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Offshore

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

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From the Commodore's Desk

Planning towards the future

During the course of the past 12 months, the Cruising Yacht Club of Australia has had to come to grips with various pressures facing the Club, and the resulting need to plan more efficiently and effectively to ensure the future of our great Club. As a result, the CYCA will shortly embark on a number of renovations to the clubhouse and marina as two of the many elements that will be part of a five year strategic plan.

The Club is proud of its pre-eminent position in ocean racing in Australia and is keen and committed to enhancing that position. It is clear from the makeup of the membership and the kind of sailing activities that are popular, that the CYCA is in a position to more adequately reflect the members' needs in the facilities it provides and the events it runs.

Consistent with our changing, busier lifestyles, we have seen a substantial increase in entries for events that require less time for competition and are linked with some social activities. Block entries for the Sunday Winter Series on Sydney Harbour between April and July each year have now reached the 180 mark. The Winter Series attracts a diverse range of yachts and provides a high level of social interaction back at the clubhouse after the racing.

Similarly, the Summer Wednesday Twilight races now draw 80 regular starters and the Monday spinnaker division around 20 boats. As part of the strategic plan, the Club will continue to expand these kind of events, providing members with similar ways to enjoy their Club.

The offshore fleets also are enjoying a resurgence and the IMS Rule now appears to be better understood by owners and crews. The CYCA's initiative to develop allowances to help accommodate differences in performances of some, but particularly older style boats, has now been surpassed by the introduction of Dynamic Age Allowances, developed by the Technical Committee of the Offshore Racing Council. These allowances will be applied across the fleet and will become effective when new IMS certificates are released in July. We expect this development will encourage more boats into the IMS competition.

True PHS division for Hobart Race

For the first time the 1997 Telstra Sydney to Hobart will run a true Performance Handicap Division (PHS) and this too will lead to increased numbers. In previous years boats have had to provide IOR or IMS certificates, primarily as proof of stability, but this will not be required from this year's race. Furthermore, boats entered in the PHS division had to sail in their measured configuration, unable in many instances to carry sails that were part of their usual PHS inventory.

Not having to provide an IMS certificate in no way compromises the stringent safety standards of the Hobart Race as it merely opens up other measures by which owners are able to demonstrate the stability of their vessels. Furthermore, the fairness with respect to challenging the race record will be maintained as all yachts will need to be within the maximum speed limits established for the ILC 70 class.

Renovation of CYCA marina

A key opportunity of the Club's Strategic Plan will be renovation of the marina. A floating marina with an equivalent number of berths is in the final stages of design and planning and, subject to discussions with SOCOG to see how the CYCA might best assist our sport during the course of the Olympics.

Upgrades are also planned for the clubhouse, primarily to relocate existing facilities to more appropriately utilise the existing building. It would be envisaged that we complete this in stages, by moving the administrative offices upstairs, creating an inside dining area downstairs and revamping Members' bar.

One of the difficult decisions that has been made in the course of the plan is the future of the slipways. It is extremely likely that in the planning period EPA requirements will render the current slipway inoperable. Facilities that will be acceptable in future, whilst costly, will provide us with the more difficult task of accommodating a workable slipway solution within the physical space. Some work remains to be done in this area before a recommendation can be put forward.

Response by Members to the key elements of the Strategic Plan has been extremely positive and it is the Board's intention to work vigorously towards a phased implementation. There is no doubt in my mind that when implemented this Plan has the capacity to bring the CYCA up to world class standards for both sailing and social facilities. ▲

Peter Bush
Commodore
Cruising Yacht Club of Australia

"Not having to provide an IMS certificate in no way compromises the stringent safety standards"

Offshore



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COVER: The Lyons 43 *Atara*, winner of the Cruising Yacht Club of Australia's 1996-97 Blue Water Pointscore, captured by Ian Mainsbridge in full flight off Sydney Heads.

OPPOSITE PAGE: *Razors Edge*, skippered by Ray Stone, won the three-way duel between the Mt Gay 30s in the Sydney-Mooloolaba race. See story, page 10. (Pic - Ian Mainsbridge). **THIS PAGE:** Hard work grinding in the tough Bass Strait opening leg of the Boags Three Peaks Race around the coast of Tasmania. (Pic- Bruce Miller)

Fischer Challenges through CYCA

Australia's premier ocean racing club, the Cruising Yacht Club of Australia, has challenged for the America's Cup 2000 on behalf of a syndicate headed by longtime member Syd Fischer. Peter Campbell reports.

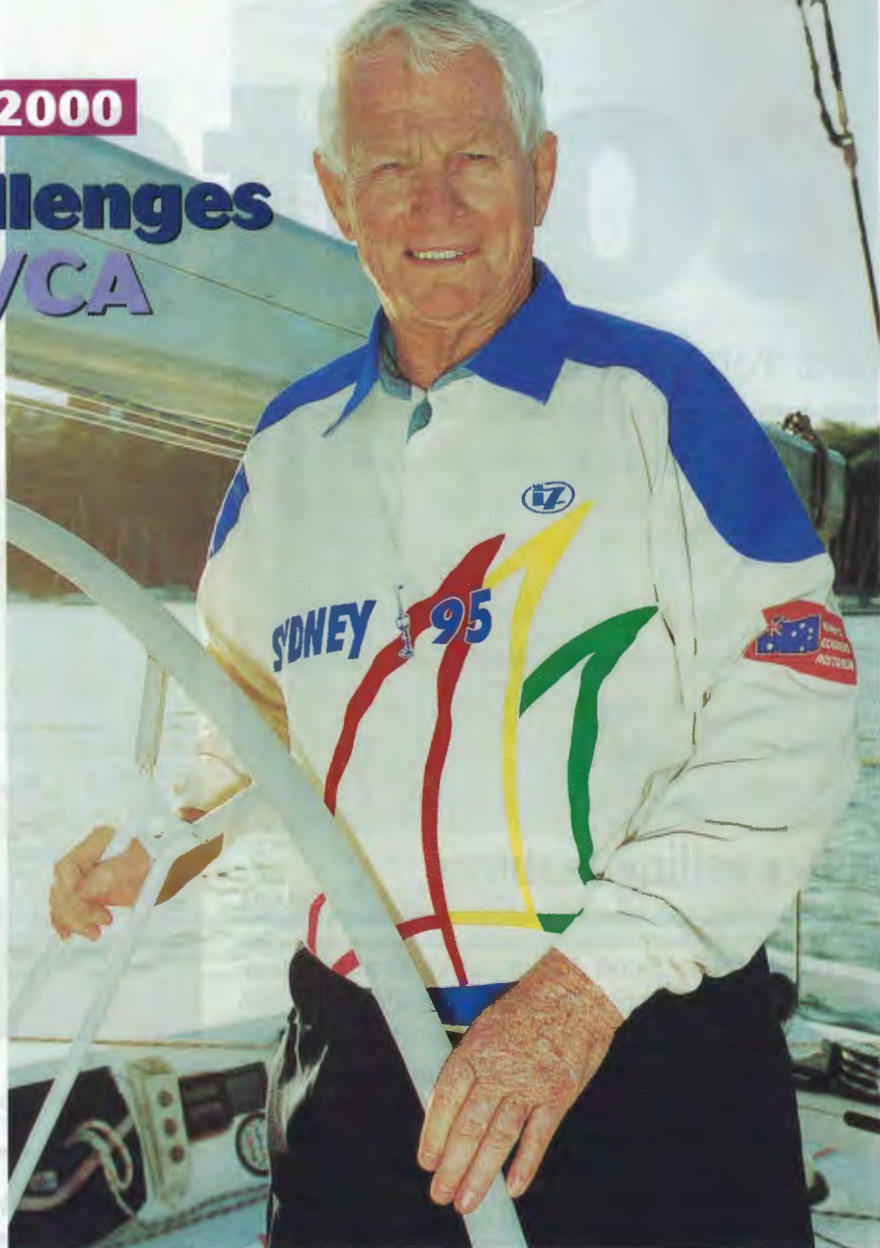
Syd Fischer OBE, Australia's most successful ocean racing yachtsman, will challenge for the America's Cup in Auckland in 2000, his fifth bid to win the world's oldest international sporting trophy.

His will be Australia's only challenge for the Cup, won by the Royal New Zealand Yacht Squadron's Team New Zealand syndicate from the San Diego Yacht Club in May, 1995.

In an historic announcement for the Cruising Yacht Club of Australia, Commodore Peter Bush has promised the famous ocean racing club's full support for the challenge which will run from October 1999 through to February 2000. The Commodore presented Fischer with a special club burgee to fly on the yet-to-be-named (and built) International America's Cup Class yacht.

The Challenge Match, over nine races, will start off Auckland on February 28, 2000 with the Royal New Zealand Yacht Squadron and Team New Zealand defending the Cup against the top yacht from a record 18 challenges from 10 nations.

The CYCA and Syd Fischer challenge came a week after the shock revelation that the Royal Sydney Yacht Squadron challenge on behalf of a syndicate headed by Denis O'Neil and Iain Murray would not go ahead. The syndicate had planned a high profile announcement by the Premier of NSW, Bob Carr, at Government House, just across the Harbour from the Squadron,



Syd Fischer at the helm of *Sydney 95* with which he challenged for the America's Cup at San Diego in 1995. (Pic - Iain Mainsbridge).

but it was cancelled three days before the function.

Iain Murray told OFFSHORE that a challenge had "all become too hard" and all the fun had gone out of it. "It's a combination of many things, the attitude of the New York Yacht Club, the difficulty in getting legal ownership of all the equipment from the *oneAustralia* challenge in 1995, and the huge cost of setting up a shore base on Auckland's waterfront."

The syndicate purchased the *oneAustralia* equipment, including the second yacht sailed in the challenger eliminations in San Diego after the faster *oneAustralia* sank, together with spare masts, sails, shore-base equipment, and the performance and design

computer software and records. It had then found that ownership of all this vital equipment was tied up as security in Federal Court proceedings against the *oneAustralia* syndicate headed by John Bertrand.

On top of this major setback was dissatisfaction with the lack of progress with New Zealand's plans for a shore-base complex on Auckland Harbour - and a cost double that which syndicates faced in San Diego. So far no challenger has signed up for a basic site at the waterfront complex and Murray predicted that the total cost involved would force other challengers out of the America's Cup 2000.

In contrast to the scuttled O'Neil/Murray challenge announce-



International America's Cup Class yachts racing on Auckland Harbour during the mini-America's Cup regatta at Easter contested by teams from England, France and the USA against the Kiwis. Overall winner was the 1995 America's Cup winning skipper Russell Coutts. (Pic - Ivor Wilkins).

ment, Fischer's challenge was a relatively low-key announcement at the CYCA's Rushcutters Bay clubhouse where the 70-year-old ocean racing champion has been a member since 1962. "This is a sailor's challenge from a sailor's club," Director Roger Hickman stressed. "This is the first time the CYCA has been a challenger for the world's oldest yachting trophy, and we believe it is appropriate that it should be on behalf of such an illustrious member as Syd Fischer in his historic personal fifth challenge."

"Syd has been a great competitor in ocean racing and at the America's Cup, and we are confident he will put it all together for an Australian victory in 2000."

"He has indicated that he will be looking to young talented sailors among the members of the CYCA for the America's Cup challenge - as he has done many times in the past in his challenges for the Admiral's Cup, the America's Cup and other international yachting events."

Syd Fischer is currently planning his Admiral's Cup campaign with a brand new Farr 49, again named *Ragamuffin* (it was launched in Sydney three days after his America's Cup challenge announcement) and admit-

ted that his America's Cup 2000 planning is still at a very early stage. He still owns his 1995 challenger *Sydney 95* and may either campaign a re-designed version of this boat or a brand new yacht for Auckland.

With his fifth challenge for the America's Cup, Syd Fischer equals the record of that famous British yachtsman Sir Thomas Lipton, remembered for his legendary bids with his yacht named *Shamrock*. Fischer first challenged at Newport, Rhode Island, in 1983, then had a luckless series

with the fast *Steak 'N Kidney* at the Australian defender trials before the 1993 Cup defence in Perth.

He was back again at San Diego in 1992 and 1995, again without reaching the America's Cup Match.

His personal ocean racing successes have included

two line honours and one IOR handicap win in the Sydney to Hobart with yachts named *Ragamuffin*, the 1969 Fastnet Race with his original *Ragamuffin* and the 1971 World One Ton Cup with *Stormy Petrel*. He has been captain of the Australian Admiral's Cup teams five times, including the winning team in 1979; captain of the winning Australian Clipper Cup teams in 1978 and 1980; captain of the

Australian Southern Cross Cup teams three times, including the winning team in 1993; and captain of the winning Australian team at the Kenwood Cup in 1996.

Fischer has been appointed captain of this year's Australian Admiral's Cup team and will sail a brand new *Ragamuffin* at Cowes in July/August. The veteran yachtsman has twice been chosen Australian Yachtsman of the Year (1971 and 1993) and Ocean Racer of the Year 1996. He was awarded the OBE for sporting achievements in 1971.

Coutts forecasts design changes

New Zealand got a taste of America's Cup 2000 competition when crews from Britain, France and the United States came "Down Under" for the first series of mini-America's Cup regattas in Auckland in August. Report from Ivor Wilkins.

The America's Cup designs for the 2000 regatta in Auckland are going to be completely different from the 1995 yachts, according to Defence skipper Russell Coutts.

He made the prediction straight after winning the first mini-America's Cup regatta in Auckland in April,

"we are confident he will put it all together for an Australian victory in 2000"

where he described the "vintage" 1992 IACC yachts used for the event as a "pair of dogs" compared with the 1995 black boats.

And, he has a fascinating statistic born out of what amounts to a full-size tank test to prove it. "When we tow the boats from the racecourse, we set the chase boat at exactly the same revs and even though the 1992 hulls are lighter, they are one knot slower through the water," said Coutts. Round an America's Cup course that amounts to 20 minutes.

With the refinement that went into the black boats for 1995, it seems highly unlikely that such a quantum leap is on the cards for 2000, but Coutts is convinced that the next generation will represent a big advance.

The mini-Cup took place in beautiful Indian summer conditions, and provided a fitting finale to an excellent week of match racing. The action began with Team New Zealand and New York's Young America syndicate following their Wellington series with a second encounter in Auckland over Easter.

This saw Team New Zealand put up its second crew, led by Murray Jones and with Richard Dodson calling tactics and Mike Drummond navigating, against Young America's line-up led by Ed Baird with Tony Rey calling the shots. That went right to the wire with Team New Zealand finally prevailing by 4-3 in a tantalising series of matches.

Then, New York went into a round robin against the Royal Dorset Yacht Club, led by Chris Law, America True, the co-ed programme led by Dawn Riley and with no less than three America's Cup drivers on board, Lesley Egnot, Buddy Melges and Rod Davis, and an intriguing France Pacifique crew, representing a largely inexperienced line-up from Port Carmargue, with Bernard Malaret in charge.

The odds here had to favour Baird. Having sailed two extra regattas against Team New Zealand in these boats, Baird and his team had more time on board than anybody else.



View from *Young America* during recent racing in Auckland ... Team New Zealand to leeward and ahead. (Pic - Ivor Wilkins)

Bookmakers might have rated America True and Law about evenly. Lots of experience and talent at the back of the American boat, with Davis on the handlebars bringing plenty of local knowledge to bear. And, on the British boat, Law is no stranger to Auckland and added strength to a very powerful line-up of British sailors by recruiting Murray Jones as tactician, with Chris Ward on the bow and Robbie Naismith trimming.

Going into the final day, it was quite clearly between Law and Baird tied on 4-4. Both had a match each to complete: Law up against the French and Baird up against America True. If both won, they would complete a best of three sail-off.

That challenger final was never required, however, because Davis despatched Baird, propelling Law into the mini Cup final with an impressive 5-1 win-loss record. Baird finished on 4-2, America True 3-3 and France Pacifique 0-6.

For the mini-cup itself, the odds had to favour the home team, with a full strength line-up led by Russell Coutts and backed up by a formidable brains trust of Brad Butterworth, Tom Schnackenberg, Richard Dodson and Mike Drummond.

The opening race confirmed expectations, but in race two Law got on

the scoreboard, slipping into the lead when the New Zealanders blew a spinnaker.

With the score on 1-1, the crews returned to battle on the final Sunday in perfect conditions with a 15-18 knot westerly all day.

Less perfect for America's Cup racing was a strong incoming tide, which made the race track a one-way course. Whoever claimed the right hand side got the double bonus of starboard advantage and an accelerated tidal flow rocketing them up towards the windward mark.

All the way through Sunday's racing Coutts was able to seize the right and though the British team sailed extremely well in terms of boat-handling and crew work, they were never able to overcome what Law aptly called "the power of the right hand side". Coutts won by margins of 50s, 15s and 14s and agreed it was "a pity it came down to the tide. It was won and lost at the starts, but the object was to let people see the racing."

If this mini-cup was the practice session, imagine what the real thing will be like. "We had more spectator boats out here this weekend than there were in San Diego for the Louis Vuitton regatta," said Team New Zealand boss Sir Peter Blake at the conclusion of the final.

Add to that the huge numbers of people that lined the headlands and waterfront vantage points and the general public probably had a greater taste of America's Cup action in one week than San Diego had in three Cup regattas. ▲

"The opening race confirmed expectations, but in race two Law got on the scoreboard, slipping into the lead when the New Zealanders blew a spinnaker"

Atara - IMS Blue Water Champion

The Cruising Yacht Club of Australia's Blue Water Pointscore is arguably Australia's premier series of long ocean races. The IMS winner for the season of 1996-97 was *Atara*, skippered by Roger Hickman while the PHS pointscore went to *Adrenalin*, owned by Peter Davis and Peter Hamilton. Peter Campbell reports.

A *tara* may carry the Irish sail number IRL8000 but her effort in winning the Cruising Yacht Club of Australia's Blue Water Pointscore was a true blue Aussie effort, headed by CYCA director Roger Hickman in a yacht designed by David Lyons.

In fact, it has been a good season for designer Lyons, with the former Sydney to Hobart winner *Rapscallion*, now owned by Dick Voordehake, taking out the CYCA Ocean Pointscore.

The season wins of *Atara* and *Rapscallion* (ex *Cuckoos Nest*) are a reward for consistency, good boat management and leadership, excellent crew team work, and the use of technical advances in tandem with skillful sailing. In the case of both skippers, their approach to ocean racing is that there is always something new to learn to achieve better boat performance. They both went back to the designers for some optimising advice and to their sailmakers for new sails.

The Blue Water Pointscore is the traditional series of nine long ocean



The crew of *Atara* after the Telstra Sydney to Hobart.

events, including the three major ocean races out of Sydney - the Sydney-Gold Coast Classic, the Telstra Sydney to Hobart and the Sydney-Mooloolaba race.

This year's line-up of leading IMS Racer and Cruiser Racer yachts from the CYCA, Middle Harbour Yacht Club and Royal Sydney Yacht Squadron was certainly one of the best IMS fleets we have seen racing out of Sydney. Unfortunately, it was depleted by some early casualties in the Telstra Sydney to Hobart, notably the enforced retirements of *Brindabella*, *Quest* and *Ragamuffin*. *Quest* and *Ragamuffin* also missed a couple of early long races, including the Canon Gold Coast Classic while away winning the Kenwood Cup in Hawaii with subsequent Hobart race winner *Ausmaid* from Melbourne.

Ragamuffin, Syd Fischer's Farr 50, made some amends by winning IMS Division 1 of the CYCA's Short Ocean Pointscore, with eight first and five second placings in the 20 race series. Another fine effort during the season was that of Martin James' Farr 65, *Infinity III*, which won IMS Division 2 and PHS Division 1 of the SOPS as well as finishing second to *Rapscallion* in the Ocean Pointscore.

The Blue Water Pointscore went

down to the final race, Middle Harbour Yacht Club's race to Mooloolaba, with *Atara* going into that race just eight points ahead of *Midnight Rambler*, the Farr 40 owned by CYCA Rear Commodore Ed Psaltis in partnership with Bill Wright.

Atara had finished third overall in the Telstra Sydney to Hobart and second in IMS Division B to the overall winner, *Ausmaid*, and a third in IMS Racer Division One of the Mooloolaba race clinched victory in the Blue Water Pointscore. *Atara* finished with 431 points, *Midnight Rambler* holding second on 419 points, and that septuagenarian sailor from Middle Harbour Yacht Club, John Walker, taking third place with his 16-year-old Peterson 34, *Impeccable*, on 392 points.

Sailed in tandem with the IMS division of the Blue Water Pointscore was the strongly contested PHS division which saw a fine victory by the 17-year-old *Adrenalin* now owned by CYCA member Peter Davis and Peter Hamilton. The timber-hulled Peterson 39 has had a varied career since being built by Bart Ryan and then raced by Maurice Drent as *Streaker*.

Since being bought by Davis and Hamilton in early 1995 and taken back to her original name, the yacht has undergone a complete refit and

ungrade with new sails from Ian Short.

Adrenalin started her Blue Water Pointscore victory with a PHS fourth in the 1996 Sydney-Mooloolaba race. She continued her consistent form with a PHS fifth in the Telstra Sydney to Hobart but sailed home to complete the 1996-97 season with two successive Blue Water PHS wins - in the Wollongong-Sydney and in the Sydney-Mooloolaba races.

Peter Davis began his offshore sailing with Cronulla Sailing Club and has now completed his second season with the CYCA. According to sailmaker Ian Short, the success of *Adrenalin* over the past summer has been a combination of the restoration of the old timber boat, a complete set of new Kevlar racing sailing and spinnakers, and the ability of the two owners to put together an experienced offshore racing crew. Under PHS scoring, *Adrenalin* won the Blue Water Pointscore with 420 points, beating IMS winner *Atara* on 414 and *Midnight Rambler* on 407 points.

Roger Hickman is a past Sydney to Hobart IOR handicap winner, as a part-owner of the Farr 43 *AMP Wild Oats*, but he dropped out of that syndicate whilst away at the 1995 America's Cup. The former merchant navy officer from Tasmania chartered *Atara* early in 1996 from the yacht's Sydney-based Irish owner, John Storey, and immediately began building up a strong crew for a concerted long ocean racing campaign in 1996-97.

"I love long ocean racing - that is what the CYCA is all about," says Hickman - but you will still see him out on the water for just about every race the club conducts - Summer Twilights and Winter Sundays.

The regular members of *Atara's* crew through the season of 1996-97 comprised Hickman as skipper and principal helmsman, Denise Richards (navigator and pit), Dave Hassett (trimmer), Michael Slynn (bow), Sally Gordon (main), David Davies (main and mast), Peter Ward (brace trimmer) and Jason Cowling (spinnaker trimmer). Michael Stackpool sailed as mastman in the Hobart race and also aboard for the Hobart and Telstra Cup

"I love long ocean racing - that is what the CYCA is all about"



Above left: *Atara* heading for Mooloolaba to clinch the Blue Water Pointscore for Roger Hickman and his crew. (Pic - Ian Mainsbridge). Above right: *Rapsallion*, Dick Voorderhake's Lyons 40 which won the Ocean Pointscore...also heading for Mooloolaba. (Pic - Ian Mainsbridge)



was the designer David Lyons.

The design, development and evolution of *Atara* is an interesting and dramatic story in itself, as described to OFFSHORE by her designer, David Lyons.

Owner John Storey bought the Two Ton Cup winner *Shockwave* in 1993 from Neville Crighton in order to represent Ireland in the Admiral's Cup that year, sailing as *Jameson2*. The yacht was then shipped to Australia to compete under IOR as the latest *Atara* in the 1993 Southern Cross Cup.

As is well known, that series concluded with the galeswept 1993 Sydney to Hobart and unfortunately she was one of the casualties, losing her spar and suffering extensive structural failure. Despite this damage, Storey and his crew joined in the dramatic search for the missing yachtsman John Quinn and, under the direction from a large tanker, were successful in locating and rescuing Quinn from the wild waters of Bass Strait.

Back in Sydney, a decision was not taken until the following August to commission David Lyons Yacht Design to completely re-design the boat with a new hull, keel and rudder, as well as overseeing changes to the four-spreader rig. Boatspeed built the new 1994 *Atara* in 12 weeks and she entered the 1994 South Pacific Offshore Championship with Storey's regular crew, headed up by star *Kiwi* helms-

man Tom Dodson. A successful racing career for the new boat began.

In early 1996, Roger Hickman reached an agreement with owner John Storey to charter the yacht and compete in a full calendar of offshore racing for at least 12 months. After initial trialling, Hickman consulted with designed Lyons on potential rating improvements. The yacht was designed to the 1994 IMS VPP and the goalposts had shifted decidedly in the intervening period.

After careful consideration, the sail plan was reduced by shortening the topmast by 1.5m. The yacht's strong running performance was unharmed, and a reduction in crew weight and careful attention to parasitic weight reduction brought about a whole new way of sailing the yacht.

Particularly in long races, the efficient placement of four good pipe berths to weather, hard up against the hull side, now permits offwatch crew to rest without losing significant crew righting moment.

Stability is heavily taxed in the IMS VPP, so careful attention was paid to re-ballasting the yacht. In all, the design of *Atara* has seen some heavy optimisation, with four hull files, and seemingly countless inclinations.

Says designer Lyons: "*Atara* is expected to remain competitive for some time yet, supporting the way IMS is evolving."

Says skipper Hickman: "She is a beautiful boat to sail. She is such a strong, stiff boat and the stiffer they get, the faster they go." ▲

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Near shock for *No Fearr*

The Sydney - Mooloolaba race, unlike the Sydney to Hobart, does not have an overall first placed yacht, but if you had to pick an overall winner it would be almost impossible to go past *No Fearr*, the winner of the IMS Cruiser Racer division. But failure by her crew to check the sailing instructions almost brought *No Fearr* unstuck. reports Peter Campbell.

Townsville yachtsman Carey Ramm sailed his champion yacht *No Fearr* back into Queensland waters just before Easter to complete an unprecedented first summer of ocean racing, culminating in winning the IMS Cruiser Racer division of the Sydney - Mooloolaba race and taking first place overall on IMS in the VB 49th Brisbane to Gladstone Race.

With no overall IMS winner of the Mooloolaba race, *No Fearr* shared top IMS honours with *BZW Challenge* (1st IMS Racer Division One) and *Quest* (1st, IMS Racer Division Two) while *Adria* and *Relish III* won the two PHS divisions in Middle Harbour Yacht Club's 34th autumn classic to Queensland waters, the 25th to finish at Mooloolaba.

The autumn wins by *No Fearr* completed a remarkable string of offshore racing successes since the New Zealand built Farr 39 was launched in



Sydney - Mooloolaba IMS Cruiser Division winner *No Fearr* heading north with the controversial logo on her mainsail which almost cost her victory for an infringement of the sailing instructions which allowed advertising on spinnakers only in this race. (Pic - Ian Mainsbridge)

August last year. In those eight months, *No Fearr* has won every regatta she has contested, Hayman Island Big Boat Challenge and Hamilton Island Race Week in the Whitsundays, the Bruce & Walsh and Telstra Cup regattas in Sydney, and then finished second in her division of the Sydney to Hobart.

It's a record virtually unmatched by any yacht since the IMS handicapping category was introduced in Australia.

But the young yachtsman and his new boat almost lost the Mooloolaba race through failing to carefully study the sailing instructions.

Following a report by two competitors to the Race Director, the Race Committee at Mooloolaba Yacht Club found that *No Fearr* had breached the sailing instruction rules on advertising by carrying a large logo - in this case Super League (although no longer a sponsor) - on her mainsail during the



Above left: The fleet heads north in the Sydney-Mooloolaba race. Above right: *Quest*, Bob Steel's Nelson/Marek 43, made a fine return to ocean racing to win IMS Racer Division 2 of the Sydney-Mooloolaba race. (Pic - Ian Mainsbridge)

race. But they used their prerogative to issue a warning and not impose a penalty which could have cost *No Fearr* first place in the strongly competitive IMS Cruiser Racer Division, even disqualification from the race.

While international yacht racing restrictions on advertising on yachts have been significantly eased in recent years, there are still limitations. The Sydney-Mooloolaba race was sailed under Category E Advertising rules which allow an advertising logo only on the spinnaker, not the mainsail.

However, the Race Committee accepted Carey Ramm's submission that an attempt had been made to remove the logo, which had been permitted in the last Telstra Sydney to Hobart race, but this could have compromised the construction of the mainsail, which represented a considerable financial investment.

It was a very contrite owner/skipper who accepted the Race Committee's leniency which confirmed *No Fearr* as first on corrected time in the Cruiser Racer division from the Sydney yachts *Bashfull*, the Murray 36 skippered by CYCA Vice-Commodore Hugo van Kretschmar and the Murray 41 *Zoe* (Ivan When). Nevertheless, it was a well deserved win by a champion yacht so well sailed throughout a difficult race.

No Fearr, only the second Queens-

land yacht to win a division of the Sydney-Mooloolaba race in the past decade, sailed a great race over the 470 nautical mile course as the fleet "rock-hopped" up the New South Wales North Coast in the light and variable breezes until the southerly front came through on the final night of the race.

The 48-boat fleet which contested Middle Harbour Yacht Club's autumn classic was arguably the best quality IMS fleet ever to race to Queensland waters.

This year's race was very much a normal Mooloolaba - a tactical race up the New South Wales North Coast sailed in the variable offshore/onshore breezes which are customary in autumn and, as happens almost every year, finishing on a fresh to strong southerly breeze.

However, with IMS rated yachts split into three divisions and PHS into two divisions, the smaller yachts which surfed home before the southerly had less impact on the overall results.

While the only 30-footers in the fleet, the Mt Gay 30s, *Razors Edge*, *Dances with Waves* and *Team Fujitsu*,

physically outsailed all but one yacht, *Rock 'n Roll*, in their PHS division, their unrealistic handicaps gave them virtually no chance of a top place on corrected time.

It was all cut and thrust in all three IMS divisions, with sailing secretary Chris Pomfret's computer producing different progressive provisional placings after almost every "sked".

The final results made some amends for the owners of *BZW Challenge* (Ray Roberts) and *Quest* (Bob Steel) who had luckless races in the Telstra Sydney to Hobart and confirmed *Atara* (Roger Hickman) as the winner of the prestigious CYCA Blue Water Point Score for 1996-97.

BZW Challenge, the imported Corel 45, came home well to win IMS Racer Division 1 from Andrew Strachan's Farr 47 *Ninety Seven* and Syd Fischer's Farr 50 *Ragamuffin* which at one stage had looked a near certain winner after sailing around

her major IMS rivals off Yamba to be third in fleet. Then she too ran out of breeze as the fleet came sweeping up the coast before the late southerly *Quest*, an imported Nelson/Marek 43,

"No Fearr, only the second Queensland yacht to win a division of the Sydney-Mooloolaba race in the past decade, sailed a great race"



Paycheque, skippered by Peter Williams from the Port of Yamba Yacht Club on the NSW North Coast, sailed a fine race to place third in PHS Division 3 of the Sydney - Mooloolaba race. (Pic - Mark Fitzsimmons).

was one of the early casualties of the Sydney to Hobart with an inverted mast. The new mast was stepped and rigged only days before the start of the Mooloolaba race and even during the race she suffered a major setback when the mainsail halyard broke. She continued sailing with the mainsail hoisted only three-quarters until young crewman Darren Senogles climbed the swinging mast to attach a replacement halyard.

"She continued sailing with the mainsail hoisted only three-quarters until young crewman Darren Senogles climbed the swinging mast to attach a replacement halyard"

Quest sailed a fine race to win IMS Racer Division 2, holding off a determined late surfing run by the Admiral's Cup skipper Steve Kulmar and his crew in the Mumm 36, *Sea*, and the revitalised Lyons 43 *Atara*, skippered by Roger Hickman.

PHS Division One saw a race-long duel between the two imported J44s,

Adria, skippered by Chris Gorman and now sailing as a CYCA entrant, and J44 *Phoenix*, skippered by MHYC member Bob Reynolds. Their positions changed many times during the 470 nautical mile race but *Adria* got a break off the NSW Far North Coast to slip away and finish one hour and 42 minutes ahead. This gave her a commanding corrected time win, with the Coffs Harbour owned *Rager* splitting the two to take second place.

Former IOR and IMS champion skipper Ray Stone from MHYC won the battle of the Mt Gay 30s, sailing the Jutson-designed *Razors Edge* into 24th place in fleet with only one PHS Division Two yacht ahead of him, the fast Ross 35, *Rock 'n Roll*. *Razors Edge* beat the two Lyons-designed Mt Gay 30s, *Dances with Waves* (John Winches-

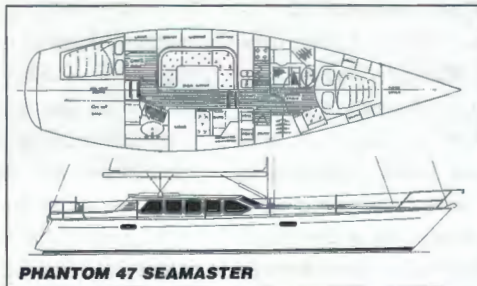
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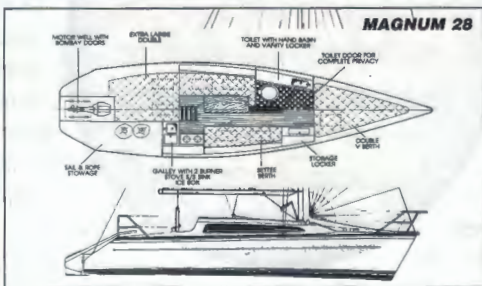
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ter) by 14 minutes and *Team Fujitsu* (Nigel Holman) by one hour 30 minutes. On corrected times, however, all three were in the second half of the division.

The handicap result saw a great victory for wellknown CYCA member and just retired Qantas captain Bill Bailey with his modified Northshore 38, *Relish III*. With crews of mainly Qantas colleagues, Bailey has sailed the cruiser/racer in most events along the Australian East Coast, his best before this being a PHS win in the Fujitsu Gosford to Lord Howe Island race.

Relish III scored a comfortable corrected time win from *Seahawk*, a Farr 11.6 skippered by MHYC member Geoff Brundson, and *Paycheque*, an Adams/Radford 12 skippered by Peter Williams from the Port of Yamba Yacht Club, the first time a yacht from that club has gained a major placing in the race.

These three yachts also filled the first three placings in overall PHS results run by MHYC for all yachts in the fleet. ▲

RESULTS

IMS Racer Division One: 1, *BZW Challenge*, Corel 45 (Ray Roberts, RSYS); 2, *Ninety Seven*, Farr 47 (Andrew Strachan, RSYS); 3, *Ragamuffin*, Farr 50 (Syd Fischer, RSYS)

IMS Racer Division Two: 1, *Quest*, Nelson/Marek 43 (Bob Steel, CYCA); 2, *Sea*, Mumm 36 (Steve Kulmar, RPAYC); 3, *Atara*, Lyons 43 (Roger Hickman, CYCA)

IMS Cruiser Racer Division: 1, *No Fearr*, Farr 39 (Carey Ramm, TCYC); 2, *Bashfull*, BH36 (Hugo van Kretschmar, CYCA); 3, *Zoe*, BH41 (Ivan Wheen, RSYS)

PHS Divisional overall (all yachts): 1, *Relish III*, Northshore 38 (Bill Bailey, CYCA); 2, *Seahawk*, Farr 11.6 (Geoff Brundson, MHYC); 3, *Paycheque*, Adams 12 (Peter Williams, Port of Yamba YC)

PHS Division One: 1, *Adria*, J44 (Chris Gorman, RPAYC); 2, *Rager*, Elliott 55 (David Hanlon, CHYS); 2, *J44 Phoenix*, J44 (Rob Reynolds, MHYC)

PHS Division Two: 1, *Relish III*, Northshore 38 (Bill Bailey, CYCA); 2, *Seahawk*, Farr 11.6 (Geoff Brundson, MHYC); 3, *Paycheque*, Adams 12 (Peter Williams, Port of Yamba YC)

Line Honours: *Foxtel Amazon*, Steinmann 69 (Peter Walker) 63 hours 28 minutes 25 seconds

Rum Bucket Trophy for the team with the best aggregate placings in the IMS Racer, IMS Cruiser/Racer and PHS Divisions: *Sea* (Steve Kulmar), *Bashfull* (Hugo van Kretschmar), *Rager* (David Hanlon)

Fleet: 48 started, 47 finished.



Relish III, skippered by just retired Qantas captain Bill Bailey, which took out PHS Overall and PHS Division 2 corrected time in honours in the Sydney - Mooloolaba race. (Pic - Mark Fitzsimmons).

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IMS "mystery" upsets placings

Foxtel Amazon and *No Fearr* each completed a fine winning double as they continued north in Queensland waters, taking line and IMS handicap honours in the VB 49th Brisbane to Gladstone race over Easter. Report by Ian Grant.

The 49th Brisbane to Gladstone race was all over, the trophies presented and the celebrations over when the mystery of the International Measurement System once more upset the overall corrected time results of a major Australian ocean yacht race.

Queensland Cruising Yacht Club officials announced that Carey Ramm's champion Farr 39 *No Fearr* from Townsville had taken first place overall under IMS, some three minutes ahead on corrected time from the local champion and last year's winner *Restless*, a rig modified Cape 35 skippered by Ray Hobbs. Third place had gone to the little Robert Hicks-designed *Atria* (Gilbert Ford) from the Gold Coast.

The provisional IMS placings, based on a carefully constructed course, appeared close to the progressive predictions, but a week later the QCYC did a re-calculation and issued an entirely new set of IMS results.

No Fearr remained unchallenged as the winner, but *Restless'* position slid dramatically from second to eighth, 1 hour 30 minutes behind the winner on corrected time, recording her worst of three Gladstone races. No detailed explanation has been given by the QCYC, but an obvious reason would appear to be that *Restless* is now carrying masthead spinnakers after a rig modification. However, it had been reported earlier that she had accepted the IMS measurement penalty in her original handicap.

Nevertheless, there were other dramatic changes in the QCYC's new



Wild Ice which Brisbane yachtsman Brian Weller sailed to victory in the PHS division of the VB 49th Brisbane to Gladstone race. (Pic - Richard Bennett).

results. *BZW Challenge*, Ray Roberts' imported Corel 45 which had won IMS Racer Division One of the Sydney - Mooloolaba race, moved up from sixth to be second overall, with the margin 6 minutes 36 seconds.

Atria maintained her third overall. The 30-footer had time in hand when she entered the final 60 miles of the race to Gladstone, but like her late challenge to improve on a division win in the Telstra Sydney to Hobart, she finished with her slowest speed average at the wrong end of the race.

This year's total fleet of 83 starters was just short of the record, but that is certain to be broken in Easter 1998 when the QCYC celebrates the 50th Brisbane to Gladstone. Early predictions are for a fleet of close to 200 boats from around Australia and overseas.

This year's race was a test of character for the crews, with the big fleet edging over the start line in a breeze of only 4-6 knots. While progress was slow there was plenty of excitement as the usual demands for sea room were sliced with colourful calls from rival crews to protect access to the available wind.

With Ian "The Ox" Davis in charge of the course plot, supported by Dave "Lawso" Lawson and some excellent helming and crew work, *Foxtel Amazon* completed the 308 nautical mile course in 32 hours 34 minutes 52 seconds, an exceptionally fast 9.48 knot average in winds which ranged from 6-18 knots.

The Gladstone race always attracts a strong fleet racing under Performance Handicap and this year was no exception with boats racing in three divisions. Overall PH winner was the impressive new Beale-designed fast cruising sloop *White Ice*. Equipped to carry all of the creature comforts of a cruising boat, she outsailed a liberal handicap to give owner Brian Weller his career best offshore result. ▲

RESULTS

IMS overall: 1, *No Fear*, Farr 39 (Carey Ramm, Qld); 2, *BZW Challenge*, Corel 45 (Ray Roberts, NSW); 3, *Atria*, Hicks 30 (Gilbert Ford, Qld); 4, *Atara*, Lyons 43 (Roger Hickman, NSW); 5, *The Last Picasso*, Jutson 36 (Bob Robertson, Qld). **PHS overall:** 1, *White Ice* (Brian Weller, Qld); 2, *Battleship Gray* (Jim Gray, Qld); 3, *Ultimate Challenge* (Kevin Miller, Qld). **PHS Div 1:** 1, *J130 Ragtime* (Stephen Everett, Qld); 2, *Windjammer* (L.Clough, Qld); 3, *Stampede* (G.Saxby, Qld). **PHS Div 2:** 1, *Extremist* (S.Bean, Qld); 2, *Original Crew* (T.Woodcock, Qld); 3, *B Fifty Two* (M.Leitch, Qld). **PHS Div 3:** 1, *White Ice*; 2, *Battleship Gray*; 3, *Lopeti* (R.Boulton, Qld). **Line honours:** *Foxtel Amazon*, Steinmann 69 (Peter Walker, NSW) - 32 hrs 34 min 52 sec.

"This year's total fleet of 83 starters was just short of the record"

WHAT THE WINNERS WEAR



In what could only be described as total domination, Carey and Lyndall Ramm's Cookson 12mtr "NO FEARR" has won nearly every major event she raced in over the last year. Equipped with a full inventory of **FRASERSAILS** she won Hayman Island, Hamilton Island, Bruce & Walsh, Telstra Cup, Sydney to Mooloolaba and the Brisbane to Gladstone. She finished 2nd in the Cruiser/Racer division of the Sydney to Hobart race behind "ABRACADABRA"... you guessed right, she has some **FRASERSAILS** too. In fact, in most of these races, boats carrying **FRASERSAILS** filled the top two places. It's not just "NO FEARR" that wins with **FRASERSAILS**. Listed below are just some of the results achieved by yachts carrying **FRASERSAILS** over the past season.

1st, 2nd, 3rd IMS
1st IMS
1st Overall
1st IMS
1st, 3rd IMS C/R
2nd Overall
1st, 2nd, 3rd Class D
1st, 2nd IMS C/R

Hamilton Island
Hayman Island
Darwin to Ambon
SCOR Series
Bruce & Walsh
Kings Cup
Sydney to Hobart
Sydney to Mooloolaba

1st PHS
1st PHS
1st IMS C/R B
1st, 2nd IMS C/R
1st CHS 2
1st Class C
1st, 2nd Class F
1st, 3rd IMS

Hamilton Island
Hayman Island
Sydney to Southport
Telstra Cup
Raja Muda Regatta
Sydney to Hobart
Sydney to Hobart
Brisbane to Gladstone

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Scott
Jutson



Optimising

Whence Handicap Yacht Racing? Considerations For The Future

In the course of an average day in the office I would engage in conversation with at least half a dozen owners on matters relating to handicap systems. The vast majority of these conversations would either be on their sheer frustration with the PHS system or alternatively their struggle to come to grips with the complexities of IMS - and (usually) why their boat does not seem to have a chance in hell of ever getting a result. While the following is purely my point of view it does reflect the concerns I deal with daily on a professional basis.

On the subject of IMS it has become apparent to one and all that the initial marketing of the rule was misleading. Even after over 10 years of dedicated development it has come no closer to serving the larger fleet.

The rule has fallen back on the injection of more subjective factors as a way of bolstering its credibility to the masses, but this has only led to the development of more expensive hybrid designs that really represent nothing in the way of progress except as temporary rule beaters.

They have also led to a number of quasi arbitrary divisions of the fleet in a manner that many competitors have found unsatisfactory.

The introduction of the new dynamic age allowances for cruiser-racers may alleviate some of the tension and it is a step in the right direction.

However, whether it will ultimately be seen as fair remains to be seen (not that I actually believe mass happiness will ever occur under any handicap system).

Am I totally negative? No, quite the contrary. I actually believe the IMS rule is the best system ever produced for the purpose and it only gets better. The problem is in how it has been perceived.

"That such a system exists as the only alternative to IMS probably goes a long way towards explaining the strength in IMS registrations"

What IMS actually is, is a formulation to replace the IOR rule as an internationally stable and internationally administered rule that will allow competitors anywhere in the world to get together and race in a fair and stable environment. To this aim it serves the grand prix sailor quite well and that is what these formulations have historically been meant to do.

That we embrace them in Australia more fully right down to the grass roots level is perhaps why the problems seem to be in our face all the time. After all, for such a small population we have often ranked in the top four in the world in IOR and IMS registrations. This leads into the next subject which is our PHS system.

PHS, as it is administered in Syd-

ney, is a curious system of rewards and punishments but no one I have ever spoken to would suggest it provides any motivation for good sailing or boat preparation.

In fact, it is patently de-motivational. That such a system exists as the only alternative to IMS probably goes a long way towards explaining the strength in IMS registrations.

However, if one looks at countries where a strong rational performance handicap system exists such as PHRF in the US, then one finds that the bulk of the fleet, including many not so old race boats, reside in the system quite happily and are fully motivated to campaign their boats on the national level in a serious and highly motivated way. In fact, in major events like Key West Race Week the IMS entries rarely exceed 20 while the PHRF fleet is enormous.

These participation levels suggest that a middle ground is perhaps missing for us.

Another option that has been recently considered in Australia is the Channel Handicap System or CHS. CHS lands somewhere in between a full blown measurement system and a performance based system in that it produces a single number handicap based on measurement and introduced factors (fit-out, keel style and so on) which you can use for one year.

Every year the rule changes slightly to close loopholes that have arisen and to accommodate new trends.

However, the formula is secret so there is no real point in optimisation or type forming as the target is simply unavailable. CHS is huge in Britain and South East Asia and dominates to the point that IMS has never really taken off. Numerically it suggests a

strong satisfaction with the rule.

While the scaremongers suggest it promotes only big heavy boats a brief look through the CHS handbook will allay that fear. CHS, more than any other rule, recognises new trends in performance and makes allowances for all manner of things such as asymmetricals and even water ballast.

The newly formed sport boat class in CHS caters well for classes such as the Mt Gay 30 which, for all its virtues, seems to be shunned in both IMS and PHS.

I believe that we need a new middle ground for Australian offshore yachting so that competitors can operate in a stable and fair environment without being subjected to the expensive and frustrating vagaries of the international formulation. In this regard a new or re-formulated rule should ideally meet the following criteria:

- Quality accessible administration with clear channels for feedback
- National in its application so that when used in major events such as the Sydney to Hobart the results actually mean something.



- Stable over the year so that effort can be rewarded
- Limited cost and simple to understand measurements

This does not mean that either current system needs to be disbanded as they both serve a purpose.

However, it does not mean that the supporters of either system need to be threatened by something new.

After all, I think it is the job of the

clubs and yachting administration to encourage people to get on the water. IMS was given a chance despite the howls of the IOR diehards, so therefore a new or proven system should also be given a chance if there is a clear constituency for it.

If, as a result one of the other system falls into disuse, then this can be seen as a sign of success not a sign of failure. ▲

See Strictly Sail 1997

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TELSTRA SYDNEY TO HOBART 1997

CYCA adopts Dynamic Age Allowances for Hobart

The Cruising Yacht Club of Australia's Sailing Committee has made some significant changes for the 1997-98 ocean racing program - and a busy one it will be for Club officials and competitors.



The 1997-98 offshore racing season on the Australian East Coast promises to see increased local club competition, significant changes in the rules of racing and to handicapping systems, international competition for the Southern Cross Cup, a Tall Ships Race from Sydney to Hobart in January and a record fleet for the 50th annual race from Brisbane to Gladstone, Queensland's Easter classic.

On the international scene, Australia will be back in the Admiral's Cup competition and we will play host in Fremantle and Sydney to the Whitbread Round-the-World Race.

As reported in OFFSHORE last issue, the new Racing Rules of Sailing will replace the old IYRR rules on July 1.

The impact of changes to the International Measurement System will not be felt until the CYCA's opening race of the 1997-98 ocean racing program, the Sydney-Gold Coast Classic starting on Saturday, August 3.

As from that race and for all club and major events, other than the Southern Cross Cup international teams series, the CYCA will use the Ocean Racing Council's new Dynamic Age Allowances (DAA) for Cruiser Racer yachts.

For example, a Bashford/Howison 41's allowance will be 0.1% whereas an old former IOR racing yacht such as *Love and War* will receive 2.0% allowance on its elapsed time. However, the maximum allowance will be 3.0% as against 5% maximum under the Australian Yachting Federation's experimental program which will now be abandoned.

The new DAA system has been

developed by the ORC Technical Committee following pressure applied by the CYCA and other leading yacht clubs around the world to solve the inadequacies of the IMS program as it existed. The Offshore Committee of the Australian Yachting Federation has recommended that Dynamic Age Allowances be used throughout Australia.

Overall winner for Gold Coast

A major change for the Sydney - Gold Coast Classic will be the re-introduction of overall IMS results, bringing the event into line with the Telstra Sydney to Hobart. To achieve the overall placings, race officials will use post race course construction to achieve divisional and overall results, but will still issue computer-generated progressive provisional positions during the running of the event. There will also be an overall PHS winner of the Gold Coast race which opens the 1997-98 ocean racing season on Saturday, August 3.

For the Telstra Sydney to Hobart, IMS ratings that include Dynamic Age allowances will be used in calculating IMS division and overall results, except for the Southern Cross Cup which ends with the Hobart race. Much closer racing and handicap results can be expected in the Hobart race as divisions will be based on GPH, bringing into each

IMS division yachts of similar boat-speed.

Southern Cross Cup

The 1997 Southern Cross Cup will comprise seven lead-up races and the Sydney to Hobart and will be for teams of

IMS Cruiser Racer yachts such as *Zoe* and *Inner Circle*, pictured in the recent Sydney - Mooloolaba race, will benefit from the new Dynamic Age Allowance to be built into the new IMS certificates for 1997-98. (pic - Ian Mainsbridge)

any combination of three IMS Racers or Cruiser Racers, but with no allowances. Following a survey of yacht owners, all seven lead-up races will be day races comprising of four short windward/leeward offshore races, one ocean triangle of 20 nautical miles, and two races within Sydney Harbour.

The CYCA has already received requests from British and German yacht owners for information about the Telstra Southern Cross Cup and the club is hopeful that this year's event will bring a team across the Tasman once more.

The Telstra Cup for individual yachts will again be a stand-alone regatta not including the Sydney to Hobart, and will be held in tandem with the Southern Cross Cup events with divisions for IMS Racers, IMS Cruiser Racers and for PHS-rated yachts. IMS Dynamic Allowances will apply for the Telstra Cup results.

Racing for the Southern Cross Cup and Telstra Cup will start on Wednesday, December 17, with two short windward/leeward offshore races and continue each day through to the following Sunday, December 21. However, the Harbour race on Friday, December 19 will be a non-pointscore race to allow yachts to compete in the Canon Big Boat Challenge.

In a bid to encourage more Performance Handicap yachts into the Telstra Sydney to Hobart, the CYCA has decided that as from this year yachts will not necessarily require an IMS certificate to prove their stability. ▲

"the club is hopeful that this year's event will bring a team come across the Tasman once more."

Whither Electronics?

To some sailors, the continuing development of electronic equipment is an unwelcome complication - a never ending series of new products, puzzling user manuals, and those intimidating beeps. On the other hand, for many with an open mind and an interest in things that improve the safety and enjoyment of our sport, electronics is a constant marvel.

GPS may have trivialised the satisfaction that comes from finding our position with a sextant, but we've lost the danger and the knotted stomach of overcast skies in paradise. In introducing this Electronics Afloat feature I'd like to draw attention to just a couple of areas where electronics is making itself felt at the moment.

Seagoing Computers

If you had the chance to go on board any of the BT Challenge yachts when they were berthed at the National Maritime Museum, you might have noticed that the modern HF transceiver was beside the navigator's seat, and even in port was probably switched on.

Four meters further aft, tucked away in a locker behind the saloon table, were a pair of little Toshiba notebook computers, a printer, and extension keyboards and mice. One notebook served as the terminal for the satcom which was used for communications between the Challenge Office and the individual yachts, and the other was effectively dedicated to automatically receiving weatherfax charts, using the Xaxero-program and the HF transceiver.

This notebook was also fitted with ARCS charts and the Navmaster program, but because the computers were nowhere near the navigator's station, and the long passages involved little coastal navigation, skippers reported that the digital charts got very little use.

The computers were housed where they were, in part because these yachts were designed before computers were taken into consideration in navigatorium layouts, but also to minimise their expo-

sure to wet crew members. Even so, on every leg of the race several yachts reported failure of extension keyboards, and by the Sydney stopover at least one notebook had given problems.

Each notebook could take over the other's task if necessary, although this would involve plugging and unplugging cables etc. To ensure the yachts remained equally equipped, the floppy drives had been removed to prevent anyone loading additional software, which also precluded the introduction of games (or viruses) that might have interfered with their prime applications.

Computers performed vital functions on these competitive yachts, and every skipper I spoke to confirmed that weatherfax was their most important tactical tool.

With some misgivings they allowed the Xaxero people to take the notebooks off the yachts in Sydney to update the software with the latest version - "the old one's working fine, so why not leave well enough alone!" As Andrew Roberts, (project director for the whole BT Challenge organisation) confirmed, the design for the next generation of BT yachts will take into account the need for the navigator and tactician to use computers, and for the computers to be protected from moisture.

Few of us will be considering satcom in the next few years, but using a computer to receive e-mail via cell phone or HF is economic now for those who need to stay in touch with business or friends while afloat. Australian charts are already available on CD-ROM, and equipment for direct reception of weather satellite images via a PC costs less than \$1000.

Electronics pervades modern life, and modern yachting, writes Aubrey Gowan in his appraisal of what is happening in Electronics Afloat 1997.



Right: Computer locker on the BT Challenge yacht *Time & Tide*.

Computers are here to stay, and the practicalities of powering them, and keeping them cosy and dry on board will receive increasing attention on many yachts. One approach to this combination of opposites, already well trialled in the likes of BOC and Ocean 60 racers, is to seal the guts of the computer in a box, put the screen behind a polycarbonate panel, and protect the keyboard with a flexible membrane.

Another approach takes advantage of touch sensitive screens to dispense with keyboard and mouse entirely, and yet a third is to utilise ruggedised military style water-proof notebook computers.

Seagoing computers may be an entirely new concept for many sailors, but even in established applications, electronics continues to produce worthwhile improvements.

HF Radio

The direct dial telephone revolution that

began with VHF Seaphone now extends to HF Radphone communications, with DSC (Digital Select Call) allowing your radio to remain mute except when responding to a call for your vessel. This makes it much easier to contact you, since your crew no longer need to monitor traffic schedules, wait their turn for the landlink call to be established, or even contact the coast station at all - provided the shore party knows what hours your HF will be switched on.

Another electronic revolution is also starting to filter through to marine HF radios.

DSP (Digital Signal Processing) removes most of the "noise" from the received audio signal, leaving just the voice component (like remastering an old 78 rpm phonograph record to remove the scratches) and improving the intelligibility of the words, particularly under poor conditions.

The actual business of tuning the antenna when changing frequency is

also being greatly simplified by automatic antenna tuners.

No more juggling with two or three knobs to minimise the standing wave ratio, and since the automatic tuner doesn't need to be accessed by the operator it can be mounted at the best place possible - right at the base of the antenna - so the effectiveness of the whole system is probably also improved.

Computers and HF are two areas where electronics are having quite an obvious effect, but to varying extents all electronics are steadily improving in capability and reducing in size and price.

The net result is not always something completely new, but perhaps just that something we've always hankered for has at last become affordable, or small enough to be worth its weight on board - radars for under \$2500, an inverter to run the drill, a handheld VHF for the dinghy, or a G2 night vision scope for those dark nights threading through the moorings.

Yachting without electronics would be less safe, and less fun.

"to varying extents all electronics are steadily improving in capability and reducing in size and price"

"Over 4,000 engine hours of total reliability"



"Whether you're chasing blue marlin offshore or just motoring across the bay, I reckon a Coursemaster Autopilot is a necessity, not a luxury, on a powerboat.

Let's face it, steering powerboats is just a pain. I use my Coursemaster Autopilot every time I leave the dock. Since I launched *The Edge* in 1988, the Coursemaster has been totally reliable. It steers

better than anyone, and it's never failed in any sort of sea conditions, including three trips from Sydney to Cairns and back.

And it's saved me money on fuel - with a wake as straight as an arrow you know you're covering the shortest possible distance, not burning excess fuel zig-zagging all over the place. I reckon my Coursemaster has paid for itself three times over in fuel savings in the 4,000 hours I've run the boat."

Peter Wall, Game Fish Charters, Pittwater NSW

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Supercharge with an onboard computer

Connecting a PC to your instruments is an easy way to "Supercharge" your instrument system's capabilities to allow it to provide you with the performance and tactical information to enable you to sail faster and smarter. Bob Willcox of Kiwitech Marine Solutions explains how.

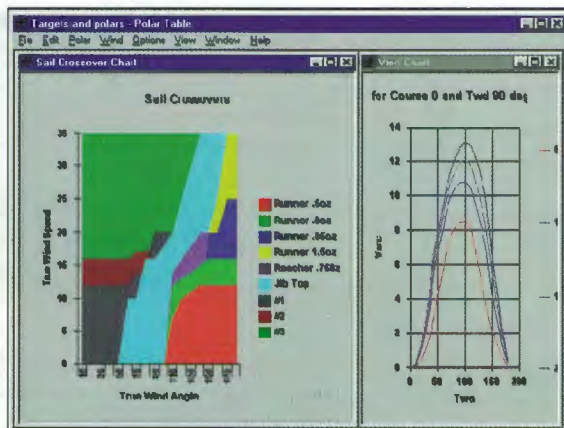
More and more yachties are realising the benefit of using a laptop on board. Not only can it hugely enhance the capabilities of the instrument system for yacht racing at all levels, it also provides you with a portable Chart Plotter and/or Performance Analysis tool to manage your yacht racing and identify ways to go faster.

The best sailors use all their senses to obtain the maximum performance. They almost always sit or stand to windward where they can feel the wind direction

and speed on their face, feel the pressure of the helm and angle of heel, hear the speed of the boat from the bow wave and see their heading, oncoming gusts, instrument readings and telltales.

Onboard systems such as RaceTech, produced by KiwiTech Marine Solutions, will not replace your senses - RaceTech can help you identify what the boat feels like when it is going fast so you can keep the boat at maximum speed as much as possible. Often RaceTech will identify areas where sailing differently to how you normally do is actually faster. You can then identify how to recognise and repeat these new techniques. The computer will faithfully monitor your instrument system and generate a wealth of performance and tactical information.

Ever made bad tactical decisions because you did not identify a wind trend, or noticed the tactician, navigator



Tactical Information: Times to the layline, next leg wind angle, VMC (best course in longer races) and sail crossovers are examples of information that will be of enormous benefit during a race.

or crew spending far too much time staring at the instruments trying to establish trends? RaceTech will display trends and oscillations at a glance. This allows the afterguard to make more informed decisions on the water.

Ever noticed the "true" wind direction changing markedly after a tack or jibe? A computer can be used to calculate and store the calibration values required



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To find out more about Autohelm's one-touch autopilots, including the new ST5000, clip the coupon or talk to your Autohelm dealer.



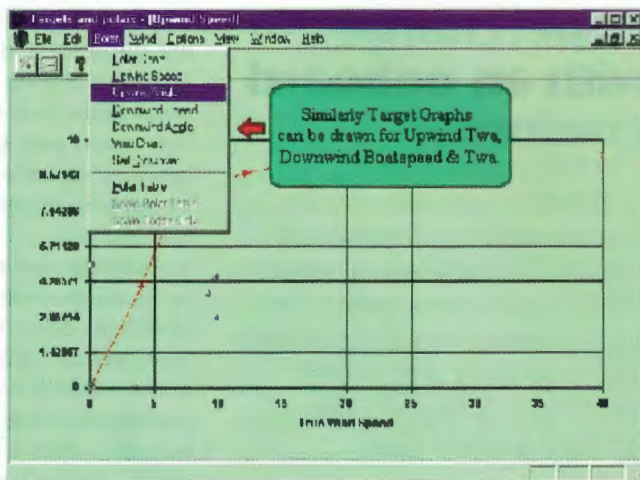
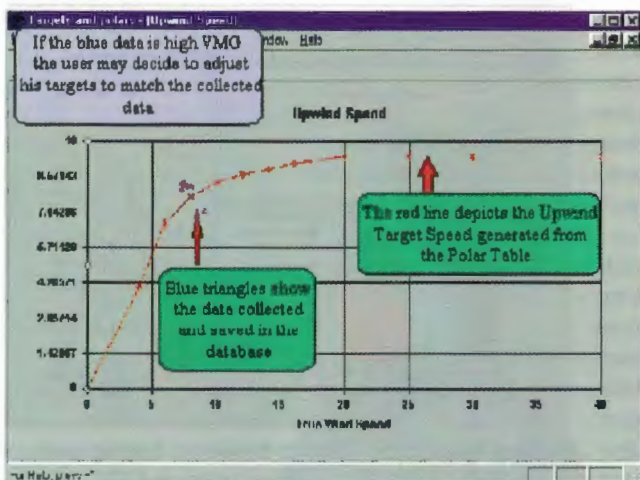
Whatever your boat size, drive system or budget, Autohelm has the right autopilot for you.

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M&P/OT 11030

June • July 1997

21



Upwind Targets - a goal to focus your racing team If you graph the highest points (upwind target points) from each of the polar points you get an Upwind Target curve.

for it to calculate accurate values for wind direction. An uncalibrated instrument system is about as useful as an untuned piano!

America's Cup and high end grand prix yachts have been using computers for years in order to receive these benefits but now on board performance systems are now another part to the whole game of sailing boats fast, and a tool no serious sailor would be without. RaceTech can pinpoint you on the course, tell you how far to laylines, or time to kill before a start. They can pinpoint the opposition within meters and show gains, losses and relative speeds, tell you what the breeze is doing and show trends over time at a glance.

Many people view PCs as too technical or difficult to use, but with the latest software they are arguably now easier to use than your instrument system and other gadgetry. The best thing is once you learn how to operate one thing it is so much easier to understand how to use other things. Start with Chart Plotter and then its an easy jump to Racing Performance Systems, Weather Fax, Boat Management, etc, etc.

So, specifically what are the benefits from an onboard system?

1. Instrument Calibration. A computer and performance software has proven to be the only practical method of calibrating the instruments to the point where they can provide information that is accurate enough for racing purposes.

2. Targets & Polars. Sailing the boat to the

optimum (target) speed and angle is fast for two reasons. Firstly you know how fast the boat should be going and therefore it is easier to duplicate optimum performance. Secondly, sailing to your targets, rather than to your headsail tell tails, will result in improved VMG (upwind or downwind speed). Before you can realise these benefits you must derive a Polar Table that accurately reflects the boats performance. A computer is again the only practical method of obtaining sufficient information to derive Polar data.

3. Tactical Information. Times to the layline, next leg wind angle, VMC and sail crossovers are examples of information that will be of enormous benefit during the race.

4. Graphical information. Many variables are really only relevant when viewed over time, or as averages over time. This means you either have to spend a lot of time monitoring and mentally recording the numbers, or you can have the computer do it for you. Trends in wind direction and strength can be easily identified from the graphical displays.

5. Chart Plotter. Being able to view the boats position on a chart and perform the necessary navigation quickly is safer and allows the navigator to spend more time figuring out how to sail faster. The use of an on deck screen allows this to be done without even having to leave the rail and go below which can be very important. During long races it is also important to locate the position of the

opposition boats. A task that used to take so much time can now be performed during the radio sked!

6. Post race analysis. The system can record all the information for post race analysis. View the track of the yacht and examine the boats performance during any section, or whilst going through different manoeuvres.

7. Tide Prediction. Predicts mean high and low water at different locations.

8. Optimal Routing. This module identifies optimum route based on tidal information and your prediction of wind speed and direction.

9. Weather Fax. Weather faxes provide comprehensive up to date information on the weather pattern. The system can be set up to automatically record all available faxes before the race, ensuring you have the latest weather information.

10. Weather Routing. RaceTech now has a Weather Routing option that allows the display of wind and current barbs on the chart and performs optimal route calculations. This latest addition to RaceTech has been written by Nick White for the Whitbread and other offshore racing. Nick White was navigator aboard *Yamaha*, the winner of the Whitbread 60 class in the last Whitbread. Not only a well respected Meteorologist, Nick brings to KiwiTech a wealth of talent in Mathematical Weather modeling, and programming skills.

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THE ICOM MARINE RADIO RANGE covers the waterfront for features, performance and value. From the IC-M710 Marine Transceiver for worldwide communications on over 1130 channels... to the rugged, water-resistant protection and reliability of the IC-M1... to the life saving Global Maritime Distress and Safety System specifications of the IC-GM 1500, an ideal unit for survival craft. All over the world, wherever sophisticated marine communications are required at a very affordable cost, you'll find Icom marine radios. So remember, any port in a storm makes sense... but don't just rely on any radio. Trust an Icom.



For more information see your nearest Icom Dealer, or call free on 1800 338 915, or write to: Icom Australia Pty. Ltd. 290-294 Albert Street, Brunswick, Victoria 3056. Ph (03) 9387 0666 Fax (03) 9387 0022 A.C.N. 006 092 575

The system accepts input from all leading instrument systems. Numbers can be sent back to some instrument systems (currently Ockam, B&G & KVH) for on deck display. A GPS is also required.

So what is required to run the software on the boat? There are three options available:

1. For a turnkey permanently installed system, KiwiTech supplies a box about the size of an SSB radio that connects to DC power and the instruments. A variety of screens can be run from this including waterproof touch screens for on deck use or colour LCD screens for the Nav table.

2. Laptops provide a mobile solution, which is popular among owners and navigators that have a need for a laptop anyway. Stylish water-resistant rugged laptops are now available at a reasonable price, which are ideal for the boat, home and work. Again KiwiTech supply these units pre-configured and ready to go.

Once you have the basic set up, Chart Plotter and Weather fax upgrades can be achieved for a fraction of the cost of standalone units and require no additional wiring, space or power drain.

KiwiTech Marine Solutions Ltd is a New Zealand based company that has been developing Onboard Performance software for the high end yacht racing market, particularly the America's Cup, over the last seven years. KiwiTech specialises in marine software and hardware.

Products include the RaceTech Performance software, Chart Plotter, Weather Fax, and ruggedised laptops and on deck hardware.

Contact KiwiTech for the name of your nearest reseller and a free copy of our CD:

Phone: 64-9-307-0819

Fax: 64-9-307-6685

email: sales@kiwitech.co.nz

KiwiTech also has a web site at www.kiwitech.co.nz which contains additional information and has demos available for download.

"The equipment that forms part of the new range has been carefully designed to meet the requirements of today's boat owner"

What's new in electronics

Complete electronic systems

Affordable club racing performance data

Designed for club racing yachts, the Corus RACE600 makes the costly onboard laptop unnecessary by continually providing a split-second readout of a yacht's percentage performance in relation to its particular handicap. At a glance, racing helmsmen and tacticians can check exactly how they are performing, compared with the target speed for the boat in the prevailing conditions.

Average handicap performance data and related polar diagrams are pre-programmed into the RACE600 and Coursemaster Autopilots can arrange to input the rating into your boat.

Further information: Paul Garske, Coursemaster Autopilots, Chatswood. Ph: 02 9417 7097. Fax: 02 9417 7557. E-mail: cmsales@coursemaster.com

Quin Marine launch Simrad MarineLine

Long established Port Adelaide company Quin Marine chose the 1997 Sanctuary Cove Boat Show as the platform for the Australian launch of Simrad MarineLine, a new fully integrated system of marine electronics from this renowned Norwegian manufacturer.

Simrad MarineLine, according to Quin's, is the perfect solution for fishfinding, steering, communications and navigation, representing a significant breakthrough in production design and technological advances.

The equipment that forms part of the new range has been carefully designed to meet the requirements of today's boat owner - user friendly designs that are ergonomically sound whilst being compact and visually appealing. Each product can be fully



The Corus RACE performance system now includes the new Corus RACE600, providing target speed, % performance, optimum VMG and adjusted time at a glance.

integrated to provide up to the minute information on steering, navigation and communications.

Simrad MarineLine encompasses products from Shipmate and Robertson, brands which have now been fully integrated with the Simrad range. Products shown at Sanctuary Cove included a new echo sounder, the Simrad EQ30, the DE30 dual station, the Shipmate CP30 GPS chart plotter, Simrad CE30 chart sounder, and the DC30 dual station for the CP30 and CE30. For steering there are the new Roberts AP11 and AP20 models, while the Shipmate RS8300 VHF radio completes the range.

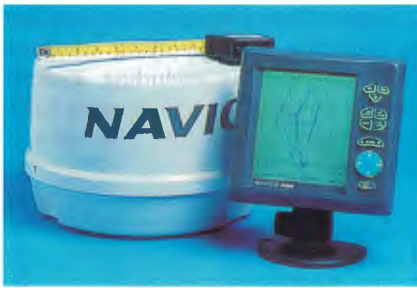
Further information: Graham Mills, Quin's Simrad technical sales specialist, toll free phone 1800 811 303.

Radars

World's smallest radar from Navico

Ever considered installing a radar but thought you didn't have the space for it? The new Navico R1000 could solve your problems, giving maximum performance for the minimum size.

The antenna is only 32.5cm (12.5") in diameter, remarkably compact to mount on your mast, wheelhouse roof or radar



Only 31.4cm diameter, the Navico R1000 radar is 30% smaller than conventional radars, providing big ship technology for small pleasure boats.

arch. The slim line of the screen unit can be unobtrusively mounted on any flat surface - just like any instrument display.

The key to the Navico R1000's performance is the finely focussed "slotted waveguide" antenna, technically normally associated with big ship radar and never before seen at this price. With a 1.5kW output, the R1000 will identify targets clearly at up to 16nm in range.

Further information: Paul Garske, Coursemaster Autopilots. Ph: 02 9417 7097. Fax: 02 9417 7557.

GPS Navigators

Magellan release new GPS XL range
The new Magellan XL range of GPS receivers has raised the standard for value and durability in this range of affordable, pocket-sized GPS satellite navigators. Identical in appearance, the GPS 2000 XL, GPS 3000 XL and GPS 4000 XL have enhanced features which include wrap-around rubber armoured and a dry nitrogen-filled water-proof construction.

A high contrast, scratch-proof display has been added for better viewing. The new all-rubber key-pad is easier to use and keeps salt spray and dirt from penetrating the housing. Internally, to ensure maximum performance and reliability, the XL range boasts Magellan's AllView 12™ technology which tracks up to 12 satellites, and is said to have the most sensitive built-in antenna of any GPS of its size.

Further information: Kerry Kennedy, Magellan GPS. Ph: 09 444 0233. Fax: 09 443 2598.



Magellan's newly released GPS 2000 XL hand-held GPS satellite navigator.

New on-board GPS from Apelco

Leading leisure marine brand Apelco, part of the Raytheon electronics group, has added a new fixed station GPS 6200 track plotter to its product range. Mounted on a snap swivel bracket, the unit measures 3.6" high x 2.5" wide and offers reliability and performance with user friendly operation.

The new generation software allows the GPS 6200 to store up to 300 waypoints and 30 reversible routes. Waypoint entry is simple view lat/long coordinates which can be stored alpha numerically or numerically for quick reference. Consistent with all Apelco products, the 6200 has comprehensive integration capabilities using the NMEA 0183 protocol and has the capability to share vital navigation data with radar, plotter, autopilot and instruments.

Further information: Oceantalk Australia. Ph: 02 9905 7199. Fax: 02 9905 3456.

Chartplotters

Shipmate RS2400

software upgraded

Simrad has introduced a third variant to the Shipmate RS2400 GPS Chartplotter with a brighter TFT screen a newly developed Mark II software for all three versions to add a number of useful operational features.

The TFT (Transistor Film Technology) screen unit, now available in addition to the standard colour screen model, offers a super bright image with a much wider viewing angle and excellent clarity of display. The Mark II software enhancements include fast chart updating and instant zoom repeat, waypoint and route editing by "rubberbanding" and navigation on track with autopilot input.

Further information: Graham Mills at Quinn Marine, Adelaide. Ph: 08 847 1277 or toll free 1800 811303.

Raytheon chart plotter for sail, power boats

With Raychart 620 Plus, Raytheon have produced a sophisticated chartplotter, said to herald the next generation in charting technology.

Raychart 620 Plus is a fully water-proof, compact unit which be mounted externally in the cockpit or internally in the navstation. Its 10" supertwist LCD screen is large enough to display a full



New 6200 from Apelco - setting higher standards in on-board GPS units.

electronic chart with outstanding clarity.

The Raychart 620 Plus features the latest in award-winning C-map cartography. CF95 is C-Map's new C-Map NT, representing state of the art charting technology with outstanding reliability and chart capacity in compact micro-cartridges.

Further information: Oceantalk Australia Pty Ltd, Sydney. Ph: 02 9905 7199 or free call 1800 029 948.

Automatic pilots

Autohelm launches new Sailpilot

Autohelm's leadership in autopilots for sailboats has taken another step forward with the launch of its new ST5000 Plus Sailpilot™. Designed for boats with a displacement of up to 9000kg, the ST5000 Plus is an easy to install packed autopilot for wheel steered yachts.

The package comprises an ST5000 Plus control unit, Type 1 linear drive unit, fluxgate compass and a rudder reference unit. The linear drive unit mounts directly onto the rudder quadrant, providing a rapid, direct drive for responsive and positive automatic steering. Autohelm recommend that, as with all

Raychart 620 Plus - Raytheon's 10" LCD chart plotter for sail and power boats.





Autohelm's new ST5000 Plus SailPilot, a high performance inboard autopilot for wheel-steered yachts.

below-deck sailboat autopilots, the ST5000 Plus SailPilot is installed by one of their trained installing dealers.

Further information: OceanTalk Australia, Sydney. Ph: 02 9905 7199 or free call 1800 029 948. Fax: 02 9905 33456.

Marine radios

Rugged and compact transceiver from Icom

Waterproof protection and rugged, compact design are features of the new age Icom IC-M1 hand-held marine transceiver. Ideal for general use in the marine environment, the IC-M1 has also been designed for reliable operation under severe conditions, with the chassis made of ABS polyester and polycarbonate alloy to provide maximum shock resistance.

The IC-M1 transceiver



Icom's new IC-M1 hand-held marine transceiver ... rugged and reliable.

has an easy to read display, and six well-placed buttons with a one push action that allows the radio to be used even when wearing sailing gloves. Weighing only 380 grams and compact at 52.2mm width x 20mm depth, the unit fits snugly into your hand and pocket.

The IC-M1 is equipped with a high speed scanning facility providing scan speeds of 28 channels/second for quick and effective signal searching. Automatic scan start, which operates after 30 seconds standing, is also available.

Other special features on the IC-M1 Australian version include 5 watts of output and 2 selectable lower powers, selectable dual watch and tri-watch function, instant access to Channel 16 and the call channel, and optional voice scrambling capability.

Icom's Neville Donohue describes the IC-M1 as a "cost efficient, easy to use, reliable and versatile" transceiver which can be used in all recreational and commercial applications from every day use to marine emergencies.

Further information: Neville Donohue, Icom, Melbourne. Ph: 03 9529 7582.

Power protection

Australian distributor for marine electrics

Generator manufacturer Fischer Panda have selected the Queensland-based company Power Protection Solutions Pty Ltd as their new Australian distributor.

Fischer Panda are world renowned as the makers of compact diesel generators with outstanding sound proof insulation, said to be so quiet that boat owners will be virtually unaware the generator is running. By water cooling the AC generator as well as the diesel generator, operating temperatures in the sound capsule are at an acceptable level.

Power Protection Solutions specialise in importing and supplying complete electrical systems including switchboards, inverters, battery chargers, halogen lighting, desalinators, batteries and generators.

Further information: Power Protection Solutions, Redcliffe, Qld. Ph: 07 3880 1798. Fax: 07-3203 4235.

Telstra links up with global EPIRB service

Telstra, in conjunction with the International Maritime Satellite Organisation (Inmarsat) is to be a major player in the provision of the world's first truly global Emergency Position Indication Radio Beacon (EPIRB) service for the marine industry through Satcom-E™.

Telstra's Satcom-E service will meet with the requirements of the Global Maritime Distress and Safety System (GMDSS) and will offer a lifeline to distressed sailors in all four ocean regions of the world.

Satcom-E is a global satellite distress alerting system using EPIRBs designed to send a distress message to the nearest search and rescue coordinating centre within just three minutes of activation. The beacon has a built-in global positioning system (GPS) receiver so that the position of the unit is constantly updated to an accuracy of about 200 metres.

Unlike existing EPIRB alerting systems, which rely on orbiting satellites, Satcom-E, through the geostationary Inmarsat satellites, will be a truly global "real time" system. "The 'footprints' from the geostationary satellite provide continuous coverage over virtually all the world's surface, both for the reception of an alert and the relaying of an alert to a Land Earth Station (LES)," McKenzie explained. ▲

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Heavy air running and broad reaching

Reprinted from the spinnaker trim chapter of the North U Fast Course book. This chapter deals with heavy air running and broad reaching.



The correct racing attitude for heavy-air spinnaker work is deliberate and aggressive; talk through manoeuvres before you attempt them, trim your sails and steer your boat for maximum speed.

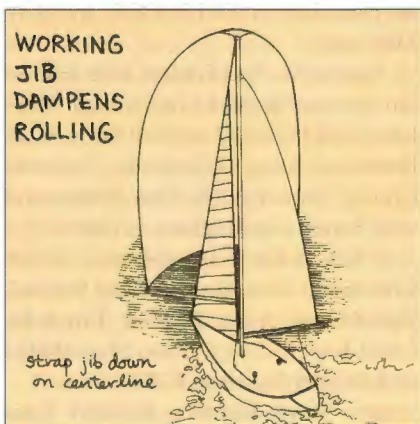
The faster you go, the better balanced your boat will be. Loads on the rig won't be as much, and the rudder will respond quickly when you need it.

Choose a suitably small spinnaker with narrow shoulders to cut down on unstable area up high and short luffs to keep the pole farther from the water. Choke the chute down to a sheeting block forward of the boom to minimise oscillation. Lower the pole completely to control the chute, and top the half-off.

Don't allow the chute to roll itself to windward and bring the mast with it. Instead, restrain it ahead and to leeward of its usual position by easing the pole and overtrimming the sheet. Keep the centre of the spinnaker on the centreline of the boat. An eased spinnaker sheet invites deathrolls.

Working jib: One effective tactic for reducing rolling in extreme conditions

Figure 1



is to sheet your jib (working jib or #3) fore and aft in front of the mast, strapping it down with both sheets (Figure 1).

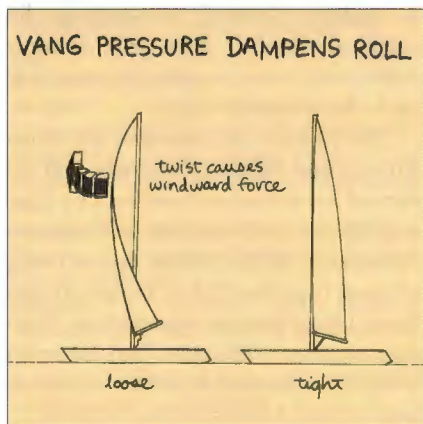
Mainsail: The main should be vang'd hard enough to take all the twist out, or else the top sections will roll the mast to windward (Figure 2). Be sure both vang and preventer can be released quickly. Assign someone to this job before you initiate a jibe broach. If you do jibe accidentally, beware of the boom; people have been killed this way.

Power reaching with the chute: You are power reaching when your worries about rolling to windward are replaced by that white-knuckled, grey-faced fear of broaching.

Spinnaker: Don't be afraid to use a smaller chute when the wind is forward of the beam. We tend to underestimate how powerful spinnakers can be, forgetting that just one broach can lose more distance than you could recover in a whole leg.

Obviously, you should depower the chute for heavy air reaching. Lead the sheet to the stern to open up the leech. Keep the pole low to stabilise the luff, pull the draft forward, and open the

Figure 2



leech. Flatten the chute by oversquaring the pole. If the boat is about to broach, the trimmer should jerk-ease the sheet a foot or more at a time to unload the rudder and regain control. Always dump the chute before a broach.

Staysail: If you are only overpowered once in a while, set a small staysail under the chute. Dump the staysail in the blasts and trim it during the lulls. Adding area to the forward half of your sail plan with the staysail helps to balance the helm. And the staysail, with its tack set well forward, gives you low-down power without much heeling force.

Mainsail: Your vang, whether mechanical or hydraulic, needs a quick release for power reaching. When a blast hits, ease the vang as well as the sheet.

Releasing the vang luffs the upper half of the main immediately and lets you ease the boom further without it hitting the water. Keep the outhaul or flattening reef tight to open up the lower leech. If the top of the main luffs consistently reef it to cut down on windage and drag.

Preventing a broach: The release sequence before a broach must be perfectly clear to the entire crew—they'll be acting too rapidly to ask questions when the need arises. Here is what should happen: 1) Ease mainsheet; 2) Ease boom vang; 3) Ease staysail sheet; 4) Jerk-ease spinnaker sheet to ventilate chute and unload rudder; 5) If all else fails, steer into broach and collapse the chute.

Crew weight: Keep all crew weight as far aft as possible (behind the helmsman when possible) and hiking all the way out to weather. Plan ahead for tasks so not more than one person ever has to move out of this position. ▲

Champagne Mumm Admiral's Cup

Australia's three team yachts, *Ragamuffin*, *G'Net* and *Sea*, are on their way to England for Australia's 16th challenge for the Admiral's Cup, the world's premier offshore racing regatta. Peter Campbell previews the contest at Cowes.

The Admiral's Cup ranks, along with the America's Cup, as not only one of the great traditional regattas of international yachting but also one of the most highly professional events in the world.

Only the best designed, best prepared and most professionally sailed teams can expect to win at this level of grand prix sailing - and they will always need that vital ingredient of luck in sailing in the fickle tides and summer winds of The Solent and the English Channel.

Which is probably why the 1997 Champagne Mumm Admiral's Cup has attracted challenges from only eight nations, with a ninth a late possibility. The challengers are: Australia, Germany, Italy, New Zealand, Scandinavia, South Africa, the United Kingdom and the United States. If the French also attend - entries close on June 30 - this will bring the fleet to nine nations, one more than in recent years.

Each team comprises three yachts - an IMS handicap yacht in the 44.0 - 55.0 ft IOA; an ILC 40 restricted design; and a Mumm 36 one-design.

The Australian team, as reported in our last issue, comprises *Ragamuffin*, a new Farr 49 chartered by team captain Syd Fischer; *G'Net*, a Farr-designed ILC



The Germans will again be hard to beat at the 1997 Admiral's Cup. (Pic - Bob Fisher)

40 chartered by a syndicate headed by John Calvert-Jones and Robin Crawford, and *Sea*, a Mumm 36 chartered by Steve Kulmar and Richard Freidrichs.

The new Farr 49, which Fischer will campaign as *Ragamuffin* has been built in Australia by Boatspeed and after brief sea trials was due to be shipped to Europe in mid-May. *G'Net* was off to Europe in early May after some modifications carried out in Auckland with the Australians planning to campaign the yacht in the ILC 40 world championships in Poland in early July as a lead-up to the Admiral's Cup.

The Mumm 36 chartered by Steve Kulmar and Richard Freidrichs and renamed *Sea* is the last boat built by Carroll Marine and has had an intensive "blueprint" of the bottom before being shipped from the USA to Europe. It also has a top-of-the-line Sparcraft rig. Kulmar and crew will contest the Mumm 36 world championships in Italy in June as part of their Admiral's Cup build-up.

All owners are experienced international yachtsmen, with Fischer and Calvert-Jones being two of the skippers in our last challenge in 1993 and Kulmar having been to Cowes as a helmsman in previous teams. Most of the crew of the three yachts have had extensive international experience at Admiral's Cup, Kenwood Cup and America's Cup level.

The crew list for the Australian team, as provided to OFFSHORE, in early May are:

Ragamuffin: Syd Fischer, Matt Hayes, Ian Byrnes, Michael Coxon, Paul Westlake, Dick Parker, Campbell Knox, Noel Drennan, Greg Johnstone, Andrew Crowe, Tony Powell, Tom Braidwood with Simon Cunningham as reserve.

G'Net: John Calvert-Jones, Robin Crawford, Grant Simmer, Colin Beashel, David Giles, Adam Beashel, Tim Bold, Grant Beck (NZL), Cartson Shon (NZL) and Rodney Pattison (GBR).

Sea: Steve Kulmar, Richard Frei-



Above left: Australian Andrew Short sailing *Inn Keeper*, leads the Magic 25 fleet to the windward mark during their debut regatta in Auckland. Above right: Australian chartered ILC40, *G'Net*, with Colin Beashel on the helm, narrowly leads from Kiwi yacht *Georgia*. *G'Net* has been chartered as the middle boat for the Australian Admiral's Cup team later this year. (Pic - Ivor Wilkins).

drichs, Ron Jacobs, Brad Stephens, Carl Crafoord, Mike Green, Nathan Ellis and Brett Ellis.

Of the opposition, New Zealand, the United States, Britain and Italy have named teams - and strong ones at that.

New Zealand, which won the Admiral's Cup a decade ago, has put together a formidable team with America's Cup winning skipper and world match racing champion Russell Coutts heading a talented line-up of sailors. Coutts will be aboard the chartered Canadian ILC 46 *Numbers* with which he has already had success at Key West and other North American regattas. Tom Dodson will skipper the ILC 40, the new *Mean Machine*, chartered from its Dutch owner, Peter de Ridder, in a campaign that will include coming head to head with the Australians at the worlds in Poland.

Jim Farmer, fresh from his win with his 43-footer *Georgia* in the Air New Zealand Regatta in Auckland, has built a new Mumm 36, *Georgia Express*, at Cooksons and his campaign will start with the worlds in Italy.

The Americans have also announced their team, two of them brand new designs - Helmut Jahn's new Farr 49 *Flash Gordon 3* (which we may see in Australia for the Telstra Sydney to Hobart) and Mark Kwasnicki's Polish built and based Judel/Vrolik ILC 40 *MK Cafe* with America's Cup veteran John Koliuss as helmsman. Third boat is Tom Roche's Mumm 36 *Jameson* which was runner-up in the 1996 world championship.

Great Britain has announced that its team will comprise *Indulgence*, a new

Corel 45 owned by Cup veteran Graham Walker; the ILC 40 *Pigs in Space* which has been bought by Tony Buckingham and renamed *Easy Oars*; and the Mumm 36 *Bradamante*, owned by Tim Barret.

The Italians, who scored their first ever Admiral's Cup win in 1995 (Australia missed that year because of heavy America's Cup commitments), have enlisted Sydney Olympics competition manager and former world champion Glenn Bourke to sail aboard the ILC 40 *Brava Q8*. The big boat of the Italian team is a new Farr 49, while the Mumm 36 will be the well-performed *Breeze*.

The racing format for the 1997 Champagne Mumm Admiral's Cup comprises nine races, starting on July 31. The regatta comprises seven round-the-buoys races in The Solent and Christchurch Bay near the Isle of Wight and two long races - the overnight Channel Race and the 603 nautical mile Fastnet Race which starts from Cowes on August 9 and takes the fleet to Ireland before finishing off Plymouth.

Admiral's Cup Racing

July 31 - Royal Yacht Squadron Trophy - 2 x Solent courses.

August 1 - Channel Race - course designed to last 30 hours (fleet average).

August 4 - Corum Trophy Races - 2 x windward/leeward courses, Christchurch Bay.

August 5 - Champagne Mumm Trophy Races - 2 x windward/leeward courses, Christchurch Bay.

August 7 - Kenwood Trophy Race - short offshore race, course designed to last 8 hours.

August 9 - Fastnet Race, 605 nm from Cowes, finish at Plymouth.

G'Net impresses with Aussie crew

By Ivor Wilkins

Members of Australia's Admiral's Cup crew who will sail the ILC40 *G'Net* at Cowes sailed their first regatta aboard the chartered yacht in the Air New Zealand regatta in Auckland.

The Admiral's Cup clash involved a team of seasoned Australian campaigners led by Colin Beashel and Grant Simmer, who were in Auckland to pick up their chartered Farr ILC40 *G'Net*. This will be the middle boat of the Australian team for Cowes later this year.

Their principle opposition came from a New Zealand crew led by former America's Cup helmsman David Barnes, with Rod Davis calling tactics, and sailing Jim Farmer's Farr cruiser-racer *Georgia*. This crew, minus Davis, will be in the New Zealand Admiral's Cup team on Farmer's new Mumm 36, *Georgia Express 2*. The two boats were virtually inseparable right through to the final race. ▲

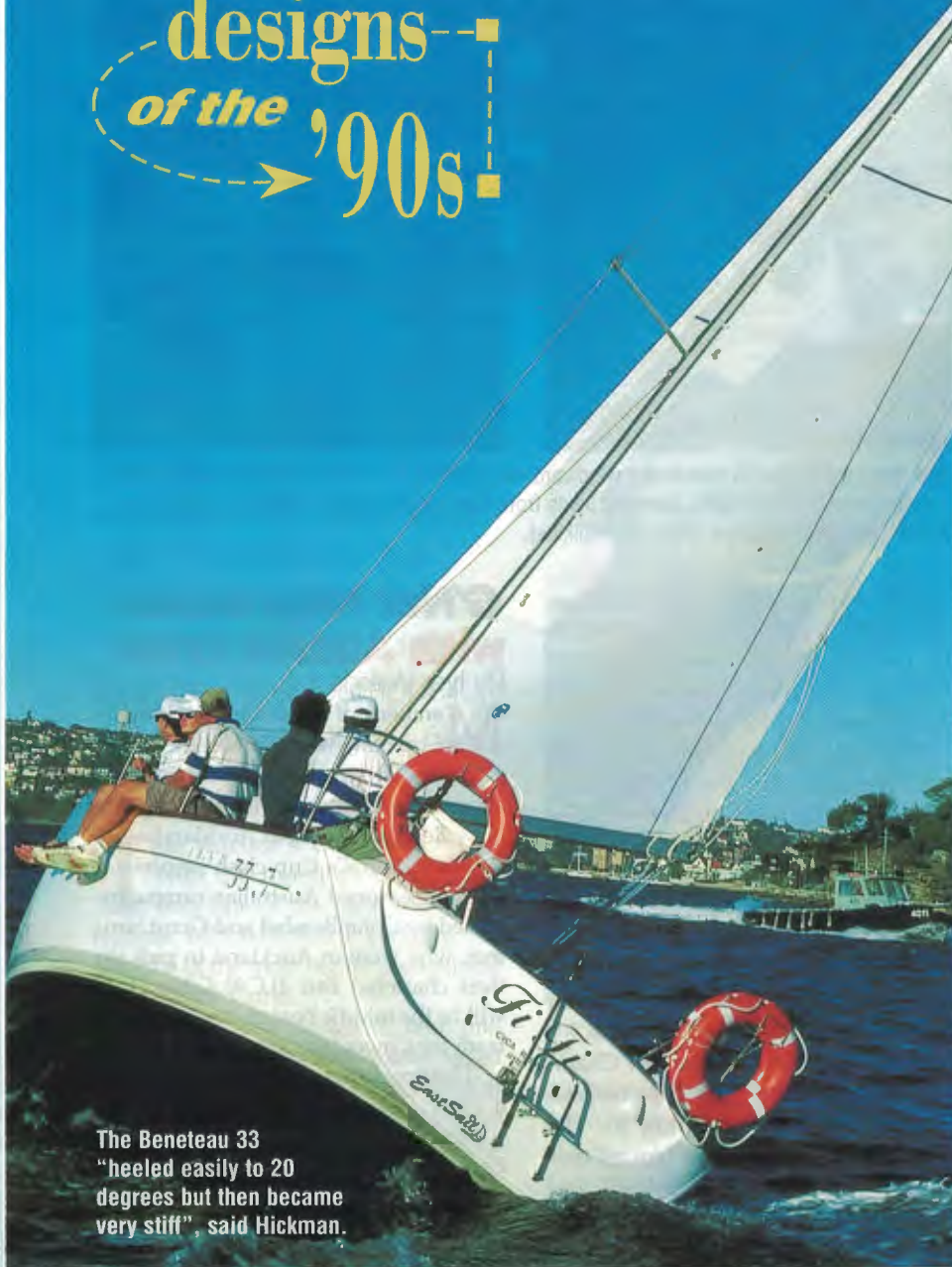
RESULTS

IMS: 1, *Georgia* (NZL), David Barnes 96pt; 2, *G'Net* (AUS), Colin Beashel 94.5pt; 3, *White Cloud Stackerlee* (NZL) Brett Neill 83.5pt; 4, *High Five* (NZL) Mick Cookson 75.5pt; 5, *Foundation* (JPN) Masato Fujimaki 59.0pt.

PHRF: 1, *M1* (NZL), Simon Hull 142pt; 2, *G'Net* 122pt; 3, *Thai Airways International* (NZL) Chris Packer 111.5pt; 4, *Time To Burn* (NZL) Rob Bassett 104.5pt; 5, *Melting Pot* (NZL) Paul Thompson 102.0pt.

Magic 25s: 1, Iain Murray & Associates (AUS), Iain Murray 4.5pt; 2, *Webforge Harken* (AUS) Martin Thompson 15.75pt; 3, *Innkeeper Petaluma Wines* (AUS) Andrew Short 27pt; 4, *Allterrain* (AUS) Bruce Tardrew 31pt; 5, *Carbontech Spars* (AUS) Ian Holley 31pt.

designs
of the '90s



The Beneteau 33 "heeled easily to 20 degrees but then became very stiff", said Hickman.

BENETEAU FIRST 33.7...

Cruising rocket ship?

Many new yacht designs come on to the market with the "performance cruiser" tag. Reality usually reveals an overdose of cruiser and a shortage of performance. Trevor Joyce and Roger Hickman look at one of the latest on the Australian market.

Beneteau recently imported a new 33 footer, the First 33.7, and we invited Cruising Yacht Club of Australia racing aficionado Roger Hickman to assess the claims made by the designer of this yacht, Frenchman Jean Berrett.

After a spin on the harbour in a 15 knot north easterly Roger concluded: "This yacht has clearly achieved what its designer set out to achieve and in my opinion will become the benchmark in this size range, against which other yachts will be compared". This is a pretty big call from a man who successfully campaigns the ocean racer *Atara*, has sailed in 19 Sydney Hobart Races, and twice been a member of a winning Southern Cross Cup team.

The First 33.7 comes to Australia as a complete no-options package, the objective being to create a class that can race "off the stick" without handicaps, other than the crew, of course. The package is very comprehensive and includes a Beneteau race package: No.3 jib tracks, cockpit mounted main sheet traveller, Tuff Luff double groove head stay, spinnaker gear and pole, deep lead keel, geared folding propeller, flush sea cocks and a special bow fitting.

The yacht tested is in management with Sydney Harbour charter yacht operator, EastSail, and the charter fit-out includes a Lectra-san environment friendly toilet, pressurised hot and cold water, B&G instrument pack, VHF radio, stereo hi-fi CD player, two headsails, spinnaker and fully battened mainsail, and all of the safety equipment required for survey.

Back now to Roger Hickman, the test sail and the handling of the yacht. "The yacht is fast, close winded, easy to steer; it goes where you point it and all of the controls, barring the halyards, can be reached by the helmsman. The sloping decks make the steering position absolute luxury", he concluded.

Below decks the 33.7 has plenty of storage, there is no superfluous weight and the two cabin layout offers private accommodation for two couples or a family. Roger again chimed in: "Generally it's the man who wants to buy the yacht, but he has to have a package that will appeal to his partner. The fit-out in this yacht is typically Beneteau;

Right: "The fit out below decks has terrific appeal; light, lots of ventilation and space"... commented Roger Hickman
 Far right: "Sails well at speeds you'd expect for a boat of this size; we hit 6 knots plus going to weather and 8 to 9 knots going down hill," said CYCA racing yachtsman Roger Hickman after sailing the Beneteau 33.



well thought out, and there is a terrific impression of space, light and ventilation".

The price of the package, complete, \$224,710. "That's amazing" was Roger's closing comment. I quizzed further: "There has got to be something wrong". "Well", he said: "the rudder bearing is a bit tight and I could not feel the pressure around the rudder as much as I would have liked!"

The 33.7 has caused quite a stir on the Sydney waterfront and EastSail already has four on the way. The fleet, which is expected to build to ten yachts over the next couple of years, will be used in their corporate programs where there is a clear need for matched performance on the water.

For example, EastSail recently announced their 1997/8 corporate challenge twilight series to the Sydney business world and the 33 will also suit this regatta.

More details on the management program or the corporate challenge are available from EastSail, telephone 02 93271166, fax 02 93281118.

Further details on the First 33.7 are available from Beneteau Vicsail at d'Albora Marina, Rushcutters Bay, phone 02 93272088, fax 02 93624516. ▲

BENETEAU FIRST 33.7

L.O.A.	9.98 m
L.W.L	8.68 m
Max Beam	3.40 m
Displacement	4800 kg.
Draft (lead keel)	2.10 m
Main	30.50 m ²
Genoa	34.00 m ²
Spinnaker (9/10)	68.00 m ²
Engine	18.00 hp
Water Capacity	150 litres
Designer:	Jean Berrett (FRA).
Builder:	Beneteau, France.

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glide past the spectacular *Opera House*. Sydney by Sail is located at the Australian National Maritime Museum in Darling Harbour. For further information, **phone Sydney by Sail on 9371 6228.**

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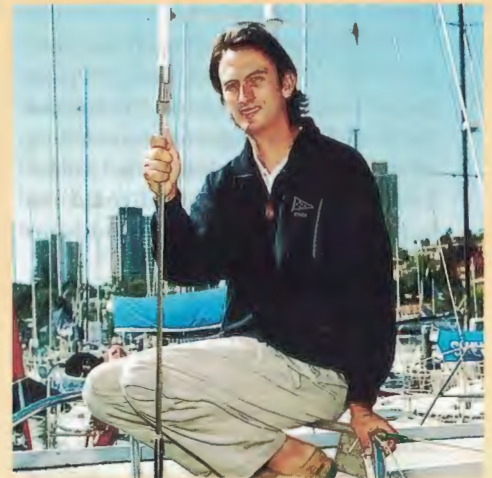
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100% Sanded
cotton, zip front,
contrast ribbed
collar, elastic
basque.
Colour: Navy
Sizes: S/M/L/XL
\$100.00



Above: CLUB T-SHIRT - 100% Cotton, Lycra rib neck, loose sleeve. Colour: Navy. Sizes: S/M/L/XL/XXL \$32.00

Above: CLUB SHORTS - 100% stone-washed cotton, elastic draw string waist, longer style. Colour: Washed blue. Sizes: S/M/L/XL/XXL. \$60.00

CYCA CAP - 100% stone-washed cap with contrast peak, adjustable strap. Colour: Navy or Natural. \$20.00

Left: LADIES RUGBY (New Design) - 100% cotton plain crop length. Navy, embroidered with CYCA logo. Sizes S/M/L. \$70.00

MODELS: John Harris (left standing) is a graduate of the CYCA's Youth Sailing Academy. He is currently campaigning a B49er for the Sydney 2000 Olympics. Tony Hearder (at wheel) joined the CYCA in 1976. He was part of the winning Admiral's Cup team in 1979 and Kenwood Cup in 1988 and has sailed in 18 Sydney to Hobart races.

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Shot on location at the CYCA in Rushcutters Bay on board Arthur Byrne's 1970-built Sparkman and Stephens 48, *Salacia II*. (Photos by Ian Mainsbridge)

Above left: CYCA SAILING JERSEY (New Design) - 100% cotton. Long sleeve block stripe. Colour: Navy/Mustard. Sizes: S/M/L/XL/XXL \$75.00

Left: CLUB JERSEY - 100% cotton, block stripe jersey. Rugby collar and plaquet. Longer back tail with 3/4 sleeve. \$65.00

Below: CLUB POLO SHIRT - 100% cotton with 3 button front plaquet. 3/4 sleeve with longer tail. Colour: Navy or white. Size: S/M/L/XL/XXL \$45.00

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High Five, the Cookson Farr 12 Metre One-Design cruiser/racer, is a "cruise up" version of the champion Farr 39, *No Fearr*.

designs
of the '90s

COOKSON FARR 12 METRE One Design

The Queensland yacht *No Fearr* must take the unofficial title of "Yacht of the Year" in Australia for the past season of offshore sailing with an unbeaten regatta record and wins in two major long ocean races. But it owes its origins to New Zealand as Peter Campbell and Ivor Wilkins write.

The performance of *No Fearr* has been a remarkable effort by owner Carey Ramm and his crew as the Bruce Farr-designed 39-footer was purchased through PBS International as a "kitset" and completed in Townsville with minimal creature comforts to meet the IMS rules and little time to tune-up the boat before her first regatta.

However, there is no doubt that Ramm had a head start as the "kitset" hull and deck, etc was the product of one of the world's best known boat-builders, Cookson Boats of Auckland, who have an enviable record for their production of world-beating high-tech race yachts.

No Fearr has been the top IMS yacht at the 1996 Hayman Island Big Boat Series and Hamilton Island Race Week in Queensland before heading south to win the cruiser/racer division of the Bruce & Walsh Regatta and the Telstra Cup in Sydney, followed by a second in division in the Telstra Sydney to Hobart. This past autumn, the 39-footer has continued her winning streak in the 1997 Sydney-Mooloolaba and Brisbane-Gladstone races back in Queensland waters.

Cookson Boats are now into full production mode of what is called the Cookson Farr 12 Metre One Design, a 39-footer based on the design characteristics of the Bruce Farr & Associates' Design 336 which was created to perform near the level of an ILC 40 yet be half the cost to build and fit out.

The yacht features a long waterline length compared to length overall and is fast, relative to its size - as has been clearly demonstrated by *No Fearr*'s Australian performances in regattas and long races. The keel and rudder of the Cookson 12 are the result of intensive research by the Farr office. The deep

rudder is designed to produce high lift and low drag, while the keel aims for a wide performance groove while maintain high positive stability.

This Farr design has excellent upwind capabilities in all conditions with a strong emphasis on 8-14 knots and, as we saw in the recent Sydney-Mooloolaba race, an exceptional reaching and downwind performance as a result of its stability and sail area/displacement ratio.

Cooksons have taken more than seven hulls from the Farr 39 mould, all to full IMS trim, and these boats have all performed well in IMS race results all over the world this past summer. Apart from *No Fearr*'s remarkable Australian record, *White Cloud Stackerlee* and the new *High Five* scored top places against the grand prix IMS racers in the recent Air New Zealand International Regatta in Auckland.

While the Cookson Farr 12 Metre One Design has lost none of the performance of the original Farr Design 336, the latest fit-out has given the yacht a more cruiser-friendly interior layout. While their main objective has been the New Zealand market, the success of *No Fearr* and the expansion of the IMS cruiser racer market in Australia has sent them looking across the Tasman through the Sydney-based PBS Interna-

tional, headed by well known yachtsmen Ron Jacobs and Jamie McPhail.

Certainly, the Cookson 12 Metre has a lot going for it in Australia. Yachts around this size have won far many more Sydney to Hobart races than any other size of boat, its comes with a proven racing pedigree in New Zealand and Australia, the hull construction of oven baked epoxy is the favoured construction, the boat now comes with a comfortable dual purpose interior and, it seems, the price is most competitive - from \$A209,000 for a kit; \$315,000 for a finished boat.

As OFFSHORE's New Zealand correspondent Ivor Wilkins writes..."performance and a measure of comfort is the goal of this boat, which is firmly aimed at that slice of the market from the club racer up to the level of owner who has contemplated, or engaged in, grand prix campaigning and been put off by the cost. In addition, it recognises that boats of this nature must also be capable of family cruising."

The "cruiser" emphasis of the boat was developed by Cooksons with the blessing of Bruce Farr and Associates. "We changed the cockpit by adding coamings and capacity for twin wheels, extended the cabin top further forward, shifting the engine 400m further aft, and added a more cruiser/friendly interior layout to provide three permanent double berths and a large saloon area for inside entertaining," explains Mick Cookson.

Other changes have included a slightly modified sail plan, and a variable-angle spreader system so the rig can be changed into a 12.5 degree swept-spreader configuration, with a big enough safety margin to make the running backstays less critical for cruising. Although the lengthened cabin area necessarily reduces the cockpit compared with the grand prix machine, there is plenty of room for a racing crew of eight or nine to work. The mainsheet traveller is situated behind the helmsman, so that the major part of the cockpit area is unencumbered. The helming position from the coaming top is comfortable and offers good visibility. ▲

SPECIFICATIONS

LOA	11.99m (39.32')	LWL	19.41m (23.15')
Beam	3.83m (12.55')	Draft	2.5m (8.25')
Displacement	4800kg (10,560lb)		
GPH	574 sec/mile 1996 VPP. 578 sec/mile 1997 VPP.		
Prices:	Kit from \$A209,00; finished boat from \$A315,00.		
Designer:	Bruce Farr & Associates, USA		
Builder:	Cookson Boats, Auckland, NZ.		
Australian agents:	PBS International, 1710 Pittwater Road, Bayview, Sydney. Ph: 02 9979 9755. Fax: 02 9979 9780.		

The settee to port has a table which can be lowered to turn into another double berth. The boat was so new that the plastic wrappers had not been removed from the upholstery.



RESULTS COUNT



"No Fear" winning at Hamilton Island

This is the view the competition saw of the new Cookson/Farr 12m cruiser/racer at the Hayman Island Big Boat series and Hamilton Island Race Week and every other regatta she has competed in.

COOKSON/FARR 12m CRUISER/RACER RACE RESULTS

"No Fear"	
Big Boat Series Hayman Island	1st Overall
XXXX Ansett Race Week, Hamilton Island.....	1st Overall
Bruce & Walsh Regatta Cruiser/Racer Div.....	1st Overall
Telstra Cup Cruiser/Racer Div.	1st Overall
Sydney/Mooloolaba Cruiser/Racer Div.	1st Overall
Brisbane-Gladstone	1st Overall
"Silverage" European IMS Champs.....	1st Overall
"White Cloud" Kenwood Cup	1st Div. 'D'
"Stackerlee" Air New Zealand Regatta	2nd Overall

RIGHT LAYOUT:

The Cookson 12 has an excellent dual purpose layout. The interior is roomier and more comfortable than many 40' cruisers, while being sensibly and practically laid out. The deck has been purpose designed to provide the serious racing sailor with necessary features, while offering the cruiser/racer some home comforts in seats and coamings.

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What's new

Contender's new Astro cruising laminate

Contender Sailcloth has released its new Astro cruising laminate sailcloth, specifically designed for radial roller furling genoas and fully battened mainsails, but also ideal for club and cruising racing genoas.

The Astro cruising laminate is designed for:

Durability: The sandwich construction provides superb abrasion resistance and all-round durability through greater shape holding.

Manageability: A unique combination of polyester scrim combined with the thin layer of Mylar and polyester taffetas providing the soft hand for ease of handling.

Performance: This unique scrim construction provides low warp and fill stretch ensuring the designed sail shape is retained over a wider wind range.

Further information: Contender Sailcloth, Sydney. Ph: 9997 4099. Fax: 9997 1292.

Titan winch handles are even stronger

Titan Australia has released a new winch handle range for the racing and charter yacht markets. The handles are stronger, massively stiffer, light and more buoyant (they do float if lost overboard).

Available worldwide, the new range is the result of extensive design, development and material development. The Magnum range is manufactured from a special engineering grade glass-filled nylon in two halves, then weld-

ed, to give rigidity. The hand grips are fitted with ball bearings to spin freely under high loads, while the new locking device now features a solid plate for long life.

The Magnum range includes single, dual and maxi grips in both 8" and 10" lengths. The single grip models are either in locking or standard.

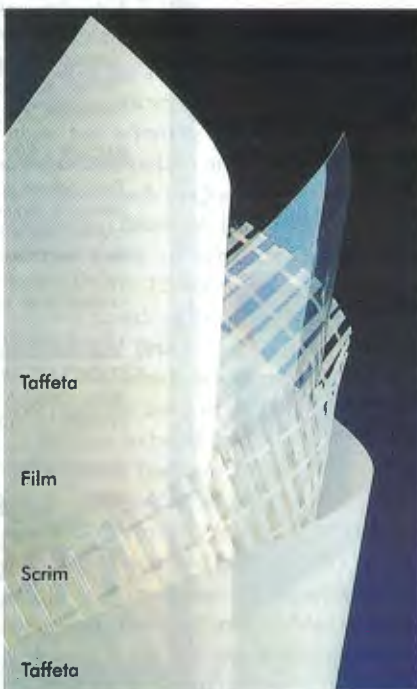
More information: Ronstan stockists or Titan Australia, Sydney. Ph: 02 9609 2066. Fax: 9725 3199.

Fraser Sails success in Mooloolaba race

In a race that went down to the wire, the Farr-designed *No Fearr* won the Cruiser Racer division of the 1997 Sydney-Mooloolaba race from *Bashfull*, a five-months ago Murray-designed BH36. The race was a repeat of the Telstra Cup last December where these two yachts carrying full Fraser Sails inventories dominated the Cruiser Race class.

No Fearr, owned by Townsville yachtsman Carey Ramm, went on to win the Brisbane to Gladstone race, while *Bashfull*, owned by CYCA Past Commodore David Fuller and Vice Commodore Hugo van Kretschmar, will be heading north again for the Gold Coast Classic and the Hayman Island and Hamilton Island Regattas.

Contender Sailcloth's Astro cruising laminate showing the taffeta, film, scrim and taffeta laminate.



The new Magnum winch handle from Titan....stronger and stiffer.

Other boats with Fraser sails to do well in the Mooloolaba race included the Cavalier 350SL *Superfine* (George Waldhausen) and her sistership *Sherman Opals A-Crewed Interest* (Warwick Sherman) and Andrew Strachan's *Ninety Seven* (2nd in IMS Racer Division One). *Rapscallion* (Dick Voordehake) placed fourth in her division to complete an outstanding season for the Lyons 40 and Fraser Sails.

Further information: Fraser Sails in Sydney. Ph: 02 9361 4036. Fax: 02 9332 3271.

Sperry Top-Sider in Australian launch

Original boat shoes, Sperry Top-Sider, have been launched on the Australian market by local licensee Authentics Australia Pty Ltd of Melbourne with support for Victorian regattas, including Sail Melbourne '97 and the Port Phillip Regatta run by the Victorian Yachting Council and various clubs on Port Phillip.

This renowned brand of nautical shoe was developed in the USA in 1935 by yachtsman Paul Sperry and has since maintained its high quality reputation in the market place. The Top-Sider is known for its razor siped sole unity that provides stability and traction on both wet and dry boat surfaces while the heavily oiled leather uppers withstand repeated use in salt water.

The Sperry Top-Sider range from core casual canvas shoes through to high quality leather dress shoes is available in retail prices from \$49.95 to \$199.95, in both men's and women's sizes.

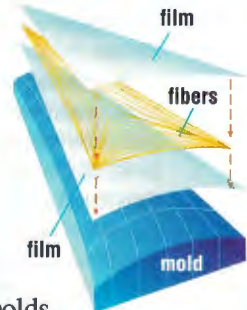
Further information: Jacqui Ellery at Authentics Australia. Ph: 03 9894 0177. Fax: 03 9894 0107.



3DL

Three years after introducing a revolution in sailmaking, North Sails examines product performance, market reaction and the future direction for 3DL.

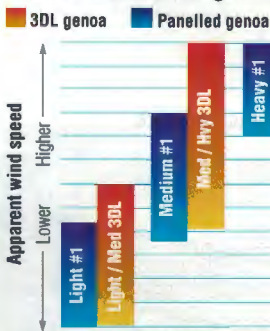
In 1994, North Sails introduced a revolutionary new sailmaking technology called 3DL™. Instead of assembling a sail out of pieces of flat sailcloth, the 3DL manufacturing process molds sails three-dimensionally in a single, integral piece. North Sails has been a world



leader in the design and manufacture of panelled sails for many years, but when compared to a panelled sail, a 3DL sail stretches less for its weight, holds its shape over a wider wind range and retains its designed shape longer.

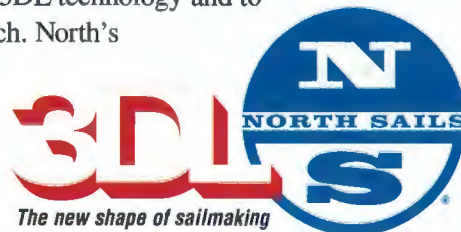
Since its introduction, 3DL has dominated international Grand Prix sailboat racing and was used exclusively by both America's Cup finalists. With the introduction of competitively priced REGATTA 3DL™ — available in both aramid and polyester versions — 3DL technology is now asserting itself in regional and local racing. At North Sails, we are extremely gratified with the success of 3DL on the race course and the acceptance of 3DL by the market. Our new 3DL plant in Minden, Nevada is producing an ever expanding volume of 3DL sails for customers worldwide, allowing us to further improve 3DL technology while lowering its price. This 3DL PROGRESS REPORT has been created to help answer questions we commonly hear concerning 3DL technology and to

Effective Wind Range



The extended wind range of 3DL means fewer sail changes and fewer sails in your inventory

update you on recent product and market research. North's worldwide leadership in sailmaking technology is the result of our ongoing efforts to make sails lighter, faster, longer-lasting and more affordable for racers and cruisers. 3DL embodies that philosophy.



Panelled vs Molded Sails: What's the Difference?



Panelled sails are made by shaping flat panels of sailcloth, then assembling them to form a curved surface. To visualize this, take a look at the photo above. The aluminum vent is equivalent to a panelled sail, a curved form made up of flat sections joined together. The molded elbow shows smooth, compound curvature in all directions, similar to that found in a 3DL sail.

In a panelled sail, surface loads inherently concentrate at the seams (or joints), causing stretch and distortion. In a 3DL sail, each yarn is laid in a smooth, continuous path from corner to corner. This distributes loads evenly up and down the sail. It's simply a more efficient use of materials, allowing a given weight of yarn to perform better (stretch less).

The shape of a seamless membrane is also less affected by the inevitable shrinkage that all sails experience over time.

Lighter weight, less stretch, wider wind range, remarkable smoothness, faster acceleration, extended aerodynamic life, easier handling...that's the 3DL difference.

How does 3DL hold up?

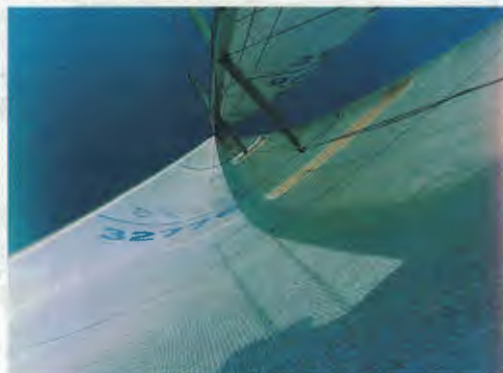
North Sails Chicago performed the following two-year study on two J/35s, one equipped with North 3DL sails and the other equipped with North panelled sails. Don't forget, for 20+ years, North panelled sails have set the worldwide standard for performance and durability.

- ▶ Both mainsails and both genoas started with similar design molds, have similar Kevlar content and raced in similar conditions.
- ▶ Photos were taken after two full seasons of racing. The panelled sails logged approximately 200 racing hours. The 3DL sails have logged approximately 300 racing hours.
- ▶ Both sets of sails were photographed in 12-14 knots of true windspeed.

The panelled genoa has shrunk, flattened, and the draft has moved aft. The panelled main has shrunk, become deeper, and the draft has move aft. In contrast, the 3DL sails remain remarkably smooth and the leeches are much cleaner. The most important comparison — one you can't see — is how close the 3DL sails are to their original designed shape. The following table, based on data from North's SAILSCAN™ sail analysis program, demonstrates how remarkably close the 3DL sails are to their original mold.

Shape Retention: 3DL vs. Panelled

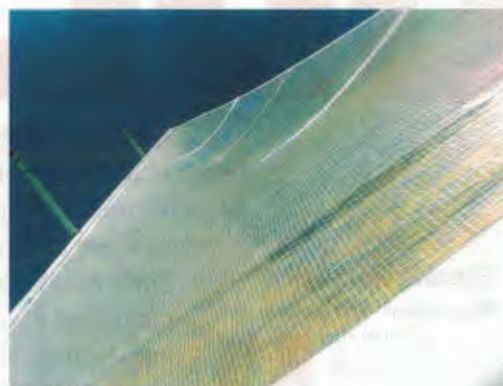
Mainsail shape	Bottom	Middle	Top
Mainsail Target Mold	43.00	44.00	45.00
3DL Mainsail (SailScan)	42.20	44.40	45.50
Panelled Main (SailScan)	52.99	49.00	47.99
Genoa shape			
AP Genoa Target Mold	40.00	40.00	41.00
3DL Genoa (SailScan)	40.00	40.00	41.99
Panelled Genoa (SailScan)	48.23	52.89	59.86
Mainsail depth			
Mainsail Target Mold Depth	10.50	11.50	12.00
3DL Mainsail (SailsScan)	9.70	11.10	14.20
Panelled Main (SailsScan)	11.90	15.09	14.93
Genoa depth			
AP Genoa Target Mold Depth	11.00	15.50	16.50
3DL Genoa (SailsScan)	11.77	16.77	16.96
Panelled Genoa (SailsScan)	11.90	14.43	12.17



3DL genoa after 300 racing hours



Panelled genoa after 200 racing hours



3DL mainsail after 300 racing hours

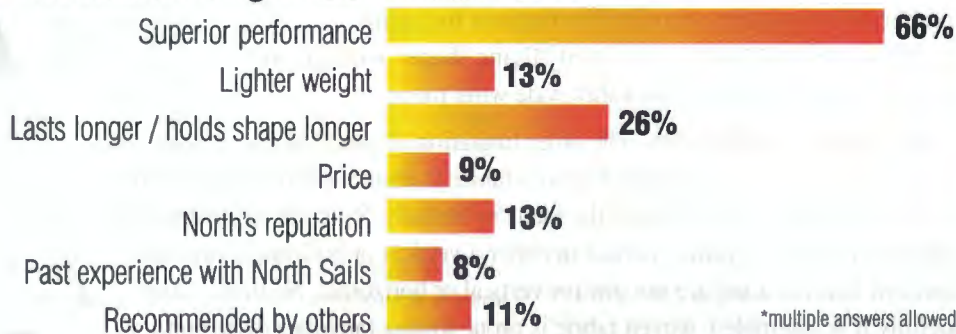


Panelled mainsail after 200 racing hours

3DL: The market speaks.

In July 1996, an independent research firm (Riter Research, Annapolis, MD) was commissioned by North Sails to survey sailors who had purchased 3DL sails within the last 12 months. Like any diligent manufacturer, we wanted to know why our customers bought 3DL, if the product had lived up to their expectations, would they recommend 3DL to a friend and would they buy another 3DL sail? The answers provide powerful testimony to the performance, engineering and quality of 3DL technology.

► Customers bought 3DL sails because of...*



► Over 90% were satisfied with their ownership experience.

► Over 90% would recommend a 3DL sail to a friend.

► 9 out of 10 would be likely to purchase another 3DL sail.

"Straight out of the bag the sails were fast, and they had an incredibly wide wind range. 3DL is a blessing for sailors all over the world because now they'll be able to carry fewer sails in their inventory."

Russell Coutts, Helmsman, *Team New Zealand*



"Our 3DL sails on *Stars & Stripes* held their shape better and lasted considerably longer than any sails I've ever used."

Dennis Conner, Skipper, *Team Dennis Conner*

At press time, six Whitbread Round the World Race syndicates have chosen 3DL sails for the '97-98 event.

More Q&A

Can 3DL be recut?

Yes. A 3DL sail can be recut by your local loft using the same procedures as a standard scrim sail. But, because the 3DL process reproduces a sail design (mold) more accurately and the sail holds its shape longer and over a broader wind range, recutting is rarely needed. Minor tears and punctures are often repaired by simply applying reinforced Mylar tape over the damaged area.

Other sailmakers claim they can build sails that are lighter than 3DL. Is that true?

Other sailmakers can make a sail as light as a 3DL sail, however North Sails experience with light scrim sails indicate that they are making major tradeoffs in effective wind range and durability. Our experience has shown that 3DL is lighter for a given amount of stretch.

Can you make 3DL cruising sails?

Yes. North has developed and is testing 3DL cruising laminates designed to deliver exceptional UV and abrasion resistance combined with light weight and traditional appearance. Light weight, durability and manageability are as important to cruising sailors as they are to racers.



What makes 3DL better?



3DL styles...

Grand Prix 3DL™

The sails that won the America's Cup. Films and custom yarn layouts optimized for the ultimate in light weight and low stretch.

Regatta 3DL™

Thicker films, larger filament clusters and efficient yarn layouts combine performance and outstanding value. A fast 3DL racing sail at a very competitive price.

Regatta 3DL Poly™

North's popular Regatta 3DL laminate made with polyester fiber instead of aramid. Ideal for classes or handicaps where aramid fiber is not allowed.

OceanRace 3DL™

North's Grand Prix custom yarn layout with thicker, more durable films for improved UV and abrasion resistance.

No more seams. A traditional panelled mainsail or genoa for a typical 35 foot cruiser/racer may have 40-50 pieces of sailcloth and 60 -70 sewn seams (see Figure 1). Once put under load, virtually all seams tend to stretch or pull apart a small amount. This slippage depends on their location on the sail and how much wind is blowing. Subsequently, surface loads within the sail are distributed unevenly. Wherever loads tend to concentrate, the sail is prone to distortion. A 3DL sail structure has no seams (see figure 2.). Loads are distributed without interruption from corner to corner. In a 3DL sail structure, the stresses are equalised throughout the entire membrane. The sail holds its designed "flying shape" with a minimum of distortion over a remarkably wide wind range.

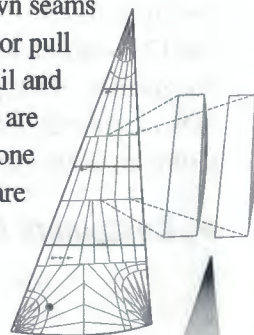


Figure 1

No more sailcloth. The other limitation of panelled sails is sailcloth. Conventional sails orient panels of woven fabric to align the thread lines in the panels as closely as possible with the loads in the sails. Sailcloth, no matter how high tech, is made of yarns oriented in either a vertical or horizontal direction. However, loads in a sail are not always vertical or horizontal. No matter how carefully it is assembled, woven fabric is prone to bias (angular) distortion. Radial and rocked panel construction was developed to better align woven threads with loads in the sail, and high tech fabrics like North's GATORBACK™ KEVLAR™ and SPECTRA™/ DYNEEMA™ have additional diagonal reinforcement to help deal with the bias stretch. 3DL sails are not made with sailcloth. During manufacturing, a computer controlled gantry applies yarns to the laminate in a pattern that precisely matches the curved load paths in the sail. And because yarns are laminated over a mold, they also lie in the same three-dimensional matrix the sail will assume when sailing. This highly efficient application of materials is why a 3DL sail performs and lasts so well compared to panelled sails.



Figure 2

No more wrinkles. We all know that sails change shape and lose their speed as they age, but few sailors realize that the primary reason for shape change is shrinkage. A conventional sail is made from a number of different materials which have varying rates of shrinkage. As the sail ages, different parts of the sail change shape in different amounts and directions. Seam slippage can also add significantly to this process. 3DL is simply a more efficient and effective system...designed to deliver you a lighter, faster, more durable sail.

"When you first set your eyes on a 3DL sail, you know you are looking at something that will change sailmaking as we know it forever. Of course, you think; this is how a sail should be."

Yachting World magazine, September 1995

NORTH 3DL DOMINATES PREMIER EVENTS WORLDWIDE!

- Kenwood Cup 1st
 - Key West RW . . . 1st IMS
 - SORC 1st IMS
 - Telstra 1, 2, 3, 4, 5
 - Bruce & Walsh 1st
 - Sydney Hobart . . . 1, 2, 3
 - Port Philip Regatta . . . 1st
 - Air New Zealand . . . 1st
- ...and many more!

More races are won using North Sails than all other sails combined!

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The new shape of sailmaking

While Australians are in the enviable position, due to our generally mild climate, of being able to race and cruise our coastal waters all year round, there is always a need for boat maintenance. Most yacht owners prefer to do it over the winter in preparation for the full-on summer activities. OFFSHORE Yachting publishes this guide to Boat Maintenance with articles from several experts and a survey of the latest in new products to assist in boat maintenance.

UV radiation high risk for bodies and boats

The rising incidence of skin cancer is not the only reminder that ultra-violet radiation is getting worse. It is also giving our boats hell, says author Alan Lucas.

UV filters in paints, varnishes and resins all need to be better than before to hold the line. Ironically, a facility often seen as a great adjunct to easier maintenance, the permanent marina berth, is a parallel force exacerbating this situation.

A berth holds a vessel in a fixed position to all the elements. A swing mooring does not (except in trade winds zones for some of the year). The result is a more intense deterioration on one side or end than the other, an analogy being a pig on a spit burnt to a crisp on one side and raw on the other instead of being evenly seared all round. The most obvious victim of this problem is the traditional wooden boat.

A planked hull, excessively heated or exposed to a dry offshore wind will readily "show her seams" thanks to the shrinkage taking place. Her other side will not be affected, although it may well have its own problems such as heavier and longer lasting condensation whose very "thin" water so readily finds a deck or cabin leak.

Homogeneous materials, such as steel and fibreglass, suffer far less, but nevertheless need more maintenance on one side than the other under these circumstances. This is especially true where brightwork is involved. Even varnished fittings below decks will fade unevenly if bombarded by relentless shafts of sunshine through uncurtained windows and portholes.

Without labouring the point, it can be appreciated how maintenance really should start before the first coat of paint or varnish is needed. It starts by avoiding deterioration as much as possible by taking a few simple steps.

For the permanent berth holder, it may be possible to move your vessel to a less exposed position or, if not, to turn it every few weeks in its present berth. Covers favouring the most troublesome side are also an option, although they can produce problems of their own, as we will see.

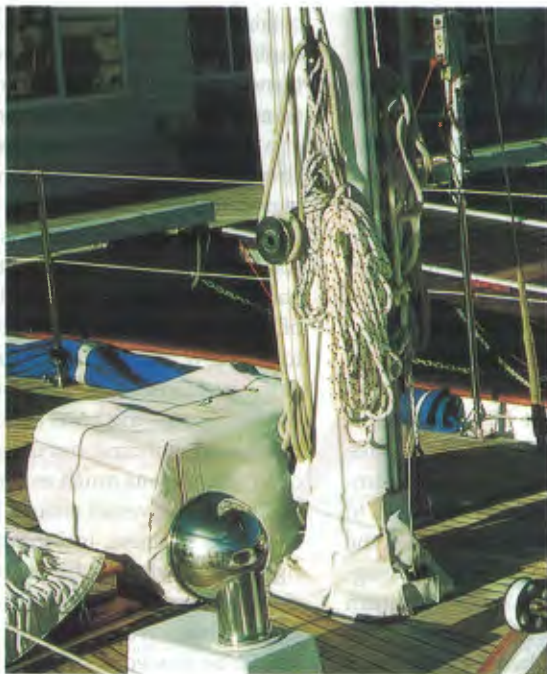
The phrase "use it or lose it" is a philosophy relevant to all human endeavour, and not the least is the

use of the boat. Regular use keeps on top of problems by their easier observation and more rapid response. It also keeps machinery and electronics working better and more reliably thanks to a number of factors, not the least being ventilation and cleaning.

Only liveboarders can pursue this philosophy in its purest form whilst all others must compromise according to their situation. The cost of maintenance, then, will probably rise exponentially with the period of idleness. This cannot be avoided, but it can be slowed down by the most basic of actions.

One such action is to be more fastidious when closing the boat down prior to her being left moored for any length of time. Slapping halyards, for example, not only make a terrible din but wear themselves out and can damage the mast. If you have mast steps, purposely foul the halyards around them. If not, outhaul them to the outer shrouds then sweat them down hard.

Sheets are best stowed, otherwise their coiling and proper hanging from appropriate cleats is satisfactory as long as movement is prevented. And, although very neat, do not dress ship for any length of time with Flemish Coils. These expose the rope to maximum UV radiation, dust collection and saturation to say nothing of leaving a mess on the deck. It is also far kinder to all ropes to use dedicated lines



for berthing rather than hastily grabbed sheets.

Sail material is so well protected from UV rays that short periods of furlled exposure is perfectly okay. But if delayed at an anchorage or leaving the vessel moored, cover them properly with due regard to the elements. All fast-action fasteners, including Velcro tape, stayputs and turn buttons, will shake loose in prolonged winds demanding that they be backed up with lashings tied every metre or so along a boom. This not only guarantees the sail's protection, but also prevents the cover from flogging itself to death.

Roller furling sails have their own UV protection strip along leech and foot, but they can unfurl in your

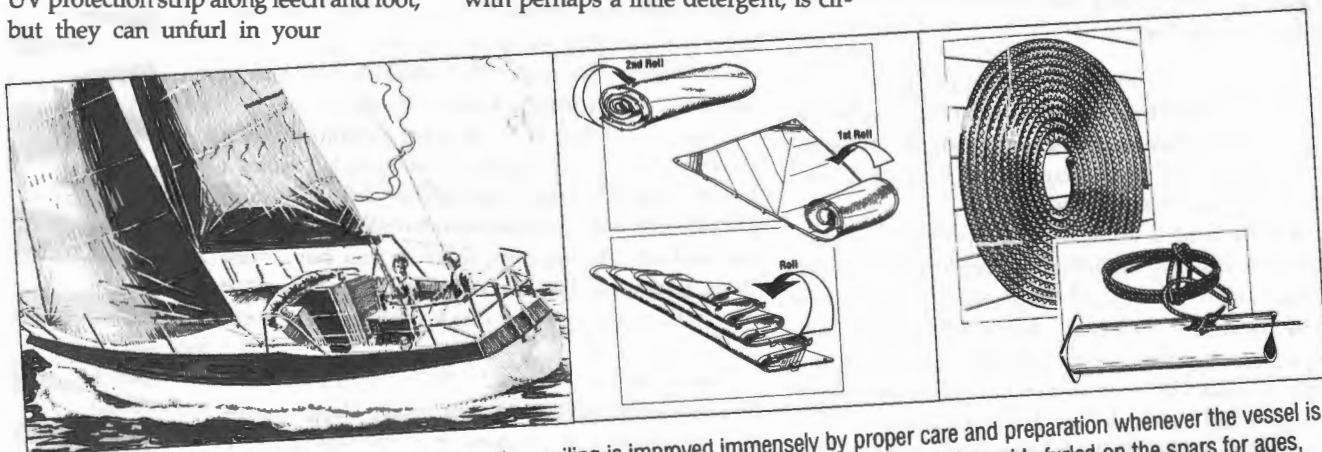
is secure in the first place.

In the mechanical department, salt accumulation in the engine's cooling system can be flushed regularly by running fresh water through it for a few minutes before shut-down. It can then remain in the engine, and wherever it might pool in the exhaust system, until the next time when it is expelled by the normal raw water flow.

This is easily achieved by fitting a "T" into the raw water inlet just above the stop-cock. It is provided with its own stop-cock from which a hose connects it to a bucket or demijohn. At the end of the day, the main inlet is turned off, the "T" inlet is turned on and fresh water, with perhaps a little detergent, is cir-

a form of general deck protection. Even the stoutest types meet their match in violent winds which easily has them turning inside out, snapping lanyards and then flogging themselves, and perhaps parts of the boat, to death.

It is tempting to go overboard for systems that offer total protection from deterioration, but the truth is they usually introduce new problems whilst failing in their ultimate task anyway. The real secret to reducing maintenance and repair time is to disarm the vessel from her own potential for self-destruction by logical thought about the things that can be done between picking up the mooring and leaving her to her own devices.



The quality of both down time maintaining and up time sailing is improved immensely by proper care and preparation whenever the vessel is left alone on her mooring or berth. (Drawing by Alan Lucas). Centre: Sails may remain unwashed and roughly furlled on the spars for ages, but are much better for being washed, dried and stowed. On a confined deck, rolling is a good system, otherwise folding, concertina-style and then rolling is a better system (Drawing - Alan Lucas). Right: Flemish coils are all very shippy, but they maximise dust, salt and grime accumulation whilst exposing more rope to UV radiation than any other type of stowage system. Don't leave your lines this way; instead stow or hang as illustrated. (Drawing - Alan Lucas).

absence with dreadful consequences. Instances of this nature have been known to start a domino-effect in hard stand yards where one vessel's headsail unfurls then blows her over on her side and against the neighbouring boat, and so on. On a moored vessel, it can have her sailing madly around her mooring, possibly ramming other boats, but certainly destroying the sail as she goes.

If your roller furlled sail's clew can be reached from the deck or pulpit, a few seconds spent tying it off with a short lanyard pays dividends by its guarantee against unfurling. Alternatively, a simple locking device might be attached to the drum at the bottom which has the same effect. And, if no easy method suggests itself, then double check the return line for any chafe that may cause it to fail in your absence and always make sure it

culated through the engine. When the engine is stopped, the second valve is turned off and the main inlet is turned on again so that the engine is ready to go at a moment's notice. In most cases the circulating pump will prevent the fresh water running back.

A good battery-minder is a 10 watt solar panel wired direct to the battery bank. Depending on the total amperage of the latter, it should not need a regulator, the low input being about the same as the bank's probable attrition rate. This not only keeps the power up at the end of a long down-time, but extends the life of a battery by as much as three times.

On deck, a vessel should be washed free of all saltiness, including the lower rigging and winches, before being abandoned. Except for very brief periods in predictable weather, her awnings should be stowed despite their appeal as

Winch service ensures longer life

Yacht winches are designed to last a lifetime under normal operating conditions, with proper care and maintenance, advise Stan Koci and Peter Shipway of Barlow Marine. Periodic teardown and lubrication of various parts of any winch are necessary to ensure top performance and longer life. Lubricant materials protect metal surfaces against the corrosive action of the sea, and destructive effects of the galvanic action.

Quarterly full winch service and monthly routine inspections are recommended. When full service is undertaken the winch should be completely stripped, washed with a petroleum sol-

vent such as kerosene or an equivalent (do not use petrol or explosive liquid) and checked for damage and excessive wear.

Most models can be dismantled and serviced without removing them from the deck. As a first step in the care of all winches and yacht hardware, it is strongly recommended that all external surfaces be rinsed with fresh water and wiped dry after each cruise or hard ocean race.

Before starting the winch service, spread out a clean cloth or some newspaper on which to place the parts. Remove the winch drum first. This can be done by removing drum retaining mechanism such as a drum nut, screw and washer or simple circlip. When lifting off the drum, the drum bearings may come off with it. Be careful not to let them fall out.

Follow your technical sense, or step by step service manual, to take the winch gear box apart. Try to keep the gear sub-assemblies together until you are ready to clean them and then re-assemble them immediately. This avoids confusion in the assembly procedure.

Remove all ratchet pawls from their pockets. Try to trap the pawl spring with your fingers while sliding the pawls out. If this is not done, the pawl spring can shoot out and be lost.

During the assembly procedure all gears and bearings should be liberally greased, using not too heavy water-resistant marine grade grease. The pawls and their pockets should be lubricated with light non-detergent machine oil (SAE 30). Never use grease on the pawls as they must be allowed to move freely. Be sure the ratchet gears are installed with the same side facing the

gears as when they were removed and not UPSIDE DOWN. Failure to do so will cause the winch to slip.

Ultra-light winches - important.

The latest ultra-light winches are designed for use on today's lightweight racing yachts. Ultra-lights can reduce the weight of winches by as much as 30% compared to the conventional aluminium models. Ultra-light models incorporate special lightweight gear housings and, in some cases, line lifters and retaining nuts. These lightweight components do not possess the same strength and durability as those used on conventional winches, and the loads to which they may be subjected are less than conventional winches.

Warning: Before the ultra-light winches are purchased and installed, the prospective purchaser must consult the manufacturer for winch suitability to intended winch loads.

The following special care **MUST BE TAKEN** in installation and service:

The winch must be mounted only to the flat and reinforced deck, to eliminate any base distortion.

The winch must be mounted to the deck so that the drum drive pinion is as near as possible to where the line (rope) first makes contact with the drum.

Racing boat winches operate at peak efficiency and require more attention. Ultra-light winches must be serviced once a month. They should also be totally inspected before every race, with special attention to aluminium parts. They must be checked for corrosion and wear. Without this attention, premature and permanent damage can result.

Choosing the right propeller for your yacht

Choice of the correct propeller is vital to your yacht's performance, be it under motor or sail, says J.B.C. Yachting Engineering.

All sailors, whether cruisers or racers, like to reduce drag on the bottom of their boats, hence the installation of a propeller that has fixed narrow blades or one which folds or feathers under sail but will still give good speed under power.

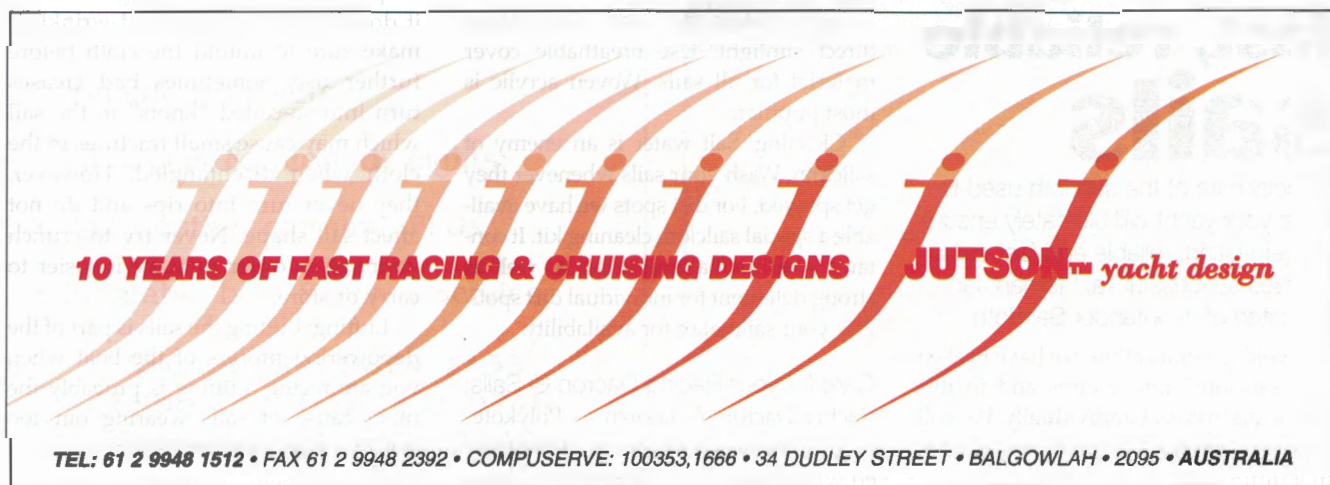
Regardless of type of design or manufacture, the most suitable propeller for your boat is reliant upon the continuous horsepower rating of your motor, gearbox reduction, waterline length and displacement.

While the most sophisticated formulae will give you a diameter and pitch, the most satisfactory performance can only be achieved by "in the water" evaluation.

When you have finally fitted out your prop and go for the first run in flat water and little breeze, you find that your tachometer (number of RPM) does not read the designed RPM at full throttle, ie 85% - 95% of the continuous rating.

This indicates that either the propeller diameter is too large or there is too much pitch on the blades. Conversely, if the motor over revs, ie runs faster than the continuous rating, then either the diameter is too small or there is insufficient pitch on the blades.

To remedy this situation in a fixed blade prop there are the options of



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changing the propeller entirely or having the blades re-pitched by a propeller specialist. Either of these options can be both time-consuming and expensive.

The same options are also applicable to geared folding propellers which also have the disadvantage of having gear teeth exposed to sea water which, if left for any lengthy period, provide a marvellous, protected spot for barnacles to grow, causing the blades to stay open when sailing.

The most versatile type of propeller on the market today is the internally geared feathering type, which has the advantage of being able to adjust the pitch to suit each installation, has gears which are not exposed, and blades that are self-cleaning if barnacles do attach themselves to the hub where the blades rotate. Adjustments to the pitch can be made underwater, provided scuba gear is used.

Let's start with the most common sailcloth: Dacron®. At Contender Sailcloth we use high-tech shuttle-less looms to create the tightest weave possible.

The stability thus relies less on the impregnation of chemicals, instead providing stability in the weave. The sail offers long lasting shape holding and ability to "recover".

Woven sailcloth made from Dacron®, Diolen® and other high modulus polyester fibres are still the most popular used sailcloths.

Care for your Dacron® sails:

Even Dacron sails will lose shape with extensive flogging. Try and avoid!

Today most mainsails have full length battens. The extra hardware (battens, slides, etc) create longer lasting sails but also create more chafe points

sailcloths need special care.

Rolling: Rather than folding the sail as with standard Dacron sails racing Dacron sails should be rolled. In this way the sail stays smooth and the Polykote finish in the cloth is preserved. To properly fold the mainsail, fold from the top of the sail about approximately one-third downwards and start rolling along this line. By doing so, the head patch and the top of the sail stay free from rolling wrinkles.

The battens can stay in the sail but make sure you are rolling down the sail parallel with the battens. If you have to fold your sail for transport never fold it in the same spot. Try at least to roll the sail during regattas.

Raising and lowering: Sails made from Polykote (or similar fabrics) should be raised or lowered with consideration



Above left: The wide range of propellers available from Hydralign. Above right: Jan "Clogs" Scholten of Contender Sailcloth gives us some tips on looking after sails.

Care means fast, reliable sails

Special care of the sailcloth used to drive your yacht will ultimately ensure longer lasting, reliable and fast sails, advises successful yachtsman Jan Scholten of Contender Sailcloth.

To avoid generalisation, we have broken up "sailcloth" into groups and in this article discuss each individually. We will cover the care of Laminate Cruising Sails in a future issue.

and need for maintenance. At least once a year have your sailmaker do a thorough check-over.

Cover: Store dry and away from direct sunlight. Use breathable cover material for all sails. Woven acrylic is most popular.

Cleaning: Salt water is an enemy of sailcloth. Wash your sails whenever they get sprayed. For dirt spots we have available a special sailcloth cleaning kit. It contains soap for bathing a sail as well as strong detergent for individual dirt spots. Ask your sailmaker for availability.

Care for your Racing Dacron® Sails: Racing Dacron®, known as Polykotes or NYT are coated instead of impregnated with chemicals for less stretch. These

due to the extremely stiff Polykote finish which is so essential for a good performance from your sail. Always aim to keep the cloth from becoming creased. If it does become creased and wrinkled, make sure to unfold the cloth before further use. Sometimes bad creases turn into so-called "knots" in the sail which may cause small fractures in the cloth when disentangled. However, they never turn into rips and do not affect sail shape. Never try to crunch your sail in order to make it easier to carry or store.

Luffing: Luffing the sails is part of the depowering process of the boat when you are racing. Luffing is probably the main cause of sails wearing out too quickly as the flogging creases down the finish of the sail.

Washing and Maintenance: The same principles apply as for standard woven Dacron®.

Care for Spinnaker Cloth:

The most popular spinnaker cloths are woven from nylon fibres. The relative high stretch of nylon has prompted sailcloth manufacturers to try polyester and even laminated variations. The reliability and ability to "give" without breaking has kept nylon the preferred fibre, however.

Despite today's quality coatings, nylon spinnakers over time will absorb water. Try to wash the sail away and then dry the sail. A dry spinnaker will perform better due to less weight, less stretch and better (original) shape. Do not flog the spinnaker when drying or when sailing. Like any other sailcloth, flogging will shorten the competitive life of the sail.

Bagging and storing your spinnaker: As long as the spinnaker is dry and without salt, no special treatment is required to store or transport the sail. Keep it out of direct sunlight.

Care for Laminate Racing Sails:

Flogging: A laminate sail will not break

down after extensive flogging but the Mylar® film will shrink and cause the sail to change its shape. Have your sailmaker take some photos over the winter while sailing to ensure successful shape adjustment in the sail loft.

Folding and bagging: Further to the above comment on shrinking, careless bagging and walking on laminate sails cause the same change in shape.

The ideal way to store your racing laminate sails is to roll your sail around a tube. This, however, is not practical. A tidy flake (often the width of your turtle sailbag) on a flat surface is the next best thing. A good idea to save space is rolling or "bricking" a neat flaked sail.

Laminates can wick or absorb moisture. When storing for any length of time, clean the sail with fresh water and dry before putting it away. Above all else it saves from unnecessary weight aloft.

UV exposure: Laminate racing sails made with aramide fibres such as Kevlar® and Twaron® are only protected from the sun by the Mylar® film and are susceptible to UV degradation. To avoid premature tearing and stretch ensure protection from the sun at all times except when racing!

Laminate racing sails made with polyester and/or Dyneema® (Spectra®) fibres are much less susceptible to UV degradation. Never-the-less, they will also do better with maximum protection.

At Contender Sailcloth we hope that this advice will help you maintain the life and reliability of your sails.

Feel free to call or write to us for further information. Phone: 1800 252368 or 02 9997 4099.

Marina services:

30 tonne travel lift acquired by Noakes

Noakes Boat & Shipyard (formerly North Sydney Marine Centre) has announced the acquisition of a second travel lift with a capacity of 30 tonne, adding to their other 24ft beam, 80 tonne lift.

Conveniently located at Berrys Bay, North Sydney, Noakes Boat & Shipyard is one of the biggest and best equipped marine facilities in Australia, catering for a wide range of commercial and pleasure craft.

The facilities include an environmental washdown and yard drainage system and a new, start-of-the-art rigging



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Visit your local marine product store today and ask for 3M™ Marine "One Step" Products by name. If your local marine store doesn't have 3M "One Step" Products, call 1 800 064 333 for the name of the nearest 3M Marine Product Centre.

3M CCDG 4079 9/96

3M Innovation

loft and mast repair fabrication unit. Managing director Sean Langman says Noakes Boat & Shipyard can offer a complete refit service to all types of power and sailing vessels, but the "do-it-yourself" boat owner is also welcome.

Further information: Sean Langman, Noakes Boat & Shipyard, 6 John St, North Sydney, ph: 02 9925 0306 or fax: 02 9929 6028.

Family shipwrights at Rushcutters Bay

Composite Marine is the newly-formed family shipwrights business that has opened at d'Albora Marinas, Rushcutters Bay, with Paul Bonnice and his sons, Tony and Michael, combining their skills and experience to provide a comprehensive shipwright service.

Paul has had more than 20 years of broad marine industry experience with all types of production and custom built boats.

Further information: Paul Bonnice, Composite Marine, d'Albora Marinas - Rushcutters Bay. Ph: 02 9328 7966 or fax: 02 9362 8578.



Paul Bonnice (left) and his son Anthony at work in the Composite Marine shipwrights shop at Rushcutters Bay

Bukh service centre at Taren Point

The Australian distributor of Bukh engines and accessories, Bukh Diesel Australia Pty Ltd, is now fully functional in their new modern factory complex located in Sydney's southern suburb of Taren Point.

The new factory has more than 3400 square metres of space, allowing for future expansion over the next five to ten years. The new facility has modern offices, a computer controlled spare parts division which provides instant

information on over 4000 different parts, as well as a large service division for the pre-delivery of new engines and maintenance of older engines.

Bukh Diesel Australia is now located at 38 Alexander Ave, Taren Point NSW 2229. Ph: 02 9525 0011 or fax: 02 9526 1084.

Liferaft Servicing Group expands

Liferaft Servicing Group is a company which specialises in the sales and service of marine safety equipment for the recreational and professional boat owners and has done so since 1985. Through acquisition

and competitive pricing they are now the largest 100% Australian liferaft sales and service company with branches in Sydney, Newcastle, Melbourne and Fremantle.

Liferaft Servicing Group are approved to service most brands of inflatable liferafts including Beaufort, BFA, RFD, Roaring Forties and Zodiac. All liferafts are serviced to the requirements of the USL State Authorities or Australian Yachting Federation (AYF). All work is conducted under the guidance of the company's ISO9002 quality assurance program.

Paints and varnishes Major marine paints companies merge

Two of the greatest names in marine paints - International Paints and Epiglass Marine Products - have become one super brand, International Epiglass, effective from May 1. The merger will have a significant impact on the marine paint market in Australia, New Zealand, the Pacific and Asia.

In an announcement at the National Maritime Museum, the marine trade and media was told that the merger would make International Epiglass the leading brand of marine coatings and finishes throughout these markets and would extend its influence into other regions.

For many years the two brands, while owned by the international chemical group, Courtaulds Coatings, were market leaders in their respective fields - International Paints primarily with underwater coatings and antifouling; Epiglass with above waterline finishes and epoxy products for boat building.

To capitalise on the overall strengths of the two brands and come in line with Courtaulds' strategy for global strength in the market place, the decision was made to create International Epiglass. This one brand will now cover the entire pleasure boat market.

WEST SYSTEM epoxy solves boat problems

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Russell Gray Advertising GA/6

the correct techniques and materials, they are not difficult to solve and are within the capabilities of the average boat owner.

WEST SYSTEM epoxy products have been developed to meet a wide range of boat building and maintenance needs for fibreglass, wood, steel and aluminium structures. According to ATL Composites, anywhere an extremely strong water-resistant bond or coating is needed, WEST SYSTEM brand products provide an affordable, efficient and high-quality solution.

Epoxy users can find out almost any-



Above left: 3M Marine "One Step" reconditioning and maintenance products are available from local marine stores. Above right: Two of the greatest names in marine paints - International Paints and Epiglass Marine Products - have become one super brand, International Epiglass.

thing they need to know about using these epoxy products through the instructional books and videos produced by Gougeon Brothers Inc. Whether your project involves fibreglass or wood, gelcoat blisters, fairing, teak decks, or installing hardware, Gougeon's publications offer a solution.

Free technical information on WEST SYSTEM brand epoxy products or information on the technical manuals and videos: Customer Service, ATL Com-

posites Pty Ltd, PO Box 2349, Southport, Qld 4215. Ph: 07 5537 7636 or fax: 07 5537 8659.

One Step products for winter maintenance

Winter is a perfect time for fast and effective boat maintenance and the 3M Marine "One Step" range offers boat reconditioning products which they say will clean, restore and protect in one simple step.



The 3M Marine "One Step" range is more than a product line - it is a complete process designed for professionals and serious boat owners who enjoy maintaining their boats.

Laborious, multi-tasked cleaning methods are eliminated with the "One Step" process. The products combine a cleaner, rubbing compound restorer and high gloss wax into one application, effectively cutting reconditioning time in half.

Maintaining a boat's appearance

used to require the application of a multitude of products. "One Step" Fibreglass Restorer and Wax is said to eliminate the worst effects of marine environment including heavy oxidation, chalking, fading, minor scratches, rust and exhaust stains. The result is long-lasting protection against the recurrence of these problems on fibreglass/gelcoat and marine top-side paints.

3M Marine "One Step" reconditioning and maintenance products are available from local marine stores but further information is available from 3M Customer Service on 1800 064 333.

Fitting out: Marine toilets from Raritan

Raritan Engineering have recently released their new Cricket manual marine toilet. Designed to fit the tightest head compartment, it is powerful and easy to use. The high capacity, double action manual toilet will fit small powerboats and yachts.

The Cricket toilet is ideal for use with Raritan's Lectrasan EC onboard sewage treatment device which has been approved as an alternative to holding tanks for recreational and small commercial craft in NSW, Tasmania and South Australia.

The Lectrasan EC, installed with the Cricket, offers boat owners a safe, pleasant and easy to use sanitation system which eliminates the need for bulky, smelly and possibly dangerous holding tanks.

Further information: Sardik Engineering, Marine Division, Ph: 02 9808 3366; fax: 02 9808 3366. ▲

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Sean Langman



Rigging

Winter Maintenance

It's 5:30 in the morning. In three hours my Offshore column goes to press. It's an unfortunate trait of us humans to leave things to the last minute.

Seemingly less enjoyable or perceived less important tasks tend to be left.

I've worked in the marine industry for nineteen years, fourteen of which leading Noakes Pty. Ltd. For each of these years what is known as the traditional time to work on one's yacht, winter, has been a myth. Sure major restorations and modifications take place during these months, but as a rule the silly season prevails triumphant. Two weeks before the opening race or in the case of the Sydney to Hobart from December 1st to the morning of the 26th is a different story.

So for us humans that desire to relive the days activities at the CYC bar, or leaving things to the last minute. How do we curb our ways?

Answer, seek help. An approach for help is to sit down on a pleasant autumn morning with the crew.

Step one - write a list of things that the yacht requires maintaining.

Step two - fax a boat yard, rigger, sail maker listing your requirements.

Step three - the cunning step. Don't ring the supplier straight away. The professional marine industry company

will ring you. When they do, discuss your needs and winter discounts. Don't book the work - just make general enquires. Invariably the supplier will have a mid winter downturn. This is when both the best deals can be struck and the best work performed.

I realise it's difficult to get excited about or even imagine a warm summer sea breeze in the middle of July. So have a real hot bath, turn up the heater, watch a sailing video of the Kenwood Cup and get out there. Get those sails checked over.

The sail maker, that grumpy overworked individual, it's amazing how in winter he greets you and makes you a cup of coffee. He's keen, going over your current wardrobe.

Talking deals on new sails, and yes it's warm in the sail loft with lots of photos of summer sailing just to keep you in the mood.

Over the cup of coffee talk about everything related to the sails, mast, boom, rigging and deck layout.

If your sail maker is a good one, (and generally most are) he will know the best gear to use or how to refine your current set up.

All this information, the lonely winter sail maker, rigger or yard manager will give you for free. In winter you'll be embraced.

Maybe this article is half done. Yeah I could go into details about rod rigging, engine oil or antifouling. But that's what happens when things are left to the last minute.

So I'll put the jug on and wait for you to walk through my door.

Sorry no coffee in September. ▲

"Invariably the supplier will have a mid winter downturn. This is when both the best deals can be struck"

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.

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Sailing crew of Business Post...skipper Bruce Guy (left), his son Mark and Steve Walker trimming the spinnaker on a shy reach off Coles Bay on the Tasmanian East Coast. (Pic- Bruce Miller).

Bass Strait Bash

Only ten yachts finished this year's Boags Three Peaks Race, Tasmania's annual combination of offshore sailing and endurance mountain running. However, records (and a lot of other things) were broken in what is, arguably, Australia's hardest event. Bernard Lloyd was aboard one of the yachts which completed the course through Bass Strait and down Tasmania's East Coast, from the Tamar River to the Derwent.

Stiffening north-westerlies offered start conditions unmatched in the race's nine year history. The multi-hulls screamed out of the Tamar River like daggers, led by 11 metre *Bastet*. In Bass Strait they increased their speeds into the 20's, surfing on waves

towards Flinders Island and first stopover at Lady Barron.

Several smaller yachts found the 40 knot driven seas too much. There were many broaches. A broken rudder sent *Island Airways*, an Adams 12, into one hundred circles just off Low Head. (skipper Stephen Brinkhoff called it "a holding pattern"). Kites blew up and shredded and steering gear went on two other boats. The crew of *Tamar Marine*, an Adams 10 monohull, repaired their rudder with a barbeque plate picked up from the Flinders Island foreshore.

"My" boat, *Underwater Video Systems*, skippered by Jeff Cordell, had a poor start. With foredeckman David "Furno" Furnage steering down a wave we were hit sideways by a monster. The 11 metre Dubois monohull heeled deeply to starboard and water cascaded amidships as we rounded-up. I was holding on for dear life, but standing up to his waist in the rush, hauling on the submerged traveller, sailor Paul Curry calls out, "Have we lost it?"

More in hope, helmsman "Furno"

says: "No!" and the boat rights herself.

The run settled down until we reached the hazardous low water at the entrance to Lady Barron, sailing by spotlight to avoid uncharted piles of bricks and shifting quicksand bars. Ahead of us *Bastet* was still race leader but the navigator was worried, reportedly saying, "This is cowboy stuff! It's too dangerous" but his skipper refused to slow the boat. It was only one nautical mile to the dock, the last tack.

Right behind them was *Island Paint Pro*; straight ahead a race record...and Bell Rock. Four tons of yacht doing 12 knots, spearing the black water. With a drawn face Alistair Mearns called the last tack. They're going to rip up the race record.

There is an almighty "Bang!" *Bastet* spins through 180 degrees, pivoting on her starboard hull and stops dead. She's hit the submerged edge of the rock. The hull is cracked and *Bastet* limps in forty minutes later.

Still, the rest of the fleet (with three out) reaches Flinders island in record times. Indeed, the 11m Cirrostratus trimaran *Island Paint Pro* paints the race

red, taking two hours and ten minutes out of it. Six boats follow, all inside the record.

The race, meanwhile, leaps ashore for a 63 kilometre run up Mt Strezlecki, but the mountain makes its claim on the race. Sea-sickness affected many of the runners, especially those aboard yachts that had come across hard, banging and crashing.

The worst casualty is aboard *Computerland*, where Chris French gets to Mt Strezlecki complaining that the world is spinning round and round. He retires. His running mate, Oldfield, sets out to do it a second time, with sailor Peter Fletcher. All up, Oldfield must run 105 kilometres (He later won the Director's Cup for the effort) but spare a thought too for sailor Peter Fletcher.

He spent the morning repairing the steering, goes to his bunk only to be woken from deep sleep to put on running shoes. He must run 65 kilometres. In fact, he runs nearly 70, due to a navigational error on the way out. He returns from the longest run of his life to then sail throughout the next night.

And the next morning skipper Saul gives him a pair of top-quality flippers so he can swim under the boat, length and breadth, to clear it of weeds.

Then its all guns on deck for the second sailing leg, 127 nautical miles, to Coles Bay for the Mount Freycinet run. Who'd believe, after one day, that only 12 of the 16 starters are still in the race and both race favourites are out? The northerly winds are moderate. Most yachts slink down the coast, with the flood tide and light airs stopping the front-runners for up to two hours at Clarke island.

Jeff Cordells' *Underwater Video Systems* sneaks up six places, even against heavyweights like *Wild Apple*, one of the fastest 50-footers in Australia. But honours go to *Computerland* which after leaving seven hours behind the leaders, pulls into Coles Bay in first place, beating the leg's time by thirty minutes. What a dramatic recovery.

In the easy seas the runners also recuperate. At Freycinet, the Scots runners go out and beat the 35 km Freycinet course record. They may have felt aided by the rain. Their boat, *Business Post*, leaves Coles Bay in third position. Up from ninth.

The leading yachts go round Tasman island, under Australia's highest sea cliffs, and *Computerland* is first into Hobart. At one stage she was 30 minutes ahead of the overall race record but ultimately just off it.

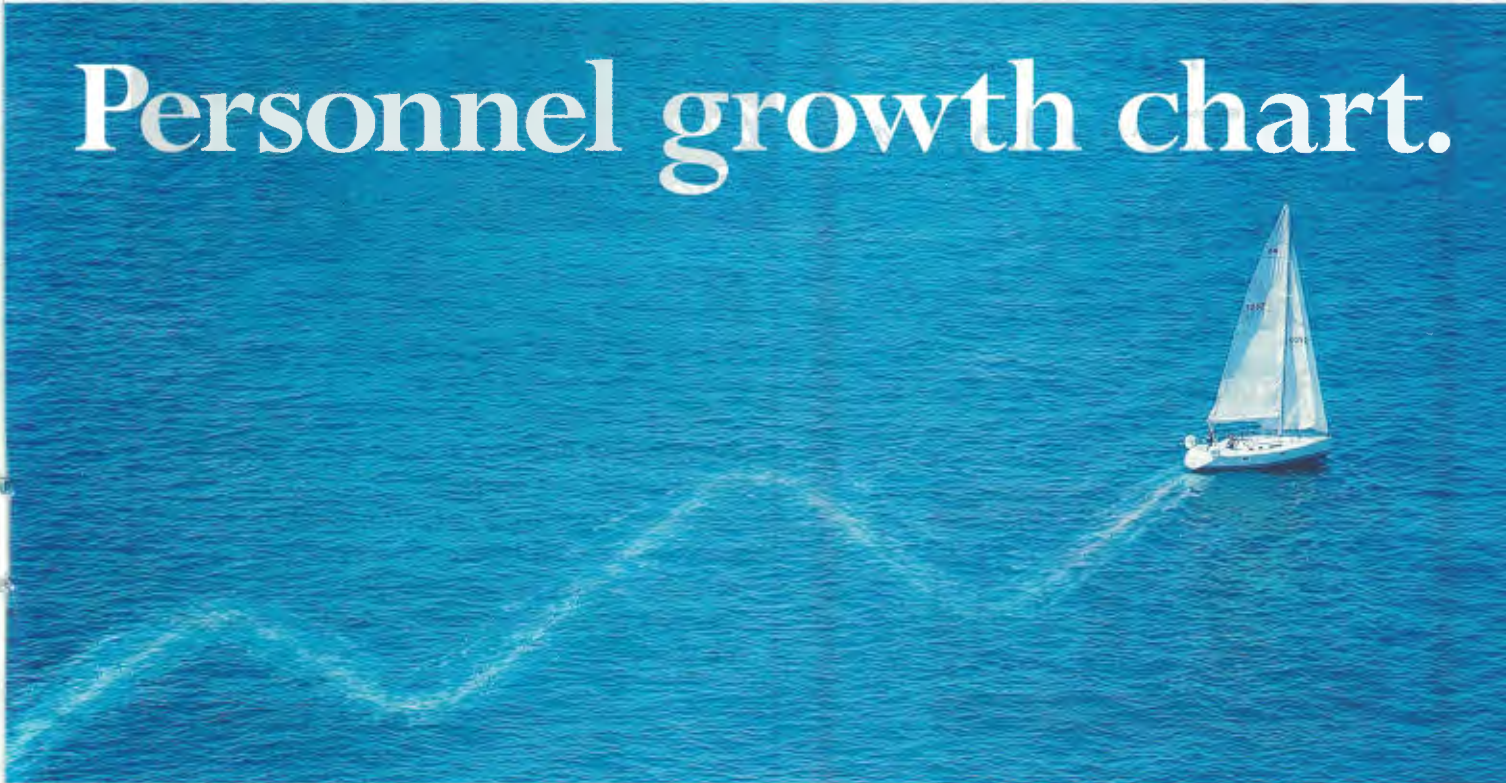
Then comes the final run. Mt Wellington. Now the grimness appears. The runners run by torch light, with twisted, grim brutal faces. And yet this misrepresents their indomitable spirit. It is not pretty but it is glorious.

Runners Gerry Oldfield and a recuperated Chris French are first across the finish at Wrest Point Casino, giving skipper John Saul, and crew Peter



"He spent the morning repairing the steering, goes to his bunk only to be woken from deep sleep to put on running shoes"

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Above left: Windward start of the 1997 Boags 3 Peaks Race at Beauty Point on Tasmania's Tamar River at Easter. (Pic - Bruce Miller). Above right: Flying Scots Adrian Davis (left) and John Coyle relax on the weather rail of *Business Post* soon after the start of the first leg of the Boags 3 Peaks Race. They were the fastest runners on all three peaks, winning the King of the Mountains title for 1997. (Pic - Bruce Miller).

Fletcher and Royce Salter back-to-back victories in the race and the fastest ever overall sailing time (2 days, 1 hour, 7 minutes.)

The Kings of the Mountain are the flying Scots, Adrian Davis and John Coyle. They were quickest on all three peaks, breaking the race record on both

Mt Freycinet and Mt Wellington. Second boat was *Flinders Island Community (Wildcard)* followed by the Farr 40 *Business Post*. *Underwater Video Systems* also won, for every boat that finishes this race wins.

The race also has an unusual trophy awarded to the boat where all five mem-

bers run at least one mountain. (Consideration is also given for boat size, the age of the runners, running for charity and other factors.) This year *Tamar Marine*, skippered by Robert Giblin and crewed by Angus Sprot, David MacFarlane, Ben Fasnacht and Andrew Ostler, won the coveted trophy. ▲

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A Greek Odyssey



Church overlooking the harbour of Skopelos, providing sheltered moorings for charter yachts.

The Greek Islands have long been a favourite area for charter cruising and every year more and more Australians enjoy a holiday afloat and ashore in these fascinating islands.

Sunsail certainly can lay claim to knowing all about charter cruising in the Greek Islands - the world-wide yacht charter organisation started their business with 12 yachts in Greece in 1974.

Sunsail now operates hundreds of yachts with seven bases in Greece offering six principal cruising areas, The Dodecanese, Sporades, Gulf of Argolis/Peloponnese and the Southern and Northern Ionian.

Dodecanese - Base location Kos

These Greek islands, tucked up alongside the Turkish coast encompassing

the islands of Kos, Leros, Kalimnos and Patmos, are steeped in history from Hellenic times through the Middle Ages, dominated by the crusading Knights of St John, to their more recent past. While they are essentially Greek in culture, it was only in 1947 that they officially became part of Greece.

The Dodecanese is one of the most demanding cruising areas, as well as one of the most unspoilt, the scenery consisting of abandoned bays and small traditional Greek fishing villages.

With its position on the edge of the Meltemi, the cruising ground in high season can provide exhilarating sailing, with winds blowing from the north west and getting up to force 6-7 later in the day. However, in low and mid season the wind speeds tend to be between force 3 and 5. If you wish to cruise this area you should be experienced.

Dining Ashore

Seafood is the staple of the Greek diet

and this is particularly true in the islands of the Dodecanese. Many of the islanders derive their income from fishing so you can be sure of fresh produce. Ohapodhi, or octopus is a Greek speciality and you may see octopus drying in the sun before being charcoal-grilled at the taverna. Apart from familiar fish such as barbouni (red mullet), frangri (bream) and tonnno (tuna), you will also find kalamaria (deep fried squid) and for that special evening out, astakos, a crayfish which is as delicious as lobster.

The Sporades

In the shimmering waters off the eastern coast of Greece, the Sporades are the place to unwind, whether by bareboat or on flotilla, with their fine sandy beaches, pine-perfumed hillsides, ancient ruins, caves and abundant sea life.

From Melina in the Gulf of Volos in the northern Aegean, the Sporades cruising area takes in the islands of



Above left: A beautiful anchorage off the fishing village of Votsi in The Sporades, an ideal anchorage for bareboat or flotilla cruises with Sunsail. Above right: Greek village of Verakas on Saron Islands is another popular place to anchor and dine ashore.

Skiathos, Skopelos and Alonnisos extending to Skyros in the south east.

The Sporades is a popular tourist area with the prevailing wind being the Meltemi blowing from the NE. Occasionally in July and August winds speeds are force 4 and 6, although generally it is force 3-4. There are several large tourist towns and it has become popular with its wide variety of both shoreside entertainment and the Maritime National Park on Pelagos.

Dining Ashore

Among the bustling narrow streets of Skiathos you may find a Zakoroplasteia (bakery) or café to indulge your sweet tooth. Sweet desserts are rarely served in Greek restaurants so visit a harbour-side café and treat yourself to baklava, filo pastry with walnuts and honey, or loukamathes which are small doughnuts coated in honey.

Sailing east from Skiathos lies Skopelos, a fertile island famous for its vines and locally produced wines. Look out for Robola, red or white wines, Manzavino, a rose' and retsina served from the barrel which is far superior to the bottled variety.

Gulf of Argolis

Surrounded by a spectacular backdrop of high mountains, the lush green vegetation of the Peloponnese is the orchard of Greece. Sunsail's one week flotilla cruises in the Argolic Gulf encompass some of the highlights of this attractive area, creating a lasting image of Greece.

In the Gulf of Argolis the winds are unremarkable, with force 2-3, occasionally 4, north-east during the season. Occasionally the area can be affected by

the Meltemi. It tends to be one of the less demanding areas, albeit a very busy one, with its close proximity to Athens resulting in visits by Athenians. For bareboat charters only, the Southern Peloponnese is the most unspoilt cruising area. The prevailing wind, force 3-6, circles around the gulf anti-clockwise, commencing from the north west. Winds can be much stronger in the Peloponnese, as high as force 6-7. Challenging and exhilarating sailing is available for the experienced sailor.

The Ionian

Sunsail's outstanding reputation as the most popular and successful operator of both bareboat and flotilla charter is founded on what the company has achieved in the Ionian. This includes Sunsail's own private yacht base and marina in the Vouvaki Club, the start for bareboat charters and for several flotillas on offer.

On the western side of Greece, the Ionian extends from Corfu in the north, past Paxos, Levkas, Manganisi, Ithaka, Kalimo and Cephalonia, right down to Zante in the south.

Southern Ionian

The most popular area of the Greek Islands, with prevailing winds blowing from the NW, usually force 1-3, very occasionally 4. With its myriad of anchorages and a wide variety of Greek fishing villages, as well as its easy cruising ground, it is to be recommended for the less experienced sailor.

Northern Ionian

Very similar to the Southern Ionian. The sailing, however, can be slightly more demanding. The anchorage's vary from

very busy Greek towns to the abandoned bays.

Dining Ashore

Eating out in Greece is a relaxed, social occasion with plain wholesome food to be enjoyed at a leisurely pace. The food is simply cooked and takes advantage of the abundant fruit and vegetables of the season. The Greeks eat their main meal of the day at lunchtime and a taverna will prepare its dishes in the morning to be served hot at midday. Oven-baked specialities of the Ionian include Cephalonia meat pie and lamb casserole. If you plan to eat ashore in the evening, ask for a dish that will be cooked on the grill like fish or pork.

Travel Notes

Passports & Visas

Please make sure that you have a passport valid for at least 6 months after the period of travel. Visas are not required for Australian travellers staying in Greece for less than 30 days.

Currency

The unit of currency for Greece is the Drachma. There are no limits on the amount you can take in or out of the country. On return most banks will only exchange notes of 500 Drachma and above.

Cost of living

Prices vary considerably between areas in Greece and from taverna to taverna, however, the following is a guide for your reference.

- A bottle of wine varies from \$5 - \$10.
- A bottle of beer costs about \$1.20 - \$2.00
- A cheap snack can be bought about \$3.00.
- A three course meal is likely to cost \$10 - \$20 per head.

For more information please contact Grant at Sunsail on Tel: 02 9955 6400 or Email: syd@sunsail.com.au

"The food is simply cooked and takes advantage of the abundant fruit and vegetables of the season"



NEWS

AYF Offshore moves to simplify handicapping

The Australian Yachting Federation's Offshore Committee - a delegate from each of the six States, the AYF Chief Measurer Robert Green, AYF Technical Manager Tony Mooney, and AYF Board member Grant Simmer - met under Chairman David Kellett on April 19-20 to deal with a wide range of matters.

Among those of major significance to owners of offshore racing (and cruising) yachts included expanding the mast and rigging scheme (inspections by AYF accredited persons assisting insurance); small ship registration through AYF; an intermediate measurement-based national handicap system; implementation of new safety regulations; offshore cruising "rallies", and improvements to the International Measurement System (IMS).

Anyone interested in a detailed technical report should read the upcoming AYF Offshore Newsletter, but highlights of discussions and decisions at the meeting were:

Simplified Measurement Handicap

Having recognised the need for such a handicap, AYF Offshore over the past year has been exploring various simplified measurement handicap rules to fill the gap between arbitrary performance handicapping (PHS) and the sophisticated IMS - with the hope that disgruntled users of the arbitrary performance handicap will accept such a new National system.

A working party has studied the English Channel Handicap System (CHS) but noting opposition to our

own secret cruiser/racer allowance, was concerned that the CHS was not only secret but lacked local input with UK total control. The working party has concluded that an Australian version of the very popular and widely used American PHRF rule, which is a simplified measurement system like CHS but not secret, would have the added advantages of all fees being kept in Australia and being under total Australian control.

The meeting requested the working party to provide a summary of the pros and cons of both systems to the States for a vote later this year on whether CHS or an Australian PHRF should receive endorsement as the National handicapping system.

Ocean Cruising Rallies

Readers of overseas yachting magazines will have learnt of this popular and growing part of ocean sailing. There have now been more than ten Atlantic Rally for Cruisers (ARC) rallies. In addition, there are also successful cruising rallies for yachts to sail around the world.

This is not simply "cruising in company". There is much preparatory work for the crew of each yacht, with special seminars on provisioning, navigation, bosunry and so forth. As well, there are inspections of competing yachts and radio control during the course of the actual rally.

This exciting area of development is also being explored by a small AYF working party. In an effort to catch up on years of overseas experience with this type of event, the working party has written to Jimmy Cornell's company in England asking for advice.

A first suggested rally route is Eden to Auckland but, of course, there are a whole range of possible routes and destinations utilising the Australian east coast and island countries to the north-east of Australia. The AYF Offshore Committee would welcome correspondence with ideas from boat owners.

Improvements To IMS

Impressed by the pioneering work of the Australian Yachting Federation and the New Zealand Yachting Federation in developing a Cruiser/Racer Allowance (CRA), the Offshore Racing Council (ORC) has introduced a Dynamic Age Allowance (DAA) for Cruiser Racer divisions.

The DAA contains many elements of the CRA, which is not surprising as the CRA "secrets" were made available by the AYF Chief Measurer to the Chairman of the ORC International Technical Committee. However, the ORC chose to omit from the DAA elements of the AYF formula which were specific to local classes and problems. This has reduced the effect of the allowance from a maximum 5% to 3%.

At the Offshore Committee meeting the AYF Chief Measurer presented his analysis that, whilst DAA would result in similar allowances for two-thirds of our cruiser fleet, the remainder, currently receiving 3%-5%, would be limited to 3% under the DAA. A few boats would receive slightly more from DAA than CRA.

Despite the disadvantage to some owners, the Committee resolved, for the sake of international uniformity, to adopt the DAA and discontinue its CRA from 1 July 1997.

The AYF Chief Measurer was requested to continue liaising with the International Technical Committee with a view to including further aspects of the AYF allowance in the DAA.

On the conduct of IMS races, the myriad alternatives available for scoring were thought to only add confusion. To obtain consistency, club to club throughout Australia and stability for the yacht competitor, AYF now recommends to all race officials that IMS scoring be only "performance curve scoring", on a "constructed course" where that is possible and on an "ocean racing course" where it is not.

Three Wise Men

Following a dramatic self review last year the AYF Offshore Committee was nearly halved in number and "portfolios" (areas of responsibility) were allotted to the remaining members.

As a further initiative the Committee has now appointed a three man "policy steering group" which takes guidance from the Committee but is free to make recommendations directly to the AYF Board which should see more effective action in the offshore area.

To keep ideas flowing it will be mandatory that at least one of the group change each year, the initial three members being David Kellett (NSW); Grant Simmer (NSW) and Robert Green (Vic).

news from all ports

"Lawso" celebrates 25th race on a winner

Colourful ocean yacht racing identity David ("Lawso") Lawson celebrated his 25th successive Sydney-Mooloolaba race by steering the maxi yacht *Foxtel Amazon* to her fourth line honours victory in the autumn ocean classic to Queensland waters.

Foxtel Amazon sailed a brilliant race to beat the Hong Kong-registered *Exile* in a boat-for-boat duel over the final 100 miles of the 470 nautical mile course, regaining the lead as the two big boats swept across Moreton Bay under spinnaker, their wakes sparkling in the moonlight.

As *Foxtel Amazon* neared the finish owner/skipper Peter Walker handed over the helm to Lawson, the yacht's navigator... "take the wheel and get the gun..." which he did at 04.28.25, hitting 13.5 knots in a 20 knot southerly gust right on the line.

Over a quarter of a century of racing, David Lawson has sailed in every race to Mooloolaba since Middle Harbour Yacht Club decided to finish the race on the Sunshine Coast, as well as several

early races which finished at Brisbane. He has sailed as navigator aboard a variety of yachts, the famous maxis *Helsal*, *Apollo*, *Ballyhoo* and *Foxtel Amazon*, the pocket maxi *Freight Train*, as well as *Patrice III*, and that remarkable half tonner, *Nuzulu*.

Foxtel Amazon, recently upgraded by designer Kell Steinmann with a new keel, notched up her fourth line honours victory to Mooloolaba after swapping the lead several times during the race with the "lean mean green machine", *Exile*, the Reichel/Pugh-designed, state-of-the-art IMS 66-footer owned by Sydney-based Warwick Miller.

It was one of *Amazon's* greatest performances. After losing the lead to *Exile* midway through the race she came from 17 miles astern in five hours to draw level with *Exile* off the Gold Coast, lost the lead again off Moreton Island, then powered her way ahead in the final 28 miles across Moreton Bay to Point Cartwright.

Amazon beat *Exile* across the line by 4 minutes 44 seconds with the Queensland flyer *Davids Bobsled* (Kerry Spencer) sailing through the pack to finish third, followed by *Tower Life*, better known as the Elliott 55, *Future Shock*, which had been chartered for the race by Sydney 18-footer sailors Michael Spies and David Witt. Then came *Rager* (David Hanlon), *Sydney* (Charles Curran), the veteran maxi *Condor* (Tony Paola/David Kellelt), *Ragamuffin* (Syd Fischer), *BZW Challenge* (Ray Roberts) and *Ninety Seven* (Andrew Strachan).

Foxtel Amazon's elapsed time of 63 hours 28 minutes 25 seconds was 19 hours 28 minutes outside *Brindabella's* race record set in 1995.



Foxtel Amazon, skippered by Peter Walker, powers her way north under spinnaker soon after the start of the Sydney - Mooloolaba race. In a fierce duel with *Exile*, she took line honours by less than five minutes. (Pic - Ian Mainsbridge).

Whitbread start off RYS line at Cowes

For the first time in its 25 year history the start of the 1997-98 Whitbread round-the-world race on Sunday, September 21, will be on the revered Royal Yacht Squadron line at Cowes on the Isle of Wight.

Following the start, the fleet will head west, leaving Hurst Castle on the mainland to starboard and the Needles to port before heading into the English Channel and a voyage that will cover some 33,000 nautical miles and take eight months to complete.

Unfortunately, the fleet of specially built Whitbread 60s is now not expected to reach the originally forecast fleet and may be limited to nine or ten yachts on the starting line. According to race headquarters, when OFFSHORE went to press, they had no firm news about the Australian *Elle Racing*. Nor was there any news of a late bid by two prominent Australian 18-footer sailors, Michael Spies and David Witt.

Three new W60s have been launched in New Zealand - two for Grant Dalton and the Merit Cup syndicate and one for Swedish Match, to be skippered by

"Over a quarter of a century of racing, David Lawson has sailed in every race to Mooloolaba since Middle Harbour Yacht Club decided to finish the race on the Sunshine Coast"

"Gurra" Krantz. The Swedish Match syndicate has also bought the former *Heinekin* which was used last summer by the Elle Racing team for its training program.

Briton Lawrie Smith was due to begin intensive training in late April/early May with *Silk Cut*, which was built in Sydney by John McConaghy who was also to have built the new W60 for Elle Racing.

In America, the new *Toshiba* has been launched for co-skippers Dennis Conner and Chris Dickson. Navigator will be Australian Andrew Cape who piloted the maxi yachts *Sayonara* and *Morning Glory* to their line honours victories in the last two Telstra Sydney to Hobart races.

The remaining new boats, *Team EF* (two boats), *Kvaerner Innovation*, *Brunel-Sunergy* and *America's Challenge* were expected to be launched during May. Final entries for the 1997-98 Whitbread Race close on June 1 and organisers believe that there are still other syndicates who may wish to enter and buy one of the spare new boats or one of the 1993-94 W60s.

Nortel's big funding for Australian yachting

Yachting in Australia has received a major boost with the signing of a million dollar-plus sponsorship deal between the Australian Yachting Federation and the telecommunications company, Nortel.

The sponsorship, for the next four years, is the largest ever for Australian sailing and will support AYF activities from learn to sail programs, coaching and development through club, state and national levels, organisation of Olympic class events, and the training of Australian Olympic athletes for Sydney 2000 and beyond.

According to Phil Jones, the recently appointed CEO of the AYF, the Nortel sponsorship will enable the Federation to accelerate its development plans for all levels of the sport. "It is providing funds to develop sailing across the whole spectrum from beginner to Olympic standard."

Nortel Australia has had a close association with sailing for many years. As sponsors, the company has been involved in the Sydney to Hobart race,

the BT Global Challenge, Women on Water and now this major sponsorship of the AYF.

As part of the Nortel sponsorship, the AYF has announced the members of the Australian Sailing Squad, 35 athletes who have qualified to train for the Sydney 2000 Olympics in eight classes, plus eight teenage members of the Australian Youth team heading off to Japan for the World Youth Championships in July.

The Australian Sailing Squad includes Olympic silver medallists Mitch Booth and Andrew Landenberger ((Tornado), Olympic bronze medallists Colin Beashel and David Giles (Soling) and Natasha Sturges who won three consecutive gold medals at the Youth World championships.

One of the most significant announcements at the AYF function, held at the National Maritime Museum, Darling Harbour, was that of the appointment of 1976 Olympic bronze medallist Ian Brown as the AYF's head coach for the Sydney 2000 Olympic campaign.

Brown has been involved as an Olympic classes coach in recent years

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and has wide experience as an internationally competitive sailor and one-time sailmaker. He was chosen from 20 applicants from Australia and overseas.

Also announced was the appointment of well known yachtswoman Tracy Johnston as the AYF's high performance manager whose task will be to look after all administrative aspects of the Olympic effort, including funding, international campaign programs and to be in contact with various Olympic bodies. She is well equipped for this, having held a senior administrative role with the Australian Olympic Committee before joining AYF. - Peter Campbell

Sydney Harbour in Olympic mode

Sail Sydney '97 moved into the Olympic mode at Easter when more than 200 past and aspiring Olympic sailors contested the 12 race series in eight of the ten Olympic classes and two International Youth Classes, using the likely Harbour course areas set down for Sydney 2000.

In the Soling keelboat class, Colin Beashel, just back from Auckland where he helmed the chartered Australian Admiral's Cup yacht, *G'net*, into second place in Royal New Zetland Yacht Squadron's International Regatta, ended up in a tie with Sydney Harbour Etchells sailor and match-racing helmsman Neville Wittey.

Wittey won six of the first seven races, but Beashel came storming home to win the last five straight, also winning race two. Colin Beashel's younger brother, Adam, has switched from Lasers to join Olympic silver medallist Mitch Booth as crew in the Tornado class, with the new catamaran combination winning the Sail Sydney '97 title by a mere one point from Booth's arch rivals, Darren Bundook and John Forbes.

The new Olympic class, the Bethwaite-designed 49-er made its Sail Sydney regatta debut with an excellent fleet of 22 of these high-performance skiffs sailing the Olympic trapezoid course. Victory went to champion 18-footer sailor Chris Nicholson, beating former World Moth champion Emmett Lazich.

One of the most encouraging perfor-



Olympic 49ers racing on Sydney Harbour during the Sail Sydney '97 regatta at Easter. (Pic - Ian Mainsbridge).

mances was that of teenagers Nathan Wilmot and Ben Felton in finishing top youth crew and second open crew in the International 420 class won by the older crew from the Royal Prince Alfred Yacht Club, Matthew Felton and Daniel Smith.

Seven Australians for Soling Worlds

With representation at the Sydney Olympics their end objective, seven of Australia's top keelboat skippers and their crews will contest the Soling World championships in Denmark in July, the largest contingent ever from Australia.

Atlanta keelboat representatives Matt Hayes (Soling) and Colin Beashel (Star) will be joined by Neville Wittey, Gary Gietz and Cameron Miles, all from Sydney, Tasmania's Nick Rogers and the now Perth-based former French champion Sebastian Destremau in contesting the regatta.

Destremau travelled to his former homeland to represent Australia in an Olympic week regatta the last week in April. A member of Royal Perth

Yacht Club, he has obtained sponsorship from British Airways and Austcomm telecommunication services to form a team of six WA yachtsmen who will compete in 15 regattas in Europe and North America during the Northern Hemisphere summer.

They also aim to reach a high-ranking in the World match racing circuit and, if more sponsorship can be found, defend Destremau's victory last year in the Tour de France sailed

on the French Atlantic and Mediterranean coasts. Destremau finished third in the tour three years ago, second the following year and won last year. He is eager to defend his victory, but emphasises the Soling campaign takes precedence.- Neil Smith/Peter Campbell.

Royals premier club in Victorian racing

The Royal Yacht Club of Victoria has won back the prestigious Association Cup from across-the-bay Sandringham Yacht Club. The Association Cup marked the end of the summer sailing season in Melbourne and the winning club is regarded as the premier keelboat club on Port Phillip.

The Royals team of *Chutzpah* (Bruce Taylor), *Terra Firma* (Dean Wilson/Scott Carlile), *Western Morning* (Justin Brennan) and *First Light* (Ron Layton) scored 39.5 points to convincingly beat the Cup holders Sandringham which finished with 51.75 points. A composite team sailing for Black Rock Yacht Club finished in third place with 75 points.

The win by the Royals teams capped a successful season for the Club and, in particular, Past Commodore Bruce Taylor in his David Hick-designed 35-footer *Chutzpah*.

He also won the IMS and VYC divisions of the six-race Becks series held over the season and took out the Ocean Racing Club of Victoria's offshore series for the summer.

Taylor said at the Association Cup presentation at Sandringham Yacht Club that it was the culmination of 12 years campaigning. "I also have a good all-round boat and most of the crew

"Wittey won six of the first seven races, but Beashel came storming home to win the last five straight"

have stayed with me for the entire time," he said.

Despite his success during the past season, there is still one trophy that eludes Taylor - the Telstra Sydney to Hobart.- Kevan Wolfe.

State of the art sail loft for FraserSails

To complement their growing domestic and export business, Fraser Sails have moved into a new production loft at Somersby on the NSW Central Coast. The loft, an hour from Sydney, will be the largest single level sail loft in Australia. Measuring 1350 square metres (14,500 sq ft), it will allow for more efficient production.

Fraser Sails will retain their head office at the current loft in Rushcutters Bay to handle repairs, new sail enquiries and the company's administration.

Gilmour takes out ACI Cup in Croatia

Peter Gilmour has scored a major match-racing victory by winning the ACI Cup of Croatia in a hard-fought series on the Adriatic Sea. Gilmour led through the round-robin and in the finals came out on top from France's Thierry Peponnet and New Zealander Russell Coutts.

Gilmour is now living in Japan to comply with residency requirements to be skipper of the Japanese challenge for the America's Cup in Auckland in 2000 and is sailing with a Japanese crew in his international match racing and regatta campaigns.

On a sad note for Japanese sailing, Makoto Namba, 46, has been lost at sea after falling from his yacht during the Hong Kong to Osaka race. Namba was skipper of the Japanese team at the 1995 America's Cup with Gilmour the team coach.

Sportsman's Lunch for Patrick Bollen

As most yachties now know, Patrick Bollen, the intrepid yachting journalist and boat varnishing expert, has been seriously ill with a rare form of cancer which has involved extensive treatment and surgery.

The road to recovery for the 47-year-old has been neither smooth nor easy, so at noon on July 11 his many friends will

gather for a Sportsman's Lunch at the Cruising Yacht Club of Australia to raise funds to assist Patrick with his recovery.

The format will be similar to that of David ("DC") Dyers lunch, with the CYCA again providing excellent food and service. Comedian Brian Doyle will provide the entertainment and well known ocean racer Peter Shipway will be MC. Tickets are \$100 each, which includes lunch and drinks. Further information from Di Pearson on 02 9388 7182.

420 crews for 1997 World Youth Titles

Two teenage crews from the Royal Prince Alfred Yacht Club's International 420 centreboard class have been chosen to represent Australia at the International Sailing Federation's 1997 World Youth Sailing Championships to be sailed at Fukuoka City Yacht Harbour, Japan, from July 25 through to August 4.

Seventeen-year-olds Nathan Wilmot and Ben Felton will sail in the double-handed boys dinghy class (420s) while Nathan's sister Sarah, 16, and Penelope White, also 16, will sail in the double-handed girls dinghy class, also 420s. Nathan and Sarah are children of former Olympic and World champion sailor Jamie Wilmot and between them have already won many championships in dinghy classes.

Other members of the Australian team for the ISAF World Youth championships include Jo Dikkenberg from the Middle Harbour Amateur Sailing Club who will sail in the girls singlehanded class (Laser Radial) and Josh Beaver from Perth, WA, who will sail in the boys singlehanded class (Laser).

Siska Trophy win to Mustang Sally

Persistence was rewarded when Warren Batt's *Mustang Sally* won the coveted Siska Trophy as Western Australia's Bluewater Champion ocean racing yacht at a presentation at Royal Perth Yacht Club in April. It was the tenth year the Siska Trophy, a recycled trophy from Rolly Tasker's Golden Fleece Round

Tasmania success, has been awarded.

Mustang Sally in her first full ocean racing season in WA won the Class A YAH and IMS handicap sections for the whole season, was first in the

Class IMS handicap sections for the whole season, was first in the Class IMS and also second in the Summer series YAH.

Batt's boat is a 14.1m Farr 46 sloop, launched in 1988 and raced with distinction in Victoria until she joined the WA fleet last year. She was

expected to start favourite in the 15-boat fleet in the Fremantle to Lombok race which was due to get under way on May 3.

During the past racing season, *Mustang Sally* was overshadowed by line honours victors such as Garth Curran's Inglis 57 drop-keel sloop *Walk on the Wild Side* and Stan Best's Davidson 50 Jtec *Finistere*. Nevertheless, she was one of the most consistent starters and capped the season with a line honours win in the Fremantle to Albany race in March.

In the overall YAH table for the Siska Trophy, *Mustang Sally* amassed 383 points, 145 points clear of the second placegetter, Trevor Smitham's *Without Fear* on 238 and *Finistere* on 230 points. The margin for the IMS pointscore was even greater with *Mustang Sally* on 338 points compared with *Finistere* on 197 and *Without Fear* on 189.

Curran's *Walk on the Wild Side* spent much of the early part of the season laid up in her pen at South of Perth, and despite almost eclipsing Rolly Tasker and *Siska's* 26-year-old Geraldton record twice, and setting a fast pace in the races she contested, the Inglis speedster finished out of a place in the pointscore.

Another encouraging signal of the increased competition was Trevor Taylor's *Neftenga* figuring in the points. For the Humphries 50, a scaled down version of the legendary Whitbread Race maxi, *Rothmans*, this was her first full season of racing. She placed second to *Finistere* in the YAH spring series and third behind *Finistere* and Bill Burbidge's *Le Truck* in the IMS.

The points margin in Class B was

"For the Humphries 50, a scaled down version of the legendary Whitbread Race maxi, Rothmans, this was her first full season of racing"

closer, but with Lance Woods sailing *Impulse* to a double IMS and YAH victory. *Impulse* finished only one point clear of Albany's Tony Stanton with *Major Miracle* in the YAH division, but 23 points ahead under IMS.

Wood's win has renewed debate in WA over which is the most successful design - his UFO 34 *Impulse*, or Stanton's Viking 30 *Major Miracle*. Compounding the rivalry is the third placegetter under both IMS and YAH, Merve and Mike Finn's S&S 34, *Huckleberry*, which is a two-times winner of the overall Siska Trophy. - Neil Smith.

New format for Clipper Cup

Mirage Resorts Clipper Cup committee has adopted a refreshing new format of racing for the 1997 regatta, to be jointly hosted by the Cairns and Port Douglas Yacht Clubs from September 19-26.

This year the series for the famous trophy that originated with the PanAm Clipper Cup in Hawaii has been expanded to an eight race regatta for IMS, Division One Performance Handicap yachts and Performance multihulls. A seven race series is also planned for Division Two Performance Handicap yachts plus a Trailable yacht division.

The first three races include the Cairns-Fitzroy Island-Cairns event and two shorter races off Trinity Inlet followed by the Cairns to Port Douglas race for all classes on Monday, September 22. Port Douglas Yacht Club will host the remaining races off Four Mile Beach including race seven that will take the fleet on a course from Four Mile Beach around the Low Isles, Snapper Island off Mossman with the finish off Port Douglas.

"Old Salt" back at helm for CYCA Veterans Race

Despite suffering a stroke and having five heart by-passes over the past three years, Sydney waterfront and sailing identity "Boy" Messenger was back at

the helm for the Cruising Yacht Club's annual Great Veterans Race. The race brought together 15 former ocean racing yachts which contested Sydney to Hobarts between 1945 and 1968, among them three past winners of line and handicap honours.

But it wasn't just old yachts competing, several old salts were back on deck, include 72-year-old Messenger who steered *Malohi*, the yacht which 35 years previously he had helped Syd Fischer sail in his first Sydney to Hobart. Messenger steered *Malohi*, now owned by Maurie Evans, into fourth place behind Nigel Stokes' *Fidelis*, line honours winner of the 1966 Hobart race. Aboard *Fidelis* was original owner, New Zealander Jim Davern while aboard *Malohi* was the yacht's original owner, 84-year-old Neville McEnally, who sailed the yacht into third place overall in the 1960 Sydney to Hobart.

The 1997 Great Veterans Race saw the return of the famous cutter *Winston Churchill* which was the second yacht to finish and third on handicap to *Rani* in the inaugural Sydney to Hobart. Now owned by Richard Winning, *Winston Churchill* sailed in 16 Hobarts, including the 50th in 1994.

Fidelis won the Great Veterans Race from *Lolita* (Nick Cassim) and another former line honours winner, *Margaret Rintoul*, now owned by Bruce Gould.

The Great Veterans Race was the feature event over the opening day of the CYCA's Winter Series pointscore which this year has attracted a record block entry of 170 yachts ranging from Elliott 5.9s through to the maxi yacht *Foxtel Amazon*.

- Peter Campbell

Notice of Race For 1997 Lord Howe

Notice of race is now available for the 1997 Fujitsu Gosford to Lord Howe Island, with entries again limited to 25 yachts because of the island's World Heritage listing. The 24th annual race, conducted by Gosford Sailing Club, will start from Broken Bay on Saturday, October 25.

The club has already received several entries, including *Bright Morning Star*, *Katinka*, *Lady Hawk*, *Margaret Rintoul II*, *Mark Twain*, *Polaris* and *Yendys*.

Fujitsu have also extended their sponsorship to a special fun regatta at the Gosford Sailing Club for cruiser/racer yachts, one-design keelboats, skiffs and dinghy classes on Brisbane Water about a month before the start of the ocean race to Lord Howe Island.

Bacardi's Port Fairy win closes Victorian season

The Victorian summer offshore season closed at Easter with the Ocean Racing Club of Victoria's Melbourne to Port Fairy race, with IMS honours going to the veteran sloop *Bacardi*, owned by Sandringham Yacht Club commodore Graeme Ainsley and John Williams.

In fact, close to the finish of the 140 nautical mile race it looked as if *Bacardi* would also take line honours, but Rob Hopcraft's Adams 52 *Animal Farm* came from behind to get the gun by just nine minutes. Bruce Taylor's second on corrected time to *Bacardi* in the IMS division with *JLW Chutzpah* was good enough to give the Robert Hick-designed 35-footer the ORCV's summer championship.

The Performance Handicap division went to John Kint's Adams/Radford 57 *Pains Wessex*, with *Animal Farm* second, *Serenity III* (David Burton) third.

Five yachts retired in the strong headwinds and short steep seas in Bass Strait with Garry Walker's 40-footer from Sandringham, *More War Games*, breaking its mast off Lorne.

Greg Blackwood-Smith's Joubert 43 *Imogene* from Sandringham finished only 20th but gained sufficient points to just win the ORCV's Performance Handicap pointscore for the summer. - Mike Sabey.

Happy "Berth" Day for Sydney Boat Show

The Sydney International Boat Show will cruise into Darling Harbour to celebrate 30 years as Australia's largest public marine exhibition from Thursday, July 24 through to the following Tuesday, July 29.

Motor racing legend and boating enthusiast Dick Johnson, who will offi-

"she was one of the most consistent starters and capped the season with a line honours win in the Fremantle to Albany race in March"



Andrew Denton and the 2MMM breakfast show gang.

cially launch the 1997 Boat Show, says the event will showcase the latest in millions of dollars worth of fishing and luxury powerboats, sailing craft, canoes, inflatables and the latest in marine equipment from around the world.

The spectacular show will once again feature the popular and stunning marina in Cockle Bay with more than 100 craft on display. Strictly Sail will be a major part of the show of interest to sailors with on-the-water events, seminars, demonstrations and fashion parades.

The Sydney International Boat Show will open for six days, 11am to 9pm weekdays, 10am to 9pm Saturday, 10am to 8pm Sunday with the marina opening 10am to 8pm daily.

During the Boat Show the NSW Yachting Federation and the Boating Industry Association have organised an industry and sport dinner at the Gazebo Hotel at which, among other things, will be the presentation of the NSW Yachting Industry Commendations to outstanding yachting industry organisations, sailing clubs and individual club officials.

BT Challenge fleet heading for Boston

The 14 yachts in the BT Global Challenge set sail from Cape Town in early May after four weeks break to recover from the gruelling sail across the Southern Ocean from Sydney.

Winner of the Sydney-Cape Town leg was *Group 4*, skippered by Mike Golding, strengthening her overall lead in the round-the-world race.

There are six Australians sailing on this leg. Margot Douglas on *Commercial Union*, Rod Stevens on *Save the Children*, Lyn Guy and Tony Hollingsworth on *Ocean Rover* have competed for the entire race. Graham Rayner joined the fleet in Sydney and will see the race out with the disabled crew of *Time & Tide*. David Pryce has joined 3Com at Cape Town.

Triple M sponsors Youth Sailing

The Cruising Yacht Club of Australia's Youth Sailing Academy is pleased to announce the sponsorship by leading Sydney radio station Triple M for one of its fleet of Elliott 5.9 yachts.

One of the most popular attractions of Triple M Sydney FM104.9 is the Andrew Denton Breakfast Show, 7am to 9am, Monday to Friday, with Amanda Keller and Dave Gibson.

Denton also writes for the Sydney Daily Telegraph and the following is an excerpt from his column, outlining why the comedian elected radio over television:

Why would anyone give up television? The glamour, the wardrobe, the stretch limos, the Logies, the free haircuts, the stars, the adulation, the Logies, the money, the fame, the Logies, the Logies, the Logies...

As I put pen to paper, dear reader, I am sitting in the Bayswater Brasserie, an upmarket eatery as Leo Schofield would describe it, doing what breakfast radio does best. Lunch.

I've just been sharing a few television jokes with Paul "The Corpulent One" Vautin, who will join us on air this year to dismember sport in much the same way he is currently doing his baby chicken with couscous.

Sure, television made me everything I am today. Tired. But it was time to move on, to fulfill the promise I made to radio guru Howard Craven. A lot of people don't know this but the reason I'm doing radio is because on his sick bed Howard gasped to me ...

well, what he actually gasped was "could you please prop up my cushions.". I misheard him and thought he said "could you please have a glittering career in radio and avenge me". That set me off on this whole crazy quest.

Radio is the first thing I did and it was always more fun than television. It's a machine which is directly connected to the imagination; not just the listeners, but the performers.

If I were a car person I might say it's the difference between driving a Ferrari and a garbage truck.

One of them makes a hell of a lot of noise and is really clunky and you have to back it up, it's really, really obvious and you end up with a heap of garbage. The other one just whizzes past. Even if it's not yours it looks pretty good.

In television, if you have this idea of 400 elephants trampling Mother Teresa to death (which is going to be one of our regular segments) where are you going to find a Mother Teresa at short notice? The 400 elephants aren't a problem. On radio, it's different.

In truth, the things that led me toward radio were these: I realised the two things I most enjoyed about television were interviewing and talking to the audience in the ad breaks. When I spoke to the audience, it was a surprise for me, I didn't know what was going to happen.

You can do that on radio all the time. You have people on the telephone lines and you don't know what they're going to say. I like it most when I don't know what's going on, when it's out of control, because that's when it's most fun.

The powers that be at Triple M don't really care what I do, which is excellent news. They don't care if it's outrageous or offensive or bizarre or black or absurd or tasteless or liable to create letters of complaint.

They're just interested in being entertained. There's not the fear television has of not pleasing everyone. If I was doing something which everyone approved of, I wouldn't be doing comedy, I'd be doing the weather.

Well, must go now as I've run out of space on the table napkin. Speak to you soon.

Cheers - Andrew Denton

June • July 1997

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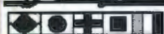
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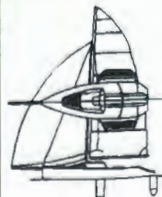
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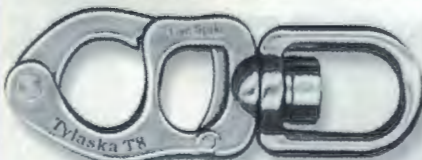
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NEW SOUTH WALES, QUEENSLAND, VICTORIA, TASMANIA, WESTERN AUSTRALIA

JUNE

Cruising Yacht Club of Australia Winter Series, pointscore handicap racing every Sunday through to July 20.
Wednesday afternoon racing, Sydney Harbour, Royal Australian Navy Sailing Association.

JULY

6 CYCA Winter Series, pointscore handicap racing every Sunday to July 20.
27 CYCA Ladies Day, Chris Lee Trophy.

AUGUST

3 12th Sydney-Gold Coast Classic, IMS, PHS - CYCA.
Race 1, Blue Water Pointscore, 1997-98.
6-8 Gold Coast Winter Regatta, Southport Yacht Club.
11-16 23rd SCOR Series, Mooloolaba Yacht Club. Feeder races: Coast to Coast (Gold Coast to Sunshine Coast), Auckland to Mooloolaba.
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 Lion Island Race, Sydney Amateur Sailing Club.
13 Great Whitsunday Fun Race, Whitsunday Sailing Club.
14 Parade of Sailing, Sydney Harbour, CYCA.
18-21 Australian International Regatta, Olympic classes, YANSW.
19-26 Mirage Resorts Clipper Cup, Cairns Yacht Club/Port Douglas Yacht Club.
27 Opening of Sydney ocean racing season, short ocean race, CYCA, 31st Rubber Kellaway Plate.
27 Opening of Sydney Harbour pointscore racing, Royal Sydney Yacht Squadron, Royal Prince Edward Yacht Club.

OCTOBER

3 Sydney-Bird Islet-Pittwater ocean race, Royal Sydney Yacht Squadron.
Race 1, Combined Clubs Pointscore; Race 2, Blue Water Pointscore.
4-6 CYCA Cruising division long weekend cruise.
4-5 Youth Interclub Regatta, CYCA.
5 RSYS Spring Regatta, offshore series. Races 2 & 3, Combined Clubs Pointscore.
11 3 Ports Race, Middle Harbour Yacht Club.
12 Monica Geddes Memorial Trophy Sydney Harbour Islands Race, CYCA.

18 42nd Janzoon Trophy/23rd George Barton Trophy, Bird Island Race, CYCA. Race 3, Blue Water Pointscore.
Short Haul and OPS Night Race, Sydney Harbour, CYCA.
25 Gascoigne Cup short ocean race, RSYS.
Race 4, Combined Clubs Pointscore.
43rd Paul Royle Memorial Trophy, Short Haul Race to Pittwater, CYCA.
25 Fujitsu 24th Gosford to Lord Howe Island Yacht Classic, Gosford Sailing Club.

NOVEMBER

1 Short ocean races x 2, off Long Reef, CYCA. Races 5 & 6, Combined Clubs Pointscore.
8 Short ocean race, CYCA.
14 36th Halvorsen Bros Trophy/26th Woollahra Cup long ocean race, Sydney-Cabbage Tree Island-Sydney, 180nm, CYCA. Race 4, Blue Water Pointscore.
15 Ocean Pointscore, Sydney-Botany Bay-Sydney, CYCA.
Short Haul Harbour Race, CYCA.
22 Short ocean race, RSYS.
28 Corporate Regatta, MHYC.
29-30 Middle Harbour Offshore Regatta. Races 7 & 8, Combined Clubs Pointscore.

INTERNATIONAL

JUNE

22-28 Saint Tropez Rolex Cup, J-boats, 12m and 8m class yachts.

JULY-AUGUST

2,5,7 TransPac 97, 39th Los Angeles to Honolulu ocean race, including double-handed class and multihull fleet.
28-14 Champagne Mumm Admiral's Cup, Cowes, England, Royal Ocean Racing Club.

AUGUST

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

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.
18-21 Australian International Regatta, Sydney, Olympic classes, YANSW.
22 Whitbread Round the World Race, Leg 1, Southport to Cape Town, 7350nm. (ETA Cape Town, October 22)

NOVEMBER

8 Whitbread Round the World Race, Leg 2, Cape Town to Fremantle, 4600nm. (ETA Fremantle, November 24).

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