

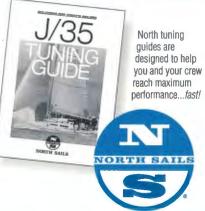


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#### From the Commodore's Desk



#### Sydney Harbour and the environment

ecreational boating on Sydney Harbour is in urgent need of a long-term plan to solve the looming problem of slipping and cleaning boats in an environmentally friendly manner. The Clean Water Act of 1970, along with the Draft Guidelines for Marina and Slipways recently issued by the NSW Minister for the Environment, have highlighted the need for the provision of environmentally friendly slips as traditional slipways are phased out over time.

The Draft Guidelines, currently out for public comment, state, in short, that new and upgraded slipping facilities must comply with both the Guidelines and the Clean Water Act. For existing facilities, the Guidelines acknowledge both the economic difficulties of upgrading and specific difficulties associated with site locations that, by their nature, make it difficult or potentially impossible to comply by grandfathering.

However, the Guidelines point out that this grandfathering is overridden by the requirements of the Clean Water Act.

boat clubs are not I am sure we all agree that a Clean Water Act, that precludes discharging of any foreign materials into harbour waters is desirable for the

long term condition and maintenance of this most remarkable waterway. However, the nature of the Act and the Guidelines defaulting it, effectively renders the traditional style of rail and cradle slipways unusable.

Whilst at this time the Environmental Protection Agency is not enforcing the Act in its strictest sense and its future intentions are unclear with regard to many private and commercial slipways on Sydney Harbour, it is essential that environmentally friendly alternatives are developed and made available for harbour users.

Facilities that will be acceptable to the EPA in the future require that the run-off from the cleaning and preening of boats be captured and not run into harbour waters. These types of facilities need significantly more space than traditional slipways as they require lifting boats out of the water and parking them on a hard stand.

Whilst there are already too few such facilities available within Sydney Harbour for both recreational boating and charter operators, it is equally concerning that such a facility at Birkenhead Point has already closed down. River Quays, further up the Parramatta River, will be developed as waterfront apartments.

This proves the point that waterfront land in Sydney is more valuable for residential than commercial use.

The remaining facility at Berrys Bay, the North Sydney Marine Centre operated by Noakes Rigging,

"It is

absolutely clear

that the various

sailing and pleasure

able to fund such

developments

individually"

is the benchmark for future slipping facilities on Sydney Harbour.

Over the past ten years a number of attempts have been made by Harbour yacht clubs, in co-operation with various Government departments, to find an acceptable site on har-

bour foreshores to locate an appropriate facility. Several sites were evaluated and at least one acceptable site identified

However, the stumbling block at the time was the cost of development funding driven again by the value of waterfront land for residential versus commercial use. The price tag for the land was \$20 million!

It is absolutely clear that the various

sailing and pleasure boat clubs are not able to fund such developments individually or even collectively. If recreational boating is to remain part of the colourful and traditional make-up of Sydney Harbour, then the State Government, particularly Waterways, and the boating community need to work together to find a solution.

Peter Bush, Commodore

#### **Peter Bush re-elected** as CYCA Commodore

Peter Bush has been re-elected unopposed for his second term as Commodore of the Cruising Yacht Club of Australia. Alan Green has also been re-elected unopposed as Treasurer.

However, ballots were necessary for the election of other Flag Officers and Club Directors at the annual general meeting on July 14. Results will be published in the next issue of OFFSHORE.

#### **Youth Academy** sailors heading north

The Club's Youth Sailing Academy is going from strength to strength, with up to 30 students about to head north in the Sydney - Gold Coast Classic and then on to Hamilton Island for Race Week. Eight students have been chosen to sail aboard John Needham's Sidewinder following training throughout the Winter Series.

Other yachts carrying Academy crew will be Never a Dull Moment, Elusive, Hogs Breath Witchdoctor, A crewed Interest, Razors Edge, Foxtel Amazon, Bashfull and Assassin. The Academy thanks owners and crews of these yachts for their continued support in presenting opportunities for youth to sail offshore.

## Offshore



#### THE CRUISING YACHT **CLUB OF AUSTRALIA**

New Beach Road, Darling Point NSW 2027 Phone: (02) 9363 9731 Fax: (02) 9363 9745 e-mail: cyca@cyca.com.au

#### FLAG OFFICERS AND DIRECTORS

COMMODORE: PETER BUSH VICE-COMMODORE: HUGO VAN KRETSCHMAR REAR-COMMODORES: HANS SOMMER, JOHN MESSENGER TREASURER: ALAN GREEN

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EDITOR Peter Campbell (02) 9869 8197 **DESIGN/PRODUCTION** Hardy Graphics (02) 9719 1963 PHOTOGRAPHERS: lan Mainsbridge, Sydney (02) 9624 5039 Richard Bennett, Hobart (002) 29 2559

PRODUCTION EDITOR: Helen Hayes (02) 9948 4861 FILM SEPARATIONS Halagraphics Pty Ltd (02) 9542 7022 ADVERTISING Jan Cooke (02) 9452 2093

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

#### **EDITORIAL CONTRIBUTORS:**

MELBOURNE - Kevan Wolfe (03) 9560 8674. HOBART - Bruce Montgomery (002) 24 2196. PERTH - John Roberson (09) 430 4944. BRISBANE - Ian Grant (07) 3349 9147. UNITED KINGDOM: Bob Fisher + 44 (1590) 68 2267.

ADVERTISING:
Jan Cooke, Phone/Fax (02) 9452 2093 or
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#### regular features

#### CYCA COMMODORE'S COMMENT

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Above: The Red Hand (Graham O'Neill) runs under kite in a 30 knot southerly during the Winter Series. The Red Hand competed in Division B of the record-breaking Winter Series fleet. (Pic - "Ace" Mowtell).

Top right: The CYCA Winter Series has attracted most of the grand prix IMS racing yachts for the highly competitive Sunday racing, including Kenwood Cup team yacht *Quest*, skippered by Bob Steel. (Pic- lan Mainsbridge).

Inset right: Owner/skipper Geoff Lavis concentrates as he steers *Elusive* to windward in Division B of the Winter Series (Pie. Jon Mainshridge)

Division B of the Winter Series. (Pic - Ian Mainsbridge).





Left: Spinnaker twist aboard *Powerboss* (Trevor Cohen) during one of the rare days of strong wind during the the Winter Series. (Pic - "Ace" Mowtell).

Above: Sunny winter days on Sydney Harbour always increases the traffic....two yachts in the CYCA Winter Series dodge the Showboat paddle steamer but give tourists a grand view of what Sydney Harbour is all about. (Pic - Ian Mainsbridge).

4 August • September 1997







Centre: Most Winter Series Sundays have seen only light to moderate breezes. This crew brought their weight forward to give Fly 'n Buy the right angle for lightwind reaching. (Pic - Ian Mainsbridge)

Left: Big fleets and close tacing has produced incidents and protests flags as yachts round marks and cross tacks in the Sunday Winter Series on Sydney Harbour. (Pic - lan Mainsbridge)





Above: The Red Hand (Graham O'Neill) runs under kite in a 30 knot southerly during the Winter Series. The Red Hand competed in Division B of the record-breaking Winter Series fleet. (Pic - "Ace" Mowtell).

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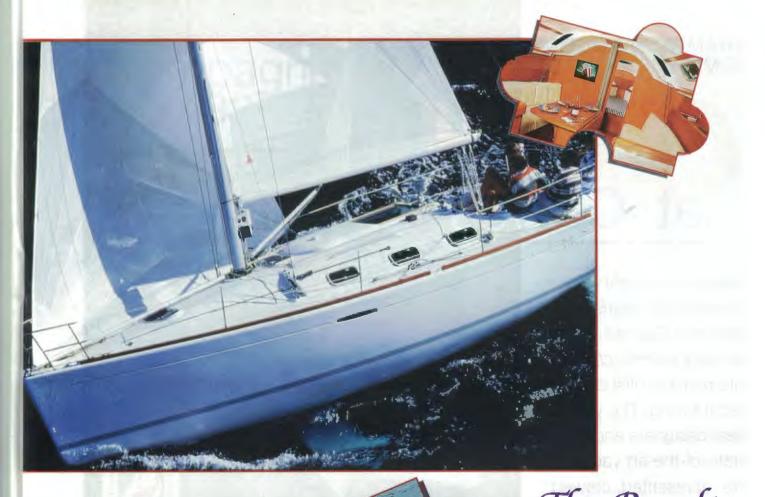
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Above: Sunny winter days on Sydney Harbour always increases the traffic....two yachts in the CYCA Winter Series dodge the Showboat paddle steamer but give tourists a grand view of what Sydney Harbour is all about. (Pic - lan Mainsbridge).



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CHAMPAGNE MUMM ADMIRAL'S CUP

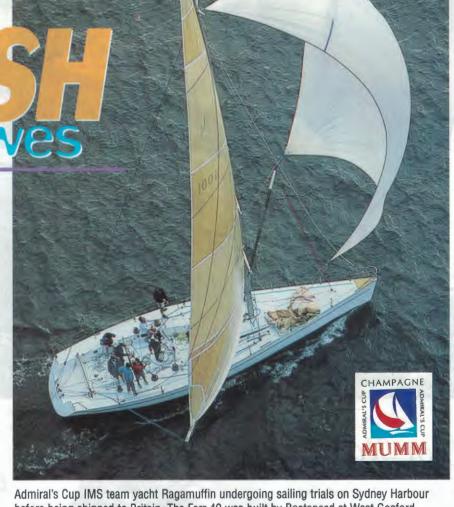
## at Cowes

Despite only eight challenging nations, the Admiral's Cup still remains the mecca of international offshore yacht racing. The world's best designers and their state-of-the-art yachts are represented, crewed by some of the best sailors in the world.

ustralia is facing only seven other nations, possibly only six, in the 1997 Champagne Mumm Admiral's Cup regatta, due to start at Cowes on England's Isle of Wight on Tuesday, July 31. Of the challengers, seven of the eight had nominated their teams to the Royal Ocean Racing Club by the closing date for entries, midnight June 30.

Gold medallists, America's Cup sailors and world champions are among the crews named in a 21 Australia's team boat fleet which will yachts have already represent the cream of been campaigning in grand prix offshore yacht racing when the Europe in the lead-up first starting gun of the nine-race series fires. All but five of the 21 vachts are from the board and office of Bruce Farr and Associates.

The only nation not to nominate a team on time was South Africa, which



before being shipped to Britain. The Farr 49 was built by Boatspeed at West Gosford. (Pic - Ian Mainsbridge).

is understood to have had difficulty finding and funding an ILC40.

Even allowing for the fact that the Farr office automatically designs one third of the fleet because of the mandatory inclusion in each nation's line-up of a Mumm 36 one-design, the dominance of the Annapolis, Maryland, USA, office is striking.

US-based Jim Taylor and the German office of Judel/Vrolijk are the only other designers represented in the 1997 CMAC fleet.

Taylor has drawn to the Admiral's John Risley's new Numbers (racing for New Zealand) as he did her predecessor and Judel/ Vrolijk have - as always in recent years - been the designers of choice for the German

Another non-Farr boat is New Zealand's ILC40 Mean Machine, owned by Peter de Ridder and a sistership to Germany's Pinta. The two yachts were built side by side by Neville Hutton in Lymington, England. MK Cafe, the ILC40 in the United States team, is also from the board of Judel/Vrolijk.

Two of Australia's team yachts have already been campaigning in Europe in the lead-up to the Admiral's Cup. Steve Kulmar and Richard Friedrich sailed their Mumm 36 Sea in the World championship in Italy, finishing a creditable 10th overall. Kulmar won the award as leading "owner/driver." John Calvert-Jones and Robin Crawford have contested the ILC40 World championship in Poland, starting in early July as OFFSHORE went to press. Syd Fischer and his crew of Ragamuffin have been training solidly in Sydney on his Farr 50.

"Two of

Cup"

## Champagne Mumm Admiral's Cup 1997 Nominated yachts



Admiral's Cup team captain keeps an eye on his grandson as he steers the new Ragamuffin on Sydney Harbour soon after her launching for sea trials in June.

This is Australia's 16th challenge for the Admiral's Cup since 1965 with our teams winning in 1965 and 1979. In 1993 Australia lost victory to Germany by a mere .25 point.

The first two races of the series, for the Royal Yacht Squadron trophy, are on July 31.

Then there are seven more including the 200-mile Channel Race, an eight-hour coastal offshore race and four inshore races.

The series culminates with the Fastnet race, which begins on Saturday, August 9. The awards presentation will be in Plymouth on August 14.

Admiral's Cup website: http://www.1stresults.co. uk/mummyachts/htm

#### Australia

IMS: Ragamuffin, Farr 49. Charterer: Syd Fischer. Helmsmen: Matt Hayes and Michael Coxon. New boat, famous name. Built by Boatspeed in Gosford, NSW with the deck of his 1989 Ragamuffin. Sails by North.

ILC40: G'Net, Farr. Charterers: John Calvert-Jones and Robin Crawford. Chartered Japanese-owned yacht with latest North sails. Helmsman: Colin Beashel.

Mumm 36: Sea, Farr. Owners: Steve Kulmar & Richard Friedrichs. Helmsman: Steve Kulmar. Chartered US boat. Sails by Fraser.

#### Germany

Owner: Hans-Otto Schumann. Helmsman: Jochen Schmann, the three times Olympic medallist and 1996 ISAF sailor of the year.

ILC40: Pinta, Judel/Vrolijk. Owner: Willi Ilibruck. Helmsman: Karol Jablonski. Skipper: John Kostecki.

Mumm 36: Thomas I-Punkt, Farr.
Owner: Thomas Friese. Helmsman:
Marcus Weiser. This boat was Mumm
36 world in 1996 and 1997.

#### **Great Britain**

IMS: Corum Indulgence, Farr Corel 45. Owner: Graham Walker. Helmsman: Chris Law.

**ILC40:** Easy Oars, Farr, Owner: Tony Buckingham.

Mumm 36: Bradamante, Farr. Owner: Tim Barrett. Helmsman: John Merricks. Crew includes Savannah 470 silver medallist lan Walker.

#### Italy

IMS: Noon Madina, Farr 50. Owner: Danio Ferrari. Helmsman: Flavio Favini. Crew includes Torben Grael (Savannah Star gold), Rod Davis (America's Cup helmsman).

ILC40: Brava Q8, Farr. Owner: Pasquale Landolfi. Helmsman: Enrico Chieffi, Star world champ 96. Tactician: Australia's Glenn Bourke.

Mumm 36: Breeze, Farr. Owner: Paolo Gaia. Helmsman: Tommaso Chieffi. Crew includes Roy Heiner (NE) and Eddie Warden Owen (GBR).

#### **New Zealand**

IMS: Numbers, Taylor ILC46. Charter: John Risley. Helmsman: Russell Coutts. Crew includes Brad Butterworth and Simon Daubney.

ILC40: Mean Machine, Judel/Vrolijk. Charterer: Peter de Ridder. Helmsman: Tom Dodson.

Mumm 36: Georgia Express, Farr. Owner: Jim Farmer. Helmsman: David Barnes.

#### Scandinavia

IMS: Investor, Farr Corel 45. Owner: Thomas Blixt.

ILC40: Fram XIV, Farr. Owner: HM King Harald V of Norway.

**Mumm 36:** *Mumm a Mia*, Farr. Owner: Kenneth Jonsson. Helmsman: Fredrik Ramsfeldt.

#### United States of America

IMS: Flash Gordon, Farr ILC46. Owner: Helmut Jahn.

ILC40: MK Cafe, Judel/Vrolijk Owner: Marell Kwasnicki. Helmsman: John Kolius.

Mumm 36: Jameson, Farr. Owner: Tom Roche. Helmsman: Chris Larson. Skipper: Dee Smith. AMERICA'S CUP NEWS

## CHALLEN ( gets One Australia and Aussia design

Not only has Peter
Gilmour joined the
Japanese, but Aloha
Racing, the Waikiki Yacht
Club's America's Cup
challenge syndicate has
acquired the IACC yacht
oneAustralia and virtually
every one of the
Australian syndicate's
1995 America's Cup
compound, including
nine containers filled with
materials, equipment and
supplies.

t the same time, two of the senior design team at Iain Murray and Associates, Andy tralia income design the US challenger for America's Cup 2000 in Auckland. The two Australians have formed Fresh Ink Pty to work exclusively with Aloha Racing, one of five US challengers for the America's "For the

Skipper John Kolius announced the Waikiki coup in the wake of the decision by Denis O'Neill and Iain Murray not to go ahead with an Australian

challenge for the America's Cup. One of the reasons given was their inability to obtain legal title to the *oneAustralia* yacht and equipment as an integral part of their design preparation.

This left Syd Fischer as the only Australian contender for the Ameri-



lan "Fresh" Burns sailing aboard *oneAustralia* during the 1995 America's Cup, his third Cup challenge. His fourth will be aboard the Aloha Racing challenger from Waikiki in Auckland in 2000.

ca's Cup in 2000, challenging through the Cruising Yacht Club of Australia.

Kolius acknowledged that while the announcement of Dovell and Burns was only made in early July, the team began planning and scheduling work at Aloha Racing's Houston, Texasbased design offices several months ago.

Dovell and Burns' work with Iain Murray and Associates included a contract with Fluid Thinking Pty Ltd to provide design services to the *oneAustralia* America's Cup challenge in 1995, incorporating all aspects of hull design, tank testing, engineering and computatorial support. In addition, Burns competed in his third consecu-

tive America's Cup as navigator for the *oneAustralia* challenge.

Dovell, a Masters
Graduate of Naval
Architecture from the
University of California, has been acknowledged as a worldwide
leader in technical
yacht design. He has produced winning designs in
IMS and CHS offshore racing,

IMS and CHS offshore racing, including the Sydney to Hobart. He has spent 10 years in Australia designing grand prix racing yachts and retains both US and Australian citizenship.

Burns, an Honours Graduate from

the University of Sydney, has been involved both as a sailor and a technician in three America's Cup campaigns. He has established his US residency to be eligible to compete for an Australian team in America's Cup 2000. As principal designer for Aloha Racing, Burns will be responsible for mast, structure and computational systems.

For the present, one Australia and the entire compound package will remain in Australia until shipped across the Tasman to meet up with the team's first new IACC yacht for testing in Auckland. Upon completion of one Australia's role as trial horse, to be signaled by the arrival of Aloha Racing's second IACC yacht, one Australia will return to Australia.

Skipper Kolius said of *oneAustralia*: "This is the only boat that was even on the same race course as the Kiwi boats. The results of testing against any of the rest of the current (IACC) boats would be suspect at best.".

"The bottom line is that our recent announcements (of the design team) and acquisitions have greatly enhanced our ability to win the America's Cup in Auckland," Kolius added.

\* Peter Gilmour and his crew from the Nippon Challenge for the America's Cup have won the Sweden Match world championship of match racing sailed at Marstrand, Sweden. They beat American Ed Baird 3-1 in the final.

Cup.

present,

oneAvstralia and

the entire

compound package

will remain in

Australia"



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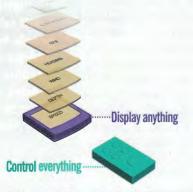
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## HEADING North...

As the late winter chill bites deeply in the southern States of Australia and New Zealand, hundreds of sailors are heading north in the annual migration to the warmer climes and fun regattas in Queensland waters. Peter Campbell and Ian Grant preview these events.

racing crew from 20

plus to a crew in the

high teens"

# SYDNEY - GOLD COAST CLASSIC Brindabella back with new rig

ustralia's fastest maxi yacht, George Snow's Brindabella, will return to racing in the Cruising Yacht Club's 12th annual Sydney to Gold Coast Classic with an innovative new swept-back rig designed to make her easier to sail and potentially faster.

Brindabella will be joined by the newly imported South African maxi Marchioness in heading an expected fleet of between 80 and 90 yachts lining up for the start on Sydney Harbour on "With this rig it Saturday, August 2. will take only three Many of Australia's people to tack the boat best IMS racing yachts and we will be able to will be competing, reduce the offshore sailing under their

new season IMS ratings which will include the Ocean Racing Council's new Dynamic Age

Allowances.

The XXXX Gold Coast Classic, while significant in its own right, is also a major feeder race to the string of regattas in Queensland in August. Starting

with the XXXX Gold Coast Winter Regatta (August 6-8) there's the 23rd SCOR at Mooloolaba (August 11-16), the Hogsbreath Mooloolaba-Airlie Beach Race (starts August 17), the TAG-Heuer Ansett Australia Hayman Island Big Boat Series (August 17-21) and the XXXX Ansett Hamilton Island Race Week (August 23-30). Then for those who have the time and energy, Whitsunday Sailing Club will host the Hogsbreath Race Week from September 6-12, followed by that memorable event, the Great Whitsunday Fun Race on September 13.

As a grand climax to six to seven weeks of sailing, the Whitsunday Sailing Club on September 12-13 will run the inaugural Whitsunday Vista Big Boat Challenge for the fleet of former IOR maxi yachts now ending their sail-

ing careers as charter yachts. The latest addition is the famous

Condor, bought by Vince d'Emilio in late June.

The return of Brindabella is a welcome return for the Scott Jutson-designed maxi which lost her rig only hours after the start of last year's Telstra Sydney to Hobart. Subsequent discussions between owner Snow,

designer Jutson and key crewmembers resulted in a decision to replace the rig and sail plan with a sweptback spreader rig. The 33m carbon fibre mast, built

by Marten Marine in New Zealand, arrived in Sydney in late June, and *Brindabella* was due to be back sailing by mid-July, two weeks before the race to Southport.

"The main objective of going to a sweptback spreader rig was to simplify sailing the yacht by removing the need to have runners, checkstays and jumpers," designer Jutson explained. "With this rig it will take only three people to tack the boat and we will be able to reduce the offshore racing crew from 20 plus to a crew in the high teens. We will also get a number of credits under IMS which will be put back into the horsepower of the boat."

Under her new rig, Brindabella will carry narrower and taller headsails, 105% overlapping instead of 150%. Later in the year she will get a new





Fraser mainsail with 10% more sail area. *Marchioness*, a 22.86m sloop designed by Italian, but now New Zealand-based naval architect Angelo Lavranos, has been bought by a syndicate of five Sydney yachtsmen who chartered another South African maxi, *Broomstick*, for the 50th Sydney to Hobart in 1994.

The beautifully-finished, aluminium hulled 75-footer was sailed across the Indian Ocean from South Africa in June and was due in Sydney in mid-July to be prepared for the Sydney Gold Coast Classic. Well known yachtsman John Messenger, who surveyed the yacht in Durban, will skipper the yacht to Southport. No decision has yet been made on whether the boat will go further north this year, but the syndicate is planning a strong cam-

paign for the Telstra Sydney to Hobart.

Marchioness, a masthead rigged sloop, was launched in October 1992 and raced in the 1993 Cape Town to Rio across the Atlantic, as well as racing and cruising in the Indian Ocean. She sailed as Parker Pens in the race to Rio and blasted to the lead from Broomstick. She then blew out her big spinnaker and from there on the crew did not set another kite, with Broomstick beating her to Rio by just two hours.

Marchioness and Brindabella, which is in line for a hat-trick of line honours in the Gold Coast race, will be challenged by an impressive fleet of other big boats in the Gold Coast Classic. Warwick Miller's Exile, Peter Walker's Foxtel Amazon, Charles Curran's Sydney, and Flying Colours, recently bought by Ross Whitehead, among the other

big boats heading north.

Martin James will also be sailing his Farr 65, now called *Team Jaguar* in an excellent sponsorship deal that has seen the former Sydney to Hobart line honours winner (ex *Brindabella*) and more recently called *Infinity III* undergo a major refit and modernisation. This includes a carbon fibre rig.

Other early entries included Victorian Lou Abrahams with Seaview Challenge Again, Tasmanian David Gough with his comfortable Buizon 40 cruiser/racer Eclipse, along with prominent Sydney yachts Atara (Roger Hickman) and Rapscallion (Dick Voorderhake). John Winchester had entered his Mt Gay 30 Dances with Waves and entries were expected from the other Mt Gay 30s Team Fujitsu (Nigel Holman) and Razors Edge (Ray Stone).

Two members of last year's winning Kenwood Cup team will be heading north - Syd Fischer's Farr 50, Ragamuffin, and Bob Steel's Nelson/Marek 43, Quest.

This year's Gold Coast Classic, apart from being the first race in the CYCA Blue Water Pointscore for the 1997-98 season and the major feeder race to the Queensland regattas, is significant for several other reasons:

- An overall IMS winner will be reintroduced to bring the race into line with the Telstra Sydney to Hobart. In recent years, there have been only divisional IMS and PHS winners announced but under pressure from owners the CYCA will declare an overall IMS winner. The club will present a perpetual trophy on which the 1997 winner and past IOR and IMS overall winners (when declared) will be engraved for posterity.
- It will be the first ocean race in Australia conducted under the new Racing Rules of Sailing which replaced the old IYRR rules from July 1.
- For IMS handicapping, the CYCA will also introduce the Ocean Racing Club's new international Dynamic Age Allowances for Cruiser Racer yachts. These allowances will apply to all club races, including the Hobart race, with the exception of the Telstra Southern Cross Cup in December. The DAA is built into new IMS certificates issued from July 1. Results for the Gold Coast Classic will be decided by the application of Performance Curve Scoring and Constructed course.
- To make the race more attractive to yachts eligible for the PHS division, the maximum LOA eligibility for the race has been increased to 30m while fixed and retractable spinnaker poles will be permitted for the purpose of setting asymmetrical spinnakers.
- Yachts specifically designed to use water ballast for the purpose of increasing stability shall be eligible for PHS divisions only. However, they must comply with self-righting limits with and without water ballast.

Race record for the Sydney Gold Coast Classic stands at 38 hours 57 minutes 00 seconds set by *Hammer of Queensland* in 1988. Since then no line honours winner has broken 40 hours for the 386 nautical mile dash up the New South Wales North Coast to Queensland's Gold Coast.



Sparkling waters and warm tradewinds in winter will attract another big fleet north for the XXXX Ansett Hamilton Island Race Week and other regattas in the Whitsundays of Far North Queensland through August and into September. (Pic - Richard Bennett).

#### HAYMAN ISLAND BIG BOAT SERIES Invitation only at Exclusive resort

Invitations have been eagerly sought after by yacht owners (and their crews) to compete in the 1997 TAG Heuer - Ansett Australia Big Boat Series at Hayman Island from August 17-21.

Apart from being held at one of the Whitsundays finest resorts the event has the added exclusivity of being limited to 20 yachts - by invitation only from the Hayman Island Yacht Club.

While the organisers had not released the final list of yachts when OFFSHORE went to press, the fleet will be headed by George Snow's *Brindabella*, Warwick Miller's *Exile*, Peter Walker's *Foxtel Amazon*, and Martin James' new look *Team Jaguar*, the ex *Infinity III*.

Others on the list include Stan Edward's beautiful new fast cruising yacht, the 18.4m Frers-designed Margaret Rintoul V from Sydney. (reviewed by OFFSHORE in our February/March 1997 issue). Melbourne yachts invited include Peter Hanson's PL Lease Future Shock, the 1995 Sydney to Hobart winner Terra Firma now owned by Peter Bartels, and Lou Abrahams' Seaview Challenge Again.

Two owners with recently acquired boats will be John Negus (Innkeeper) and

Coffs Harbour yachtsman David Hanlon (Rager) while Ian Treleaven has chartered Morning Mist III and will race the 50-footer as Musto Morning Mist during the series. Roger Hickman will be back again with his Blue Water champion Atara.

A centrepiece of the vast array of fine trophies presented at the Hayman Island Big Boat Series will be the Joico Trophy, a spectacular crystal bowl presented by Anton Starling who contested the inaugural Big Boat Series with the maxi, Fudge.

The Hayman Island Big Boat Series will comprise six races in the Whitsunday Islands surrounding Hayman Island, four of 15 nautical miles and two of between 35 and 45 nautical miles.

#### HAMILTON ISLAND RACE WEEK

#### Tasman race boosts Race Week Entries

A TransTasman ocean race of 1325 nautical miles from Auckland to Mooloolaba as a feeder race for New Zealand yachts and the introduction of a new Sports Trailables division has given a boost to that most famous of regattas in the warm tradewinds of the Whitsun-

days, the XXXX Ansett Hamilton Island Race Week.

By the end of June, more than 60 yachts from Queensland, NSW, Victoria, South Australia and New Zealand had entered Race Week which runs from Saturday, August 23 through to the following Saturday, August 30.

The feeder race from New Zealand, organised by the Royal New Zealand Yacht Squadron, Clearwater Cove Cruising Club and Mooloolaba Yacht Club, was due to start from Auckland on July 27 with a fleet of at least seven yachts.

Most of the seven yachts are expected to race north in the Hogsbreath Mooloolaba to Airlie Beach race starting on August 17. They will be joined at Hamilton Island by at least two other Kiwi yachts sailing from Fiji.

Although organised and run by Hamilton Island Yacht Club with Warwick Hoban as race director, Race Week this year is getting the best hands-on support in years from resort management.

Most of the yachts competing in the Hayman Island Big Boat Series will con-

tinue their Whitsunday sailing at Hamilton Island, including Brindabella, Foxtel Amazon, Exile, Margaret Rintoul V, Team Jaguar and Sydney.

Not everyone will be sailing north. Up to a dozen boats will be road-freighted to Far North Queensland, including the Melbourne yachts JLW Chutzpah (Bruce Taylor) and the three Bull 9000s, Chief Sitting Bull (Peter Blake), Bull (Graeme Troon) and Raging Bull (Trevor Leavesley). Sydney yachtsman Rod Skellett is also expected to head north with his Bull 9000, Wild Bull, which has been sailing impressively in the CYCA Winter Series.

Well known Sydney yachtsman Marcus Blackmore has chartered the Mumm 36 Emotional Hooligan, for Race Week. Fellow club member from the Royal Prince Alfred Yacht Club Ron Jones has also entered his successful Sydney 41 Christine Jay II.

Hamilton Island Race Week will open as usual with the 25 nautical mile South Molle and Daydream Island Trophy race on Saturday, August 23. The following day there will be two or three races on windward/leeward courses (subject to divisions). Tuesday will be a fun day ashore, including the Laser dinghy classic, but it will be back to serious racing on the Tuesday with the Coral Sea Race - 85 nm for IMS and PHS division boats, 20nm for the Sports Yachts, Trailable and Cruising Divisions.

Wednesday, September 27 will be the famous Whitehaven Beach Party; then its back to racing on Thursday, Friday and Saturday to complete another great Hamilton Island Race Week.

## And if haven't got a boat for cruising...

Whitsunday Private Yacht Charters at Abel Point Marina has a wide range of craft for bareboat charter in the Whitsundays.

You can contact Whitsunday Private Yacht Charters at Abel Point Marina on their toll free number 1800 075 055, fax 079 464 943 or phone 079 466 880.

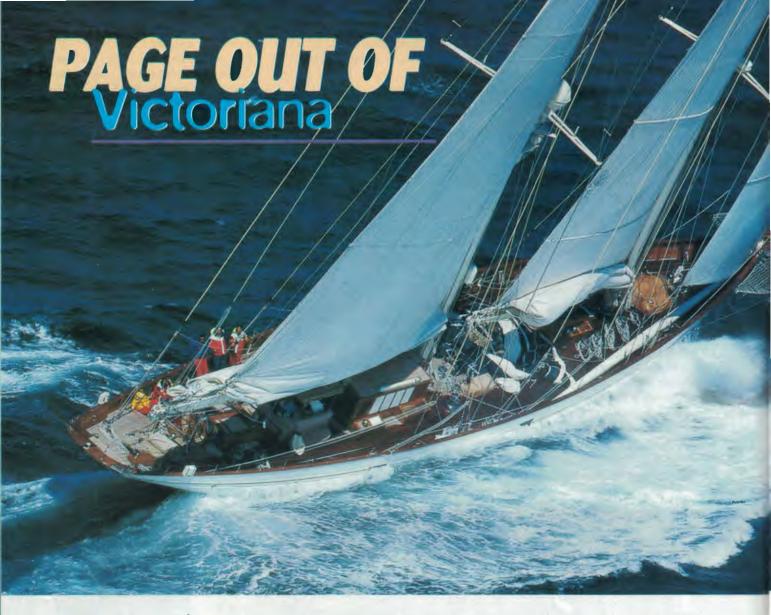
And then there's the fun at Airlie Beach...

# Spot your hotel room.

If you've ever dreamed of escaping to the Whitsundays, the most relaxing place to check into is a Sunsail yacht. Whether you're an experienced sailor, or can only tell the difference between port and brandy, we've got the ideal boat or the best trained crew for you. So you can float through paradise at your own pace. And with a choice of 74 islands, you can also choose your own view.

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#### Adela wins Rolex Atlantic Challenge

dela, the recent re-creation of a 1903 William Storey designed 170 foot schooner was the easy winner of the Rolex Atlantic Challenge Cup after a race from New York to the Lizard.

A secondary objective of the race, to beat the race record time of Charley Barr in the 185 foot three-masted schooner *Atlantic* in 1905 was not achieved with *Adela* having to spend almost a week beating into easterly breezes to reach the English coast at the Lizard Point.

From the Ambrose Light, it was the

185 foot three-master, Adix, that made the early showing, cracking off at a grand pace and crossing the line nine seconds ahead of Adela. These were the two in the Spirit of Tradition division with Adix being given a time allowance of 4:34:49 by the scratch boat and there were 13 other boats to follow them, seven in the Contemporary division and six in the Classic division. Each of these groups had their own agenda, but there was little doubt that the spotlight was on the two bigger boats. They were the boats which would, if it were possible, beat the time of Atlantic.

There was a 15-17 knot south-westerly blowing when the 15 yachts started from New York in the race hosted by the New York Yacht Club, sponsored by Rolex and started exactly 92 years after the record breaking race of 1905. "Adix was doing one and a half knots faster than us," said Adela skipper Steve Carson, "We were doing 14.5 and she was sailing away from us." The conditions were perfect for the three-master, the broad reach being her best relative point of sailing, much like Atlantic in that respect. Paul Goss her skipper confirmed this, saying, 'We have the same overall length, displacement and sail plan."

After two days, Adela was ahead, by six miles, when Adix went on a more southerly route. Carson explained that letting Adix sail whatever course she wanted was all part of a declared strategy, nominated by the yacht's owner, George Lindemann. "The owner had a lot to do with our initial plan,' said Carson, 'the first thing he told us was not to cover Adix. She decided to go south of the rhumbline and we continued on a more northerly course."

The following day, Adela had

16 August • September 1997



The magnicient schooner Adela powers across the Atlantic on her way to victory in the Rolex Atlantic Challenge. (pic - Kos)

Classic yachts have been racing across the Atlantic and around the Isle of Wight as wooden boat nostalgia sweeps the Northern Hemisphere. Bob Fisher reports.

increased her lead to 90 miles over Adix and George Lindemann's strategy was proving sound.

Adela was almost a whole degree of latitude to the north of her rival and maintaining an average speed of 15 knots.

Adela and Adix were ahead of the record breaking schedule and the three-master's crew were doing all they could to regain the lead.

The William Fife designed Sumurun, a 94 foot ketch, was leading the Classic division, while the New Zealand built, Sparkman & Stephens designed Sariyah, 135 foot overall, was the front runner of the Contemporary division.

It had seemed that the record would be broken, but light winds, then head winds, put paid to that. In the beating to windward, Adela was tacking through 110 degrees and Adix was able to make no better than 140 degrees - painful yacht racing - and the advantage swung much in Adela's favour. She finished a day and a half outside the record and 22 hours ahead of Sariyah with Adix third, 16 1/2 hours further back. The replica of the schooner America retired along with five others.

Sumurun won the Classic division and Sariyah was second to the Frers designed 85 foot sloop, Sorcerer, in the Contemporary division.

### The Power to Relax

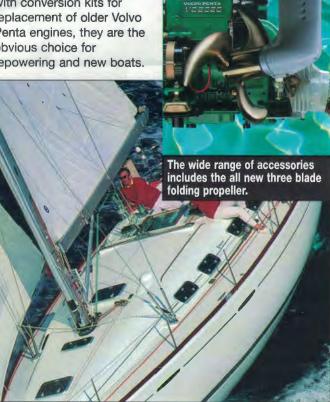
#### **Volvo Penta Compact** Diesels 10-105hp

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

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



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#### Lacoste dares to be different

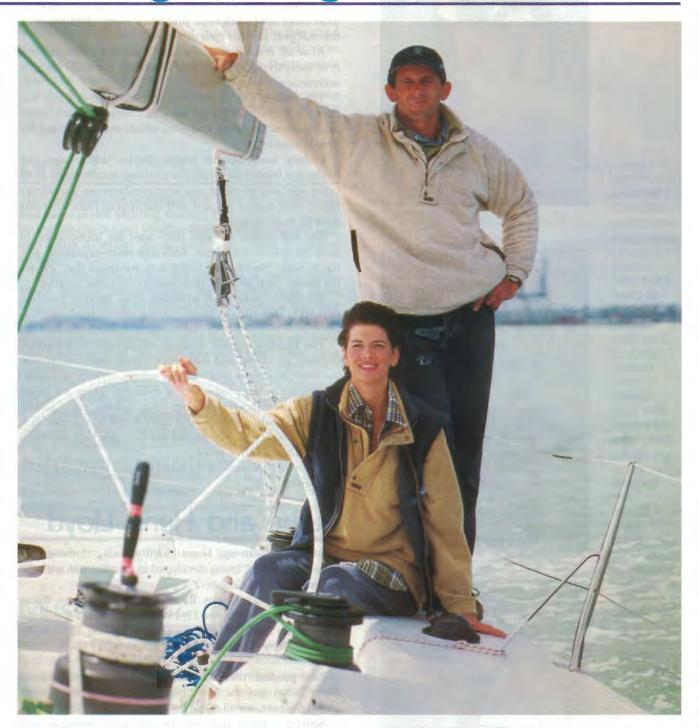
It's called Carbonium®, the new Lacoste sunglass combining advanced materials with tempered aluminium. Carbonium® houses Lacoste extreme protection LXP lenses, with 100% UV protection.



For Stockists contact 02 9428 5640 or toll free on 1800 226 428



## OFFSHORE'S 1997 - GUIDE TO sailing clothing and accessories



Australia's leading personal gear and boating clothing companies report on some of their most recent releases on the market.

Top:
Whitbread
Round-theWorld Race
skipper Lawrie
Smith wearing
the Henri
Lloyd Goretex Ocean
Technology
breathing
Ocean range
jacket and
trousers.

Centre: Henri Lloyd Polartec Orkney top is very popular, ashore and on the water.

Bottom:
Burke
Southerly wet
weather jacket
now features
an internal
harness
facility.





That we wear sailing in Australia, an island continent blessed with relatively mild coastal land and water temperatures that allow year-round sailing, various enormously.

While shorts and tee-shirts plus protective hats may suffice in Australia's north both winter and summer, sailors in most other areas will need protective warm clothing, even thermal gear at some time of the year.

After all, it does rain sometimes and there's always plenty of spray flying as you beat to windward in a fresh summer seabreeze or a winter westerly.

The design and construction of yachting clothing has changed dramatically over the past couple of years, introducing a new sophistication in materials and specialising for certain markets.

Sydney manufacturer Martin Burke, who makes the Burke and Henri Lloyd range of clothing, recalls that only 15 years ago, wet weather gear was cumbersome, sometimes heavy, often leaked and was only one step up from what was used by road workers.

The last couple of years have seen the introduction of Gore-tex breathable fabrics. Although more expensive, garments with "breathable" lining help minimise the "wet on the inside" chill problem from perspiration after exertion.

Breathable jackets are available from leading yachting apparel brands such as Musto, Line 7, Henri Lloyd and Dorlon.

The yachting market extends well beyond wet weather clothing, of course, and with many young men and women involved in inshore and offshore sailing, style is an important aspect of the products now available. There are smart light weather jackets, warmer snug jackets, caps, sailing shoes and boating gloves. And don't forget accessories such as sunglasses from Lacoste that are both practical and fashionable for the active sailor.

Following are some of the latest releases from our leading companies.

#### Burke and Henri Lloyd

Most of the Burke and Henri Lloyd yachting clothing now have "breathable" lining developed in co-operation with the manufacturers of Gore-tex.

Henri Lloyd's Ocean Racer jacket and Ocean Racer trousers was proven in the 1994 Whitbread Round-the-World Race before being released on the market and is currently being worn by the crew of *Time & Tide* in the BT Global Challenge.

New products this year include the Henri Lloyd Offshore Racer Jacket and the Matchracer Jacket which along with match trousers, are all made from "breathable" lining fabric.

Sailing clothing has also become very technical and loaded with comfort and waterproof features such as foldaway hoods with drip gutters and peaks. All offshore jackets have reflective materials as part of ocean racing safety rules.

Built-in safety harnesses are now a feature on the Burke Southerly jacket. This jacket also features internal and external adjustable cuff seals, hand warmer cargo pockets, noncorroding zips, storm flaps with drip gutters to waterproof the front zip. There are two-way zips on the jackets and pants for the wearer's convenience.

The Burke and Henri Lloyd ranges have a variety of collar designs to suit harbour and offshore use. The offshore collars have a high cut design and a fleece lined for comfort.

The "fleece" gear has replaced flannel shirts. Burke has their Tasman jacket in polar fleece while Henri Lloyd has a range of products in Polar Tech to keep you warm. Burke also now has a range of thermal underwear. The fleece and thermal gear "wicks" moisture away from the body, dries very quickly and has minimal water retention. The materials drain very quickly.

Further information on Burke and Henri Lloyd sailing gear: Burke Pty Ltd in Sydney, ph: 02 9638 433 or fax: 02 9638 7951.

#### Line 7

The Line 7 brand of clothing is now more than 30 years old and stems from a yachting heritage. Line 7 started originally by manufacturing wet weather clothing for sailors, but now also offers a stylish casual wear range with a nautical flavour.

Line 7 has proven itself time after time at major international yachting events such as the Kenwood Cup, Japan Cup, Admiral's Cup, Whitbread Round the World Race and the America's Cup. Some of its triumphs have been as exclusive supplier to *Yamaha*, winner of the last Whitbread Race, and the winners of the 1995 America's Cup, Team New Zealand.

All Line 7 garments are manufactured from the finest fabrics and combine a mixture of classic and modern styling, with state-of-the-art construction. Garments are developed using feedback and research gained by working closely with some of the world's best sailors. When designing new ranges the key elements are quality and innovation.

Looking towards the year 2000, Line 7 is one of a chosen few companies to have secured a Sydney 2000 Olympics clothing merchandise licence. The company will produce high quality garments consisting of jackets, jerseys, polos, pants and belts. These will have eye-catching designs to commemorate the world's largest sporting event - the Olympic Games.

#### Musto

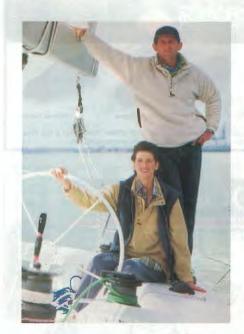
Musto this winter has released a new winter range of leisure clothing known as "60 Degrees South" which includes jackets, long sleeved and short sleeved polo shirts, overshirts, sweaters, pants, shorts and belts. They come in colours sich as navy, stone, rust, kevlar and white.

The garments are in a variety of cottons, including brushed, canvas, chambray, twill, jersey and cotton/nylon with teflon finish. The sweaters are made from 100% lambswool and Merino wool with Gore-tex lining.

This is an attractive range of Musto clothing that will appeal to everyone - whether you are a sailor or not.

For the really dedicated sailor, there are few other ranges of breathable foulweather gear that have more sea miles in their log than Musto's HPX. Musto confidently claim that it







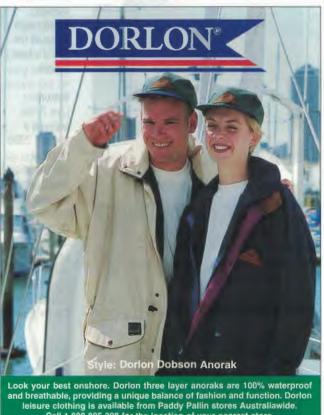
Top: Smart looking and very practical is the Burke Super Dry Coastal range of jackets.

Centre:
Leisure Wear
from Line 7.
Garments are
developed
using
feedback and
research
gained by
working
closely with
some of the
world's best
sailors.

Bottom: Line 7 has secured a Sydney 2000 clothing merchandise licence and the first of its high quality Olympic gear is now on sale, including at the new Olympic store in Sydney's Centre Point.

August • September 1997

For the retailer nearest you, call Australia. (61) 3 9894 0177 or New Zealand (64) 9 634 5054 E-Mail: auth@authaust.com.au or visit our web site @ www.sperrytopsider.com



Padey Pollin

is the breathable market leader - worldwide.

The HPX garments are particularly well suited for Australian conditions with their durability, breathability and lightweight comfort. However, the biggest breakthrough on HPX is the ease of care - the gear can be washed in a warm washing machine and also placed in the clothes dryer on a warmer setting.

Especially designed for Australian conditions is the MPX, a lightweight breathable range of garments that can be worn on the foredeck of an Etchells or pottering around Sydney Harbour on a cruising yacht. The range comprises a long jacket, salopettes, bib 'n brace trousers and shorts.

Then there's the Musto warmwear with the Musto Snug, the marque of a committed - and weatherwise - yachtie. This year Musto has introduced new designs and colours, including Oatmeal Shearling fleece in smocks and shirts.

Further information on Line 7 and Musto gear from your nearest dealer or Musto in Sydney, ph: 02 9697 9100 or fax: 02 9697 9199

#### Dorlon

New Zealand manufacturers Dorlon have opened up a strong market in Australia, with outlets through Paddy Pallin stores nationwide.

The Dorlon Coastal 3LC features Dorlon's unique threelayer construction, two waterproof layers and a breathable comfort liner for maximum reliability in extreme conditions. It has been race-proven by the Whitbread and BOC Challenge winners.

The Dorlon Coastal comes equipped with harness capability and stretch neoprene inner cuffs. It is an excellent allround kit for coastal and offshore sailing with the jacket costing \$399.

The Dorlon Inshore is the latest design for harbour use and caters to the needs of the recreational sailor. It has also been the choice of Australian world champions. The jacket is 100% waterproof with 210 denier-PVC and breathable comfort liner. The jacket is priced at \$229, the trousers at \$149.

One of the most popular items in the range is the Dorlon Leisure Jacket which features a three layer construction. The Dorlon Countrylife jackets draw on the same technology as the Dorlon Offshore marine range with a collection of lifestyle jackets that feature 100% waterproof and breathable three layer construction.

Dorlon clothing and wet weather gear is available from Paddy Pallin stores Australia wide. Call 1 800 805 398 for the location of your nearest store.

#### SAILING ACCESSORIES Sport-chic spirit in Lacoste sunglasses

A legend in the fashion industry, Lacoste's sport-chic spirit is captured with the 1997 range of sunglasses. More significant, however, is the quality of the lens offering protection for the sailor and other sporting enthusiast.

Streamlined and lightweight, the innovative frame



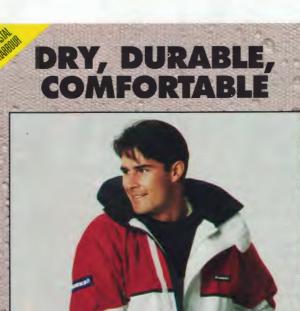
Top: Musto's new range of leisurewear just released under the 60 degrees South label.

Centre:
Musto's HPX
breathable foul
weather gear
can be washed
in a warm
washing
machine and
also placed in
the clothes
drier on a
warm setting.

Bottom: Dorlon Countrylife jackets draw on the same technology base of the Dorlon Offshore marine range, with a collection of lifestyle jackets that feature 100% waterproof and breathable three layer construction.







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Australia's most popular range of harbour and coastal wet weather gear has earned its reputation by delivering dry, durable, comfortable gear that performs and looks great.

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No sweatt Lawrie Smith, Skipper of Intrum Justitia on the last Whitbread, trying out our new breathing ™ gear (Ocean Jacket and Trousers in Warm Gold and Petro). His verdict? "Technically excellent - my choice from now on!"



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\*All clothing in the breathing \*\*M range, exclusively by Henri-Lloyd, features GORE-TEX\* fabric Ocean Technology, GORE-TEX is a registered trade mark of WL Gore & Associates, Inc.

From top: The Dorlon Coastal jacket with three layer construction has been proven in the toughest sailing conditions.

Right: The Sports 1505 from Lacoste Eyewear offers protection in a fashionable styling.

Below right:
Lacoste Eyewear's
le Carbonium
sunglasses are
ideally suited to the
sailor, being
exceptionally
strong, lightweight
and highly
protective against
ultraviolet rays.

Sperry Top-sider's newest shoe on the Australian market will be the SB870 marine sneaker, available from September.









designs offer superlative function and use in the hottest new styles, paired with the latest advances in in sun lens technology.

The 1997 collection features high-quality glass lenses, designed exclusively by Corning, that completely block harmful ultraviolet and infrared rays for maximum sun protection. Two types of lenses are available - the L'HP - high protection 100% UV and the L'XP - extreme protection, which offers 100% protection plus 100% IR.

These lenses provide remarkable quality in their filtration of light, plus maximum 100% protection against UV radiation. They are lightweight, very durable, nearly invulnerable and the mirror finish is very scratch resistant.

The lightweight frames of the Lacoste le Carbonium are made from carbon fibre braid moulded aluminium, are corrosion resistent, hypo-allergenic and come with side shades, elastic strap and adjustable drawstring.

Prices for Lacoste sunglasses start from \$149. They are available from selected optical outlets, department stores, sunglass shops and sports stores.

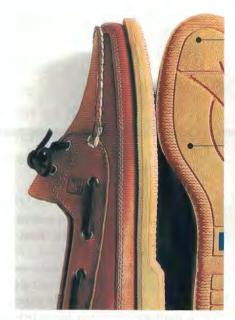
### Deck grip from Sperry Top-siders

Much copied, but never truly matched, is the claim made for Sperry Top-sider, regarded as the original and authentic boat shoe. American Paul Sperry says he came up with idea for a non-slip razor-cut sole for yachties' footwear when he noticed how his dog maintained a grip with its paws, even on ice.

Today, Sperry Top-sider offers more than 50 styles of boat shoes and casual shoes, for both men and women.

The most advanced boating shoe from Sperry Top-sider is the SB870 marine sneaker, featuring a modern styling favoured by many younger sailors. It comes in white and will be released in Australia in September with a price tag of \$119.95.

Already available from most leading marine and shoe stores are the Authenic Original (priced at \$149.95) and available in brown and tan, the Captain 3-eyelet (priced at \$179.95) marine-performance mocassin with advanced Quadro-Grip, and the





Top: Mariner from Sperry has siping on the sole to provide grip and traction in all directions.

Above: Leather sailing gloves from Burke have cut-away finger design.

Defender 2-Eyelet sports casual and boat shoe.

#### Boots and shoes from Burke

Sydney-based marine clothing manufacturer, Burke, also market a range of excellent accessories for sailors.

In footwear they have a simple canvas topped boat shoes, lace-up boots and seaboots, all with razor cut soles. As well as wet suit boots and sneakers.

Then there are sailing gloves, made from either leather or synthetic leather, wide brimmed sailing hats, buoyancy vests, and the popular sleeveless jacket fully lined with Polarfleece.





#### **Optimising**



#### COMPLEX PROBLEM SIMPLE SOLUTION

sailing yacht is a complex array of parts with each individual element having a general weighting in the equation which, when resolved, allows the boat to "sail". To present the equation a designer or manufacturer will make a series of value judgements based on the yachts primary and secondary uses and this "if you are

designing a typical

production cruiser that

added to the mix. might also be raced you In this regard are likely to bias sails to the primary elethe small side, fit-out to ments are the the heavy side, and sails, appendages ballast and draft to the ballast, and the the low side" overall mass of the vessel for a given length. Looking at these three large elements we can gather

will determine how

will

much of each ele-

ment

Sails: the more the merrier except that they can be daunting to the uninitiated or more relaxed sailor and they

quickly add to the global cost equation - bigger sails means bigger mast, chainplates, hardware, and so on.

Appendages: Keel and rudder as control devices (as separate from ballast). In this regard two issues arise. First is draft and obviously less is better but more is faster. Second is quality. Quality foils, like quality sails cost money but, unlike sails, the foils are

rarely seen and generally look OK in their matt antifoul finish.

> Ballast: counteracts the sails, provides "stiffness", but also adds to overall displacement.

Overall Mass: If you want extensive fit-out at a good price then your nonperforming weight will be high. To counteract this and still have a boat that can be sailed with a smaller sail will tempt you to reduce the weight of the ballast.

Now, if you are designing a typical production cruiser that might also be raced you are likely to bias sails to the

small side, fit-out to the heavy side, and ballast and draft to the low side. Also, the control devices might leave a bit to be desired. This orientation to our equation produces a result that is well known to owners of such boats and it goes as follows:

- · In average to light conditions the boat is fine.
- · In gusty conditions upwind the boat will round up to weather easily and the helm is incapable of control.
- · Off the wind in 18 knot plus control is on the edge and as the course heads towards reaching roundups in gusts are common.

Let's look at the total equation and ask ourselves what is happening when the boat loses control. It is quite simple: the boat is moving forward in a steady breeze in full equilibrium.

A gust comes across the water and the alert crew warns the skipper and mainsheet hand.

As the gust hits the boat the equilibrium of the steady state is lost and the boat heels and wants to accelerate to get the new state of equilibrium which is where you were plus a few more knots of wind.

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"Something simple like fitting a bulb will only add weight and will neutralise its benefit as the boat's ability to accelerate will be as hampered by the extra weight as it is enhanced by the extra stability. Sum total is a waste of money."

However, given that the boat is heavy and accelerates slowly and the stability is low and the rudder is not so powerful, this new state will often not be achieved. Instead the boat heels too far (even with the main flogging), the rudder loses its bite, and around you go.

Frustrating! So what can be done? First guess is that lack of stability is an issue.

However, given the low ratio of ballast to displacement (1:3 not uncommon v 1:2 in race boats) there is not much opportunity to increase ballast to have a measurable effect.

Even an extreme keel will achieve adequate stability but probably with no reduction in displacement.

Oh, and don't forget the cost. Something simple like fitting a bulb will only add weight and will neutralise its benefit as the boat's ability to accelerate will be as hampered by the extra weight as it is enhanced by the extra stability. Sum total is a waste of money.

The key as we have found it is in the last sentence of our scenario - the rudder loses its bite.

This is critical because we know that if the boat stays in control long enough to accelerate into the next stage of equilibrium then the round up will not occur.

This theory was applied to two Beneteau 310s a few months ago. In each case the problem was as described. An examination of the existing rudder stocks indicated that they could take a larger, deeper blade without violating ABS practice.

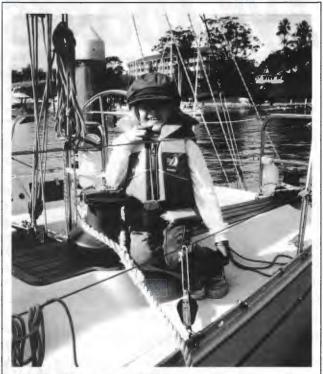
New foils were then fitted which increased span from 1100 mm to 1500 mm and total area by 15%. The new rudders were also made very accurately using a suitable cross sectional shape developed by this office.

The net result exceeded everyone's expectations because, not only was the round up issue brought under control, but all-round sailing performance improved as a result of the efficiency of the "tail wing".

The boats now point higher and are noticeably quicker in light air.

In the heavy stuff the speeds are well up and control in gusts is there even if sail control is lacking in short-handed situations.

Total cost around \$2000 for a major transformation. The boats are still heavy and under-ballasted, but are now controllable and that seems to make more difference than anything else.



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## AYF ADOPTS CHS as intermediate handicap system

The Australian Yachting
Federation Board has made
several far-reaching decisions
and recommendations on
offshore keelboat racing,
endorsing the Channel
Handicap System (CHS),
undertaking to improve the
application of the
International Measurement
System (IMS) and offering
owners of offshore racing
yachts a greater say in the
administration of their sport.

he Channel Handicap System (CHS) was developed in England by the Royal Ocean Racing Club and is used by clubs in nearly 30 countries worldwide. After an early but unsuccessful application in Victoria, it has gained widespread club support in other States as an equitable system to use between Arbitrary or Performance Handicap and the sophisticated (and still somewhat accident prone in application)

International Measurement System.

System. this anticipated In Western Australia outcome by some some 50 yachts have will, by and already been measured large, not for CHS, in Queensland another 30. In New South eventuate. Wales, the Middle Harbour Yacht Club has embraced the concept while the Royal Prince Alfred Yacht Club has also shown considerable interest in using CHS for their offshore fleet next season.

In Victoria, while not showing great enthusiasm again for CHS, the Ocean Racing Club of Victoria has agreed to a CHS division within its Winter Series on Port Phillip, provided there are sufficient entries.

Simplicity of the rule, with a time correction factor (TCF) being issued,

along with cheaper cost of measurement, is an obviously an attractive feature of CHS.

However, Australia's premier ocean racing club, the Cruising Yacht Club of Australia, has emphasised that it will continue to expand and improve the application of IMS as the major ocean racing handicapping system. The CYCA will encourage the introduction of CHS by other clubs, with some reservations. This policy has been developed in consultatation with other Sydney clubs through the Yachting Association of NSW's Offshore Committee.

AYF Board member and strong advocate of reform in the administration of offshore yachting, Grant Simmer, describes CHS as being "seen as intermediate step between personal handicap systems used in many clubs and the IMS." Simmer said the AYF must ensure that CHS was properly promoted on a national basis.

"At the same time we need to to improve the way IMS events are scored to encourage grand prix yachts to continue using the system," added Sim-

> mer who is currently playing a key role in Australia's Admiral's Cup challenge in England.

The AYF has confirmed that it will administer CHS in Australia, providing a central data base for direct access by the Royal Ocean Racing Club (RORC) which developed CHS and administers it in

Britain. The RORC have agreed that the rating date in Australia will be July 1 rather than January 1.

AYF chief executive officer Phil Jones told OFFSHORE that CHS rating would continue to be established by the RORC to maintain consistency. A system is being developed that will allow the AYF to input and check all the information from measurement forms before transferring it by e-mail through the Internet to the RORC Rat-

ing Office. The RORC will then return the certificate information in the same way, with the AYF producing and distributing the certificates.

The endorsed certificate system will be used, requiring a certified measurer from each State yachting association to measure all boats rated in Australia. "The measurement is much more straight forward than that required for IMS," AYF national technical manager Tony Mooney explained. "Anyone with an existing IMS certificate will need only three extra measurements."

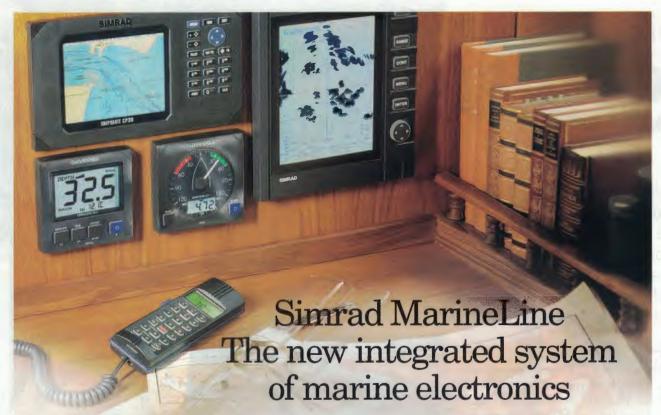
CYCA Vice Commodore Hugo van Kretschmar, who is also chairman of the CYCA Sailing Committee, told OFFSHORE that the CYCA recognised that there was a strong ground swell for an alternative to IMS. "We believe this voice comes largely from competitors who have not been able to compete successfully under IMS and who believe that under CHS they will have a better chance of being competitive.

"We believe that this anticipated outcome by some will, by and large, not eventuate. As such, there is a potential that within a few years those same competitors will also become disenchanted with CHS. Where to then?"

With its policy developed in consultation with other clubs through the Yachting Association of NSW's Offshore Committee, the CYCA would encourage the introduction of CHS by other clubs with some reservations:

- Concern that CHS will draw competitors from IMS, thus further splitting fleets.
- If someone does not continue to run events under IMS on a regular basis, then it is inevitable that IMS will die.
- IMS remains the rule selected for all grand prix events worldwide. If Australia does not retain a focus on IMS, Australia will become irrelevant as far as grand prix events are concerned.

The CYCA Vice Commodore said the club "proposes to 'hold the mantle' for IMS within NSW for at least so long as it takes to determine the effects on our local fleets of introducing CHS as an alternative. If the CYCA does not do this, then who is going to run IMS races in NSW? I suggest no-one - therefore the demise of IMS would be inevitable."



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DESTINATIONS...

Sydney Harbour is one of the most famous waterways in the world, a great place to sail, be it racing or cruising. Once the exclusive domain of those who owned their yachts, the expansion of the yacht charter and sailing school operations has opened up Sydney Harbour to thousands more regular users.

Properties of the spectacular 18-footers and their off-spring, the 49er, the newest Olympic class.

Hundreds of sailing boats, from Manly Juniors to maxi yachts, use the Harbour each weekend. Hundreds more just go cruising. Sailing schools and charter boat enterprises such as Sunsail, operating out of historic Lavender Bay in the heart of the Harbour, now provide the opportunity for many more people to enjoy the Harbour.

Sydneysiders keen to become involved in sailing and visitors from interstate and overseas who want to explore these waterways are among those who have found Sunsail and other similar sailing companies the ideal way to get afloat. Major national and international companies now frequently use sailing as part of their corporate training. Many world conferences and tourist operators include Harbour sailing as part of their program.

It's easy to understand why. Looking across at the city lights at sunset from Sunsail's Lavender Bay base is a magnificent sight. Sailing under the

Sydney Harbour Bridge, within a stone's throw of the Opera House, is truly an awe-inspiring sensation. Drop anchor at one of the many secluded coves and enjoy the local delicacies including freshly shucked oysters, or succulent crab with a bottle of chilled Australian white wine.

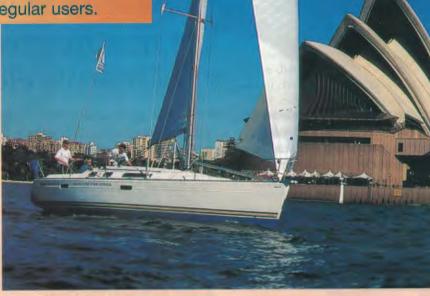
#### Shore Facilities

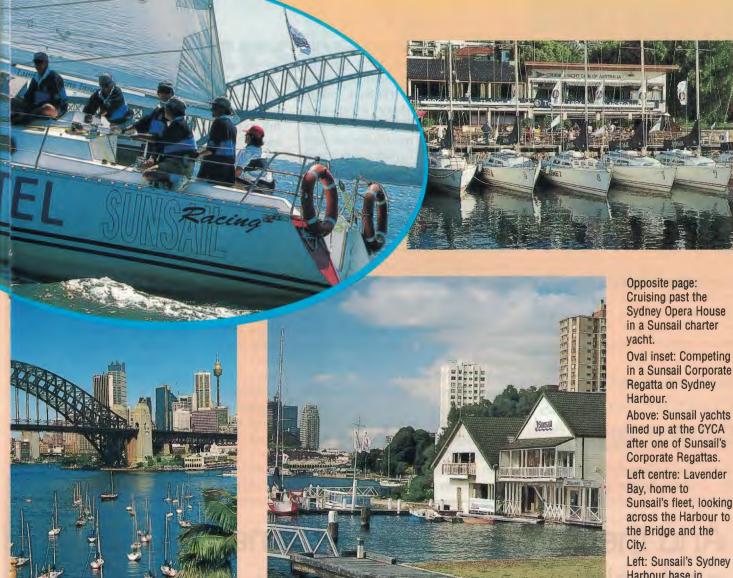
Sunsail, Sydney operate from their harbourside premises on Lavender Bay. It is very central to the City and North Sydney. Sunsail can also offer the Cruising Yacht Club of Australia at Rushcutters Bay for those preferring a southside pick up and drop off location. Sunsail has several sailing options catering for people with all levels of experience and sailing passions. These range from leaning to sail at Sunsail's

fully qualified AYF Sailing School to chartering a yacht and sailing it yourself.

Sunsail Sailing School: Sunsail's Sydney Harbour Sailing School offers the best and most comprehensive sailing courses available in the country. With the biggest fleet of yachts in Australia, Sunsail can offer a tuition package from a basic introductory level to a Sunsail bare-boat charter level, or racing up to the highest standard. Qualifications obtained through Sunsail courses will be recognised at all of their 23 bases in 16 countries.

Social Sailing: This is designed for people with no sailing experience wishing to get a taste of what it's like afloat, to those with experience. Sunsail's Social Sailing program operates from Lavender Bay from 1 - 4pm on





Cruising past the Sydney Opera House in a Sunsail charter

Oval inset: Competing in a Sunsail Corporate Regatta on Sydney

Above: Sunsail yachts lined up at the CYCA after one of Sunsail's Corporate Regattas.

Left centre: Lavender Sunsail's fleet, looking across the Harbour to the Bridge and the

Harbour base in Lavender Bay, only minutes from the CBD.

Sundays during winter and on Wednesday evenings from 5.30pm during daylight savings.

Sunday Racing: Sunsail has entered a Farr 36 in the CYCA Winter Series which is available for anyone wanting to race casually. To join as a crew you must have a competent crew level as it's full-on racing with spinnakers.

Bareboat Charter: There is no better way to discover Sydney Harbour's sheltered anchorages and scenic beauty than under sail. Sunsail Australia has a fleet of yachts to cater for groups and budgets of all sizes. They are available for charter on a daily, weekly or weekend basis from their base at Lavender Bay.

Sunsail Racing Charter: Sunsail's Jeanneau Sunfast 36's have a proven racing record with charterers winning the cruising division at Hamilton Island Race Week last year, winning the hard-fought IMS Division F in the 1996 Telstra Sydney to Hobart, and also finishing in the top five at the various company regattas on Sydney Harbour. Sunsail's race packages cater for all levels of experience from a simple one-off twilight race to the gruelling Sydney to Hobart.

Sunsail Crewed Yachts: The Sunsail crewed yacht comes complete with skipper and hostess and can be tailor made to meet particular needs.

Sydney Business Twilight Regatta: Sunsail's Business Twilight Regatta began in November 1995 and has become a successful way to strengthen customer relationships, build new business partnerships and foster teamwork while having a huge amount of fun. The identical Bruce Farr designed 36 foot yachts race over a course taking in the highlights of the harbour. After each race, all participants will enjoy an excellent three course dinner and prizegiving celebration at the Cruising Yacht Club of Australia.. The Business Twilight Regatta operates on Tuesday and Thursday evenings from November to February, with finals in March.

Corporate Sailing Program: With its wealth of international experience, Sunsail set up its Corporate Sailing Program in 1990. Now after many successful seasons, Sunsail owns and operates one of the largest, most modern matched fleets of sailing yachts in Australia. Sunsail's training programs are developed locally and are being recognised internationally for their effectiveness and impact. Sunsail



Relaxing aboard a Catalina charter yacht on Pittwater. A feature is the large cockpit and boarding platform.

recently staged the largest ever private regatta in the world for 500 visiting Americans, resulting in winning an award for excellence from the Australian Incentive Association.

#### Ausail Yacht Charters expands Catalina fleet

Ausail Yacht Charters, with bases at the Catalina Anchorage adjacent to

Middle Harbour Yacht Club and at the Royal Prince Alfred Yacht Club on Pittwater, offers the choice of chartering on both Sydney Harbour and the Pittwater/Hawkesbury River area. Not only that, Ausail claims it has Sydney's newest and most luxurious fleet.

Ausail Yacht Charters began operations in 1995 with just one Catalina 320. Now the company has 16 new Catalina yachts to suit every budget. At the bottom of the scale is the Catalina 25 which is licensed to carry five for day sailing and has overnight accommodation for two. The new Catalina 42 is licensed to carry a dozen people for day sailing and can accommodate eight overnight in luxury.

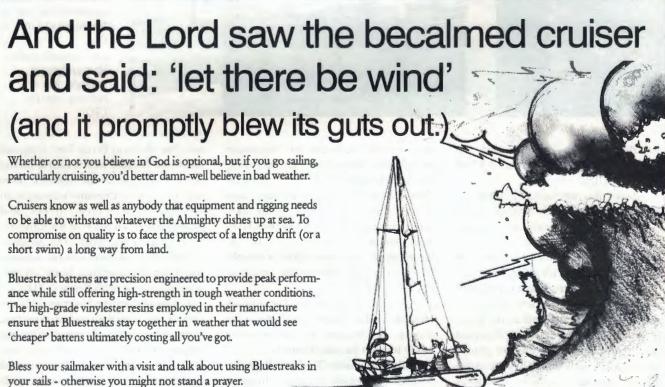
Pride of the fleet is the 42-footer Ballymagirl, a luxuriously appointed boat with three double cabins and two bathrooms. In true Catalina style she is decorated tastefully and with comfortable opulence.

The growth in corporate charters has seen Ausail stage its own corporate regattas, and the Catalina fleet has been cross-chartered for regattas by other charter companies, Eastsail, Sunsail and Hugh Treharne. "Ausail's philosophy is that as we draw closer to the Olympic Games, the tourist industry will only be able to cope with the demand upon Sydney's resources with full co-operation between the Sydneybased operators," Ausail's Kerrin Ambrose told OFFSHORE.

Ausail has also just completed their first successful year of operation as an Australian Yachting Federation sailing school, based at Middle Harbour Yacht Club. One of the major successes of the school has been to train families to sail together, in dinghies and keelboats.

Ausail Yacht Charters and Catalina Yachts are located at the Catalina Anchorage, 235 Spit Road, Mosman, phone 092 9960 5511 and on Pittwater at the Royal Prince Alfred Yacht Club, Mitala St, Newport, phone 02 9999

Ausail will have a stand in the Strictly Sail hall at the Sydney International Boat Show, with the Catalina Capri 16.5 dinghy as the primary focus. The Scout Association of NSW recently bought three of these dinghies for sail training.



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Last year saw the introduction of "Strictly Sail" at the 30th Sydney International Boat Show. This year will be bigger and better, with the Yachting Association of NSW also focussing on the Boat Show.

s the name implies, "Strictly Sail" will be a focal point of the Boat Show, with Hall 2 dedicated to sailing enthusiasts and would-be sailors. The Show, at Darling Harbour, runs from July 24-29.

Bolstered by some of the mainstays in the marine industry and wholeheartedly supported by the Boating Industry Association and major sponsors of the Boat Show, including Club Marine Insurance, NSW Waterways and 2KY 1017 High Tide program, "Strictly Sail" has attracted more than 30 exhibitors.

Apart from a vast range of sailboats and the latest equipment for sailors, "Strictly Sail" will host an interesting range of activities. These will include fashion parades of the latest sailing apparel, educational seminars by prominent sailing industry identities, competitions with prizes and giveaways, and demonstrations of the latest go-fast gear for competitive sailors, young and old.

Celebrity speakers will feature again this year and include America's Cup yachtsman Iain Murray, Antarctic adventurers Don and Margie McIntyre, Channel Seven yachting commentator Rob Mundle, and famous yachtswoman Kay Cottee

All winners of the 1997 Boat of the Year awards, announced at the recent Sanctuary Cove Boat Show, will be on display at the Sydney Boat Show, including the Sailboat of the Year, the Bashford International Sydney 36 designed by Iain Murray.

#### YA Sailing Assembly at Sydney Boat Show

One of the many new sailing additions to this year's Boat Show will be the Yachting Association of New South



The first of a new wave of Beneteau 33-footers, the First 33.7 will make its Australian debut at the Sydney Boat Show.

Wales' "YA Sailing Assembly" at Darling Harbour over the weekend of July 26-27.

The Sailing Assembly will provide an opportunity for sailing enthusiasts and YA members to attend YA committee meetings, seminars and workshops on issues of interest to sailors throughout NSW. "We aim to provide a full program so that members can enjoy the Boat Show and also join in the YA activity," says YANSW general manager George Anderson.

One of the most significant will be a work shop program which will focus on recruiting new club members, development strategies, setting up and running a sailing program, while other seminars will cover the new racing rules for 1997 to 2001, Olympic planning and preparations

#### Beneteau big Show display

Beneteau yachts are always one of the features of craft afloat at the Boat Show marina in Cockle Bay and this year there will be nine boats on display - the largest yet.

From the Oceanis range will be the Oceanis 281, 351, 381 and 461. The First series will combine the First 33.7, 42s7 and the brand new 53f5. Complementing these will be the centre cockpit Oceanis 36cc and 40cc.

The latest imports from France to be shown by Beneteau-Vicsail will be:

 First 33.7, based on the highly succesful First 42s7 and First 36s7, a cruiser racer with an impressive pedigree with a tall sail plan, powerful hull lines and a sports pack standard featuring a deep lead keel and spinnaker gear.

Oceanis 36 Centre Cockpit, the latest addition to the Beneteau range and offering an outstanding level of comfort and safety for a yacht of its size. Down below is a fully equipped galley, a symmetrical saloon table providing a large saloon, with the owner's stateroom aft.

 Oceanis 44 Centre Cockpit, set up for short handed sailing with the performance and cruising comfort we have come to expect from Beneteau.

• First 53f5 is the first of this model to arrive in Australia from Beneteau in France. This Bruce Farr designed cruiser/racer with the Pinnafarina styling is sure to turn a few heads. From bow to stern the First 53f5 oozes style with its large saloon, cabins and outstanding deck layout.

#### Bashfords to exhibit Sailboat of Year

Bashford International will have their largest participation yet in this year's Sydney International Boat Show, featuring the yachts which in the last two years have been chosen as the Australian Sailboat of the Year:

- The Magic 25 Sportsboat which was named Sailboat of the Year in 1996 and is now widely popular in Australia and in New Zealand.
- The Sydney 36, recently awarded Sailboat of the Year for 1997 and an already successful smaller version of the

Sydney 41, overall winner of the 50th Sydney to Hobart race.

The Sydney 36 will be display on the floating marina along with the powerful Sydney 60 PH performance cruiser racer. The Sydney 60 represents the true meaning of cruiser racer and features a luxurious cruising interior, yet is competitive against the best of ocean racers.

Further information on Bashford International yachts, designed by Iain Murray and Associates, from Martin Thompson or Nick Griffith. Ph: 02 9518 8817. Fax: 9566 1151.

#### Australian debut for Catalina 380

Sydney International Boat Show will see the Australian debut of the Catalina 380, which has won the 1997 Cruising World Boat of the Year Award for the best midsized cruiser at the Sail Expo '97 in Atlantic City, USA.

The event recognised sailboats in 11 categories based on new boat design and construction exhibited at Sail Expo, the largest indoor sailboat show in



The beautifully appointed saloon of the Catalina 380 is finished in varnished teak and ash, complemented with the owner's choice of available upholstery fabrics.

America. Before the show a panel of experts inspected and test-sailed each boat.

The most important considerations were accommodation, cruising capability, seaworthiness, construction, system maintainability, cost of ownership and seakindliness.

The Catalina 380, a powerful masthead sloop will be the newest of the Catalina range being exhibited by Sydney-based Catalina Australia.

The 380 is an offshore capable cruising yacht with excellent accommoda-

tion, including a spacious owner's cabin, L-shaped galley, and a finely appointed main saloon.

Catalina Australia will also have a stand in the "Strictly Sail" hall, with the primary focus on the Ausail Yacht Charters and Sailing School, with the Catalina Capri 16.5 dinghy. The Scout Association of NSW has just purchased three of these dinghies for sail training.

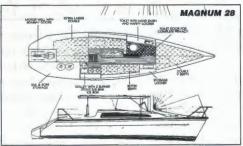
Further information on Catalina yachts from Catalina Australia at The Spit, Mosman in Sydney, phone: 02 9960 5511 or fax: 02 9960 6065.

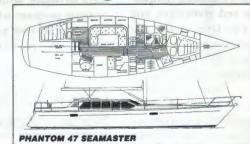
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### Sail furling systems

One of the most significant sail-handling innovations to benefit cruising yachtsmen and the charter yacht industry has been the development of more highly efficient genoa furling systems and, more recently, furling mainsail, either in the mast or boom. OFFSHORE looks at some of the systems available.

#### Mainboom furling

ainsail furling systems are becoming more and more popular and make cruising easier and

Like headsail furling systems, it takes time for people to gain confidence and understand the benefits that go with a new product and advanced technology. This has certainly been the case with mainsail furling systems and, in some ways, more so, because many boat owners of today would have sailed with the traditional roller reefing system of yesteryear and remember the problems associated with it and the lack of sail shape control.

Back in the fifties, we can recall sailing on a keelboat that had a shaft through the mast that rotated the boom. A winch handle was permanently attached and tied off with a piece of rope when a reef was wound in. The only problem was that the sail shape was so bad you couldn't sail to windward. This was the reason that yachts proshape control that can gressed to the slab reefing system. While a good slab system can be quite easy to use, it still has its limitations, especially with larger boats and limited crews.

As a result of innovative work carried out in Australia and New Zealand, as well as overseas, there are boom furling systems on the market that are designed to suit a wide size of boats, from 7.6m (25ft) to 42m (140ft) yachts. Most modern bareboat charter yachts have genoa furling

systems as standard while a growing number of owners of larger racing yachts have an alternative furling system that replaces their racing forestay set-up when just cruising.

"You would be amazed at the efficiency and sail shape control that can be achieved with a good boom furling system," says Robbie "Salty" Salthouse of Hood Sailmakers. "Most peo-

"You would be

amazed at the

efficiency and sail

be achieved with a

good boom furling

system"

ple think that sail shape is compromised with the booms...yet in my experience it is the opposite in most cases.

"Reefing a main has now become a simple one-person job that can be done from the safety of the cockpit. The size of the reef is not limited to a specific size which allows the skipper to tailor the shape area to the conditions at hand, and the sail

shape is as good as a perfect slab reef."



Seldon Mast will launch their new Furlex jib furling and reefing system on the Australian market in September.

#### aenoas

The furling genoa is a sail that experences conditions from the gentlest breeze to gales, and from being set at full size to being reefed to storm jib size. It is the



work horse in the sail inventory, and it is expected to perform in all conditions for a long period of time.

That is a lot to expect from one sail. At Hood Sail-makers in Australia, these and other aspects are addressed when designing a furling genoa. For example, the correct cloth for the intended end use, what size should the sail be, should the sail have luff foam to assist the flattening of the sail when reefing, and the clew height of the sail. There are many cloths on the market suitable for furling genoas.

Hood Sailmakers recently released a new material called Vectran that utilises Vectran fibres interwoven with polyester fibres. This results in a strong and less stretch for equal weight cloth, giving excellent durability and longevity. The new Vectran material is available from 4oz to 9.4oz in weight, and is ideal for furling genoas.

Most cloth manufacturers offer a laminated range of materials utilising a taffeta mylar film polyester or Spectra scrim and taffeta. These materials enable the sailmaker to offer a radical cut sail with step-up construction.

The size or area of a furling genoa is largely dependant on the conditions one expects to sail in. Generally, a furling genoa is designed at 140% overlap to give optimum performance in the 15 knot wind range. The clew height of the sail should be at guard rail height or higher so that you don't have to skirt the sails each time you tack. This also eliminates any unnecessary chafe on the stanchions and gives good visibility.

### New Furlex jib furling, reefing from Selden

Swedish company Seldon Mast will launch their new Furlex jib furling and reefing system on the Australian market in September. The original Furlex first hit the market in 1983 and quickly became a bench mark product worldwide. It has topped the world sales for jib furling and reefing systems since the early 90s.

The new Furlex incorporates several innovative features including an optional internal turnbuckle, fully integrated into the drum. However, the patented designs for reducing rolling resistance, friction and bearing loads are the same as the original Furlex. In fact, the design of the load distributor has remained unaltered since it was introduced in 1983.

The new Furlex system comprises three models - 100S, 200S and 300S for 4mm to 10mm forestays. The materials used in the latest Furlex are predominantly stainless steel and glass fibre reinforced polymide. The design is more streamlined and shows

a strong similarity to Selden's Hydraulic Furlex system. The characteristic line guard arm has been replaced by a special line guiding fitting on the drum.

The larger Furlex models, the 200S and 300S, are available with an optional internal turnbuckle, with an adjustment of 65mm and 85mm respectively. The turnbuckle is built into the drum to ensure that it does not affect either the dimensions of the forestay extrusion or the height above deck. This enables sail luff length to be exploited to the full with the added benefit of tidy reefing.

Other features of the Furlex are the pre-feeder for easier sail hoisting, PVC tubes to centre the wire in the extrusion and stainless steel bearings with the load distributors. The patented load distributor in the halyard swivel bearings is a design feature which played a big part in establishing Furlex's reputation as a smooth running furling and reefing system with low friction and long service life.

The new Furlex is sold as a complete kit, with prices varying between \$1100 and \$3960, depending on the model. Australian distributor is Contender Sailcloth, phone 02 9997 4099 or 1800 245902.

### Boom furling systems Leisure furl from New Zealand

There are several companies in New Zealand which have gone a long way towards solving the plethora of problems associated with in-boom reefing. The basic principle they all employ is the same, but they each have their own unique problem-solving methods.

Don Baverstock of KZ Marine in Auckland, through his development of the Leisure furl in-boom furling

system, has been responsible for pushing cruising comfort and safety to a new level.

"Leisure furl's
inboom mandrel is
driven either by a
motor set in the mast
or by an external
winch on the forward
side of the mast"

Extensively used by Kiwi cruising sailors, it has also been successfully fitted to large fast cruising yachts built in England, giving the system a proven track record.

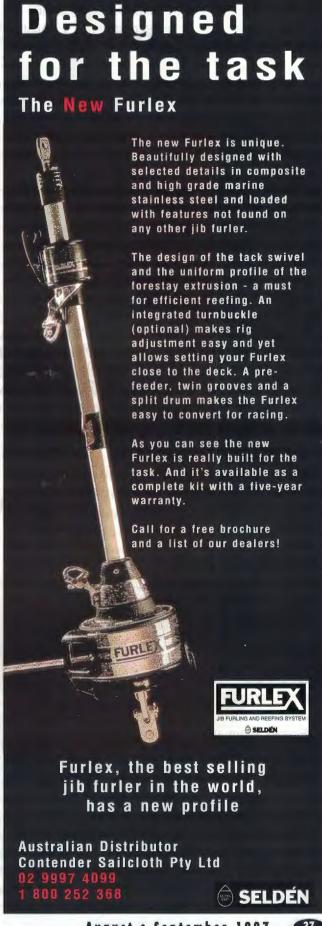
Leisure furl's inboom man-

drel is driven either by a motor set in

the mast or by an external winch on the forward side of the mast, connected to furling mechanisms by a small-diameter, high -tensile stainless steel shaft.

There is a universal joint in the system that allows furling to take place on any point of sail.

For mainsail foot tensions to provide a flat, depow-



ered sail when reefed, Leisure furl depends on the full-length battens being laid along the top of the furling drum, thus ensuring that the sail is fully extended along its foot. In addition, there is a flexible luff bolt-rope pre-feeder which overcomes the complex problem of alignment at the gooseneck when the boom is not fore and aft, and the subsequent task of storing the sail evenly along the reefing mandrel.

Further information: KZ Marine Ltd, 39 Vesty Drive, Mt Wellington, Auckland, NZ. Phone: +64 9 573 1839. Fax:+64 9 573 1959.

### Sheerline furlers for cruising boats

Sheerline furlers were orginally developed for the cruising sailor and the charter market. In both these cases the requirement is for a product which can withstand prolonged hard use without breakages.

A further requirement is that the finished product is as light as possible to reduce undue forces being imposed on the mast. Sheerline furlers have achieved these aims by using a high strength alloy foil together with a simple design system and large bearings.

The furlers have been proven over many years of operation, especially offshore with many trouble-free overseas cruises. The prototypes were used on a catamaran that sailed to Turkey using Sheerline furlers on the jib, staysail and mainsail. Alan Nebauer also used the small Sheerline furler when he sailed top Top Hat across the Pacific from Australia to America.

Further information: WV Manufacturing, 41 Winbourne Rd, Brookbvale NSW 2100. Phone: 02 9938 4722. Fax: 02 9938 4722.

### Furlboom from Hoods and Prestige Yachting

Designed and built in Australia by Aussie sailors to suit our rugged local conditions, Furlboom is a result of many years of research and development by Prestige

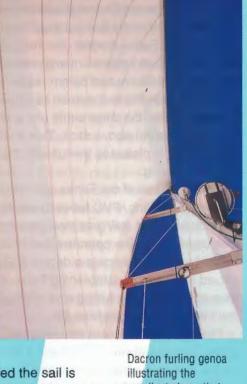
Yachting Systems and Hood Sailmakers Australia. It is designed to suit yachts from 30ft to 52ft overall.

The new Furlboom looks like a conventional boom. When you take a close look you will find that it neatly rolls away a fully battened mainsail inside the boom.

The benefits are immense: reefing the mainsail from the safety of the cockpit; being able to reef to any size and not be confined to dedicated

reefing points; when reefed the sail is inside the boom, protected from the elements and out of your way.

When reefed, the Furlboom flattens the



Dacron furling genoa illustrating the excellent shape that can be achieved with modern furling systems.



sail as it furls, so that stays efficient and fast when reefed. In designing a Furl-boom mainsail, Hood Sailmakers shape it like a conventional mainsail and use full length battens. This helps prolong the life of the sail and help maintain a more efficient shape.

The Furlboom can work with a fixed boom yang and can be operated from the cockpit or the mast, manually or power Mainsail at full hoist from the Hood Furlboom.

38

August . September 1997

# Simple. Rugged. Exquisitely Engineered.



Patented, low friction, high load halyard swivel

### Sea Furl 5th

The new SeaFurl 5 from Hood Yacht Systems is a new generation of jib furling systems designed for both bluewater or coastal sailing. Engineered for the most formidable conditions, the SeaFurl 5 is so rugged it's warranted for as long as you own your yacht.\*

The SeaFurl 5 introduces a host of new features – a hybrid stainless steel and Torlon™ bearing system, a polished stainless steel drum cover, a full split drum system for quick conversion to racing, and Hood Yacht Systems' patented double swivel system; the ultimate in sail shaping and control. All these advanced features at a price that sinks the competition.

The SeaFurl 5. Today's best value in furling.

\*Lifetime warranty to original purchaser.



Aerodynamic, lightweight and torque resistant extrusion with dual aft-facing luff groove

The new SeaFurl 5 system uses stainless steel bearings to sustain the high loads of reefing. These bearings are housed in a spherical

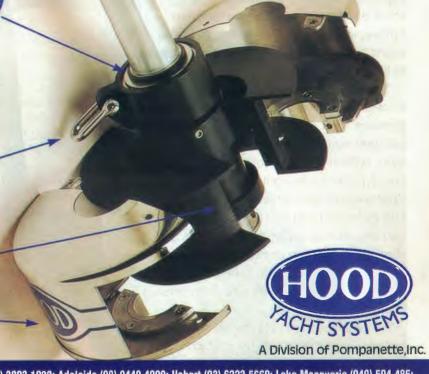
bearing race that allows for greater contact area, increased bearing life and reduced rotational force under load.

This system is so reliable that Hood Yacht Systems offers a full lifetime warranty on materials and workmanship of the SeaFurl 5 for as long as you own your yacht.\*

Patented head and tack swivels offerfull 360° rotation for the ultimate in sail shaping and reefing control.

Full split drum assembles/disassembles quickly and easily for racing.

Polished, stainless steel drum cover forunparalleled looks and protection from anchor and chain damage.



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

driven. The super strong drive assembly is made from stainless steel and is fully sealed in its own housing.

Further information from local Hood lofts, including the Sydney loft at 19 West St, Brookvale 2100. Phone: 02 9905 0800. Fax: 02 9905 0900.

#### Seafurl 5 genoa system From Hood Sailmakers

Hood Sailmakers first introduced genoa furling systems to the Australian sailing market in 1979. At the time many yachties questioned the reliability of such a method of reducing sail area.

Since then their acceptable has been widespread. Virtually all charter yacht operators in Australia utilise furlers and the family cruiser/racer has welcomed the furler with open arms. They have realised the benefits of convenience, reduced sail inventory and the simple conversion for racing.

Being able to simply un-roll the furling genoa and set sail is a tremendous convenience, as is the ability to sail into your favourite anchorage, roll-up the sail and drop anchor. At the end of the day you simple roll up the sail and it is safely stowed until the next time you use the boat.

Hood Sailmakers provide a complete Furling System which includes supply of the Hood Seaful, Harken Profurl and Furlex Furlers, installation of the furling unit, alterations to existing genoas, and the servicing of the furling units.

The Seafurl 5 caters for yachts from 30footers to maxis. New features include a
stainless steel and Torlon bearing system, a
polished stainless steel drum cover, full split
drum system for quick conversion to racing,
aerodynamic lightweight and torque resistant
extrusion with twin aft facing luff grooves.
The patented head and tack swivels offer full
360 degree rotation for the ultimate in sail
shaping and reefing control.

The SL700 and SL800 cater for yachts from 24ft to 38ft LOA with wire diameters up to 8mm.

Further information on the furling units to suit your needs from your local Hood loft.



Above: Hood Yacht System Furlboom, showing how the mainsail is reefed into the boom.

Below: Hood Furlboom with the mainsail heavily reefed. Note how flat the same can be made.



# At Last – The Final Solution to In-Boom Furling... FURLB©©M

A sytem which lets you use a full-batten mainsail, doesn't cost a fortune and is ideal for racing.

Designed and built in Australia, by Aussie yachtsmen to suit our rugged local sailing conditions the FURLBOOM makes all those other expensive systems look obsolete.

Just look at the benefits - a clean, elegantly designed boom which looks like a normal boom from the outside, yet neatly furls away a full battened mainsail in an efficient manner.

In fact FURLBOOM actually flattens the sail as it furls! Yes, it automatically adjusts sail shape so it stays efficient and fast when reefed. In other words you can use FURLBOOM

for racing. This new system also enables you to carry a full length spinnaker track on the front of the mast without interference. This is another reason why it's great for the racer/cruiser.

FURLBOOM is also the best furling system for your yacht because is does not require holes through the mast. The super strong drive assembly is made from tough stainless steel and fully sealed in its own housing. The drive assembly and all components are over-engineered to be super reliable.

FURLBOOM can also be retro-fitted to your existing rig. The design uses a solid alloy/PVC sail track which does not require maintenance. Sail chafe is also greatly reduced because of the new sail track and the wide-mouth boom and rollers.

#### Other benefits

1. Can work with a fixed boom vang. 2. Winch, or rope furler drive. 3. Can be operated from the cockpit. 4. Option of being power driven. 5. Suit yachts - 28–52ft LOA. 6. Very easy to use.

For further information: Australian Agents

**HOOD SAILS:** 19 West Street, Brookvale NSW 2100 Australia Ph (02) **9905 0800** Fax (02) 9905 0900







#### Weather Watch



#### Meteorology, Sailing and the Olympics

f Atlanta was anything to go by, then the Sydney 2000 Olympics have a very high standard, from a meteorological point of view, to live up to. The bench mark has been set! Are we up to it?

The short answer is ves, but it won't be easy!! Before I go on about the planned Sydney weather support for the Games, let's have a quick look at what the US National Weather Service provided in Savannah for the vachting events, sailed on Wassaw Sound on the Atlantic coast of Georgia, off Savannah.

The Olympic Weather Support Office's Mission Statement was: "Dedicating the world's best meteorological science, skill, service and technology to keep the 1996 Games weatherwise and weathersafe". This was achieved through:

Using the latest available science including:

"the weather

with numerous

thunderstorm

watches and

warnings"

Access to a number of different Numerical Weather Prediction (NWP) models including two high services provided were first class resolution models. One at 10km resolution and the other ran at both 8km and 2km resolution.

Advanced weather radar algorithms enable the best detection of severe weather possible.

The skill of specially trained forecasters of which two were from the Bureau of Meteorology here in Australia.

The provision of outstanding services. Highly detailed weather observations (in Wassaw Sound alone there were three moored weather buoys), forecasts and warnings were provided for the safety of spectators, athletes, officials, specific venue and competition needs, logistics planning, security, and media needs. The information was widely accessible for the benefit of all these groups.

The technology used to provide the services was "state of the art". It was cutting edge in terms of data creation, data display and interrogation and data dissemination.

Overall, from a yachting point of view, the weather services provided were first class with numerous thunderstorm watches and warnings leading to either cancellations of races and thunderstorm standby, or completion of races. Very detailed hourly wind forecasts permitted improved planning of race starting times.

The Sydney 2000 Games will vary significantly from the Atlanta/Savannah Games, in that venues will be essentially concentrated within the confines of the Sydney Metropoli-

tan area (soccer being the exception). This makes the

forecasting task a little easier on one hand, in that forecasts are required for less sites, but more complicated on the other hand, because of Sydney's proximity to the mountains and the sea.

The forecasting of sea breezes represents a real challenge. Ideally, there should be skill in forecasting variations in wind speed and direction between the different sailing courses within the Harbour and offshore. To this end sites around the Harbour have been selected so that

wind sensors can be erected in order to commence data gathering. However, funds are the problem at the moment! Sound familiar??

During the last Olympic period, old style wind recording instruments were set-up at some strategic points around the Harbour. These were dismantled a short time after the period since they needed their charts changed manually at the end of each month. No mean feat, I can assure you.

It has became very clear that in order for the Bureau to be able to enhance the success of the 2000 Olympics by providing services at least comparable to those provided in Atlanta/Savannah, it will be necessary to:

- · Provide venue specific forecast, observation, warning and briefing sup-
- Provide climatological information for all sailing venues:
- · Provide forecasts and other information using easy to understand visual
- · Ensure easy access to the products. In order to provide such services, it will be necessary to:
- · Achieve an improved very high density observation network not only around the Harbour but over the greater Sydney area;
- · Gain an improved understanding of the local variability of Sydney's weather;
- Develop real time meteorological models to very high resolutions which are tuned to the local Sydney environ-
- Develop improved visualisation methods to enable the large quantity of expected output to be easily understood by users;
- · Have available an appropriate team of specially trained forecasters and support staff to provide dedicated sitespecific forecasts and warnings. To

this end, a forecasting office will be setup at Rushcutter's Bay (fingers crossed) to assist the yachting athletes.

At this stage a number of organisations have been able or should be able to assist the Bureau in its endeavours. They are:

The University of New South Wales, through their School of Mathematics, with ongoing work in the areas of atmospheric mesoscale modelling, statistical investigations and ocean and harbour oceanographic studies.

VisLab, University of Sydney, is interested in the development of three dimensional video presentations of high resolution weather forecasts. Sydney Water/Australian Water Technologies can contribute through making available data from their offshore moored buoy and other shore-based automatic weather stations.

The NSW Environmental Protection Agency can provide access to automatic weather stations around the Sydney basin.

Telstra, the official Games sponsors, for assistance with communications requirements. Negotiations are also

proceeding with other organisations.

In summary, the Bureau aims to provide the Sydney 2000 Games with the best possible weather services using the latest available technological and scientific techniques. Services will focus on the local scale and should provide a model for the future of local weather forecasting for the remainder of Australia after 2000.

The project's success will depend in part on the active collaboration by a number of institutions in the atmospheric and oceanographic disciplines. It is anticipated that the Olympic Weather project will have benefits which will last well beyond September and October 2000.

My special thanks to Ms Elly Spark, the Bureau's Olympics Project Manager, for allowing me to reproduce in part an article that she recently prepared and also to Glenn Bourke, Sydney 2000 Games yachting competition manager, for his continued support. The support of Harbour-wise yachties in the provision of local knowledge, etc will be greatly appreciated. My number is (02) 92961622.

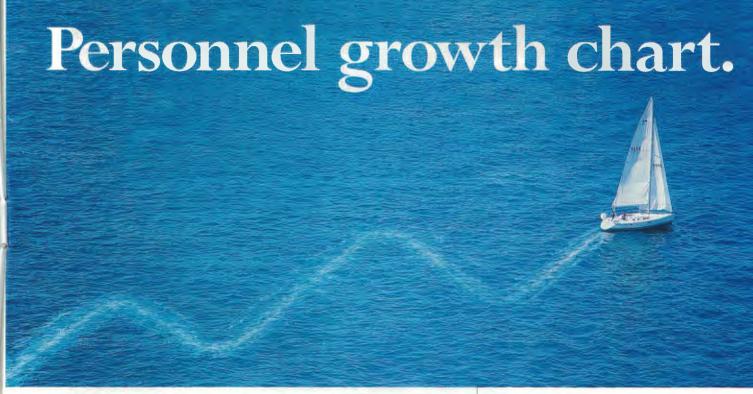


The weather forecasters at the Olympic yachting at Savannah managed extremely well in keeping race officials informed about the progress of summer storms along the Atlantic coast of Georgia. (Pic - Peter Campbell)

#### Reference:

Spark, E, 1997:"Olympic Weather Services-Atlanta 1996 and Sydney 2000" to be published in the Bulletin of the Aus. Meteorological and Oceanographic Society.

Kenn Batt - NSW Severe Weather Section Bureau of Meteorology PO Box 413 Darlinghurst NSW AUSTRALIA 2010 Ph: 02 92961622 Fax: 02 92961657 E-mail: K.Batt@bom.gov.au "The views expressed above are mine only and do not necessarily reflect those of the Bureau of Meteorology".



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### NINE NEW YACH for Whitbread Rac

A fleet of galactic quality and talent will set sail from Southampton on September 21 in the 1997-98 Whitbread Round the World Race, with stopovers including Fremantle and Sydney. Peter Campbell previews the race.

f all goes well with last minute discussions, Australia will have its first ever entrant in the Whitbread Race, co-skippered by the experienced Sydney yachtsman Michael Spies and New Zealand Olympic sailor Jenny Armstrong, with a mixed crew of talented men and women sailors.

Their plan is to charter Tokio, the Kim Swarbrick designed W60 which was built for Chris Dickson's 1993-94 training campaign but subsequently not sailed in the race. It was chartered and sailed in the 50th Sydney to Hobart "Harvey came in December 1994,

up with the

innovative Elle Racing

finishing 8th across the line in the 371 boat fleet.

If the late bid concept, with support for sponsorship is from super model Elle successful, Spies, McPherson for an all-Armstrong and their crew will sail Tokio (under its new name) in the Fastnet Race and then continue on with another W60 to complete the required qualification of a 2000 nautical mile race or a 3000 nautical mile passage.

This year, all Whitbread competitors will be the one class Whitbread 60s and although 10 new W60s have been designed and built for this year's race it's unlikely the fleet on the start line off the Royal Yacht Club at Cowes on September 21 will exceed a dozen

Whether there will be an Australian challenger hinged on high level discussions between the West Australian Government, potential sponsors including Tower Life, promoter John Harvey, and the two top sailors Michael Spies and Jenny Armstrong.

When OFFSHORE went to press Harvey was confident there would be



British challenger for the Whitbread Round the World Race, Silk Cut, shows off her dramatic paint job as she is loaded aboard the Russian Andanov airfreighter at Sydney Airport for transport to the UK. Silk Cut was built in Sydney by John McConaghy. (Pic - Ian Mainsbridge).

a boat, despite early setbacks with his original concept of an all-women crew sailing a new W60 to be named Elle Racing.

"There will be an Australian entry, it will be called Elle Racing, and Michael Spies will be the skipper," he told OFFSHORE.

Spies commented: "We are still hopeful and we are still working towards having a yacht on the start line in September."

In preparation for a challenge, Spies, a champion 18footer skipper and experienced ocean racing sailor with some 20

Hobart races in his log, had been assessing potential crew and the required new sail inventory.

In addition, he said, the chartered W60 would need to undergo an intensive refit and with the crew would have to complete the required qualifying race or cruise or long passage.

Full marks must go to Spies and Harvey for their determination in trying to get Australia's first Whitbread challenger to the line.

They have emerged as the sole survivors from six individuals or groups, including John Bertrand, who had originally signalled their interest in a Whitbread campaign.

Without an Australian boat, the Whitbread organisation may well consider dropping either Fremantle or Sydney, or both, from the ports of call for future races as it would considerably lessen Australian public and media interest in the event.

Harvey came up with the innovative Elle Racing concept, with support from super model Elle McPherson for an all-women crew.

While the all-women crew has not eventuated, a challenge crew with Michael Spies and Jenny Armstrong as co-skippers will still put Australia to the forefront in the Whitbread Race and in international yachting.

#### 1997-98 WHITBREAD ROUND THE WORLD RACE

Official entries as at June 1

WHITBREAD 60 COUNTRY SKIPPER **NAVIGATOR** Merit Cup Grant Dalton (NZL) Monaco Mike Quilter Swedish Match Sweden Gunner Krantz/Erle Williams Roger Nilson BrunelSunergy Holland Arend van Bergeijk TBA Toshiba USA Dennis Conner/Chris Dickson (NZL) Andrew Cape (AUS) Chessie Racing USA George Collins Innovation Kvaerner Knut Frostad Marcel van Triest Norway EF Language Sweden Paul Cayard (USA) Nick White EF Education Sweden Christine Guillou Lynnath Beckley Silk Cut Lawrie Smith Britain Steve Hayles

Additional entries are expected from Australia, South Africa and France but had not been officially received as at July 1.

#### **NEXT YEAR WILL BE INTERESTING...**

"3 years ago we had none of the Australian sailcloth market. Last year we had over 30%. This year in excess of 40%. Next year will be interesting!" Nick ("Kiwi") Marler, General Manager Gourock Australia

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Above:
CYCA MARINE
SWEATSHIRT
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

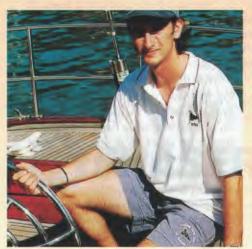
MODELS: John Harris (left standing) is a graduate of the CYCA's Youth Sailing Academy. He is currently campaigning a B49er for the Sydney 2000 Olympics. Tony Hearder (af wheel) joined the CYCA in 1976. He was part of the winning Admiral's Cup team in 1979 and Kenwood Cup in 1988 and has sailed in 18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

# OF AUSTRALIA BART YACHT RACE In the Club or by Mail Order









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/XXL \$75.00

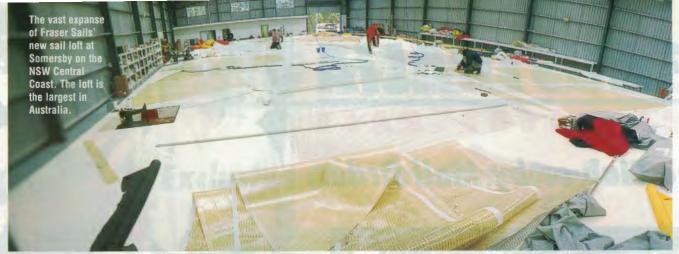
Left: CLUB JERSEY - 100% cotton, block stripe jersy. Rugby collar and plaquet. Longer back tail with 3/4 sleeve. \$65.00

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

CRUISING YACHT CLUB OF AUSTRALIA. PH: (02) 9363 9731

Method of Payment, please tick  Sub Total	Please send or fax to: CYCA, Net			1	
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#### STATE OF THE ART SAIL LOFT for Fraser Sails

To complement their growing domestic and export business, Fraser Sails have moved into a new production loft at Somersby on the NSW Central Coast.

raser Sails' new loft at Somersby, an hour from the Sydney CBD is the largest single level sail loft in Australia. Measuring 1,350 square metres, it is now possible to lay out two maxi sails on the raised work floor together with a number of smaller sails.

Bob Fraser, managing director of Fraser Sails said the decision to build the new plant was essentially a matter of needing more working space. "We have occupied smaller premises

"Invariably

the supplier will

have a mid winter

downturn. This is

when both the best

deals can be

struck"

at Rushcutters Bay now for 18 years," he said.
"Whilst our proximity to the Cruising Yacht Club and central business district has been an important element in the growth of the business, we have always been struggling through

lack of space."

Fraser said production
became particularly difficult around
the loft's peak season, and even more
so when a few maxi sails had to be
made. "The new facility will also provide a means of more centralised manufacturing and efficiencies for our franchise sail lofts", he added.

"Mindful of the importance to ensure that our existing Sydney based clients receive the best in service, we will retain our head office at our current address in Rushcutters Bay, to handle repairs, new sail enquiries and administration."

Fraser Sails weekly repair bin service will continue to operate from the CYC, MHYC and RPAYC.

The new facility represents a far cry from the early beginnings some 25 years ago, where Fraser started the business with two staff in a "tin shed" by the railway line at St Leonard's. Present day staff number over 30 with 16

employed in the Sydney and Somersby operation, the rest

in the various franchise lofts around Australia.

Fraser Sails have fully operational franchise lofts in Perth, Melbourne, Hobart, Brisbane and the Whitsunday's. Overseas they have strong representation with a franchise loft in Japan as well as agents and representatives in Malaysia, Singapore and the

U.A.E.

Commenting on the reason for this growth over the years, Fraser added:

"It is difficult to narrow it down to one thing. However, we have tried to create a culture within the business whereby we all work towards achieving the best. The most obvious area is in our sail designs, and this is reflected in the great race results achieved by the loft over the years.

"Brad Stephens, our design director, joined me in the business in the very early days.

"In 1980 he completed a complex computer mould program that has allowed us to design sails to exacting tolerances," Fraser said.

Export business by Fraser Sails has been growing every year, particularly to South East Asia, Japan and the USA. In the short time the new loft has been open at Somersby sails have been completed for the yachts *Nirvana* and *Atalanta* in the US.

A significant change in the structure of the business came into effect in 1994 with several prominent businessmen, including Bob Mansfield and Peter Ritchie, together with John Newcombe taking a shareholding in the company.

"We have been conducting research and development on a new sail concept of considerable importance for some two years," Fraser told OFF-SHORE.

With the Internet and e-mail becoming the new communication medium, Fraser Sails have their own home page on the world wide web which has details on all of their products, latest race results and newsletters. The home page has direct e-mail links to the loft for people wanting quotes on sails or other information. It can be contacted on http://www.frasersails.com.au

### 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 IMS C/R B 1st. 2nd IMS C/R 1st CHS 2 1st Class C 1st, 2nd Class F

1st, 3rd IMS

1st PHS

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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Sydney 36 NAMED Sailboat of the Year

designs-

For the second year,
Bashford International has
won the Sailboat of the Year
Award, with the Boating
Industry Association naming
the Sydney 36 high
performance IMS/CHS
cruiser racer yacht as winner
at its annual Boat of the Year
awards announced at the
Sanctuary Cove Boat Show.
Last year, the Nowra-based
company won the award with
the highly successful Magic
25 Sportsboat.

Bashford International is the largest production yacht manafacturer in Australia, exporting its yachts to many parts of the world. Its continuation as a viable and expanding enterprise is a credit to the hard work and loyalty of the company's staff since the tragic death of founder Ian Bashford last year.

Bashford International now has three equal shareholders - Kookaburra Marine with principal Iain Murray, Capital Investment Group and Louise Bashford, each adding expertise in yacht design, finance and management and marketing to the company's operations.

Apart from the award-winning Sydney 36 and Magic 25, it continues to build the Sydney 41 (Sydney-Hobart IMS overall winner, 1993) and Sydney 60 (the first boat, *Sydney*, is owned by Charles Curran, chairman of the Capital Investment Group). It is now building the new Sydney 46, having presold seven with the first recently shipped to Spain. A second 46 will be in the China team at the Southern Cross Cup in December.

The Sydney 36 already boasts a string of successes in Australia and overseas, with boats exported to Britain, Germany, Spain, USA, Singapore and the Philippines, racing under both IMS and CHS. In fact, it's



Sydney 36, Bashfull, at full flight on Sydney Harbour. (Pic - Ian Mainsbridge).

described as the most competitive CHS boat in the world.

The two most successful in Australia have been *Local Hero*, winner of the 1996 Nissan Regatta in Melbourne, and the Sydney-based *Bashfull*, owned by Hugo van Kretschmar, Vice Commodore of the Cruising Yacht Club of Australia, and David Fuller, the immediate past Commodore of the Club.

Overseas, Sydney 36s have been successful in Scotland, at Cowes Week, and as a member of the second placed team in the 1996 Commodore's Cup in England.

The latest results have been first place under CHS in the President's Cup in the Philippines, a first, second and fourth in the 1997 Rover Series in Scotland, and a win in the CHS championships in England.

Since being launched late last year, Bashfull has finished a close second to the champion Queensland yacht No Fearr in the 1996 Bruce & Walsh Regatta, 1996 Telstra Cup and in the 1997 Sydney - Mooloolaba race, as well as having a run of successes in club races.

OFFSHORE joined Hugo van Kretschmar for a Sydney Harbour race during the CYCA's popular Winter Series and found an enthusiastic owner aboard an impressive boat.

The Sydney 36 was designed by Iain Murray and Associates as a development of the highly successful 41-footer, originally called the Bashford Howison 41. Now called the Sydney 41, these boats have had outstanding national and international success, including

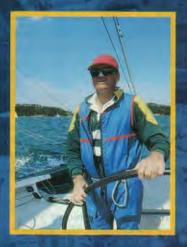
Sydney Yachts BASHFORD

INTERNATIONAL

"In my opinion, the Sydney range are the yachts of the future. Technically their design and construction are at the leading edge and their race record reflects this, while at the same time their standard of comfort and finish provide a true dual purpose cruiser/racer.

Quite simply, Sydney Yachts by Bashford International are the finest cruiser racers available."

Peter Gilmour, America's Cup Skipper





#### Sydney 36

1997 Sailboat of the Year Race bred cruiser, the Sydney 36 has been developed using state of the art materials. Easily managed but seriously fast, the Sydney 36 is an extremely competitive yacht. It takes advantage of every design element and the latest building techniques. The Sydney 36 has been carefully conceived and ergonomically designed for maximum crew comfort and safety.



#### Sydney 41

The most successful production cruiser racer ever built. In all conditions it has raced against the cream of purpose built custom Grand Prix Yachts and won. A true cruiser racer in every sense of the phrase, the Sydney 41 combines outstanding racing performance with the elements of a luxury cruiser. Overall winner 50th Sydney to Hobart.



#### Sydney 46

Designed to provide the ultimate in enhanced performance yachting and compete within numerous measurement systems throughout the world. With scintillating speed and dynamic agility, this sleek yet elegant yacht is destined to become a true favourite in yachting circles.



#### Sydney 60

The Sydney 50 ignites one's passion for speed yet satisfies one's desire for comfort. Its performance mirrors that of the Grand Prix racers yet unlike the racers, it has the ability to provide the most luxurious interior with little sacrifice on performance.

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winning the 50th Sydney to Hobart.

Like its larger sistership, the Sydney 36 has a simple, pleasing to the eye hull shape, and a clean, functional deck with a large cockpit.

For the crew, it's an easy boat to handle, quick upwind with acceleration out of a tack, and is capable of surfing downwind in a fresh breeze.

The Sydney 36 is a boat that should be judged on its merits - results it has achieved in a diverse range of ocean

A good example of the boat's potential was its second place overall in the recent Sydney - Mooloolaba race. It was beaten only by the very successful No Fearr - a bigger, more expensive

Bashfull actually beat a class of boat in that race that in recent years has seemed unbeatable, the Mumm 36. That was no mean feat considering that the Mumm is a flat out racer with an excellent track record and design pedi-

It is also worth noting that the Sydney 36 would hit the water at a cool \$100,000 LESS than the highly fancied Mumm 36. These are cost efficient results in anyone's language.

Van Krestschmar is no newcomer to the ocean racing scene. He was until recently a key figure in the afterguard of the maxi Brindabella. He freely admits that he has done little or nothing to crank the boat up since buying it, other than "bolt it together". He commented: "The boat is a simple,

#### SPECIFICATIONS

Sydney 36 CHS/IMS Cruiser Racer

LOA 10.97m Max beam 3.39m Draft 2.24m Displ. 4400 kg Sail area 69 sq m l = 14.9 mJ = 4.23mP = 13.2mE = 4.7mIMS 1997: 606 sec/mile CHS: 1.076.

**Designer:** lain Murray & Associates, Newport, NSW. Builders: Bashford International, South Nowra, NSW.



The boat is built in accordance with American Bureau of Shipping structural requirements with the hull laminated with vinylester and polester resins using Kevlar/E glass biaxial and double bias fabric over foam core. The high lift, low centre of gravity steel fin and lead bult keel configuration includes a large load bearing plate recessed and bolted through the hull. Standard mast is aluminium but Bashfull is rigged with a carbon fibre mast. Her sails are Fraser.

"The boat is a

simple, complete

package that was

see is what you

qet".

complete package that was fast straight out of the box - what you see is what you get".

His assessment is that the 36 sails to its rating quite well in the lighter conditions. It will climb to its target boat speed of around 6 knots in as many knots of wind.

fast straight out of "Bashfull will the box - what you get away from the likes of the Mumm 36 and No Fearr on handicap in the lighter conditions but, as the breeze increases, they will reel the Sydney 36 back in," he points out.

The attractions of the 36 are that it is a good allrounder - a tidy, comfortable cruising boat down below and a

quick, robust cruiser racer on deck. Van Kretschmar will contest the Sydney - Gold Coast Classic with Bashfull and do all the Queensland races

before continuing on to Malaysia to contest the Raj Mudah Regatta.

All in all, Hugo says that he has been very happy with the Sydney 36. "Campaigning the boat has been a lot of fun. No problems getting a huge amount of crew. The helmsman can reach most

of the winches if we are short handed. All very light and simple".

A fully fitted Sydney 36 rigged and set up for ocean racing will cost around \$255,000.





### TRIMMING THE HEADSAIL For optimum performance

Part one of story. Reprinted from the Fraser Sails Success Course book.



#### **Headsail Trim:**

Before considering how to trim it, it is necessary to realise the importance of the headsail. This sail guides the boat upwind. The angle of entry will control the apparent wind angle that the yacht will be steered to. The apparent wind angle will control the speed that the yacht will reach.

Obviously, with a flat or flat-entry sail, we will be forced to sail high. Suppose the water is a bit bumpy and we find we need more speed for the best velocity made good. Instinct tells us to sail the boat a bit freer. However, as we pull down to increase apparent wind angle and hence speed, the lee tufts stall, telling us to steer up again.

Now, unless we re-shape the front of the headsail (the trimmers' job), we will keep going slow all day or until the conditions change to suit our setup.

The deep entry jib will obviously be better in rough water where we need more speed and the flat entry jib will be better when we need to point in flat water.

The second role the headsail plays is to set up the base power for the whole rig in area, depth and shape.

The headsail trimmer must be very aware of the yacht's performance and know how to change the depth and shape of each headsail to suit wind and sea conditions.

The forestay sag and luff tension will control the front shape of the headsail plus overall depth while the car position will control overall depth and the roundness towards the back of the sail, especially in the bottom third.

To be a good headsail trimmer, you must understand the job:

- To set the base power for the whole rig.
- To control the groove which in turn controls the yacht's height, potential boat speed and ease of steering.
- Be sympathetic to the mainsail trimmer's needs. In up-range conditions when mainsail stability is a problem, the main's trimmer may need short periods of increased headsail twist to give him a chance to settle the mainsail down.

The groove is a term used for the amount of course variation a helmsperson has between the windward tuft lifting (top of the groove) and the lee tuft breaking (bottom of the groove.

A tolerant shape is needed for rougher water or for when we are sailing in up-and-down wind pressure. In these conditions, we need to vary the power dramatically to keep our correct boat speed.

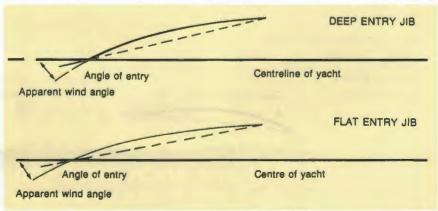
In flatter water or constant wind strength, we can hold our performance with a much finer angle of entry and groove.

#### **Trim sequence**

A good, simple trim sequence is imperative. A good trimmer will run through this thought process each time the pressure or sea condition changes:

- Set the luff tension, ideally to predetermined halyard marks for the wind condition.
- 2. Position the car.
- 3. Sheet the sail on.
- 4. Watch the twist using distance from the leeward rigging or spreaders as a guide.
- 5. Watch the foot tension using distance from lee shrouds at the deck.
- 6. Shift the car fore and aft until optimum trim is reached at both points.
- The helmsman starts steering the boat accurately.

Figure 1: The angle of entry controls the apparent wind angle the yacht will be steered to.



- The trimmer assesses the overall headsail power by watching how the groove is being steered.
- 9. Assuming the mainsail is trimmed correctly and the boat is constantly being steered in the top of the groove (maximum power), the trimmer calls for more runner tension on a fractional rig or more backstay tension on a masthead rig. If less power is needed he would shift the car aft, flattening the lower area until the foot is hard against the shroud at the deck. With maximum runner or backstay and the foot fully flattened, the headsail will be fully de-powered. Obviously, if more power is needed and speed is a problem, we will call for less runner or backstay and car forward.

The headsail trimmer's job changes dramatically as the conditions change. Until the whole crew is on the windward rail, the headsail trimmer is one of the key players and will be busy if he is working to his job specification. He must have at hand the lower wind range targets and know how to use them.

As the wind freshens and the yacht is being sailed on a fairly constant headsail setting, the trimmer becomes valuable weight on the rail. The helmsman now controls the power the headsail produces by steering high or low in the groove while the mainsail trimmer controls the balance of power.

At this stage, the headsail trimmer needs only to make sure that the

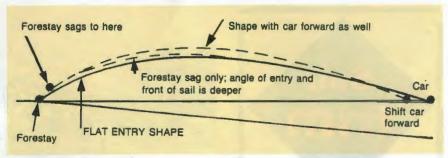


Figure 2: How forestay sag and car position control headsail shape and depth.

groove is okay and the trim is giving the required result. But he must stay very aware of overall pressure. If it drops, he may have to slip back into busy mode; if it increases he may need to start planning a sail change.

The mainsail trimmer is the best indicator for a change as he is now in control of the balance of power, rig balance and angle of heel.

change.

Pressure down: If the main has to be be powered up too much (monitored by the traveller coming closer and closer to the centreline), the headsail trimmer should first check how the boat is being steered in the groove.

it is blowing."

If it is always towards the bottom of the groove, indicating that the helmsman is looking for power, he must consider powering up the headsail.

Pressure up: Again use the mainsail as an indicator for decision making. If the trimmer is having trouble with mainsail stability, the sail is fully balded and the traveller is maximum down, again check the helmsman and the groove he is sailing in.

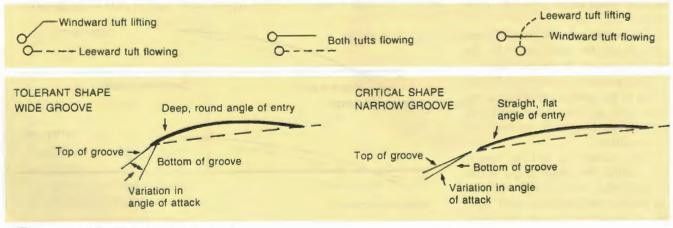
If the yacht is being constantly sailed at the top of the groove, indicating that the helmsman needs less power, the headsail trimmer must ensure that maximum runner or backstay and luff tension are being used. The lower part of the headsail should be fully flattened (foot against the lee shroud at the deck). If this has been done, it is normally time to consider changing down to the next headsail.

Take care when changing down to a flatter or smaller headsail that the runner or backstay tension is adjusted correctly. A common fault is leaving the runner/backstay on maximum because it is blowing. In fact, the new headsail will normally be starting at the bottom of its range and will probably need some forestay sag to correct power and groove. The headsail trimmer should automatically run through his whole trim sequence with the new sail.

Remember that a headsail that is too flat or does not have enough groove is just as slow in strong winds as it is in light air. This applies particularly to long, narrow No 3 headsails.

Next issue Sail Trim will continue with Trimming guides and positions for the car.

Steering "in the groove" - how the tuffs behave and how the width of the groove varies with different sail shapes.





#### Rigging



#### Rally of Rangers: Gaff versus Bermudan

Thave been fortunate enough to have either owned or crewed on many and varied types of sail craft. Presently my time afloat is divided between an Olympic class 49er high performance dinghy campaign and sailing my veteran yacht *Vagrant*.

Vagrant is a Ranger type, built in 1936 of Huon pine and gaff rigged. She is very special to me as she was my father's yacht. She is the yacht I learned to sail on.

The Ranger types are a Sydney Harbour icon. To qualify as a Ranger type is simple. The boat had to be built off the plan. This makes the handful of Ranger types quite interesting as various builders "improved" on the original design.

Thus from one design has evolved a development class.

The late Cliff Gale designed the original Ranger as a family cruiser. Cliff cruised for a year and then started to race her. She carries the sail number A1. Cliff's son Bill, now aged 72, races Ranger every Saturday with great success.

Of the Rangers built, this winter sea-

son has seen five gather together to contest the Ranger intergalactic title. The intergalactic is a series of four races contested in conjunction with the Sydney Amateur Sailing Club's winter point-score.

The Rangers contesting the title are Ranger (Bill Gale), Vagrant (Sean Langman), Valiant (John Crawford; his brother Robin owns Assassin), Cherub (John Westacott - of Sixty Minutes fame who brought us the 50th Hobart story) and Kilkie (Alex Osborne).

The history of each Ranger type is varied with my own *Vagrant* being pressed into service during World War II as a harbour patrol boat.

John Westacott's *Cherub* was purchased from Lou d'Alpuget only three months ago. Lou had her built by Rangers builder Billy Fisher and during the sixties he had Bob Miller (Ben Lexcen) refigure her into a Bermudan rig with cut away bulb keel.

Four of the Rangers were hauled out at North Sydney prior to the first heat. Each yacht underwent refinements in rig, sail and underwater surface.

Jamie Marina of *Brindabella* fame commented: "More effort is going into these boats than an America's Cup Campaign.

These tongue in cheek words were prophetic. Ranger had never been beaten in a scratch series of races for over forty seasons. Even Ben Lexcen's wonder boat Cherub had proven no match in heavy air. Thus we lined up for race one -Bermudan rig versus Gaff.

The run to the finish was tense with *Vagrant* gybing six times and *Cherub* electing to sail deep and square to stay inside *Ranger*. At the end it was *Vagrant* (Gaff), *Cherub* (Bermudan), *Ranger* and *Valiant* (Gaff).

Race two was held in half a gale of wind. With *Cherub* back in the boat yard with work to be done on her garboard plank the race was fought out between gaffers, *Ranger*, *Vagrant* and *Kilkie*.

Ranger won the day with Ian Macdiarmid on the helm.

Setting over 2000 square feet of sail including topsail, ring tail and peak header *Vagrant* won, from *Ranger* and *Cherub*, with *Valiant* and *Kilkie* retiring.

With one race yet to sail, the gaff rig has shown its superiority over the Bermudan. Will the Lexcen wonder boat win the last?

Wherever Ben is now, I bet he's watching with interest.

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#### **GOING FOR GOLD....** Aust Sailing Squad in winning list

The Australian Yachting Federation has announced the members of the Australian Sailing Squad for 1997 sailors who have qualified for funding to train for the Sydney 2000 Olympics.

Nearly 40 athletes have qualified for this year's Squad and several individuals and crews have been sailing (and winning) in Europe during the current Northern Hemisphere summer. Membership will be reviewed annually on performances leading up to 2000.

The Squad includes club member Colin Beashel and David Giles, who won the Star class bronze medal at Savannah and are now competing in the Soling keelboat class. Matt Hayes and Steven Jarvin, who represented in the Soling at Savannah, are also in the Squad.

Colin Beashel's younger brother



Tracey Johnstone and Ian Brown, new appointments by the Australian Yachting Federation.

Adam, after reaching a high level in the Laser class, has teamed up with Mitch Booth in the Tornado catamarans. Booth is the only Australian to have won medals at consecutive Olympic Games, the bronze at Barcelona, the silver at Savannah...

In international competition so far this year Booth and Beashel have won the Tornado class at New Zealand's Olympic Regatta, Sail Sydney '97, the prestigious Spa Regatta in The Netherlands, finished second in the European championships and third at Kieler Woche in Germany.

Chris Nicholson and Daniel Phillips made their international debut in the 49ers with a magnficiient victory at Kieler Woche, scoring four firsts, six seconds, a third and an eighth in the 12-race, shortcourse series. Colin Beashel finished fifth in the Solings at Kiel, seventh after the match racing.

The Australian Sailing Squad includes two Soling crews, four Tornado crews, two crews in the 470 men, one crew in the 470 women, four crews in the new 49er. two men and one woman in the Mistral sailboards, while in the single-handed dinghy classes there are two women in the Europes, four men in the Lasers and one man in the Finns.

#### lan Brown named head coach for Olympics

Well known Sydney sailor Ian Brown has been chosen by the Australian Yachting Federation as its head coach for the Sydney 2000 Olympic team.

Brown is a former Moth class World champion who won the bronze medal in the 470 dinghy class at the Montreal Olympics, sailed at Kingston on Lake Ontario. In more recent years he has been a successful Etchells helmsman and has expanded his role as an Olympic coach.

While based at the AYF headquarters in Sydney, Brown has already visited other States to organise coaching and has been overseas with the Australian Sailing Squad members. As head coach he will co-ordinate all coaching programs leading up to Australian's campaign for gold at the Sydney 2000 Olympics. He will be responsible for allocating other coaches to specific Olympic classes.

Another new appointment to the AYF staff is Tracey Johnstone who has been named as the AYF's high performance manager. Her role will be to handle all administrative aspects of the Olympic effort, including funding, international campaign plans and liaison with various Olympic bodies.

#### Members of the 1997 Squad, who have qualified for funding to train for the Olympics, are:

Brad Anderson, Qld - Laser Adam Beashel, NSW - Tornado Colin Beashel, NSW - Soling Michael Blackburn, NSW - Laser Mitch Booth, NSW - Tornado Rob Brewer, NSW - 470 Addy Bucek, Vic - 470 Darren Bundock, NSW - Tornado Brendan Casey, Qld - Laser Michael Coxon, NSW - 49er Jessica Crisp, NSW - Mistral Melanie Dennison, NSW - Europe Noel Drennan, Vic - Soling John Forbes, NSW - Tornado David Giles, NSW - Soling Heidi Gordon, NSW - 470 Matt Hayes, NSW - Soling Brihony Hooper, Vic - 470 Steven Jarvin, NSW - Soling Denis Jones, WA - 49er Tom King, Vic - 470 Lee Knapton, NSW - 470

Andrew Landenberger, NSW - Tornado Matt Levy, NSW - 49er David Lumb, NSW - 49er Adrian Manning, NSW - 470 Jacqueline Melville, Qld - Europe Adam Morrison, Vic - Mistral Stephen McConaghy, NSW - Soling Paul McKenzie, Vic - Finn Andrew MacPherson, NSW - Tornado Chris Nicholson, NSW - 49er Anthony Nossiter, NSW - Laser Malcom Page, NSW - 470 Daniel Phillips, NSW - 49er Adam Quinn, NSW - Mistral Anita Scott-Murphy, NSW - 470 Natasha Sturges, NSW - Mistral Brendon Todd, ACT - Mistral Peter Thorpe, NSW - Tornado Mark Turnbull, Vic - 470 Peter Warner, NSW - 49er Andrew Williams, NSW - Tornado



#### Ord Minnett new sponsor for MHYC regatta

The investment house Ord Minnett has launched into vachting, announcing its sponsorship of one of Sydney's most significant offshore regattas - Middle Harbour Yacht Club's Short Ocean Racing Championship. The event, previously known as the Bruce & Walsh Regatta, is now in its 17th year. The flowest homey books

Ord Minnett, one of Australia's leading stockbroking and financial services houses, say they are delighted to have the privilege of supporting what is clearly one of sailing's premier regattas during a period when intense interest is being focused on Sydney leading up to the Olympics in 2000.

Ord Minnett, celebrating 125 years in 1997, is an extremely competitive and proactive investkeynote event on the ment house. They **Australian and NSW** believe their sponsoroffshore yachting ship will serve to emphasise their high degree of commitment to new standards and levels of professional service in the highly competitive investment services industry.

The four race Ord Minnett Short Ocean Racing Championship, to be known simply as the Ord Minnett Regatta, will be sailed off Sydney Heads over the weekend of November 28-29, with divisions for IMS, PHS and JOG rated yachts.

Significantly, it is expected that the Regatta will be used as the selection series for teams to represent Australia, New South Wales and Clubs in the Telstra Southern Cross Cup international

The Ord Minnett Regatta will provide spectacular 5377 racing just off Sydney Heads over the last weekend in November. (Pic lan Mainsbridge)

series in December.

"The regatta

has been a

calendar"

Welcoming Ord Minnett's sponsorship of the Short Ocean Racing Championship, Middle Harbour Yacht Club general manager Tony Shaw said this would ensure continuity for what he believed has been the longest running sponsored yachting event in Australia.

"The regatta has been a keynote event on the Australian and NSW offshore

yachting calendar, attracting leading yachts from interstate as well as the top local fleet as they prepare for the Sydney to Hobart and associated events," Shaw said.

#### Parks Victoria sponsors Melbourne Winter Series

Parks Victoria, the manager for recreation on Melbourne's Port Phillip and nearby Westport, has become the major sponsor for the Ocean Racing Club of Victoria's 21st annual Winter Series. To be known as the Parks Victoria Classic, the seven race regatta will be sailed every second Sunday from July 6 through to the 40 nautical mile PortseaHastings race on September 13.

The Parks Victoria Classic is expected to attract Victoria's best offshore and bay racing keelboats, including two recently launched IMS 40-footers. Young Australia, a new Nelson/Marek 46, and Spirit of Down Under, a radicate Delange 40-footer, were due to make their debut in the opening race of the Winter Series off Brighton.

Young Australia has been acquired by Lawrence Shannon's Kids at Sea program to enable disadvantaged street kids to crew on a top IMS offshore racing yacht. Spirit of Down Under has been scaled up from the designer's successful one-metre long model lake yachts. This 12m flyer, built by Laurie Ford, has an extendable bowsprit and will race in Performance Handicap Division A.

#### Classic & wooden boats at Maritime Museum

Plans are well advanced for an even more appealing Classic & Wooden Boat Festival at the National Maritime Museum, Darling Harbour, over the weekend of October 11-12.

More than 100 visiting craft will berth at the Museum's wharves and at pontoons specially installed for the weekend with many members of the Wooden Boat Festival bringing their boats to Darling Harbour.

The Festival will bring to Sydney two international guests of honour from Norway - Prof Arne Emil Christensen, Professor of Archaeology at the University of Oslo and Director of Viking Ships Hall at Bygdoy, and Harald Dalland, an internationally renowned boatbuilder. Together they will explain the Viking view of history, and spotlight the living tradition of Viking wooden boatbuilding.

The trade shows will be inside the Museum building, in the large Mazda Gallery and the exceptional Terrace Room which has a vast plate glass wall and impressive views across the participating vessels and the city skyline.

#### Tax relief sought for Safety equipment

The Boating Industry Association of Australia has written to Federal Treasurer Peter Costello seeking relief from sales tax on emergency safety equip-



Last year's Classic & Wooden Boat Festival, with the National Maritime Museum and the Sydney city skyline in the background.

ment required by State legislation to be carried on recreational boats. A petition signed by more than 9000 boating enthusiasts seeking relief accompanied the letter. BIAA president Ian McAndrew said that while the association fully supported the need for vessels to carry such equipment, the industry believed that emergency equipment, such as EPIRBs and distress flares should be free from sales tax.

#### Bill Dixon making his mark in yacht design

Bill Dixon, the versatile naval architect and yacht designer from Southampton, England, is making his mark throughout the world in offshore yachting, both in sail and powerboat design.

Among his well known designs are the excellent production yachts in the Moody and Taswell range and his fast,

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stylish cruisers for Johnson. However, these days the requirement from around the world is for Bill Dixon and his team to design one-off custom built larger yachts and luxury powerboats.

Back in 1991 Dixon, defying the worldwide recession, had 15 of his designs launched; the next year there were at least 10 commissioned and early this year he had an unprecedented number of orders from UK clients.

Among his latest designs for yachts in the UK, South Africa, Taiwan and New Zealand have been a 36m schooner and a 47.5m motor yacht, both ulitising state of the art materials and design techniques in an appropriate styling. Bill Dixon is represented in Australia by Chris Finch Yacht Broking in Sydney, phone 02 9960 2628.

### World champion sailor wins Vic athlete award

Catamaran sailor Glenn Ashy who last year won the A class world championship in Spain has been named Victoria's Dame Mary Herring Junior Athlete of the Year.

Glenn faced a fleet that included five Olympic sailors, among them the Tornado class gold and silver medallists at the Atlanta Games, in winning the title from a fleet of 85 competitors in the open world champithe title from a fleet from a fleet of the title fleet

fleet of 85

competitors in the

open world

championship. He

was then only

19"

onship. He was then only 19 and still competing as a junior.

### Chris Harmsen new MD of Bashfords

Well known yachtsman Chris Harmsen has been appointed managing director of Bashford International, the Nowra-based builders of the Sydney range of ocean racing yachts, Magic 25 performance yachts and Hobie catamarans

Harmsen until recently was chief executive of Grand Prix Sailing. He has had a long career in professional yacht racing, having competed in two America's Cups and many international match racing events.

#### Laser 24 hour race on Lake Macquarie

Australia's inaugural 24-hour Laser race will be held in November on Belmont Bay, Lake Macquarie with organisers hoping to attract sailors from all backgrounds for an event full of fun.

A group of Lake Macquarie sailors is organising the event to raise funds in support of the NBN Telethon '97. All proceeds will benefit John Hunter Childrens' Hospital Paediatric Oncology Research Centre which is carrying out vital research into the incidence of cancer among children in the Hunter region.

The Laser 24 hour race will start at midday on November 15 at the Belmont 16ft Skiff Club and finish at midday on November 16. Entry fees are \$300 for unsponsored boats and \$900 for corporate boats.

More information from: Tony Mowbray or 049 458 256 (home) or 049 423 793 (bus), Craig Butters on 049 761 871 (home) or 049 529 111 (bus) or Bill Meany at home on 049 526 223.

#### Small boats dominate Beneteau Regatta

Sandringham Yacht Club hosted the inaugural Beneteau Melbourne Regatta with smaller boats dominating results in predominantly light winds.

Among the competitors were Sandringham boats *Marielle* (Ken Hutchinson/Ian Jones), *First* 

Lady (Terry Collins), Peter Charlton's recently acquired Kahala, newcomer Wayne Judson in Dawn Treader, Ground Zero sailed by Shane Tyrell and SYC regulars Jan and Rob Cook in Joan d'Arc.

Down from Sydney to sail the demo First 36S7, Sundance, was Richard Friedrichs who is representing Australia at the Admiral's Cup as co-owner of the Mumm 36, Sea.

Aggregate placings for the day saw the major trophy go to *Avante Garde*, a First Class 7 skippered by Andrew Dronia, with the 31-footer *Joan d'Arc* (Jan

## NORTH QUEENSLAND ADVENTURE SAILING Alhena 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 Adeloide," a 12.5 metre sloop, offers adventure sailing to exotic tropical islands outside the bareboat areas at <u>Bareboat Charter rates</u>. 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 wildemess 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 - aff and do your own thing at the many anchorages enroute.

An 8 Day cruise from Townsville to Caims will take in such places as Mognetic 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 Caims are avoided.

he all inclusive price (8 or 10 day) for a group af 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 avoilability.

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SeaMail - e-mail over HF radio - is now available through Penta Comstat VZX, enabling connection from your boat with any e-mail address on the Internet. All you need is an HF data modem with your existing HF radio and a PC.

Penta Comstat VZX, the internationally recognised coastal radio station which has been operated by Derek and Jeanine Barnard for the past 21 years, now provides a continuous HF radio Gateway to the Internet, scanning a wide range of data frequencies 24 hours a day.

SeaMail is a low-cost electronic mail message service for small craft. Billing is deducted monthly from a Bankcard, MasterCard or Visa credit card.

You can get further information from Penta Comstat Radio Communications by writing to them at PO Box 5149, Erina Fair, NSW 2250 or sending them a fax on 043 65 1494 or after August, 1997, on 02 4365 1494.

Their e-mail address is <pentacom@ozemail.com.au> while their web page is <http://.ozemail.com.au/-pentacom>

### RPAYC moves offshore in race to Noumea

The Royal Prince Alfred Yacht Club, in conjunction with the Queensland Cruising Yacht Club and the Cercle Nautique Caledonien, will conduct the Pittwater to Noumea leg of the biannual Australia to New Caledonia ocean race.

The Pittwater to Noumea race will start from Barrenjoey on Friday, September 12, while the Brisbane to Noumea race will get underway from Moreton Bay two days later.

This will be the RPAYC's first involvement in an international ocean race although, of course, many members have sailed in long passage races from Australia to foreign ports.

Commodore Bruce Staples will be

sailing a new Eagle 14m named More Witchcraft, replacing his highly successful Farr 40, Witchcraft (sometimes known as Canon Copiers).

Warwick Miller has entered his pocket maxi *Exile* in the race, but will be sailing from Brisbane after competing in the Hayman Island Big Boat Series and Hamilton Island Race Week.

With the start now later than originally planned three yachts from the Cercle Nautique Caledonien are expected to join the race.

The race record stands at 5 days 21 hours and 35 minutes set in 1991 by George Snow in his former *Brindabella*, now racing as *Infinity III*.

Established in 1953, the 1050 nautical mile race to Noumea previously started from Sydney Harbour and was conducted by the Cruising Yacht Club of Australia, with the QCYC running the Brisbane to Noumea race. The event lost some of its momentum and appeal due to problems associated with the French nuclear testing in the Pacific.

#### Another yachting win for Townsville

Yachts from the tropical North Queensland yachting port of Townsville continue to do well on the major Australian yachting circuit with Bob Goedhart's Farr 11.6 *Kediri III* winning the Royal Papua Yacht Club's four-race Shell Coral Sea Classic in May.

Goedhart, winner of this international regatta 12 years ago, relished the unusually light to moderate winds to record a 2-3-1-9 score over a mixture of offshore courses between Townsville and Port Moresby. The turning point came with *Kediri's* dramatic win in the 455 nautical mile Air Nuigini Cairns to Port Moresby race.

Provisional leader API More Bar Talk grounded on Sinavi Reef as she entered Baslisk Passage, the entrance to Port Moresby Harbour. The yacht had limited sea room when she was forced to the port side of the channel to leave room for a departing container ship. The incident robbed More Bar Talk of a certain win and the chance to feature in the overall placings with only the 30 mile harbour race to be sailed.

Kediri III scraped home by one point to win the series from defending champion Ray Roberts and his talented crew on the Corel 45 BZW Challenge from Sydney. Roberts won the major share of prizemoney, collecting \$5750 for dominating line honours and a second overall on corrected time with placings of 9-1-3-3. - Ian Grant.

#### Millennium first in race to Solomon

Coffs Harbour Yacht Club skipper John Clayton had finally registered a major line honours win with his radical Scott Jutson-designed 18.2 mere sloop Millennium. Clayton, who enjoys long ocean passage races, including the Brisbane to Osaka, steered Millennium to a record breaking win in the 1200 nautical mile Royal Queensland Yacht Squadron's Brisbane to Gizo race in late May.

Clayton and his crew had to sail the boat hard to match the tactics and speed of the wily "Old Salt" Alby Burgin in *Alstar* during the first half of the race when the fleet was held to slow speeds in light unstable winds.

However, Millennium's rating was too high to give her the line/handicap double in the Cruising division, the winner being Rattle 'n' Hum, owned by Rob and Lex Hurford. Third overall was Gerard Webb's Mandala.

New Zealand sloop Blizzard (John Miller) won the line and handicap double in the Racing division from Sydney yachtsman George Snow who sailed his cruiser/racer Infinity II. - Ian Grant.

#### Jock Sturrock dies at 82

Jock Sturrock MBE, the skipper of *Gretel*, Australia's first challenger for the America's Cup in 1962, and the first Australian to win an Olympic medal in sailing, died on July 10.

Sturrock, who turned 82 last May, had lived in active retirement, firstly on the Gold Coast and then at Noosa, after moving north from Melbourne about 12 years ago.

Alexander Stuart Sturrock, but always called "Jock" to distinguish him from his similarly named father, was Australia's outstanding yachtsman from the late 1940s through to the late 1960s, but his active sailing life continued until just a few years ago.

In a remarkable career of active sail-



The late Jock Sturrock with John Bertrand at Bayview Harbour.

ing and promotion of the sport, Sturrock:

- Became the first yachtsman in postwar history of the America's Cup to win a race from the Americans, sailing *Gretel* to a magnificent 47 second victory in race two of the 1962 Challenge, then losing race four by a mere 26 seconds, then the closest finish in the history of the Cup.
  - Represented Australia in yachting

at four Olympics between 1948 and 1962, winning a bronze medal in the 5.5 metre class yacht at the 1956 Melbourne Olympics, sharing the honour of being Australia's first Olympic sailing medallists with Perth sailor Rolly Tasker.

- Became the inaugural Australian Yachtsman of the Year.
- Won many Victorian and Australian sailing championships, from the Stonehaven Cup in 1932 through to eight national championships in the International Star class and three Prince Philip Cups in the International Dragon class, and to many successes in offshore racing.
- Turning to offshore racing, he represented Australia at the Admiral's Cup in England, the Kenwood Cup in Hawaii and competed in the Great Circle Race around Tasmania, the Sydney to Hobart and set a race record for the Bass Strait dash from Queenscliff to Devonport.

Sturrock put back into the sport as much as he took out of it. He actively promoted yachting through his many business connections in Melbourne and was chairman of the Great Circle Race Committee and the highly successful Petersville Regatta on Melbourne's Port Phillip.

The performance of Jock Sturrock and his crew in *Gretel* back in 1962 must rank as the major turning point which led to the upsurge in the popularity of yachting in Australia.

This led to our subsequent successes in many different types of international sailing, including the Admiral's Cup, the Clipper Cup, Olympic gold medals and, ultimately, the America's Cup which he came so close to winning with *Gretel* in 1962.

Sturrock was a life member of the Royal Brighton Yacht Club and the Royal Yacht Club of Victoria, a member of the Royal Sydney Yacht Squadron and, outside of yachting, an active member of the Carbine Club.

I had the good fortune to sail with Jock several times, including the Clipper Cup in Hawaii, and count him as a good friend.

He even helmed my little Bonbridge 27, Hornblower, in a couple of CYCA twilight races whilst visiting Sydney.-Peter Campbell.

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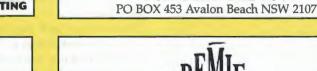
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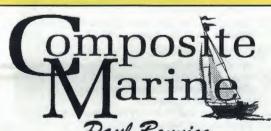


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AUGUST

12th Sydney-Gold Coast Classic, IMS, PHS - CYCA. Race 1, Blue Water Pointscore, 1997-98.

Gold Coast Winter Regatta, Southport Yacht Club. 23rd SCOR Series, Mooloolaba Yacht Club. Feeder races: Coast to 11-16 Coast (Gold Coast to Sunshine Coast), Auckland to Mooloolaba.

17 Hogs Breath Mooloolaba-Airlie Beach race, Whitsunday Sailing Club. TAG-Heuer Hayman Island Big Boat Series, Hayman Island Yacht Club. 17-21

XXXX/Ansett Hamilton Island Race Week - Hamilton Island Yacht Club.

SEPTEMBER

23-30

Brisbane to Noumea Race - Queensland Cruising Yacht Club 3996 6-12 Hogs Breath Race Week, Whitsunday Sailing Club. Lion Island Race, Sydney Amateur Sailing Club.

13 Great Whitsunday Fun Race, Whitsunday Sailing Club. Parade of Sailing, Sydney Harbour, CYCA. 14

Australian International Regatta, Olympic classes, YANSW. 18-21

Mirage Resorts Clipper Cup, Cairns Yacht Club/Port Douglas Yacht Club. 19-26

Opening of Sydney ocean racing season, short ocean race, CYCA, 27 31st Rubber Kellaway Plate.

Opening of Sydney Harbour pointscore racing, Royal Sydney Yacht 27 Squadron, Royal Prince Edward Yacht Club.

OCTOBER

Sydney-Bird Islet-Pittwater ocean race, Royal Sydney Yacht Squadron. Race 1, Combined Clubs Pointscore; Race 2, Blue Water Pointscore,

CYCA Cruising division long weekend cruise. Youth Interclub Regatta, CYCA. 46

RSYS Spring Regatta, offshore series. Races 2 & 3, Combined Clubs Pointscore.

Ports Race, Middle Harbour Yacht Club. 11 3 12 Pittwater-Noumes Race, 1050nm, RPAYC.

12 Monica Geddes Memorial Trophy Sydney Harbour Islands Race, CYCA.

42nd Janzoon Trophy/23rd George Barton Trophy, Bird Island Race, 18 CYCA. Race 3, Blue Water Pointscore.

Short Haul and OPS Night Race, Sydney Harbour, CYCA.

Gascoigne Cup short ocean race, RSYS. Race 4. Combined Clubs Pointscore. 43rd Paul Royle Memorial Trophy, Short Haul Race to Pittwater, CYCA

Fujitsu 24th Gosford to Lord Howe Island Yacht Classic, Gosford Sailing Club.

NOVEMBER

Short ocean races x 2, off Long Reef, CYCA. Races 5 & 6, Combined Clubs Pointscore.

Short ocean race, CYCA.

36th Halvorsen Bros Trophy/26th Woollahra Cup long ocean race, Sydney- Cabbage Tree Island-Sydney, 180nm, CYCA. Race 4, Blue Water Pointscore. 14

Ocean Pointscore, Sydney-Botany Bay-Sydney, CYCA. Short Haul Harbour Race, CYCA. 15

22 Short ocean race, RSYS.

Corporate Regatta, MHYC.

Ord Minnett Regatta, MHYC short ocean racing championship, IMS, 29-30 PHS, JOGRaces 7 & 8, Combined Clubs Pointscore.

DECEMBER

38th Ron Robertson Memorial, 50th Kings Birthday Cup, Sydney-Lion 5 Island-Botany Bay-Sydney, CYCA. Race 5, Blue Water Pointscore; Race 9, Combined Clubs Pointscore.

Short Haul Harbour race, CYCA.

David Burke Memorial Short Ocean Race, CYCA (Southern Cross Cup 13 and Telstra Cup invitation race).

17 Southern Cross Cup and Telstra Cup, races 1 & 2 (2 x 10nm

windward/leeward courses), CYCA.

Southern Cross Cup and Telstra Cup, races 3 & 4 (2 x 10nm Harbour races), CYCA.

Canon Big Boat Challenge, Sydney Harbour, CYCA. 19

Southern Cross Cup and Teistra Regatta, race 5 (10nm Harbour race) non pointscore event in conjunction with Canon Big Boat Challenge.

18-21 Sydney International Regatta, Olympic classes, YANSW.

20 Southern Cross Cup and Telstra Cup, races 6 & 7 (2 x10nm

windward/leeward courses), CYCA.

21 Southern Cross Cup and Telstra Cup, race 8 (20nm ocean triangle), CYCA.

Whitbread Race Yachts arrive from Fremantle, CYCA. 22

Telstra 53rd Sydney to Hobart ocean race, 630nm. Race 9, Southern 26 Cross Cup teams series; race 6 Blue Water Pointscore, CYCA.

CYCA Cruising Division Christmas Cruise. 27

Pittwater to Coffs Harbour ocean race, Royal Prince Alfred Yacht Club. 27 27 Melbourne to Hobart ocean race, Ocean Racing Club of Victoria.

INTERNATIONAL 1997.

AUGUST

TransPac 97, 39th Los Angeles to Honolulu ocean race, including 2,5,7

double-handed class and multifull fleet. Champagne Mumm Admiral's Cup, Cowes, England, Royal Ocean Racing Club.

TAG-Heuer Big Boat Series, Hayman Island, Qld -

Hayman Island Yacht Club.

XXXX Ansett Hamilton Island Race Week - Hamilton Island Yacht Club. 23-30

SEPTEMBER

Pittwater to Noumea, New Caledonia Ocean Race, 1050 nm. Royal Prince Alfred Yacht Club

Brisbane to Noumea, 890nm, Queensland Cruising Yacht Club. Australian International Regatta, Sydney, Olympic classes. YANSW. 18-21

Whitbread Round the World Race, Leg 1, Southport to Cape Town, 7350nm. (ETA Cape Town, October 22)

NOVEMBER

Whitbread Round the World Race, Leg 2, Cape Town to Fremantle, 4600nm. (ETA Fremantie, November 24).

DECEMBER

Whitbread Round the World Race, Leg 3. Fremantle to Sydney, 2250nm (ETA Sydney, December 22)

Southern Cross Cup international teams series, IMS - CYCA Telstra Cup. IMS, PHS regatta - CYCA.

Sydney International Regatta, Olympic classes - YANSW.

Canon Big Boat Challange, CYCA Teistra 53rd Sydney to Hobart - CYCA. 19:

Picture of Seahawk by Mark Fitzsimmons.

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