into late spring, the possibility of a severe thunderstorm occurring over coastal NSW increases. Large hail and very strong short period wind gusts are possible with these.

Funnelling, and hence stronger than normal winds which can be coupled with a change of direction due to valley orientation, will occur with river valleys. The best examples being the Shoalhaven and the Hunter.

Strong to gale force westerlies associated with the passage of intense cold fronts.

Swell waves produced by intense low pressure systems in the Tasman Sea.

Queensland

The sub-tropical ridge starts up being well south of Queensland during Autumn and moves north so that it can be situated over southern Q'LD during winter and spring. This means that SE to E winds will prevail during the autumn period throughout coastal Queensland. As cold frontal activity increases over the cooler months, SW to SE winds tend to be dominate over southern coastal Queensland. SE to E winds persist on the central and northern Queensland coasts. As the belt of high pressure becomes established over southern Queensland during late winter and spring winds are generally lighter, with local winds operating within the coastal zone. The passage of a cold front can upset this of course.

To the north of the high pressure centre, a ridge will extend along the coast and this will ensure a broad easterly onshore flow. Local winds can still operate, however.

W to SW changes are most common during the winter and spring months over Queensland. These changes are

basically associated with cold fronts, but these fronts are modified by the long passage across the Australian continent. The best development occurs over southern Queensland, but occasionally extends well into the tropical north. Strong N winds may develop about the southern Queensland coast well ahead of the cold front. A low pressure system to the south of the state will usually reinforce this situation.

Some problems at this time of the year

East coast lows can be problem over SE Queensland.

SE winds through Torres Strait are often much stronger than expected during the morning.

Sea fog can occur along most of the coast south from about Cardwell. The most common occurrence is during the winter months between the Whitsunday Islands and St Lawrence.

Following the passage of a cold front, SW to S winds off the Curtis Coast and across Hervey Bay are stronger during the morning hours than indicated by surface pressure gradients (isobar spacing).

When strong SW to W winds are observed over SE Q'LD, surface winds along the Gold Coast are often light and variable due to the turbulence and mountain wave effects induced by the mountain ranges to the west.

A SW land breeze usually develops at night (after midnight) along the Q'LD south coast and northern NSW coast (from Coffs Harbour northward). This will oppose prevailing SE winds (only when the SE gradient wind speed is less than 25 kt, otherwise the SE will hold into the coast) to form a zone, 0.5 to 1 mile across, with some

showers and light winds a few miles offshore. To seawards of this zone, SE flow will prevail. This situation will break up over the morning and by midday, SE flow will predominate.

Fresh to strong N to NE winds can persist well into the evening and early morning along the central and south coasts, especially south of Fraser Is during late Spring.

The odd thunderstorm could pose some problems during spring.

Swell waves can be a problem along the central and, in particular, the southern QLD coast when intense low pressure systems are positioned in the north Tasman Sea.

Overall though, not a bad time to be up in Queensland.

The Bureau has produced a Boating Weather Series of booklets, titled Wind Waves Weather. They are available from good bookshops at this stage for NSW and Qld waters as well as for Western Australian, Victorian and Tasmanian waters. A great buy at around \$9.

A brilliant book on general Australian weather is The Wonders of the Weather by Bob Crowder and the Bureau. This sells for \$39.95 and again is available from good bookshops.

Reference: Bureau of Meteorology, 1993, Regional Forecasting Notes, BMTC

Ken Batt

NSW Severe Weather Section

Bureau of Meteorology

PO Box 413 Darlinghurst NSW

AUSTRALIA 2010

Ph: 02 92961622 Fax: 02 92961657

E-mail: K.Batt@bom.gov.au

"The views expressed above are mine only and do not necessarily reflect those of the Bureau of Meteorology" - Kenn Batt.

Safety at Sea

A Seminar & trade show for everyone who puts to sea

★ Southern Ocean Rescues ★ The Marine Electronic Safety Net ★ Safety Forum

Seminar, Museum entry, trade display and refreshments \$35. Call (02) 9552 7544, fax 9281 2885 or mail your cheque or credit card details to Members Office, National Maritime Museum, Box 5131, Sydney NSW 1042. Bookings essential.



NATIONAL
MARITIME
MUSEUM
DARLING HARBOUR

National Maritime Museum,
Darling Harbour 9.00 - 12.30,
Sunday 1 June

Telstra



April • May 1997

43

CHARTER YACHT OWNERSHIP...

Does it make cents?

Trevor Joyce looks at the pros and cons of charter yacht ownership.

Yacht ownership is often likened to standing under a shower tearing up \$100 bills. Whether being used or not, the money meter on a yacht certainly never stops ticking; insurance, mooring expenses, maintenance and running expenses all add up.

Ownership of a yacht placed in management with a yacht charter organisation where the yacht earns an income is a way of offsetting those expenses.

But how does such an enterprise stack up? What are the issues that should be dealt with when assessing such an investment.

RETURNS

Charter Income depends on the success of the management company at marketing their charter product. Sydney based charter company, EastSail, with a fourteen year presence in the marketplace and very conservative fleet development policies maintain utilization in the 50% range.

Income is generally split 50:50 between owner and operator, with owner paying insurance, dockage and maintenance.

The operator pays the marketing costs, administration expenses, yacht cleaning, charter briefing and general management expenses.

Utilization is one of the key questions you should ask as you assess the operators in the charter area of your choice. Insist upon hard data because promotional literature is sometimes ambitious.

At the end of the day net income



The latest edition to the EastSail fleet is the Beneteau First 33.7, an excellent yacht to consider as owner/charter operation.

after all expenses should be 6-10% per annum, net after expenses.

GUARANTEES

Some companies offer guaranteed returns but still the actual performance of a fleet is critical because if the revenue is not there to meet the guarantee the company will not survive, unless there is a bottomless pit of funds somewhere!

OTHER FINANCIAL CONSIDERATIONS

If a yacht is established as a business in a legitimate charter fleet then depreciation and interest, if there are borrowed funds, can be deducted from income as operating expenses. This may temporarily produce a taxable loss which may be offset against a taxation liability from another business activity.

If the economic life of the yacht is greater than 6 years and less than 10 years, then the allowable rate of depreciation is 20% per annum on the prime cost of the vessel. Specialist advice should be sought on this matter.

WHAT HAPPENS IF THE YACHT IS SOLD?

If at the end of the management contract the yacht is sold for more than its book value then what is effectively a capital gain must be repaid to the tax man, unless there is a replacement yacht purchased in the same financial

year. In this case a balancing charge is carried forward and offset against the value of a new yacht. If the yacht is not sold there are no taxation considerations.

WHAT ABOUT MAINTENANCE ?

This is a critical issue where the proof of the pudding is very much in the eating. Look at the yachts in the fleet and ask to see the maintenance records. Ask to talk to existing and more importantly, to past owners.

WHAT ABOUT PERSONAL USE ?

Personal use of a yacht is acceptable from a taxation standpoint provided the yacht is operating as a business and that an add-back of claimed depreciation is shown in the accounting for the time the yacht is used by the owner.

At EastSail usage on a standby basis is unlimited and some owners are actually involved in the teaching programme so they use their yachts and make money at the same time. Generally speaking personal usage is limited to 14 days per year during peak periods. Few owners actually use their yachts this much.

WHICH YACHT ?

On Sydney Harbour yachts are chartered primarily for a day at a time or less. The main consideration for the charter client therefore is the size of the cockpit, the galley facilities and the

seating capacity in the salon in case of bad weather. If you are looking at a cruising destination like The Whitsundays sleeping accommodation becomes more important. Performance is a factor for some, especially on Sydney Harbour where club racing is an attraction.

From a business standpoint, however, the most important factors are the design, the quality of the build, the ease of maintenance and the yacht's re-sale value. On all of these counts the French builder Beneteau stands head and shoulders above the rest of the foreign builders. Most of the Beneteau yachts that have completed three year management contracts in Australia have sold for better than 90% of cost price.

On the Australian scene the recent demise of Cavalier and Northshore has to place a question mark over the long

term viability of the local production yacht industry. Both ranges have recently been re-released by new builders, however, and it is hoped that new production technology will see those yachts still being built in ten years time.

The Robertson 31 has been successfully built in Queensland for the charter industry and it seems that "Robbo" is going ahead in leaps and bounds.

"If you want to own a yacht and you pick the right management company you can have your cake and eat it as well"

THE CONCLUSION

If you want to own a yacht and you pick the right management company you can have your cake and eat it as well, provided you don't mind other people playing with your toy. Placing a yacht in charter can reduce its capital cost by 50% over 5 years, and pay the bills along the way.

Following is an example of how the numbers might stack up on a Beneteau First 33.7 in the EastSail fleet. For the sake of the exercise we have assumed that a 5 year principal and interest commercial hire purchase loan has been established for 70% of the purchase price with an interest rate of 10% p.a., and that the yacht is purchased by an individual paying tax at 48.4%.

Cost of the yacht fully equipped in survey	\$225,000
Total Income over 5 years	\$135,000
Total running expenses	\$ 55,195
Depreciation and interest	\$272,950
Taxable Profit (Loss)	(\$193,095)
Cash surplus	\$79,800
Tax Saving	\$93,482
Actual Cost of the yacht	\$127,000

NB These figures are estimates only and care should be taken to consult with your financial advisor to ensure that the assumptions are applicable to you.

For more information contact EastSail at Rushcutters Bay, phone Sydney 02 93271166, or fax 02 93281118. ▲

Personnel growth chart.



Grow your business from the inside with a Sunsail Corporate sailing program tailored to your company's needs. Your colleagues and staff will learn self-improvement, team building and networking skills on modern yachts, crewed by highly experienced

instructors. With a choice of beautiful locations in Sydney, Pittwater and the Whitsundays, getting your company into better shape will never be more appealing.

CORPORATE SAILING HOTLINE 02 9955 6400

Please send me a Sunsail brochure for:

Whitsundays Corporate Charter International Sailing School

Name _____ Address _____

Phone _____ P/Code _____

Mail to: Sunsail, PO Box 7129 McMahon's Pt, Sydney NSW 2060.



CARIBBEAN BAHAMAS ANNAPOLIS GREECE TURKEY BALEARICS THAILAND TONGA AUSTRALIA NEW ZEALAND SEYCHELLES CANARIES BRITTANY COTE D'AZUR ENGLAND SCOTLAND. SUN34



GO WHITSUNDAYS

The Aquatic Paradise

The pristine beauty of the Whitsunday Islands of North Queensland has continued to become a marine magnet when the first signs of the winter shadows and the cold south-westerly winds set into their regular pattern in the deep south of our continent. Our man in Queensland, Ian Grant gives his always unbiased viewpoint.

Naturally the character of the cold climate in the southern states of Australia becomes the crucial factor that changes the annual migration patterns of the cruising and racing sailor.

But apart from a little heat and the odd tropical storm nothing really changes radically on the thermometer between summer and winter in North Queensland. The outstanding visual aspects of the rugged land and seascapes are always there, with the only changes being the mood swings between the seasonal sea breeze and the

trade winds.

The sensible long range cruising crews have been taking full advantage of the Whitsunday Islands for decades with yacht racing taking a hold when former New Zealander and ex-Melbourne sailor David Hutchen introduced yachties to the XXXX Ansett Race Week at Hamilton Island. Thousands of smart yacht racing sailors have enjoyed Race Week for more than a decade.

They say that the Whitsundays are geographically disadvantaged from the heart beat of Australian yacht racing, but it is not really the case when yachts and crews head off into the land of the endless summer each year, swelling the fleets for championship racing at Hamilton Island, Hayman Island, Airlie Beach and Laguna Quays.

All four venues host excellent regattas which are rounded off with Australia's largest floating party, The Great Whitsunday Fun Race, hosted each year in September by the Whitsunday Sailing Club.

Luggers, ketches, maxis and discarded America's Cup 12s all meet on a common course on Pioneer Bay, pay no entry fee and race for an empty bottle of Bundaberg rum mounted on a polished

piece of Queensland maple.

Fun Race is exactly what it means - plenty of good clean fun as crews and guests lap up the experience of an exhilarating sail almost always under clear skies and in gentle winds.

May through to September are the best months to experience "Going Tropo" in the land north of Capricorn, to bring your own boat north or to charter a luxury yacht through the wide range of professionally run bareboat charter companies operating in the Whitsundays.

August and September are regarded as the best months for the racing sailor. Hamilton Island's XXXX Ansett Race Week, which has attracted many of the world's leading sailors and champion yachts to what is without doubt is the premier event in the Whitsundays.

However, other regattas, notably the Hog's Breath Cruising Race Week and the Fun Race at Airlie Beach have their unique character. Their concept of racing is different but they dispense the same type of sailing enjoyment that seems unique to the Whitsundays.

Early indications are that 1997 will attract record fleets, with Hamilton Island Race Week expected to cater for a

strong entry from southern States and from New Zealand. Townsville's Carey Ramm will be defending his Hamilton Island Race Week title with his Farr 39 *No Fearr* after a successful summer excursion south.

All about the Whitsundays

The Whitsundays is one of Queensland's top tourist destinations. Located in the tropical north, the Whitsundays is only a one hour flight south from Cairns or one-and-a-half hours north from Brisbane and centrally located on the Great Barrier Reef.

The Whitsundays area includes the towns of Proserpine, Airlie Beach, Shute Harbour and Bowen and 74 tropical islands.

Some 85% of the region is national park and with a regional population of only 15,000 people, it is a naturally beautiful destination.

As the Whitsundays is centrally located on the Great Barrier Reef it makes an ideal destination to learn to scuba dive or snorkel. The trip out to the Reef is a journey in itself, passing beautiful islands and, if you are in the region at the right time of the year, whales are often sighted.

Accommodation - Something for every one, ranging from budget backpacker hostels through to five-star island resorts. Airlie Beach has a range of new self-catering apartments.

Boating activities - A large range of sail and cruising options to explore the 74 tropical islands, daily or extended. You can hire your own yacht or motor cruiser, hire a skipper or try chartering with a group, anchoring off a deserted beach or a tropical resort for the night. You don't need any experience to explore this beautiful region as the Whitsundays is one of the safest places in the world for boating, protected by the Great Barrier Reef and the islands.

Resort islands - Out of the 74 tropical islands only seven of them have resorts. From budget accommodation they range through to some of the leading resorts in the world, such as Hayman

Island, Hamilton Island, Daydream Island, South Molle, Club Med Lindeman Island, Long Island, Palm Bay Hideaway and Club Crocodile Long Island.

Whitsunday Boating Holidays

The appeal of the Whitsunday Islands is intrinsically linked to the 74 emeralds scattered in a sea of turquoise close to the sundrenched coast of North Queensland. The islands are mostly uninhabited and all are part of the Marine National Park, covered in trees and tropical bush, the perfect setting for a soft adventure eco-tourism holiday.

Palm trees fringe the handful of resorts which occupy a very small part of this island paradise, each having its own character and providing another dimension to holidaying in the Whitsunday Islands.

The best way to see this island wonderland is at the helm of your own boat and this is where the charter operators come in.

Whitsunday Rent a Yacht offer range of 39 boats

Whitsunday Rent a Yacht is a name synonymous with boat holidays, being the largest and longest established operator in the area, with 15 years experience in bareboating.

Bareboating is a misnomer, with the boats having fully equipped galleys, hot and cold water, linen etc, right down to snorkelling gear. The only thing missing is the skipper and even that can be provided for those who cannot sail or are unsure of themselves and, not wanting to put their holiday at risk, elect to take a sailguide for a day or two to brush up on their boat handling skills.

Whitsunday Rent-a-Yacht has built up a large and diverse fleet of 39 yachts and motor cruisers and are able to satisfy every requirement of groups from two to eight persons or larger groups using several craft.

Based at Shute Harbour, Whitsun-

"Palm trees fringe the handful of resorts which occupy a very small part of this island paradise"

NORTH QUEENSLAND ADVENTURE SAILING

Athena of Adelaide

Many people hire bareboats to cruise the Whitsunday Islands, but few people, other than cruising yachtsmen/yachtswomen, have the opportunity to explore the wilderness areas along the North Queensland coast. Bareboats are only permitted to operate in designated semi-protected waters together with hundreds of other craft and are subject to strict curfews at nominated anchorages.

"Athena of Adelaide," a 12.5 metre sloop, offers adventure sailing to exotic tropical islands outside the bareboat areas at Bareboat Charter rates. The Radar and G.P.S equipped vessel carries a maximum of 6 passengers and is crewed by an experienced Skipper and Hostess/Deckhand.

Take a break from the competition scene and enjoy a "hands-on" cruising holiday with your own group of between 2 and 6 people. Go ashore on wilderness beaches, crack open a coconut, snorkel over fabulous coral reefs and skinny-dip under a waterfall set deep in the rainforest. There is ample time for you to take-off and do your own thing at the many anchorages enroute.

An 8 Day cruise from Townsville to Cairns will take in such places as Magnetic Island, The Palm Islands, Orpheus Island, The Hinchinbrook Channel, The Brook Islands, Dunk Island, The Barnards and Franklin Islands. Alternatively you may elect to do the popular 10 - Day cruise from Townsville to Dunk Island and return, where all the above places are visited other than The Barnards and Franklin Islands and the longer distances involved between these islands and Cairns are avoided.

The all inclusive price (8 or 10 day) for a group of 6 people is \$816.00 p.p. To calculate the cost for other group numbers, take the basic charter fee of \$3700.00 and add \$200 p.p. The quality catering is to a fixed menu but food preferences may be stated when booking. Individuals or small groups wishing to share a charter may place their names on stand-by, pending availability.

Approved A.Y.F. instruction is available to :-
Introductory Certificate level @ \$50.00 p.p. and
Competent Crew level @ \$150.00 p.p. All candidates will be issued with A.Y.F. logbooks and certificates gained will be registered with the A.Y.F.

Book now to ensure availability of the departure date that you require.

BARRIER REEF SAILING CO.
P.O. BOX 2483 CAIRNS 4870
PHONE (070) 411158 FAX (070) 521898



One of Australian Bareboat Charters range of bareboat charter yachts available in the Whitsundays.

day Rent-a-Yacht operates a fleet of deluxe and budget Beneteau, Catalina and Seawind yachts and catamarans from 28-footers through to 43-footers, or Fairway, Clipper and Venturer motor cruises from 30 to 36-feet LOA.

For bookings and further informa-

tion call Whitsunday Rent-a-Yacht on toll free 1800 075 111, fax 079 469 512 or e-mail: yacht@whitsunday.com.au

Australian Bareboat Charters have a boat for all reasons

The Whitsunday Islands are located on the same latitude as Tahiti, so naturally you can expect sunny tropical weather virtually all year round with temperatures ranging from 24 degrees to 30 degrees Celsius in summer and 17 to 23 degrees in winter.

In this boating paradise of calm secluded anchorages, chiselled into the island slopes and not more than a kilometre or two apart, provide safe havens for visiting yachts and locally based bareboat charter operators.

One of the largest and longest established is Australian Bareboat Charters (ABC) which has been operating in the Whitsundays since 1980. Their bareboat fleet of ranges from two/four berth honeymoon size yachts and motor cruisers, also ideal for small family groups, through to six to 12 berth boats.

For the indulgent, luxury 36-foot sailing or motor catamarans or 47-foot and 51-foot yachts are available for bareboat charter or fully crewed.

Virtually everyone is capable of bareboat chartering. You don't need a boating licence or a great deal of experience. ABC prepare you ahead of time with their comprehensive pre-charter kit and throughout your holiday there is professional guidance and backup service.

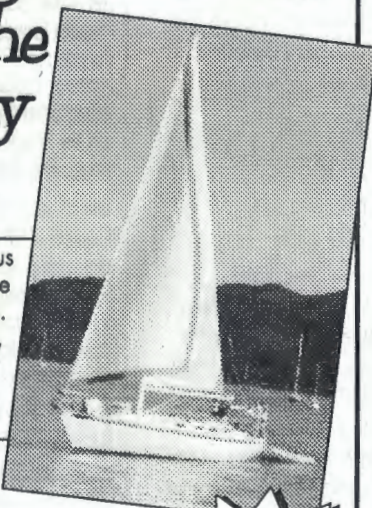
Further information from Australian Bareboat Charters at Shute Harbour - free call 1800 075 000 or fax 079 469 220.

New boats, destinations with Queensland Yacht Charters

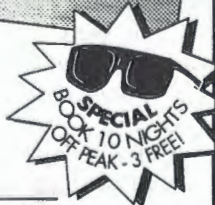
You can now add six worldwide chartering destinations to Queensland Yacht Charters already well-established Whitsunday base. Through a unique partnership with Sun Yacht Charters (USA), booking your charter holiday in the Caribbean, Greece, Turkey and a number of Pacific destinations is now as easy as booking a Whitsunday QYC charter.

Cruisin' your cares away in the Whitsunday Islands!

Experience this fabulous boating holiday exploring the tropical Whitsundays. Fish, swim, snorkel the reefs, relax on a sunny beach or visit an island resort, the choice is yours.



- "Skipper yourself" vessels
- 27ft to 51ft (2-12 berths)
- Yacht, motor cruisers inc. catamarans
- INC. the LUXURIOUS Phase 51
- Budget or deluxe - all fully equipped
- From \$259 per boat per night



AUSTRALIAN BAREBOAT CHARTERS

Main Jetty-Shute Harbour Whitsundays Queensland, 4802, Australia.

Ph: (079) 469 381. Fax: (079) 469 220
Email bareboat@ozemail.com.au

RING NOW 1800 075 000

I W C INDEPENDENT WHITSUNDAY CHARTERS

Mike and Gail from IWC honeymooned in the Whitsundays and loved the area so much they returned in 1995 to run a small fleet of privately owned cruisers and yachts. They offer a quality, personalised service on boats that they own and operate. Dealing with the owners can ensure savings on your holiday and you can be assured of being "looked after". A range of boats that are maintained by their owners offer you a holiday of easy, hassle-free cruising.

Charter with the people that own and love their boats.

PO Box 287, Cannonvale Qld 4802

PH/FAX: (079) 46 1625

MOBILE: (0419) 733 681



Whitsunday Private Yacht Charters owner Jim Wort and partner Rosa have vast experience in the field from Gladstone to Papua New Guinea.

Sun Yacht Charter is the company rated best in the world by "Cruising World" magazine's annual charter survey, and currently ranks as the third largest worldwide.

QYC charterers also get free membership of their worldwide Voyager Club which gives them preferential rates on all future charters booked through QYC whether in the Whitsundays or worldwide with Sun Yachts.

Meanwhile, QYC have added four new boats to their Whitsunday fleet including two 10 berth Venturer catamarans and one completely refurbished Farr 42 yacht, ideal for three couples with three double cabins and two bathrooms.

Further information from Suzette Pelt at Queensland Yacht Charters, Airlie Beach, phone 079 467 400, fax 079 467 698 or e-mail: qyc@whitsunday.net.au

Whitsunday Private Yacht Charters' personal service

Not all bareboat charter operators in the Whitsundays are large organisations. Many are relatively small businesses offering a personal service to their charter customers.

Take Whitsunday Private Yacht Charters, a privately owned business based at Shute Harbour. This means, according to owner Jim Wort, that the vessels they can offer are thoroughly well maintained and fitted out to take account of the smallest detail.

"It also means," says Wort, "that you can expect a really friendly and personalised service because we've always got time to help tailor your dream holiday. We know the local area and conditions intimately and will thoroughly brief you on all you need to know for a perfect sailing holiday."

Whitsunday Private Yacht Charters' yachts range from two to nine berth boats, all fully equipped right down to the fishing tackle.

Owner Jim Wort emphasises that lack of sailing experience is definitely not a problem and no licences are required. Charterers are thoroughly briefed about the Whitsundays and the operation of the boat. Finding a safe overnight anchorage is simple as there are hundreds to choose from.

Further information from Whitsunday Private Yacht Charters at Shute Harbour on toll free 1800 075 055, fax 079 466 295 or phone 079 466 880.

Quality personalised service from Independent Whitsunday Charters

Mike and Gail from Independent Whitsunday Charters offer a quality personalised service on boats that they own and operate.

Escape



To the holiday of your dreams

Why stay landlocked and do fully-organised day trips to see the Whitsundays?

Skipper yourself, visit island resorts and as many secluded beaches as you like. Swim, fish and snorkel when and where you want.

Choose from the freedom of a yacht, the comfort of a homecruiser or the performance and style of a power or flybridge cruiser.

2 FREE NIGHTS

(BOOK 9 PAY ONLY 7)

For readers who book and mention this advertisement

Valid until 30.6.97

Call us now for special standby rates on all vessels

WHITSUNDAY

Escape
 YOUR CRUISING HOLIDAY HOME.

Free Call 1800 075 145
 7 Days

THE MEDIA-RITES 1/97*1464

Set sail on the perfect holiday ...

If you've always wanted to experience a sailing adventure, Whitsunday Private Yacht Charters is the answer. Explore the magic of The Whitsundays, skipper yourself or use our guide and crew, but whatever you do enjoy it.

Whitsunday

Private Yacht
Charters

Phone 1 800 075 055
- Free Call 24 Hours

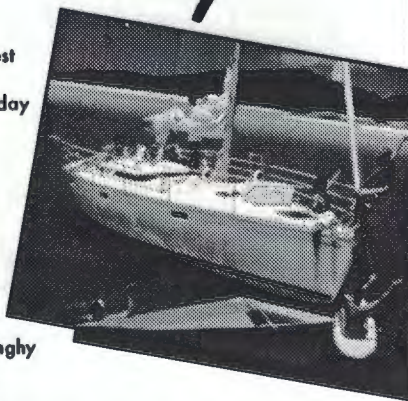


Set sail for adventure in the Whitsundays!

Quality, value and the biggest range of yachts and motor cruisers have made Whitsunday Rent A Yacht the leader for more than a decade.

- Deluxe Yachts
- Budget Yachts
- Catamarans
- Motor Cruisers

Skipper yourself or take our sail guide. All yachts fully equipped with linen, fuel, dinghy and snorkel gear.



Whitsunday
RENT-A-YACHT
YACHTS & MOTOR CRUISERS

PHONE TOLL-FREE
1800 075 111
Fax: (079) 469 512
Or call your travel agent

Dealing with the owners ensures that you will be especially "well looked after" and enjoy hassle free cruising.

IWC operates cruisers and yachts and Gail and Mike say they offer the best deal in the Whitsundays. For more information call IWC on phone/fax 079 461 625.

Bareboat billfishing

The concept known as bareboating has enabled sailors from all parts of Australia and overseas to enjoy the magic of the Whitsundays at any time without the expense of owning and sailing their own yacht to the waters of North Queensland. Now power boat enthusiasts and those keen on fishing can do the same.

Whitsunday Escape, the large bareboat charter operation based at Abel Point Marine in Airlie Beach has this year added three game fishing vessels to their range of "home-cruisers" (sea-going houseboats), flybridge cruisers and yachts.

Reef fishing includes coral trout, red emperor and trevally, while gamefishing is an option all year round with marlin and sailfish there for the taking. Options available from Whitsunday Escape include bareboat style - skipper yourself charters to taking a professional skipper for a couple of days to show you around, right through to the luxury of a fully crewed charter aboard one of their new game fishing boats.

Choices of craft range from a Steber 41 with twin 375 hp Caterpillar diesels, a Striker 37 with 275hp Volvo engines, and a Kippen 38 with a 180hp Ford Lees turbo power plant.

The good news is that you can do all this for much less than it would cost to bring a boat up to the Whitsundays. You pay from \$600 per 24 hour day plus fuel you use for a vessel which can sleep eight in comfort. Add \$200 for every day you have the skipper on board and you have a very economical way to see the Whitsundays and get in some top class fishing at the same time.

Some groups combine the power boats with one of Whitsunday Escapes smaller yachts to get in some day sailing among the 74 islands that make up this piece of heaven on earth.

Further information from Whitsunday Escape about their range of bareboats, sail, power of their new game fishing vessels on 1800 075 145.

BOOK REVIEW: "The Last Islands"

"Written for those comfortable in the cockpit of their yacht, sun awning up and cold drink close by, anchored quietly in the Whitsundays.

"So, too, for those who wish they were in the same position."

So reads the Dedication at the beginning of "The Last Islands" an absorbing history of the Whitsunday and Cumberland Islands written by John Bates, local charter operator and professional yacht skipper and one of the great enthusiasts for these magnificent waters

John, who has been involved in sailing most of his life,

including a two year stint as Commodore of Mooloolaba Yacht Club, before selling and sailing his yacht north to become a resident of the Whitsundays.

While running Charter Yachts Australia is obviously a time consuming but enjoyable job, in his own words, John "still enjoys quiet anchorages and lazy sailing."

There are many excellent guides to cruising the Whitsundays, but they are basically sailing manuals. "The Last Islands" is a fascinating gathering of stories which will stimulate an interest in this group of islands that lie between Latitude 20 and 21 degrees South, and Longitude 148 degrees 40 minutes and 149 degrees 30 minutes East.

As Bates writes, the history is simple, and yet more ancient than the continents of Europe, Africa and Asia. The islands were inhabited 50,000 years ago but remained untouched by civilisation, as we know it, until around 1920 AD. The first recorded sighting by a European was 1770. There are 93 islands in the group, and to this day only twelve are inhabited. Their beauty is sealed, they remain as they always have been. Only four are not wholly National Park.

"The Last Islands" traces the history of the islands from their creation through to the earliest settlement by Aboriginal tribes, including the ingenious Ngaro tribe who spent their lives on the islands of the Cumberland Group. It also includes a fascinating chapter on the Europeans B.C. (before Cook) - navigators who nearly discovered the islands.

Lt James Cook RN discovered the East Coast of Australia in 1770, naming Pentecost Island in the Cumberland Group and the Whitsunday Passage on Whitsunday which that year fell on June 30. Cook's log was never really descriptive, but John Bates, who has researched his voyage thoroughly writes.. "his descriptions of these virgin islands actually hint of a sense of excitement and beauty."

Less known, but equally as interesting are the many stories of voyages A.D. (After Discovery) - of the first white settlers in the Whitsundays, of murder and piracy, of shipwreck and hermits, graziers and romantics, and of those people who first realised the tourist potential of the Whitsundays.

Charter boats began operating out of Shute Harbour and Airlie Beach in the early 1980s and

today the Whitsundays boasts the largest charter boat fleet in the Southern Hemisphere, with international companies joining the locals and high-rise hotels overshadowing the bungalows amongst the palm trees.

John Bates himself is a character of the Whitsundays, his book "The Last Islands" is a must for anyone relaxing on a boat off the coast of Queensland or for anyone planning a cruise or a charter in the Whitsundays.

John can be contacted at Charter Yachts Australia, phone 079 461 136, fax 079 461 488 - to buy his book or book a charter. He has a range of yachts from a Compass 33 through to a Beneteau 40 and the very latest luxury yachts from Hunter.

- Peter Campbell

"Less known, but equally as interesting are the many stories of the first white settlers in the Whitsundays"

**HOG'S BREATH
CAFE**

8th

**ANNUAL
RACE WEEK
SEPTEMBER**

6th-12th

1997

**AIRLIE BEACH
QUEENSLAND**

- Mooloolaba to Airlie Beach Annual Yacht Race 17th August
- The Great Whitsunday Fun Race 13th September

For further information on both events contact Whitsunday Sailing Club Ph: (079) 466 138 or Hog's Breath Cafe, Australia Ph: (079) 465 444

ABEL POINT MARINA
AIRLIE BEACH WHITSUNDAYS



Suraya set to defend Hog's Breath Regatta

Carl Sribber, a proud member of the Cruising Yacht Club of Australia, has no hesitation telling his Sydney mates about his intention to "Go Troppo" again this winter. However, he is a little puzzled when they fail to understand why "Going Troppo" is something one should be so possessed with when grown men settle down to having a quiet little drink on the yachties' deck at the CYCA.

As far as Carland the crew of the 30-year-old S&S 37 *Suraya* are concerned, heading north to the land of the year round summer is real smart when the cold climate sets in on Sydney each autumn.

In fact, the *Suraya* offshore racing team have a more important reason to be in Airlie Beach this year - to defend the Hog's Breath Cruising Race Week championship against what promises to be a record fleet contesting classes for Performance handicapped mono and multihull yachts, with a special non-spinnaker cruising class.

Suraya revelled in the moderate warm trade winds and relatively smooth seas which hardly had the scuppers running with water to clinch her title win in the final race last year.

The regatta, sponsored by Hog's Breath Saloon in Airlie Beach and hosted by the progressive Whitsunday Sailing Club, will be sailed on Pioneer Bay and the Whitsunday Passage. The event is a great way to wind down after the full on racing series in the XXXX Ansett Race Week at Hamilton Island. Each race allows competitors to soak up the "Going

Carl Sribber collects his trophy for second place with *Suraya* in IMS Division F of the Telstra Sydney to Hobart. (Pic - Peter Campbell)



Troppo" atmosphere with post race celebrations and great fellowship on the yachties' deck at the WSC.

As part of her preparation to defend her Whitsunday title, Carl Sribber has taken his fine yacht as far south as Hobart, finishing second in the hotly contested IMS Division F, only three minutes behind division winner *The Alice's Neata Glass*. Since then she has notched up a third in the CYCA's Founder's Cup race from Wollongong to Sydney. ▲

HOW DO I CHOOSE A CHARTER COMPANY?

Simple. Go with the *best*.



Just ask any one of our charterers... bareboat or crewed, you'll find QYC's professional friendly service and new, up-to-date boats the best. And with an equipment list that includes as standard what others will charge you extra for... they're all part of the QYC service which comes at a most affordable rate. For the *best* Whitsunday boating holiday call QYC now and book your holiday in paradise.



1-800-075-013

Queensland Yacht Charters
Airlie Beach, Whitsundays

THE MEDIA-RITES 1/87/47/AG

Whitsunday Sailing Program

Whitsunday Sailing Club's major events from April onwards:

APRIL	5	Fosters Classic Series, Resort Race.
	6	Fosters Classic Series, Bay Triangles.
	25-27	Fantasea XXXX Queensland State Laser championships.
MAY	3-4	Cock o'Gloucester, Bowen.
	18	Blessing of the Fleet. Pioneer Bay Race (final race, summer pointscore).
JUNE	24-25	WOYRC Series.
	14	Northern Island Race (first race, winter pointscore).
JULY	21-22	Bowen 2-handed series.
	12	Round the Whitsundays Race.
	19	Cones Langford Race.
AUGUST	20	Pioneer Bay Race
	2-9	Hamilton Island Series.
	17	Hogs Breath Mooloolaba-Airlie Beach Race.
SEPTEMBER	23-30	XXXX Ansett Hamilton Island Week.
	6-12	Hogs Breath Regatta.
OCTOBER	13	Great Whitsunday Fun Race.
	28	Triangle Course (last race of Winter Series).
NOVEMBER	11	Two-handed Series.
	25	Hook Island Race (first race Summer series).
NOVEMBER	22	Club Crocodile Resort Race.

Whitsunday Charter boat companies

ABC Travel (Tongarra), PO Box 675, Airlie Beach 4802.
Ph: 079 467 828. Fax: 079 466 288.

Australian Bareboat Charters, PO Box 357, Airlie Beach 4802.
Ph: 079 569 381. Fax: 079 469 220.

Queensland Yacht Charters, PO Box 293, Airlie Beach 4802.
Ph: 079 467 400. Fax: 079 467 698.

Sunsail Australia, PO Box 65, Hamilton Island 4803.
Ph: 079 469 900. Fax: 079 469 393.

The Moorings, Front Street, Hamilton Island 4803.
Ph: 079 468 044. Fax: 079 469 045.

Whitsunday Private Yacht Charters, PO Box 800, Airlie Beach 4802. Ph: 079 466 880. Fax: 466 295.

Whitsunday Rent-a-Yacht, PMB 25, Mackay 4740.
Ph: 079 469 232. Fax: 469 512.

What's new

Navtec names Barlow Australian agent

Barlow Distributors (Australia) Pty Ltd of Sydney have been named the Australian agent for Navtec products, a line of yacht rigging systems manufactured in the United States. Navtec products, seen worldwide on America's Cup and other premier racing and cruising yachts, include rod rigging and hydraulic systems for sail and power boats.

Through its warehousing capacity and servicing capabilities, Barlow will make the Navtec product line more readily available to the Australian marine trade and its customers.

Barlow's managing director Peter Shipway who notched up his 25th Sydney to Hobart in the 1995 race, says: "Our existing distribution network will allow us to service the entire Australian market in a streamlined and professional manner."

The company will stock hydraulic pump and valve panels, the heart of a yacht's hydraulic sail control system and has also acquired the only rod-straightening machine in Australia which greatly improves the quality and availability of rod rigging.

Further information: Peter Shipway at Barlow Distributors, Ph: 02 9318 2128 or fax: 02 9319 1858.

Magic 25 now building in New Zealand

Bashford Boatbuilder International, the Nowra-based boatbuilders, have announced the appointment of Lidgard Boatbuilders in Auckland as

New Zealand builders of the Magic 25 class. The official launch will take place during the Air New Zealand International Race Week in March.

Lidgards, leaders in New Zealand's custom boatbuilding market for three generations, had been investigating a move into a small production sport boat and the innovative new Magic 25 designed by Iain Murray and Associates was their first choice.

Duthie Lidgard recently sailed in the Magic 25 Victorian State championship, commenting afterwards: "The exciting class racing, high performance and strict one-design nature of the Magic 25 will make these boats readily acceptable in New Zealand."

Further information: Lidgard Boatbuilders - +64 (0) 9 416 9158.

Henri Lloyd release new Breathing Systemwear

Breathing Systemwear is a new range of base and mid layer clothing designed to help you body stay comfortable at all levels of physical activity and in all sailing conditions. It is a scientific system of integrated clothing using the latest generation Polartec fabric, engineering with BiPolar technology.

It allows you to add layers for warmth with minimal weight gain, whilst enabling perspiration to pass rapidly from your skin.

Photographed is the Henri Lloyd Mid-Jacket, part of the Breathing SystemWear range. It is available in navy outer with grey or plum lining and red outer with grey lining.

For dealer listings phone: 02 9638 4333 or fax: 02 9638 7951.

Hugh Treharne...a master yachtsman.



Henri Lloyd's latest Breathing Systemwear.

Hugh Treharne expands his Sailing School

One of Australia's best-known yachtsmen, America's Cup winning tactician Hugh Treharne, has expanded his already successful sailing school to offer a complete sailing service. The Hugh Treharne Sailing School now provides courses which can take an absolute beginner through to being qualified for extended offshore cruising or racing in major events like the Sydney to Hobart classic.

Hugh is also undertaking special consultancy and coaching clinics for cruising and racing yacht owners for crew training sessions, instruction on topics such as race tactics, match racing, rig tuning, steering and sail handling. Hugh will also advise on hull and rig modifications.

"I see a real need on racing yachts to have someone come on board for one or two races or cruises to help bring their boat up to speed," he told OFFSHORE. "I've been doing this as a sailmaker, now it's more as an independent consultant."

There are few yachtsmen in Australia better qualified to operate a complete sailing school than Hugh Treharne. His successes during more than 40 years include State, National and World championships in skiffs and keelboats, the America's Cup aboard Australia II in 1983, the Admiral's Cup, Southern Cross Cup, Clipper Cup and the Sydney to Hobart Race

(twice). He has covered more than 200,000 nautical miles under sail, cruising the Pacific and Atlantic Oceans, the Mediterranean and Baltic Seas.

Further information: Hugh Treharne Sailing, ph: 02 9997 3036, fax: 02 99977584 or mobile: 015 216 069.

Wunderlich Marine Services at Rushcutters Bay Marina

Wunderlich Marine Services and Ocean Marine Electrical have assumed the responsibility of the clientele of Rushcutters Bay Marina.

Services offered include shipwright services, stainless steel and alloy fabrication, repairs, rebuilds, and restorations through Tim Wunderlich on 9968 4130 or 015 067414 while the electrical installations include instrumentation, safety alarms, 240v installations, engine starting and charging systems through to David Apperley on 9968 2307 or 015 464964.

Cortaulds reformulate Epiglass Epifill

One of the most popular formulations for boat repairs used in Australia is the well-proven epoxy filler, Epiglass. Cortaulds Coatings, the manufacturers of Epiglass Marine Products, have announced the Epifill has undergone significant improvements which make it easier to apply and even further enhance the product's high standard of performance. Slump resistance has been improved, making large fills on vertical surfaces much easier to carry out, and improving the appearance of the end result. Instead of simply being thick, Epifill is now thixotropic, yet is still easy to mix, apply and sand.

The cured product retains its relatively high density and therefore is suitable for use whenever a higher crushing strength is required. Cure time for Epifill remains unchanged, although the cure is now slightly more positive in cold conditions.

Further information: David Rigden at Cortaulds, toll free phone 1 800 022 896.

Compass with a winning edge

If a racing sailor was to fit only one electronic piece of equipment to his boat

this season, he would be well advised to fit a new B&G Network Compass. This stand alone compass not only provides accurate headings in a bold, bright LCD display, but also vital tactical information such as course memories, headings/lifts and a countdown timer.

With these features the B&G Network compass is ideal for racing classes such as the J24 which allows electronics aboard for racing. It is also a useful compass for offshore racing or cruising sailors who want a clear compass display in the cockpit.

The B&G Network compass can also be interfaced with the GPS to give an accurate record of set and drift.

Further information: Mainstay Marine Electronics, ph: 02 9979 6702 or fax: 02 9999 3181.

YA gives nod to MOB recovery module

AN inflatable man overboard recovery module, displayed by RFD at the last Sydney Boat Show, created considerable interest among racing yacht owners. At that time the module had not been submitted to the Yachting Association acceptance, although in Europe and elsewhere it had already been a welcome alternative to conventional horseshoe lifebuoys.

RFD has advised OFFSHORE that the module is now an acceptable alternative in Australia and can be substituted for a lifebuoy under an amendment to AYF rule 16.7.7.

The Jon Buoy Recovery Module is usually mounted on a vessel's aft pulpit from where it can be launched in seconds. The small, white container incorporates an inflatable raft and dan-buoy. The raft has an ingenious water ballasted keel that fills with sea water thus maintaining stability and slowing down the rate of drift. The ballast drains out as the raft is lifted clear of the water.

The module is designed to make man overboard recovery a great deal easier and safer. To lift a casualty back on board a crewmember simply attaches a halyard to the webbing loop at the apex of four inflatable arms that extend above the raft. The whole raft and casualty can be winched over the lifelines and lowered to the deck.

Further information: RFD (Australia) in Sydney, Melbourne and Bris-

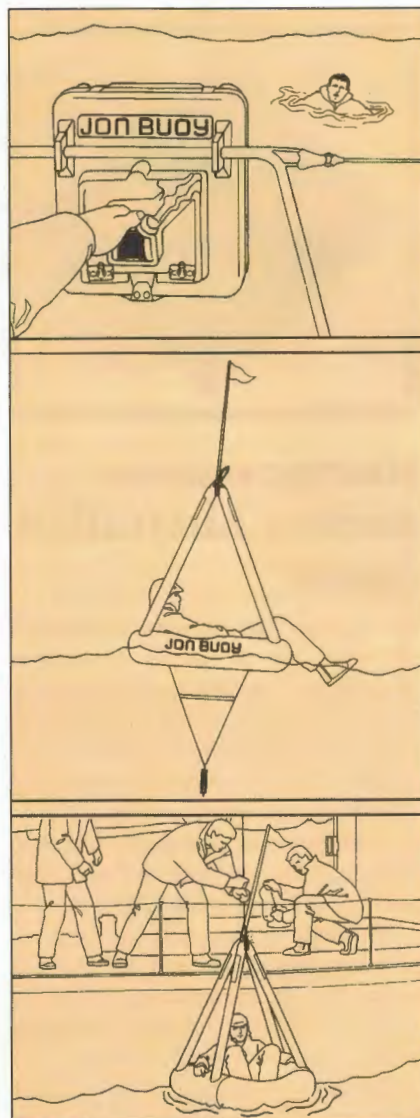


Diagram showing the Jon Buoy recovery module in use for a man overboard situation.

bane or contact John Ferris on 02 9667 0480 or fax 02 9693 1242.

Tylaska snap shackles

The American-based Tylaska Marine Hardware has created a new range of trigger-release snap shackles which it claims to be lighter, stronger and more snag resistant than any other snap shackle previously available.

The shackles have a low-friction geometry that allows smooth release under heavy load. They are constructed of aerospace-grade 15-5PH stainless steel that provides maximum corrosion resistance and high strength-to-weight ration.

More information: AMI Marine Sales, 45 Merton St, Rozelle, NSW 2039. Ph: 02 9818 1014 or fax: 02 9555 4216. ▲



Gary Gietz sets sail in Solings for 2000

Sydney 2000 Olympics campaigner Gary Gietz and his crew, Andrew Cutler and Stewart Dart notched up their first win in the long haul to fame when they won the NSW Soling championship at Manly over the Australia Day long weekend.

Manly Yacht Club, which has maintained support for the Soling class for several seasons, hosted the series in conjunction with the Australia Day Regatta, with competitors experiencing a range of conditions.

Gietz and his crew sailing his new Soling, *Sydney Gold*, won the series after a tense duel in most races with West Australians Edgar Vitte, Brett Riddle and Damon Neavis, sailing *Tower Life*. Manly club commodore Bruce Davis, sailing *Trio* with Robert Fagan and Jim Nixon, placed third.

Gietz, wellknown for his Olympic brand sails, has a special reason to gain selection for Sydney 2000. He was chosen in the Australian team for the 1980 Moscow Games as skipper of the 470 dinghy class, but the team was withdrawn under Commonwealth Government pressure because of then anti-Soviet politics.

The Sydney Gold team will contest

"Gietz and his crew sailing his new Soling, Sydney Gold, won the series after a tense duel in most races"



Ian Treleven of Line 7 (left) with NSW Premier Bob Carr who announced Line 7's Olympic leisurewear licence. With them are Ms Cat Bateman from SOCOG and Ross Monroe, also from Line 7.

the Sail Sydney '97 regatta on Sydney Harbour at Easter and is planning to contest the World championships in Copenhagen, Denmark, in July this year.

Booth wins Tornados at Sail Auckland

Mitch Booth, the Olympic silver medallist at Savannah, continued his top international form by winning the Tornado class at the Sail Auckland Regatta, with a new crew - champion Laser sailor Adam Beashel.

The regatta, part of the inaugural Sail Down Under program aimed to bring potential Olympic sailors to Australia and New Zealand in the lead-up to Sydney 2000, attracted 82 competitors from 11 nations competing in eight classes. Among them were ten Olympians, six of them medal winners.

The Mistral Imco board was studded with most stars including New Zealand gold medallists Bruce and Barbara Kendall and current Olympic champion Lai Shan Lee from Hong Kong, who is now studying at Canberra's Australian National University. Lai Shan Lee won the

Mistral women from Barbara Kendall and Australia's Natasha Sturges.

Australians did well, Booth and Beashel winning the Tornado class, Gordon the Laser Radials, while Tom King and Mark Turnbull finished second in the 470 men. New Zealand's

Nick Burfoot won the open Laser class.

Paul McKenzie regains A class championship

Olympian and former A class catamaran champion Paul McKenzie has regained the Australian A class title at Port Stephens after three seasons sailing Finn dinghies in the lead-up to Atlanta. McKenzie, who has received ongoing sponsorship from KPMG, plans to return to the Finn circuit in Europe in May to begin his preparation for Sydney 2000.

Olympic leisurewear licence to Line 7

Wellknown CYCA member Ian Treleven and his wife Andrea have been granted a licence to market an upmarket leisurewear range from their Line 7 clothing company for the Sydney 2000 Olympic Games.

NSW Premier Bob Carr announced Line 7's licence agreement, one of only 50 to be granted by SOCOG. It will allow Line 7 to manufacture and market clothing in the Games' lifestyle fashion range, "The Millennium Collection", and will be marketed exclusively in Australia.

Included in the range are jackets, sailing jerseys, polo shirts, caps, belts and polar fleece jackets in colours consistent with the official games colours of ochre, gold, blue and green. Treleven is confidently predicting his company will sell \$20 million worth of SOCOG/Sydney 2000 leisurewear between now and the year 2000. ▲

news from all ports

UK Law prevails in Australia Cup

The Australia Cup, our only major international match racing series, once again attracted talented sailors from around the world. John Roberson was on the water with pen and camera.

After a series that saw several skippers' fortunes wax and wane in the period of a week, Britain's Chris Law peaked at just the right time to take the 1997 Australia Cup match racing grand prix, hosted by the Royal Perth Yacht Club.

Law and his crew steadily improved throughout the regatta, showing an ability to come from behind on more than one occasion, to take the trophy for the second time.

The Royal Perth made a gutsy call in inviting twelve skippers, while having only eight boats for them to sail, then running a double round robin event, followed by semi-finals and finals. This necessitated running a total of 34 round robin flights, over a period of five days, which is a heavy schedule, but fortunately a combination of very slick race management and the co-operation of the Fremantle Doctor enabled this part

"He's not used to big boats, but boy can he pick the breeze."

of the regatta to be completed on time.

Expanding the field from the usual ten skippers to twelve, enabled the club to include a good combination of top ten "rock stars", rising talent and newcomers. Six of the twelve were ranked in single figures on the Omega ladder, with Peter Gilmour at number 3, the series favourite.

Other top tenners were Frenchmen Bertrand Pace (4) and Thierry Peponnet (8), Sweden's Magnus Holmberg (5), Chris Law (7) and Dane Sten Mohr (9). Roy Heiner of the Netherlands, ranked 11th, is making a comeback to the circuit after a year away on an Olympic campaign, while Neville Wittey (19) is a sometimes circuit participant.

The four lower order skippers were New Zealand's Gavin Brady (30), American Morgan Larson (33), Sebastien Destremau (37) - a Frenchman resident in Perth, and local skip-

per Dave Clark (50). All had their various claims to fame, and some significant sailing achievements, and showed during the series they were capable of causing upsets.

Brady has been on the match racing circuit for some years, mostly as a crew, making a debut as a skipper late in 1995 before taking a break for much of last year to master mind a campaign that saw him win the Mumm 36 world championships on San Francisco Bay last September.

Morgan Larson is a product of that Bay are, growing up in the foot steps of such greats a Tom Blackaller and Paul Cayard, he surprised the world by finishing second to Russell Coutts in his home town regatta last year, and is doing the 18 Foot Skiff circuit this year. Sebastien Destremau has sailed with such skippers as Pace and Peponnet, as well as being on the Corum Sailing Team, and he too made his debut as a skipper a year ago, and now has sponsorship from British Airways. Dave Clark made his name on the national scene when he skippered Western Australia to victory in both the Lexcen



Peter Gilmour and his all Japanese crew finished third in the Australia Cup. (Pic: John Roberson)

Shield and Lexcen Cup last year, and he is now seeking sponsorship to go out onto the international circuit.

It was Clark who was the talk of the regatta at the end of the first day, heading the leader board, with a 4 win - 1 loss scoreline, ahead of Gilmour, Holmberg and Pace all with three wins, while Law was back in fifth place having only won two races.

Day two saw Magnus Holmberg emerge as the front runner, ending the day with six wins on the board, while Pace, Gilmour and Clark all had five, and Law was still in fifth place on four wins.

The Swede continued to head the leader board after day three, working out a two point margin, with 11 wins, while Peponnet moved up into second place with nine wins on the board, Gilmour had eight, with Pace and Law on seven wins.

It was Peter Gilmour's turn to sit on top of the ladder at the end of day four, with 14 wins, Holmberg hanging in at second on 13. For the first time in the regatta Chris Law looked like a semi-finalist, sharing third place on 11 points with the two French skippers. That evening he commented, "tomorrow will be like Trafalgar all over again, a battle with the French."

At the end of the next day he was able to say, "history repeated itself, the British won, and left the French fighting amongst themselves." With the round robins completed it was Holmberg who topped the ladder, after a tie-breaker with Gilmour, while Law took third place, and Peponnet became the fourth semi-finalist.

The Swede selected the Frenchman as his semi-finals opponent, leaving Gilmour and Law to contest the other best of three race series. In very light winds on the morning of the final day, both Gilmour and Holmberg went 1 - 0 up before racing was abandoned to wait for the sea breeze.

When the Doctor came in after lunch, and racing resumed, Law and Peponnet levelled the score, then went on to take their deciding matches, to become the finalists - Trafalgar again!

The first encounter of the best of three race final, saw collisions and penalties, with Peponnet taking the gun. Again Law picked himself up off the canvas, to win the next two matches, which were equally close and hard fought, to collect the trophy.

Using the early rounds to experiment, Law ended up running his boat differently from the rest to best utilise the talents of Ben Ainslie, Laser silver medallist in Savannah. "He's not used to big boats," commented Law, "but boy can he pick the breeze." While Ainslie helped at such hectic times as spinnaker hoists and drops, his job on the boat was to sit behind the skipper and feed him information.

The rest of the crew, James Stagg on the bow, Andy Hemmings trimming headsails, and Julian Salter on mainsheet, were without doubt the best in their separate departments in the fleet. Their spinnaker hoists and drops were immaculate, the sail trim was perfect, and they handled every situation their skipper threw at them.

Australia Cup 1997, final results:

1, Chris Law (GBR), 2, Thierry Peponnet (FRA), 3, Peter Gilmour (AUS), 4, Magnus Holmberg (SWE), 5, Bertrand Pace (FRA), 6, Gavin Brady (NZL), 7, Roy Heiner (NED), 8, Morgan Larson (USA), 9, Sebastien Destremau (AUS), 10, Dave Clark (AUS), 11, Sten Mohr (DEN), 12, Neville Wittey (AUS).

How to Achieve Your Yacht's Potential



Hugh Treharne has spent 30 years helping his clients win yacht races - from Club events to the America's Cup.

His new consulting service offers that experience to help you achieve the full potential of your yacht and her crew.

Whether your yacht is still on the drawing board or currently racing, cruising or for recreational use, he can help you.

Hugh's professional advice can save you time and money.



CALL HUGH TREHARNE (Yachtmaster)

Hugh Treharne on PH (02) 9997 3036
Sailing FAX (02) 9997 7584



If you're going to be the last to leave, make sure there's an **RFD**, first.



RFD (Australia) Pty Ltd BRISBANE:

MELBOURNE:
129 Herald Street
Cheltenham VIC 3192
Phone (03) 9532 1822
Fax (03) 9532 1949

36 Randall Street,
Slacks Creek QLD 4127
Phone (07) 3808 8918
Fax (07) 3808 8957

SYDNEY:
3/7 Kent Rd Mascot 2020
Phone (02) 667 0480
Fax (02) 693 1242

Specialists In Safety & Survival Equipment

April • May 1997

57

SEA

Restored timber yawl wins 47th Lincoln race

A Swedish-designed timber yawl built 35 years ago for an American yachtsman and restored in Adelaide upset the latest state-of-the-art yachts in the Fosters 1997 Blue Water Classic, the 47th annual race from Adelaide to Port Lincoln. Peter Campbell spoke to owner Maas Hanen.

Meteoro, an Olhson 35 yawl built in Sweden in 1961 and now owned by Adelaide yachtsman Maas Hanen, took top honours in a record fleet of 101 yachts which started (and finished) the 172 nautical mile race. She won Division II and took first place overall on corrected time in a race which saw handicap results generally dominated by smaller yachts.

The timber boat went back in the water only a week before the race after having her hull splined. "In fact, I slapped a few more splines in the top-sides the day before the race," Hanen told OFFSHORE.

"Her hull is like that of an extended Dragon and she is very fast in the conditions we had to Port Lincoln, a close reach and then a spinnaker run across Spencer Gulf," added Hanen who raced the boat with a crew of two, Tim Scott and Chris Hart.

Meteoro, sailing under the burgee of the Cruising Yacht Club of South Australia, won overall from Vince Lamond's *Allouette*, a French designed Pion 9.5m sloop also from the CYC, and *Escapade*, a Binks-built Spencer 30 skippered by Mike Hambidge from the Royal South Australian Yacht Squadron. These three also filled the top placings in Division II.

"Meteoro was built in Sweden in



1961 for the Commodore of Seattle Yacht Club in the United States and launched there in 1962," Hanen added. "She was later shipped to Australia and I acquired her recently. She has gone back to her original name and I'm now in the process of restoring her to her original condition.

"The hull is Honduras mahogany, she still has her original spruce mast, wooden blocks, bronze winches and fittings, a solid teak rudder, and even the original mitre-cut sails. The old number one gennie is shot and full, but in the light reaching conditions overnight to Port Lincoln it proved an ideal sail."

"she still has her original spruce mast, wooden blocks, bronze winches and fittings"

Division I went to Neville Slee's Farr 1104 *Bandwagon* from the CYC, second place going to *Laughing Cavalier* (M.Morris) from the Royal Brighton Yacht Club in Melbourne, third to *Vicki J IV* (Ken Brougham, RSAYS) the former *Sportscar* which is a

Joe Adams scaled down version of *Helsal II*. Older boats outsailed the state-of-the-art racers in the IMS division, first place going to *Celebrity*, a Swarbrick 11.4m sloop skippered by another CYC member Dr Richard Pope, with the Alan Payne-designed Tasman Seabird *Reprieve* taking second place for RSAYS member David Barnfield. Third was *Pandemonium* (J.Hood)

from Port Lincoln Yacht Club.

RSAYS members Peter and Helen White sailed the Peter Cole-designed 9.6m *Kaos* to victory in the JOG division, second going to *The Ghost of Xmas Past* (Michael and David Ketteridge, CYC), third to *Magic Dragon* (Ken Roberts, RSAYS).

This was the 47th annual race run by Port Lincoln Yacht Club with the co-operation of the Royal South Australian Yacht Squadron, with many yachts competing in the annual Lincoln Week Regatta or cruising in Spencer Gulf.

The record 101 starters was the largest ocean yacht race fleet in Australia this past summer, exceeding even the Telstra Sydney to Hobart which had 95 starters.

The fleet was boosted this year by some 30 yachts, mostly cruising boats, from Victoria, although there were several racing yachts from Melbourne, including Peter Hansen's *PL Lease Future Shock* which took line honours only a matter of weeks after her record-breaking win in the Melbourne to Hobart race.

The race started from Adelaide's Outer Harbour in two divisions, with 38 cruising yachts setting sail at 10am on Friday, February 14, and 62 racing boats getting the gun at 3pm. The 172 nautical mile course took the fleet on a south-westerly and westerly course across the Gulf of St Vincent, through the Investigator Strait and on a north-westerly course across Spencer Gulf to Port Lincoln.

Conditions were excellent throughout the race, apart from a five hour calm on Friday night, with all yachts completing the 172 nautical mile course. *Future Shock* led the racing fleet around Marion Reef by 25 minutes then continued to sail away from the veteran pocket maxi *Helsal II* (Keith and Ian Flint) which had taken line honours in the previous six races. She picked up a 25 knot southerly in the middle of Spencer Gulf to dash to the finish under spinnaker, sailing the course in 21 hours and 3 minutes - 85 minutes ahead of *Helsal II*.

Third to finish, only ten minutes astern of *Helsal II* was Port Lincoln boat *Scavenger* with Peter Barwick at the helm, just five minutes ahead of Bob Edgerton's *Advantage*.

Boags Three Peaks set for keen competition

The 1997 Boags Three Peaks Race over Easter will again be one of the toughest events on the Australian yachting calendar, a combination of offshore sailing in Bass Strait and the Tasman Sea and endurance running in Tasmania's rugged coastal mountains.

Starting on Good Friday from Beauty Point on the Tamar River, the event comprises three sailing and three running legs that takes the fleet to Lady Barron on Flinders Island in Bass Strait, down Tasmania's East Coast to Coles Bay, then on to the finish at the Wrest Point Casino Boardwalk in Hobart. Here the fleet has the choice of sailing around Tasman Island or taking a short-cut through the Denison Canal at Dunalley.

Heading the 20 teams entered this

year is Hobart medico John Saul in his Inglis 47 *Vendetta*, which will be racing under the sponsored name, *Computerland*. Saul won the event in 1966, which means free entry this year. However, he is leaving nothing to chance by doing some running training himself so that if their sailing performance is not

going so well, the team will strive for the points award Tilman Trophy donated by the original British Three Weeks Race organisers.

A trimaran, *Twisted Sister*, and two catamarans, *Bastet* from Tasmania and *Cascade* from Victoria, are among this year's entries, along with previous winners Nick Edmunds in 1990 (*Haphazard*) and his brother Richard (*Wild Card*) in 1995. The brothers in their near



Runners come ashore at Coles Bay on the Tasmanian East Coast after the tough sail from Flinders Island and head off on one of the tough endurance bush running legs of the Boags Three Peaks Race. (Pic - Peter Campbell)

identical Radford 47s and another local Tamar Valley yachtsman, Denis Wivell in his Inglis 47 *Wild Apple*, will be among the pace-setters at sea.

New trophies are being awarded this year to attract teams of yachts which cannot realistically achieve the overall prize.

OFFSHORE will have a full report on the Boags Three Peaks Race in our next issue.

WARNING - Bluestreak battens will not make you a better sailor.

Wish we could but it's the one design feature that's seems to have so far eluded us.

We've used the best materials we can; vinyl ester resins and high grade fibre. We developed machinery and software programs unique to Bluestreak to precisely taper each batten to respond in a particular way under load conditions in both racing and cruising situations.

We have leading sail makers the world over who use and recommend our product and we continue to develop the Bluestreak range in close consultation with them, ensuring that we are right there as new sail technology emerges.

So, while we can't actually make you a better sailor, we've done all there is to do to make you a faster one.

Steer the pointy end toward a Bluestreak stockist soon

NSW	BLUESTREAK	(02) 9820 1266
VIC.	MARINE SPORTS	(03) 9584 3098
QLD	D.M.W.	(07) 3893 1055
S.A.	GLASSCRAFT MARINE	(08) 8223 3055
W.A.	MARINDUST	(09) 386 3792
TAS.	PETER JOHNSON	(002) 34 5238
NZ	AUCKLAND - QCD	(649) 366 7118



BLUESTREAK
Superior fibreglass battens



Terra Firma and the Sydney entrant *Atara* sailing boat-for-boat during the Port Phillip Regatta. *Terra Firma* comfortably won the IMS Racer Division. (Pic - Lisa Harnett).

Terra Firma wins 1997 Port Phillip Regatta

Terra Firma, the overall IMS winner of the 1995 Testra Sydney to Hobart, but a rudderless retirement from the 1996 race, made some amends for Royal Yacht Club of Victoria members Scott Carlile and Dean Wilson by winning the IMS Racer Division of the Port Phillip Regatta in mid-January.

The Iain Murray-designed 41-footer won two races but was only twice out of the top three on corrected time in the nine race series to win from fellow Royals boats, *JLW Chutzpah* (Bruce Taylor) and *Atria* (Gilbert Ford).

Atria, the smallest yacht in the Sydney to Hobart ocean race, followed up her division win in the bluewater classic with four wins on Port Phillip, but a couple of mid-fleet placings stopped her from reaching number one place.

Fourth place overall went to *Ausmaid*, the 1996 Telstra Sydney to Hobart winner, skippered by Giorgio Gjergja from Sandringham Yacht Club, after some tight racing with arch-rival *BZW Challenge* (Ray Roberts) from Sydney.

The maxi yacht *Condor* from Sydney also stopped over in Melbourne on her way back from Hobart, taking line honours in each of the nine races.

Originally called the Petersville Regatta and then the Nissan Regatta, it was disappointing to see only ten boats line-up in the Racer division and eight for the Cruiser/Racer, with only four starters in the last race.

But then Sandringham's Lou Abrahams in his BH41, *Seaview Challenge Again*, had it all sewn up by the seventh race winning six of those races on corrected time. - Peter Campbell.

Final points were:

IMS Racer Division: 1, *Terra Firma* (Dean Wilson/Scott Carlile) 9.5; 2, *JLW Chutzpah* (Bruce Taylor) 14.5; 3, *Atria* (Gilbert Ford/Robert Hicks) 16.25; 4, *Ausmaid* (Giorgio Gjergja) 19.0; 5, *BZW Challenge* (Ray Roberts) 20.75. IMS Cruiser/Racer Division: 1, *Seaview Challenge Again* (Lou Abrahams) 4.5; 2, *First Light* (D.Hatherley) 14.0; 3, *Eureka* (H.Russell) 14.75; 4, *Reverie* (A.Woodward) 16.75; 5, *Xerox Sagacious* (P.Jacka) 25.0. VYC Performance Handicap, Division 1: Chief Sitting Bull (M.Hart) 25.75; 2, *Soave Il Vento* (S.Niemann) 38.75; 3, *Cadibarra VII* (D.Jones) 42.0; 4, *Cash Flow* (G.Rowland) 43.75; 5, *Bartercard Morning Mist III* (A.Neate) 47.75. VYC Performance Handicap, Division 2: 1, *Cotton Blossom* (M.Chew) 17.5; 2, *Speculation* (D.Lithgow) 21.5; 3, *Copyright* (B.Raward) 26.0; 4, *Revolution* (G.Watt) 26.75; 5, *Barnstormer* (B.Barnes) 36.75. 'Couta Boats: 1, *April* (B.Almond) 12.0; 2, *Wagtail* (P.Burke) 15.0; 3, *Christine* (W.Vautin) 18.

Safety at Sea Seminar at Maritime Museum

Safety at Sea should be the vital concern for thousands of Australians who put to sea in a wide variety of craft each year - not just intrepid round-the-world yachtsmen.

With this in mind, the Australian Institute of Navigation and the Australian National Maritime Museum are holding a seminar at the Museum called "Safety at Sea - a Seminar for everyone that puts to sea" on Sunday morning, June 1, 1997.

The RAAF Maritime Group Patrol, which successfully conducted the searches for the round-the-world yachtsmen earlier this year, will open the seminar with extensive video footage and exciting descriptions of these daring rescues. Importantly, they will give those attending the seminar a much greater understanding of some of the things mariners can do to assist their own rescue.

The seminar will also highlight the safety net offered by the Australian

Maritime Safety Authority and Telstra's marine radio network and explain how mariners can make best use of these. For more information, call the Australian National Maritime Museum on 02 9552 7544. Bookings are essential for the seminar, with Telstra and AMSA the major sponsors.

AYF News Prominent sailors join AYF board



The Australian Yachting Federation has appointed three prominent Australian sailors - Leigh Minehan, Iain Murray and Grant Simmer - to its seven member Board as a further development of its new streamlined administrative structure.

The seven member Board replaces the old structure of State and Territory delegates, plus six outside experts, which led to a Board of 13, an arrangement which proved unwieldy, unworkable and contributed to management and financial difficulties.

Under the new structure, the annual assembly of affiliated State and Territory yachting organisations elected four Board members - former President Bob Lucas (Victoria), Don Nickels (WA), David Tillett (SA) and Bruce Dickson (NSW). These four then elected Bruce Dickson as President and appointed the three other members to bring specialised expertise to the Board.

Leigh Minehan, a former Commodore of the Cruising Yacht Club of Australia and a senior partner in the accountancy company of Coopers, Lybrand, is the new AYF Treasurer.

Iain Murray, a winner of 11 World championships and a competitor in four America's Cups, heads the yacht design firm of Iain Murray & Associates and is a director of the sports marketing and management company, the Kookaburra Group.

Grant Simmer, who was navigator of America's Cup winner *Australia II* in 1983 and has continued as one of Australia's leading one-design and offshore sailors, is a director of North Sails (Aust) Pty Ltd.

Newly elected AYF President Bruce Dickson emphasised that each of the three additional Board members brought a variety of skills. The

appointment of Grant Simmer would help show offshore sailors that the AYF was concerned about looking after their interests.

"I believe we have a well balanced team that will work together in establishing sailing as one of Australia's leading sports and recreations," Dickson added.

The AYF's new General Manager, Phil Jones, has taken up duties at the Federation's office in Sydney. Before joining the AYF, Jones was the International Sailing Federation's Olympic Manager and was heavily involved in the Barcelona and Atlanta Olympics and the inaugural World Sailing Championships at La Rochelle, France.

Staff at the AYF

The staff at the Australian Yachting Federation now comprises:

- Phil Jones, General Manager
- Tony Mooney, Technical Officer
- Phil Vardey, Sailability Manager
- Jacqui Ellis, Development Manager
- Karole Torok, Administrative Assistant
- Carlene Ryan, Receptionist/Secretarial
- Kristen Kosmala, Training and Development (part-time)



The Sydney Maritime Museum's restoration of the three-masted iron barque *James Craig* took a giant step forward in February when she went back in the water 123 years after her original launching in England. More than 1500 volunteer members and restoration staff of the Museum have worked for the past 25 years in restoring 400 steel plates, refitting more than 50,000 rivets, replacing and repairing 180 frames and re-laying the timber deck. Photographer David Mist captured the *James Craig* in tow by the Museum's restored tug *Waratah* after her re-floating at Garden Island.

The AYF can be contacted at:
33 Peel Street, Kirribilli, NSW 2061
(Postal address: Locked Bag 806, Milsons Point, NSW 2061)
Phone: 02 9922 4333 • Fax: 02 9923 2883
Internet: ausyacht@ausport.com.au

Northshore 38 NSW State championship

The evergreen Northshore 38 will be holding its NSW championship on Sydney Harbour over the weekend of April 19-20, with between 10 and 15 yachts from NSW ports expected to compete in the four race series. For

information on the NSW championship call Julian Farren-Price on 9363 2528 or the Sydney Yachting Centre on 9969 2144.

Lake Macquarie crew second in Interpacific

Glen Coulton and his crew from the Lake Macquarie Yacht Club finished a close second in Bucklands Beach Yacht Club's Line 7 Interpacific Yacht Challenge on Auckland's Hauraki Gulf, losing to the experienced team from Royal New Zealand Yacht Squadron, holders of the America's Cup.

"I learnt to sail with Terry Wise at Pacific Sailing School"

Richard Uechtritz of Colin Beashel's winning Etchells crew in two world championships and many other successes

PACIFIC SAILING SCHOOL



SYDNEY HARBOUR

Aust. Yachting Federation Approved Training Centre

at the Cruising Yacht Club
New Beach Road, Rushcutters Bay
Tel (02) 9326 2399 • Fax (02) 9327 2487

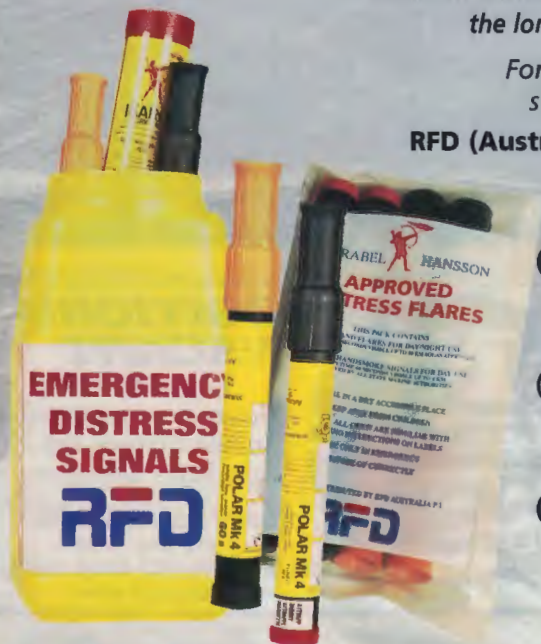
RFD
MARINE & SAFETY EQUIPMENT

When you need a light at the end of the tunnel count on RFD Safety Flares to light your way.

They could make the difference between a small problem and the long swim home.

For your nearest stockist phone

RFD (Australia) Pty Ltd



Brisbane:
(07) 3808 8918

Sydney:
(02) 9667 0480

Melbourne:
(03) 9532 1822

Specialists In Safety & Survival Equipment

MASRM YACHTS NSW

INTRODUCING THE NEW MASRM 950

*New and used MASRM 920's
for information or a sailing demonstration*

Phone (02) 9879 7454 or Fax (02) 9816 1959

FRASERSAILS

The Ultimate in Racing and Cruising Sails

For information on our Sails, Services & Products, please write to:

6 NIELD AVE., RUSHCUTTERS BAY, 2011
PH: (02) 9361 4836. FAX: (02) 9332 3271
BISBANE (07) 3252 5161 MELBOURNE (03) 9328 3260
HOBART (002) 345 422 WHITSUNDAYS (079) 461 125 PERTH (09) 430

Telephone: (02) 9363 2130
Facsimile: (02) 9327 1465
Mobile: 041 2032 130

D. & R. SHIPWRIGHTS (C.Y.C.A.)

New Beach Road
Rushcutters Bay NSW 2027

- REPAIRS
- PAINTING
- FITTING



Steinmann & Associates P/L ACN 004 736 483 NAVAL ARCHITECTS

KELL STEINMANN™

YACHT DESIGN
THE MIGHTY AMAZON IMS Maxi/Line Honours
BOBSLED World Speed Monhull Race Record Holder
HAMMER OF QUEENSLAND IMS/Line Honours
INNKEEPER BOC/IMS Yacht
KAGERO Hiroshima Cup Line Honours Record Holder
Tel: 0414 444 499
PO BOX 453 Avalon Beach NSW 2107



83 BILSEN ROAD WAVELL HEIGHTS QLD 4012
PHONE/FAX (07) 3266 9735 MOBILE 018 740 200

PREMIER BOAT TRIMMING

- Boat Covers
- Car Trimming
- Carpets
- Upholstery

Phone for a free quote **(02) 9363 5998**
d'Albora Marinas, New Beach Road,
Rushcutters Bay NSW 2027

SALAMANDER YACHTS

builders of the new
JUTSON
MT GAY 30

Ph: (049) 64 8166 Fax: (049) 64 8437
29 Laverick Ave, Tomago, NSW 2322

LEWMAR

Winches
Hatches
Portlights
Rope Clutches
Windlasses

Gibb Rigging & Dyform wire

BARLOW DISTRIBUTORS (AUSTRALIA) P/L
177 PHILLIP ST, REDFERN NSW 2016
TEL: 02 9318 2128 FAX: 02 9319 1858

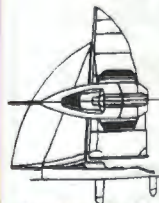


POSITIONS VACANT

Experienced
Sailmakers required
in the Sydney loft.
Enquiries welcome.

SYDNEY (02) 9997 5966
FAX: (02) 9997 4805
MELBOURNE (03) 9534 0363
FAX: (03) 9525 3095

BOAT SPEED



Performance
Sailcraft

- Custom Built One Off Yachts from 18 to 80 feet
- All Types of Composite Construction
- In House Pre-Preg
- Full IOR-IMS Optimisation

11 Nell Road, West Gosford NSW 2250
Ph: (043) 23 2989 Fax: (043) 23 4023

YACHT & NAVAL ARCHITECTS
COMPOSITE ENGINEERS

I A I N
M U R R A Y
A S S O C I A T E S &

SUITE B, RPAYC, MITALA STREET, NEWPORT NSW 2106 AUSTRALIA
PO BOX 729, NEWPORT BEACH, NSW 2106 AUSTRALIA
TEL: (61) 2 9979 6202 FAX (61) 2 9979 6215



SAILCLOTH

Most Medals – Barcelona '92
Most Medals – Savannah '96
Most Medals – Sydney 2000?
Be a Contender ... Buy Contender!

Call or write to: Contender Sailcloth Pty Ltd 4A Wilmette Place Mona Vale 2103 NSW (02) 9997 4099 or 1800 252 350
Stockist of: Contender Sailcloth, Challenge Sailcloth/Hardware, Rutgerson Hardware, P.N.P. Products, Blue Streak
Battens, Webblings, Tapes, Adhesive Sailcloths, Furlex Furlers, Selden Rodkickers, Ferrari PVC Fabrics.



ANDY COYLE'S
BOATING SERVICE

complete boat maintenance
& management

PO Box 448 Tel & Fax: (02) 9388 8085
Vaucluse
NSW 2030 Mobile: 0411 886089



SAILMAKERS

GET THE BEST OUT OF YOUR BOAT
Call (02) 9905 0800 or your local boat loft now

For peace of mind

Cruising in the Whitsundays cruise your
own – Beneteau, Cavalier, Compass, Oceanic
Perry Yachts or Bertram, Resort or Mariner
Power Boats.

CHARTER YACHTS AUSTRALIA
1800 639 520 Fax: (079) 461 488

PERFORMANCE BOATING SERVICES
SPECIALISING IN PERFORMANCE ORIENTATED YACHTS

RON JACOBS

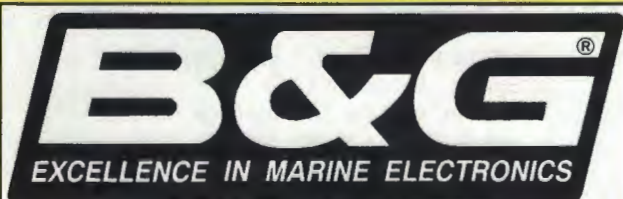
JAMIE MACPHAIL



- New and used yachts
- Charters
- Rating Optimisation
- Race Preparation
- Project Supervision

PBS International Pty Limited
Gibson Marina: 1710 Pittwater Road
Bayview 2104 Sydney Australia
Ph/Fax: (61) 2 9979 9780

INTERNATIONAL
MARINE DEALERS & BROKERS



MAINSTAY MARINE

PH 02 9979 6702 FAX 02 9999 3181

1/4 Taronga Place, Mona Vale NSW 2103

This space could be
yours for as little as
\$125 per month.

Call Jan Cooke on (02) 9452 2093
to reserve your space

SUBSCRIBE
NOW! to
Offshore

YES! Please send
my Offshore subscription

Send to: Jamieson Publishing
4/34 The Esplanade, Cronulla NSW 2230
OR Fax on (02) 9544 1502

- 31.70 FOR 6 ISSUES (including the Sydney-Hobart Yacht Race Programme)
 60.00 FOR 12 ISSUES (including TWO Sydney-Hobart Yacht Race Programmes)

Name _____

Address _____

Postcode _____

Month of commencement _____

Cheque/money order enclosed OR charge my Bankcard Visa Mastercard

No: _____ Exp. Date ___/___

Signature _____



GEOFF TYERS P/L

CYCA Offshore Racing Calendar

MAJOR OFFSHORE AND INSHORE EVENTS IN AUSTRALIA AND OVERSEAS

NEW SOUTH WALES, QUEENSLAND, VICTORIA, TASMANIA, WESTERN AUSTRALIA

APRIL

- 5 Becks Range Regatta, Heat 6, Port Phillip.
5-6 Fosters Classic Series, Whitsunday Sailing Club.
12-13 VYC Association Cup Regatta, Port Phillip.
13 CYCA Ladies Day - Jill McLay Trophy
20 CYCA Digital Winter Series opens, Veterans Race for Tradewinds Trophy. Pointscore racing every Sunday through to July 20.
Wednesday afternoon racing, Sydney Harbour: October 4 1996 - April 23, 1997 - Royal Prince Edward Yacht Club.

AUGUST

- 3 Sydney-Gold Coast Classic, IMS, PHS - CYCA.
17 Hogs Breath Mooloolaba-Airlie Beach race, Whitsunday Sailing Club.
17-21 TAG-Heuer Hayman Island Big Boat Series, Hayman Island Yacht Club.
23-30 XXXX/Ansett Hamilton Island Race Week - Hamilton Island Yacht Club.

SEPTEMBER

- 6 Brisbane to Noumea Race - Queensland Cruising Yacht Club.
6-12 Hogs Breath Race Week, Whitsunday Sailing Club.
13 Great Whitsunday Fun Race, Whitsunday Sailing Club.
19-26 Mirage Resorts Clipper Cup, Cairns Yacht Club/Port Douglas Yacht Club.

INTERNATIONAL

MAY 1997

- 14-30 Guernsey Trans-Atlantic Challenge, Boston to Guernsey, IMS, RORC Offshore and W60s (primary qualifier for Whitbread Race) - Royal Ocean Racing Club.

- 17 Atlantic Challenge Cup for class and contemporary super yachts with LOA greater than 85 feet - New York Yacht Club.
23-28 Rolex St Tropez Cup 1997 for Int 12m class yachts, Saint-Tropez.

JULY-AUGUST 1997

- 28-14 Champagne Mumm Admiral's Cup, Cowes, England, Royal Ocean Racing Club.

AUGUST 1997

- 5-11 Rolex Swan European Regatta 1997, Cowes, Isle of Wight, UK - Royal Yacht Squadron.
17-21 TAG-Heuer Big Boat Series, Hayman Island, Qld - Hayman Island Yacht Club.
23-30 XXXX Ansett Hamilton Island Race Week - Hamilton Island Yacht Club.

SEPTEMBER 1997

- 6 Brisbane to Noumea, New Caledonia Ocean Race, Queensland Cruising Yacht Club.
7-17 Maxi Yacht Rolex Cup, ILC Maxi World championship, Porto Cervo, Sardinia.
22 Whitbread Round the World Race, Leg 1, Southport to Cape Town, 7350nm. (ETA Cape Town, October 22)

NOVEMBER 1997

- 8 Whitbread Round the World Race, Leg 2, Cape Town to Fremantle, 4600nm. (ETA Fremantle, November 24).

DECEMBER 1997

- 13 Whitbread Round the World Race, Leg 3, Fremantle to Sydney, 2250nm (ETA Sydney, December 22)
Southern Cross Cup international teams series, IMS - CYCA.
Telstra Cup, IMS, PHS regatta - CYCA.
26 Telstra 53rd Sydney to Hobart - CYCA.

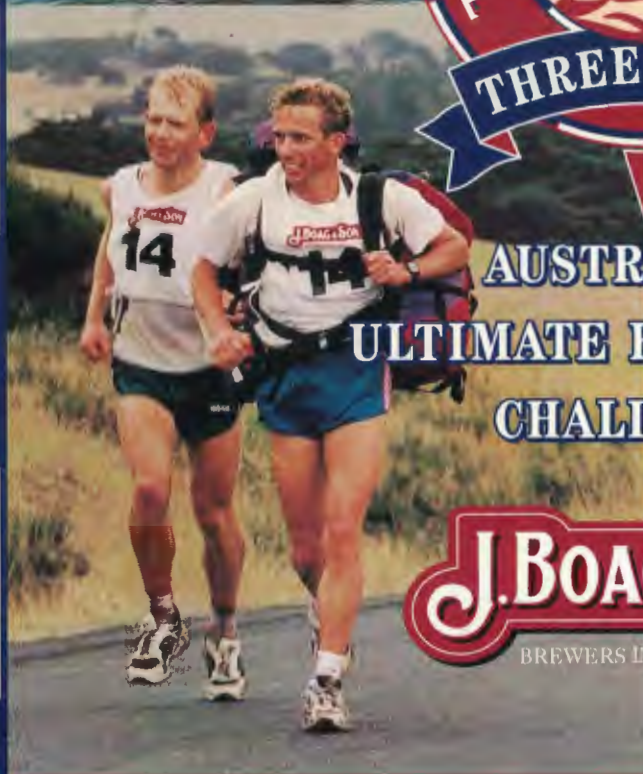
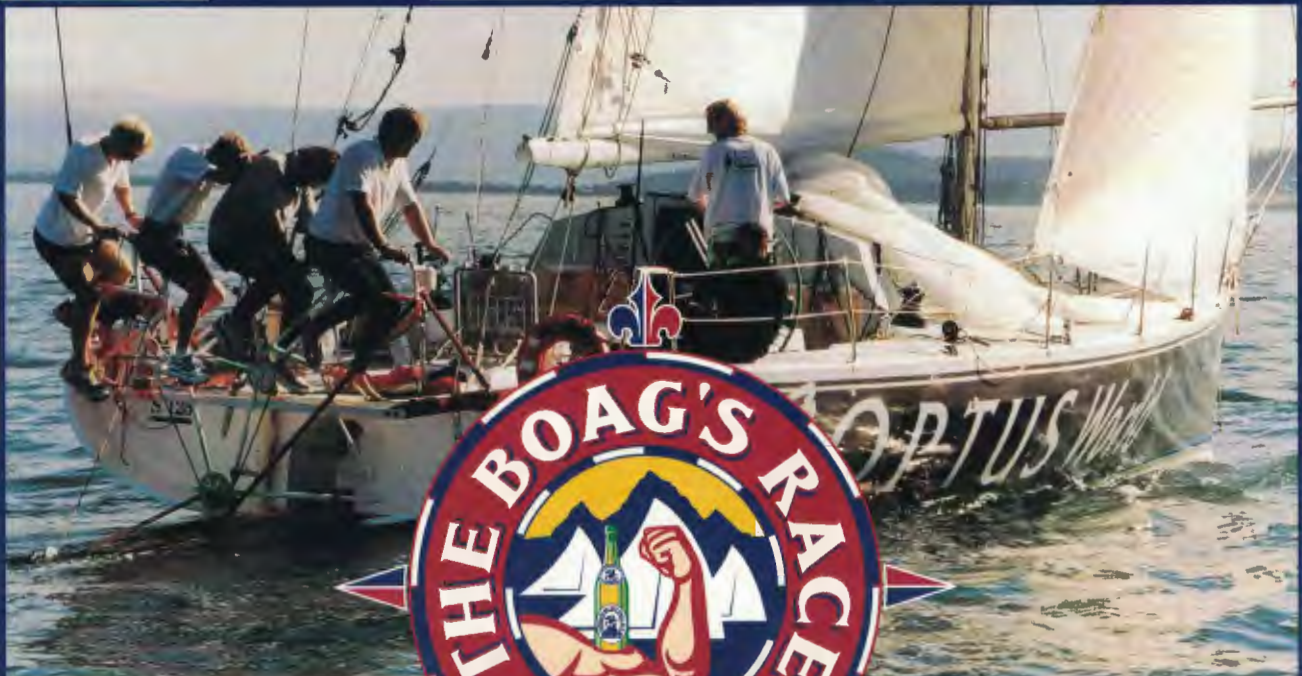
JANUARY 1998

- 4 Whitbread Round the World Race, Leg 4, Sydney to Auckland, 1270nm. (ETA Auckland, January 9).
26 Tall Ships Race, Sydney to Hobart.
31 Whitbread Round the World Race, Leg 5, Auckland to Soa Sebastiao (Brazil) 6670nm. (ETA Soa Sebastiao, February 23).

COMPLETE YACHT PAINTING SERVICES

ENAMELLING • VARNISHING • DECORATIVE LINES • SIGNWRITING
• SPRAYING OF 2 PACK ENAMELS • EPOXY COATINGS • ANTIFOULING

THE BOATYARD
1 BRADLY AVE., MILSONS POINT NSW
PHONE: (02) 9922 4612



**AUSTRALIA'S
ULTIMATE ENDURANCE
CHALLENGE**

J. BOAG & SON
BREWERS IN TASMANIA SINCE 1857

There is no other race in Australia today like the Boag's Race. Three sailing legs covering a total of 635kms, as well as three running legs over mountain peaks totalling more than 135kms. At times, the foul weather and steep incline of Tasmania's mountainous

countryside requires competitors to re-define their own deepest notions of strength and endurance. This year over 30 teams will compete in the Boag's Race – Australia's ultimate endurance challenge.

Starting Good Friday 1997. Beauty Point, Tasmania.

You get Australia's No.1 Network when you connect to MobileNet[®] Digital.

When you connect to MobileNet Digital, your phone will work in more places, indoors or out, and with better clarity than with Optus or Vodafone. You'll get:

- The best digital cellular coverage - over 91% of Australia's population.
- The best indoor coverage in more places across Sydney, Melbourne, Brisbane, Adelaide and Perth.
- The clearest calls in more places across Sydney, Melbourne, Brisbane, Adelaide and Perth.

That's why we're Australia's No 1 digital network. To be further and further in front, ring MobileNet Digital 018 018 111. Best indoor coverage and clearest calls are based on testing conducted by Telstra across metropolitan areas in September 1996. Testing and analysis methods were independently audited and endorsed by PA Consulting Group.



Telstra is a proud sponsor of
the Australian Olympic Team

PA Consulting
Group

Telstra

A D V A N C I N G A U S T R A L I A

®Registered Trademark of Telstra Corporation Limited

DDB TTO 21617/2