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Offshore

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

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Peter Bush

From the Commodore's Desk



On Saturday, August 2, Australia's second biggest ocean racing event, after the Telstra Sydney to Hobart, started and finished with little more than a whimper in the press.

This race was, of course, the Cruising Yacht Club of Australia's XXXX Sydney to Southport Race and, like Middle Harbour Yacht Club's Sydney to Mooloolaba, Royal Prince Alfred Yacht Club's Pittwater to Coffs Harbour and the numerous other events that take place around Australia, it failed to capture the imagination of the Australian public or the interest of journalists outside specialist yachting commentators and dedicated sailing publications.

Similarly, events like the Whitbread Round the World Race and the BOC Challenge solo circumnavigation have come and gone from ports in Australia as quietly as the family day sailor sneaking out of Sydney Heads and back on a Sunday afternoon.

Whilst many yachting events like the Sydney to Hobart, Sydney to Southport, Hamilton Island Race Week and Port Phillip Regatta continue to attract increasing interest from yachties and bigger fleets, sailing seems unable to attract media attention and interest that most of us believe our sport is entitled to. We have to ask ourselves why sailing events fail to attract the broader interest of the media and public.

I have certainly been privy to market research that suggests that offshore yachting is seen by much of the general public as elitist. This perception has historically been driven by the high cost of entry to the sport and the focus of what media attention the sport attracts on

high price events like the America's Cup and the two or three maxi boats that are first out of Sydney Heads on Boxing Day.

There may be a case for elitism with the America's Cup. However, there is little understanding that whilst these big boats might be the domain of individuals able to afford them, the crews are by and large made up of fairly ordinary people from fairly ordinary walks of life just having a go.

It is also true that our sport suffers from some practical considerations when it comes to efficient and effective coverage, in that our fleets do manage to sail over horizons and out of the easy reach of newshounds. Whilst modern technology is capable of overcoming this dilemma, the fact still remains that the population do not seem that interested in what goes on in most of these events once the excitement of the start is over.

Nightly prime time coverage of the last Whitbread in New Zealand was enthralling, with outstanding on-boat footage, computer generated graphics that positioned the fleet and excellent, down to earth, commentary. The Kiwi population took this nightly report to heart - and the fleet was welcomed to and farewelled from Auckland with unequalled fanfare, proving it is possible to present sailing in an exciting and newsworthy manner.

The sport certainly has its heroes. John Bertrand and Iain Murray have become household names through 12 metre racing, while Ian Kiernan and Kaye Cottee achieved their celebrity status through single handed circumnavigations. On a recent weekend I devoured David Adams new book *Chasing Liquid Mountains*. David recants

his experiences from the time he left the Merchant Navy in pursuit of just one thing, winning the single-handed BOC Round the World Race.

Those of us who know Adams were not surprised he achieved this goal through his own resourcefulness and tenacity and the relentless support and commitment of his wife Caroline. But in the pursuit and achievement of this remarkable result, David and Caroline faced the enormous frustration of rejection by successions of potential sponsors.

In the last twelve months Australia has fared pretty well, providing reasons for the press and public to take an interest in sailing. In August last year we won the Kenwood Cup, the Hobart record was broken, it was the 25th anniversary of the West Coaster, a Whitbread stopover in Sydney was announced, we challenged for the America's Cup and in August we finished in a strong fourth place in the Admiral's Cup. We also had many other victories and high placings in the various regattas around the world. All have gone by largely unreported by the press and unnoticed by the general public.

Sailing is managed throughout Australia by some 600 clubs, the State Yachting Associations and the Australian Yachting Federation. Whilst all these bodies have sailing in common, it is unlikely the agendas of any two clubs or administrative bodies have much else. If sailing is to attract new players from a myriad of choices offered by other sports, our single biggest challenge will be to capture the imagination of the public (and the press) and retain their interest. This is no doubt on the "to do" list of our new look AYF but it is a mighty task and one for which we will all have to take accept some responsibility. ▲

*Peter Bush, Commodore
Cruising Yacht Club of Australia*

"coverage of the last Whitbread in New Zealand was enthralling, with outstanding on-boat footage, computer generated graphics and down to earth commentary"

Offshore

Yachting



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COVER: Offshore Yachting's final tribute to a great yacht, Peter Walker's *Foxtel Amazon*, which was destroyed by a suspicious onboard fire just one month after breaking the race record for the Sydney - Gold Coast. (Pics - Ian Mainsbridge and Peter Campbell)

OPPOSITE PAGE: With the crew stacked on the weather rail, the Townsville yacht *No Fear* powers to windward in the Hayman Island Big Boat Series. (Pic - Ian Mainsbridge)

THIS PAGE: The fleet in the Whitbread Round the World Race for Volvo Trophy is now on its way after a hard work-out in the Fastnet Race. There will be two stopovers in Australia - Fremantle in late November, Sydney in late December. (Pic - Ian Mainsbridge)

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Foxtel Amazon, one of Australia's fastest and most successful ocean racing yachts over recent years, has been destroyed by fire, as Peter Campbell reports.

LOSS OF A CHAMPION

Fire destroys Foxtel Amazon

Just one month after slashing the race record for the Sydney to Southport race, a fierce onboard conflagration reduced Peter Walker's famous maxi *Foxtel Amazon* to a charred and twisted wreck.

Fire burst out in the early hours of Friday, August 5, as the yacht lay in its berth at the end of the Cruising Yacht Club of Australia's A marina in Sydney's Rushcutters Bay. Firemen fought the fire for two hours, from the marina and from a police launch. They could not save *Amazon*, but nearby yachts and the marina itself escaped damage.

Fortunately, two other big boats, *Brindabella* and *Team Jaguar*, which normally occupy the adjacent marina berths, were still in Queensland waters. Nor did the intense fire cause any damage to the marina as the carbon fibre mast collapsed over the starboard side of the 20.7m long sloop.

"She is a total write-off and would cost \$1.5 million to replace," the devastated owner told OFFSHORE as he surveyed the burnt-out hull. Walker, who was called to the scene from his nearby home around 3am, said his feelings were like "watching a champion race-



Southport Race record-breaker *Foxtel Amazon* weaves her way back through the huge fleet to re-start after breaking the start and also colliding with another yacht. However, she sailed through the fleet to be in front by nightfall. (Pic - Ian Mainsbridge)

horse being put down."

At the height of the blaze the fibreglass/foam core deck caved in and the towering mast crashed overboard as the lower section of the carbon fibre spar splintered apart in the heat.

The starboard gunwale and topsides of the fibreglass/foam sandwich hull were severely damaged by the falling mast and the fire. As the fire crew hosed water into the yacht to control the fire, she began to sink, but when the aft deck cooled they were able to pump out the water.

Police, Fire Brigade and insurance experts immediately began assessing the details and endeavouring to determine the cause of the fire. (In a subsequent statement, the police said they were treating the fire as "suspicious" after forensic tests had eliminated an electrical fault as the cause.)

As the police continued their

inspection on board the yacht, Peter Walker was joined at the CYCA by the yacht's designer, Kell Steinmann. Only a month ago the two were celebrating at Southport Yacht Club after *Foxtel Amazon* had scored her fourth line honours victory in the Sydney - Gold Coast Race, slashing seven hours off the previous race record.

Steinmann had designed a new, high tech keel for the maxi yacht last year, resulting in a significant lift in performance. "She was sailing 10% faster than when she was first launched and was in tiptop condition for this year's Telstra Sydney to Hobart race," Walker said.

"She had sailed brilliantly in the Southport race, one of the best races she had ever won, slashing seven hours off the record of just under 38 hours set ten years ago."

In an outstanding ocean racing



The charred and twisted hull of *Foxtel Amazon* lies in its berth at the Cruising Yacht Club of Australia. (Pic - Peter Campbell)

XXXX Sydney - Gold Coast Race

MIGHTY AMAZON in full flood for final race

Foxtel Amazon and six other yachts broke the 12 year race record in the 1997 XXXX Sydney - Gold Coast Race, as Lisa Smith reports.

career, *Foxtel Amazon* had taken line honours in every major ocean race off the Australian East Coast - except the Sydney to Hobart - since being launched in December, 1990:

- Four times in the Sydney - Gold Coast Race, including breaking the record in August this year.
- Once in the Gosford to Lord Howe Island Race.
- Once in the Pittwater to Coffs Harbour Race.
- Four times in the Sydney - Mooloolaba Race
- Once in the Brisbane to Gladstone Race.

Line honours eluded her in five Sydney to Hobarts since 1991. She was forced to retire when leading the fleet in 1991, retiring again in 1993. She finished second across the line to New Zealand Endeavour in 1992, third to Sayonara in 1995 and third to the record-breaking Morning Glory last year.

Peter Walker has taken a long time to live down the unwanted record he set with his maxi yacht *Amazon* in the 1992 Sydney - Gold Coast Race - the slowest ever winning time, 60 hours 34 minutes 05 seconds, for the 386 nautical mile course north to Queensland.

Five years on, with a new carbon fibre mast, many new sails, a new keel, a realistic rating, and fresh tailwinds all the way north, the Kell Steinmann-designed 69-footer finally lived up to her potential in the 1997 offshore classic. Sadly, it was to be her last race as she was destroyed by fire just one month later (see story opposite page)

Foxtel Amazon not only cut her own slowest time almost in half, but also slashed more than seven hours off the previous race record as she surfed north under spinnaker, finishing in a remarkable time of 31 hours 12 minutes 18 seconds.

This was *Foxtel Amazon's* fourth line honours victory in the race and clearly her best. Walker described the race as

"champagne and sandwiches stuff" but for some, blustery conditions on the first night spelt the end of what was to become the fastest dash to the Gold Coast in the race's 12-year history.

A fleet of 86 boats from all Eastern States lined up for the spectacular spinnaker start in Sydney Harbour in early August, the largest since the Cruising Yacht Club of Australia introduced the midwinter race to Queensland waters 12 years ago following the opening of the Gold Coast Seaway.

Once around North Head, the fleet settled in for a long, hard run up the coast - most boats dropping their spinnakers only for the final 16-mile reach to the finish.

The race did not begin well for *Foxtel Amazon* and owner Walker. The maxi broke the start, then collided with another yacht. *Foxtel Amazon* was forced to re-round the start buoys and complete two penalty turns before heading off in pursuit of the race leaders offshore.

Martin James' *Team Jaguar* (the former *Infinity III*) and Syd Fischer's *Ragamuffin*,



ABOVE LEFT: How many protest flags were flying after this gunwale-to-gunwale dash down Sydney Harbour after the start of the XXXX Gold Coast Race? (Pic - Ian Mainsbridge). ABOVE RIGHT: Not only did *Team Jaguar* (ex *Infinity III*) look smart in her new livery but she gave her sponsors an early return by leading the Gold Coast fleet through the Heads. She was fifth to finish race, also breaking race record. (Pic - Ian Mainsbridge)

steered by Tony Ellis, led the fleet down Sydney Harbour to the Heads. As they headed offshore, the former South African 75-footer *Marchioness*, with John Messenger at the helm, and Peter Hansen's Melbourne-based *PL Lease Future Shock* soon closed the gap, with *Foxtel Amazon* looming up astern.

With the winds strengthening throughout the afternoon and evening, the fleet swept northwards at record speeds. While the downwind flyers *Foxtel Amazon*, *Future Shock* and *Marchioness* revelled in the hard running conditions, first light uncovered a host of casualties limping into NSW North Coast ports.

Line honours contender, Warwick Miller's Reichel/Pugh-designed 66-footer *Exile*, was one, dismasted early Sunday morning 20 miles north of Port Macquarie when the lower spreader end gave way, bringing the carbon fibre mast crashing over the side. With the mast and spinnaker pole flailing about underwater and threatening to pierce the hull, the only option was to cut the rig away.

By Sunday morning nine yachts had retired while the race leader *Foxtel Amazon*, averaging 12 knots, was forging north 25 nautical miles ahead of her nearest rival, *PL Lease Future Shock*, with the former South African maxi *Marchioness* running third. It was clear that the nine-year race record of 38 hours 57 minutes set by Arthur Bloore's *Hammer of Queensland* in 1988 was going to be broken - it was just a question of by how much?

At 20:12:18 on Sunday night, *Foxtel Amazon* crossed the finish line alone off Southport's Main Beach, smashing the previous race record by 7 hours 45 minutes. A crowd of well wishers cheered the black-hulled pocket maxi as she docked at Southport Yacht Club, including the boat's designer Kell Steinmann who climbed aboard to celebrate with the winning crew.

With a top speed of 26 knots and an average boat speed of 12 knots over the 368 nautical mile course, designer Kell Steinmann was ecstatic about the boat's performance. "With the new keel and bigger rig, *Amazon* is really powered up," he said.

In the coming hours, another six boats were to break the previous race record, with *Amazon* being followed home by *PL Lease Future Shock* (Peter Hansen), *Marchioness* (Marchioness syndicate), *Innkeeper* (Innkeeper syndicate), *Team Jaguar* (Martin James), *Rager* (David Hanlon) and Syd Fischer's *Ragamuffin*, skippered by Tony Ellis in the owner's absence at the Admiral's Cup.

This year's race featured several significant changes. The CYCA, at the request of many owners, brought the race into line with the Telstra Sydney to Hobart by re-introducing an overall IMS winner. The race was also the first to be sailed using the Offshore Racing Council's new Dynamic Allowances and the first ocean race in Australia under the International Sailing Federation's Racing

Rules of Sailing.

Perhaps the most significant aspect of the IMS racing was the decision by the CYCA to create divisions of boats of similar boatspeed, which provided some exhilarating close racing all the way north. Also significant was the strength of the yachts (more than 50) entered in the PHS divisions since the CYCA decided that an IMS certificate was no longer required for entry in the Performance Handicap category.

For the CYCA's 1996/97 Blue Water Champion, *Atara* (Roger Hickman & John Storey) the constant monitoring of wind shifts by navigator Denise Richards and the crew's readiness to gybe the spinnaker to gain the advantage - despite the conditions and the risks associated - paid off. "It was one of the best, and one of the hardest races we have ever sailed," said skipper Roger Hickman, winner of the IMS overall trophy.

The competition for the CYCA's Blue Water Pointscore, which includes the Sydney to Gold Coast Race as the first race of the 1997-98 series, is so intense that the Farr 50 *Ragamuffin* competed without owner Syd Fischer aboard. *Ragamuffin* rewarded both the absent Fischer and skipper Tony Ellis with an outstanding second overall (IMS) while David Fuller and Hugo van Kretschmar placed third overall with their Sydney 36 *Bashfull*.

Ragamuffin sailed the entire race without lights and electronics. "It was really hard steering almost square downwind in big seas and strong winds on that first black night," watch helmsman Larry Jamieson said. "When I was steering, Tony Ellis stood behind me with the torch

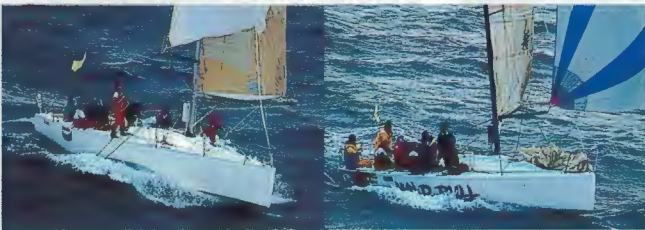
"The CYCA, at the request of many owners, brought the race into line with the Telstra Sydney to Hobart by re-introducing an overall IMS winner."

on the Windex and I did the same when he was on the helm, calling the angles in compass degrees. He called me his 'talking B&G' and said we should patent the idea."

Designer David Lyons took out a double in the IMS divisions with *Atara* winning IMS Division 1 and Bruce Mead's *Jarkan 38*, *Dictator*, from Lake Macquarie Yacht Club, winning IMS Division 2.

In PHS Division, *Foxtel Amazon* took out the double of line and handicap honours and set the new race record of 31 hours 12 minutes 18 seconds. Peter Hansen's Elliott 55 *Future Shock* placed second on line honours and second overall (PHS) while Warren Anderson's Swarbrick designed *Wide Load* placed third overall. Anderson is a former Australian half ton champion and sailed his Curragwong 31, *Granny Apple*, into third place overall in the 1974 Sydney to Hobart.

A famous fleet of boats made up the veteran's division with first place on Handicap going to Peter and Geoff Docker's *Camille*, designed and sailed by the late Ron Swanson in Australia's inaugural Admiral's Cup team in 1965. Second place went to another classic yacht, Phillip Brown's 15-times Sydney-Hobart entrant and 1957 winner, *Anitra V*, originally designed and sailed by Trygve and Magnus Halvorsen and later owned for many years by the late Sir Garfield Barwick. ▲



ABOVE LEFT: *Atara*, John Storey's Lyons 43 skippered by Roger Hickman, continued her successes by winning the IMS overall trophy in the XXXX Sydney - Gold Coast Race. Last summer she was the CYCA Blue Water Champion. (Pic - Ian Mainsbridge). ABOVE RIGHT: *Wild Bull*, skippered by CYCA director Rod Skellet, charges north on her first ocean race in the XXXX Sydney - Gold Coast Race. (Pic - Ian Mainsbridge)

RESULTS

IMS DIVISION 1 AND OVERALL:

1. *Atara*, Lyons 43 (John Storey/Roger Hickman, CYCA)
2. *Ragamuffin*, Farr 50 (Syd Fischer/Tony Ellis, CYCA)
3. *Bashfull*, Sydney 36 (David Fuller/Hugo van Kretschmar, CYCA)

IMS DIVISION 2

1. *Dictator*, *Jarkan 38* (Bruce Mead, LMYC); 2. *Abracadabra*, Tripp 47 (James Mark Anthony, MHYC); 3. *Inner Circle*, Farr 40 (Dennis Pomfret, LMYC)

IMS DIVISION 3

1. *Suraya*, S&S 37 (Carl Striber, CYCA); 2. *A Crewed Interest*, Northshore 38 (Warwick Sherman, CYCA); 3. *Camille*, Swanson 37 (Peter and Geoff Docker, RSYS)

PHS: DIVISION A

1. *Foxtel Amazon*, Steinmann 69 (Peter Walker, CYCA); 2. *PL Lease Future Shock*, Elliott 55 (Peter Hansen, Sandringham YC); 3. *Rager*, Elliott 50 (David Hanlon, Coffs Harbour YC)

PHS DIVISION B

1. *Wide Load*, Swarbrick 40 (Warren Anderson, SASC); 2. *Kidnapped*, Sayer 40 (Peter Bush, CYCA); 3. *Mistress Mercy*, Senogles 36 (James Murchison, SASC)

PHS DIVISION C

1. *Ratu IV*, Stewart 34 (James Davern, SASC); 2. *Polar Bear*, Savage 41 (Malcolm Levy, RSYS); 3. *Caliban*, Beneteau 39 (Ian Creak, Greenwich Flying Squadron)

New race record set by *Foxtel Amazon*: 31 hours 12 minutes 18 seconds.

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Champagne Mumm Admiral's Cup

US TEAM TRIUMPHS After 28 years out in the cold



Key to the United States win in the Champagne Mumm Admiral's Cup was the Fastnet Race performance of the chartered Polish ILC40, MK Café, pictured crossing ahead of a larger, non-Cup entrant as they sail past The Needles on the Isle of Wight. (Pic - Ian Mainsbridge)

Australia finished a rather luckless fourth in the 1997 Champagne Mumm Admiral's Cup in England. Fickle winds cost the team a possible second, an official error may have cost the Aussies third. Ivor Wilkins reports on the frustrating end to the Fastnet Race off Drake's Plymouth Hoe that decided the ultimate placings among the seven teams, with the United States winning for the first time in 28 years.

On the grassy promontory known as Plymouth Hoe where Drake is said to have played bowls before despatching the Spanish armada stands a statue in his memory. The determined gaze of the legendary seafarer is fixed out across Plymouth Bay, whose arms have for centuries welcomed and farewelled a host of voyagers including the Mayflower Pilgrims 380 years ago.

The bay also constitutes the final dash for competitors finishing the Fastnet Race, and this year, Drake's steely stare witnessed an extraordinary last-minute change of fortune, which gave the United States its first Admiral's Cup win in 28 years.

Seven teams came to do battle, the smallest fleet since 1963, but certainly one of the most competitive. Australia was back in the hunt with a three-boat team made up of Syd Fischer's *Ragamuffin*, a hybrid IMS hull under an IOR deck, designed by Bruce Farr, the ILC40 *G'Net*, another Farr design jointly chartered by Robin Crawford and John Calvert Jones and the Mumm 36 *Sea*, chartered by Steve Kulmar and Richard Friedrichs

Coming into the series, Australia was not highly fancied with the mantle of favourite lying over four teams: the USA, New Zealand, Germany and Italy, probably in that order.

New Zealand looked very strong with

a team made up almost entirely from its America's Cup program, including Russell Coutts, Brad Butterworth, Tom Schnackenberg, Simon Daubney, Tom Dodson, David Barnes and a host of other Kiwi stars.

With three brand new boats - the Jim Taylor-designed *Numbers*, which sported an interesting and controversial hinged mast allowing the rig to rake forward dramatically downwind; the reigning ILC40 world champion *Mean Machine*, designed by Judel/Vrolijk; and a new Cookson Mumm 36 - they looked formidable.

The first eight races of the regatta ended with a points order that largely reflect-



Crew of Australian Mumm 36, *Sea*, pack the rail during one of the short races of the Admiral's Cup. *Sea* finished second in her class in the Fastnet and third overall in an outstanding effort by her owner/helmsman Steve Kulmar and his crew. (Pic - Ian Mainsbridge)

ed the predictions, although *G'Net* showed some startling pace, jumping out to a class lead early on with three second place finishes in succession.

G'Net had pulled out of the worlds in Poland earlier in the Northern summer to make modifications which involved shifting 150kg of ballast from the bilge to the bulb with virtually no affect on her rating. In the hands of a very strong crew including Colin and Adam Beashel, Grant Simmer and British ace Rodney Patterson, the reconfiguration looked to be paying off.

Ragamuffin and *Sea* had struggled for consistency, but, going into the Fastnet Race Australia had a chance of pulling off a series win, although the odds were not that good. The USA was leading the pointscore with a 15.63pt advantage over New Zealand, followed by Germany and Italy with Australia fifth.

The 610-mile Fastnet Race carries a quadruple point premium and constitutes 40% of the points total, so it is traditionally the Admiral's Cup game-maker.

Australian team captain Syd Fischer, competing in his eighth Admiral's Cup event, was hoping for light winds and sloppy conditions, but reckoned the American lead was pretty solid. "We would need a bit of luck to pull this off,"

he said. In the early running of the Fastnet, Fischer's wish for light airs was more than fulfilled. The start was delayed an hour because of fogs and calms in the Solent. On the first night the entire fleet anchored as the wind died and the huge tides that sweep in and out of the English Channel turned against the yachts.

By the next morning an order had established itself in the big boat class and the Mumm 36 fleet which was to be largely maintained for the remainder of the crucial race.

Not so the ILC40 fleet, where a number of place changes took place. Australian hopes soared briefly when *G'Net* jumped into the lead, putting the team in second place overall. But, that was not to last.

At the head of the fleet, the focus was on the US team, which looked in serious danger of repeating their loss of 1995. The New Zealand bid was already history, with their two big boats, *Numbers* and *Mean Machine*, last in their class after losing a gamble by going well offshore on the first night of the Fastnet. Germany had entered the picture but all the run-

ning belonged to Italy, which was putting in a huge effort to retain their Admiral's Cup title.

At the Rock, the American and Italian Farr 49s, *Flash Gordon* and *Madina Milano* were locked in a great tussle, with *Ragamuffin* third. *Madina Milano* rounded five seconds astern of *Flash Gordon* and then, astonishingly, completed a 720 deg penalty turn. Early reports were that *Madina's* spinnaker had touched *Flash Gordon's* backstay. *Madina's* tactician, Rod Davis denied this, although his account took nothing away from the drama of the occasion.

On the third and final night of the race, the breeze began to falter again. The Italian, American and Australian big boats crossed the finish line in the early hours of the fourth day - and then the wind died completely, trapping the rest of the big class and the ILC40s in a patch of calm. Further astern, the Mumm 36s kept the breeze and closed up.

Emerging in the early morning haze, the ILC40 fleet looked like a suspended cavalry charge. It was anybody's race to

"Australian team captain Syd Fischer, competing in his eighth Admiral's Cup event, was hoping for light winds and sloppy conditions, but reckoned the American lead was pretty solid."



ABOVE LEFT: Action at the leeward mark of one of the short races of the Admiral's Cup on Christchurch Bay. (Pic - Ian Mainsbridge). ABOVE RIGHT: Crew of Australia's ILC40, *G'Net*, on the rail in one of the short races of the Admiral's Cup. *G'Net* finished third overall in class. (Pic - Ian Mainsbridge)

win. Pasquale Landolfi's *Brava Q8*, with Australian Glenn Bourke aboard as tactician, had established a reputation for excellent speed in light flat conditions, and had led the fleet virtually all the way round the 610-mile course. Surely, in these tailor-made conditions, she would prevail and secure the title for Italy.

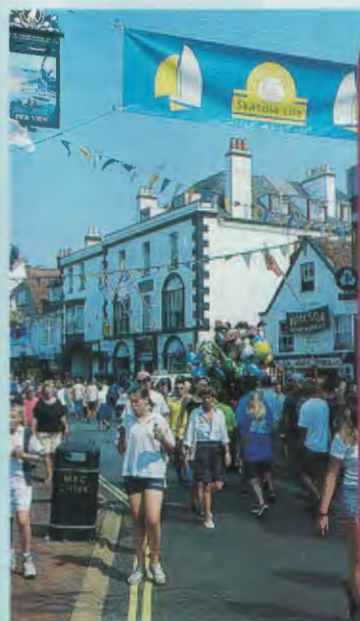
But, as shorebound onlookers and camp followers strained to decipher the finishing order, one of the Italians

MK Cafe had relentlessly pursued a thin line of breeze which, like a magic wand, lifted them from the back of the fleet to a close second behind Germany's *Pinta*. *G'Net*, which briefly looked like winning, was fifth. After four days at sea, the entire ILC40 fleet finished within 4 min 10 secs.

And, there it was. At a stroke, the USA vaulted from third to first in the points standings; all that could deny them the

the team line-up compared with some all-professional teams, had shown itself competitive in a very complex and difficult offshore event. ▲

Footnote: Back home, the Australian team lodged a protest against the Admiral's Cup results, claiming that the Royal Ocean Racing Club officials had reversed the placings of the Italian yacht *Brava Q8* and King Harold of Norway's Scandinavian team entry, *Fram XIV*. Had *Fram XIV* beaten *Brava Q8*, the Australians would have moved to third in series, relegating Italy to fourth.



ABOVE LEFT: The High Street at Cowes, the picturesque town on the Isle of Wight which hosts the Champagne Mumm Admiral's Cup every second year. (Pic - Ian Mainsbridge). ABOVE RIGHT: Australian team captain Syd Fischer won his weight in champagne for the best result in the two Champagne Mumm Trophy races of the Admiral's Cup at Cowes. (Pic - Ian Mainsbridge)

mouthed a curse, flung his scoresheet on the ground and aimed a resounding kick at it. His gesture was understandable. In the closing moments of that desperately slow charge, *Brava Q8*, helmed by Enrico Chieffi, plunged to sixth. Like the bitterly discarded scoresheet, Italy's hopes of a stunning defence of their 1995 title lay tattered.

Admiral's Cup win now was a first place finish by the German Mumm 36, *Thomas I Punkt* and a last place by *Jameson* - and that was never in the script.

Germany was second, Italy third and Australia fourth. "We didn't come here to get fourth," said Steve Kulmar, "it is too far to travel for that." But he felt that Australia, with a strong amateur element in

RESULTS

USA - 146.50
Flash Gordon 3: 3-1-2-4-1-7-1-3-2 - 37.7
MK Cafe: 4-3-1-3-6-6-6-3-2 - 49.50
Jameson: 4-4-2-2-2-2-5-5-6 - 59.25

Germany - 166.00
Rubin XIV: 1-3-5-3-6-5-2-5-4 - 58.50
Pinta: 1-1-7-2-2-8*-1-5-1 - 44.25
Thomas I Punkt: 3-5-5-6-6-1-2-3-5 - 63.25

Italy - 169.50
Madina Milano: 5-8*-1-6-5-4-4-1-1 - 47.50
Brava Q8: 5-6-5-6-3-1-2-1-6 - 64.25
Breeze: 1-7-4-1-1-6-7-6-3 - 57.75

Australia - 172.13
Ragamuffin: 6-4-7-2-4-3-3-2-3 - 56.50
G'Net: 2=-2-2-4-5-3-3-7-5 - 58.88
Sea: 5-6-6-4-3-3-6-2-2 - 56.75

Great Britain - 180.00
Corum Indulgence: 2-2-4-5-3-2-5-7-6 - 66.25
Easy Oars: 7-5-3-5-8*-5-7-4-3 - 70.25
Bradamante: 2-2-3-8*-4-5-1-4-1 - 43.50

New Zealand - 182.13
Numbers: 4-4-3-1-2-1-6-4-7 - 62.50
Mean Machine: 2=-8*-6-1-1-4-5-6-4 - 63.88
Georgia Express: 6-3-1-5-7-4-4-1-4 - 55.75

Scandinavia - 276.50
Investor: 7-6-6-7-7-6-7-6-5 - 91.00
Fram XIV: 6-7-4-7-8*-2-4-2-7 - 81.50
Mumm-A-Mia: DNF-DNC-7-7-5-7-3-7-7 - 104

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Telstra Sydney to Hobart 1997

The line honours winners of the previous two Telstra Sydney to Hobarts, *Sayonara* and the record-breaking *Morning Glory*, are expected to head down under for the 1997 Race, along with other overseas big boats. Peter Campbell reports.

OVERSEAS MAXIS on the way back?

The Telstra Sydney to Hobart is already shaping up as the biggest and most competitive race since the 50th race in 1994, with renewed overseas interest complementing an upsurge in local ocean racing.

This year is also a Southern Cross Cup year and, along with the Telstra Cup, the December lead-up to the Hobart Race will see some of the best IMS racing in years.

The Cruising Yacht Club of Australia is expecting teams from China, New Zealand and Europe, along with three-boat teams from most Australian States and also individual clubs to contest the Southern Cross Cup, a nine race series ending with the Sydney to Hobart. The Telstra Cup will remain as a stand-alone regatta of eight races for individual yachts and does not include the Hobart.

The CYCA has been told that both *Sayonara* and *Morning Glory* are likely to return to Australia for a head-to-head clash in the Club's 53rd Sydney to Hobart. Advance bookings have been made for pre-Hobart maintenance work on both maxis at Noakes rigging and hardstand facility at North Sydney.



A racing version of Charles Curran's Sydney 60, *Sydney*, pictured here during the Hayman Island Big Boat Series, is being built by Bashford International for a Mexican syndicate and will contest the Telstra Cup and Telstra Sydney to Hobart. Pic - Ian Mainsbridge)

In addition to the maxis, there will be a high-profile Mexican crew competing for the first time ever in the Sydney to Hobart, along with crews from Japan and Hong Kong. Significantly, they will each be sailing their brand new, Iain Murray designed boats currently being built by Bashford International at Nowra before taking the yachts overseas.

An IMS racing version of the Sydney 60 is being built for the Mexican Lola Bombon syndicate while prominent Hong Kong sailmaker and successful yachtsman Neil Pryde and a Japan owner will each be taking delivery of a new Sydney 46. The first Sydney 46 is already racing with success in Spain, including winning the prestigious

King's Cup and Sherry Cup.

Pryde's yacht will be part of a Chinese team, led by Warwick Miller's 66-footer, *Exile*, contesting the Telstra Southern Cross Cup. The Mexican Sydney 60 may be part of another team, possibly representing the Americas.

The ongoing clash between Australia's champion maxi, George Snow's *Brindabella*, and the overseas maxis will again be the centre of media and general public interest in the Telstra Sydney to Hobart.

Sayonara, the Bruce Farr-designed 23.73m sloop owned by American Larry Ellison, head of Oracle computers, took line honours in 1995. She was within sight of the then 20-year-old race record when the wind died away off the

Tasmanian East Coast.

The long-standing record finally went last year when *Morning Glory* swept up the Derwent River in the early hours of the morning to cut just under half an hour from *Kialoa's* time set back in 1975. *Morning Glory*, an 80-footer designed by Reichel/Pugh and built in Sydney by McConaghy Boats, is owned by German yachtsman and industrialist Hasso Plattner, whose companies include the large European computer company SAP.

Morning Glory contested the recent Fastnet Race in England, finishing third across the line behind two water-ballasted Ericsson 80s. *Sayonara* did not sail in the UK but the two maxis were expected to contest the Maxi Yacht Rolex Cup and the Maxi World Championships in Sardinia in September.

Another overseas maxi yacht expected to enter the Telstra Sydney to Hobart is *Nicorette*, not the water-ballasted Ericsson 80 boat but the earlier *Nicorette* which is the former Whitbread maxi *Charles Jourdan*.

Since the 1997-98 season began officially on July 1 we've seen record fleets

lining up for the XXXX Sydney - Gold Coast Race and the XXXX Ansett Hamilton Island Race Week, and some fine performances by local big boats, *Brindabella*, *Foxtel Amazon* and *Exile*. Unfortunately, *Foxtel Amazon* has since been destroyed by fire, but the competition for line honours in the 53rd Hobart will be fierce.

Apart from the new boats from Bashford International, several other new IMS boats will be launched in time for the Southern Cross Cup and Sydney to Hobart.

The first of a newly-designed 41-footer being marketed in a joint venture by US designers Reichel/Pugh and prominent Sydney boat-builders, McConaghy Boats, the designers and builders of *Morning Glory* and *Exile*, is expected to make her debut in the Southern Cross Cup.

Another new boat racing with success in Melbourne is the Nelson/Marek 46, *Young Australia*, with her sights on

the Southern Cross Cup and Sydney to Hobart.

Aside from the growing fleet of IMS boats, both Racers and Cruiser Racers, the CYCA expects a significant lift in the numbers of yachts sailing in the Tasmanian Performance Handicap System (TPHS) category of the Sydney to Hobart.

The club, responding to the views of yacht owners, has moved to make the Telstra Sydney to Hobart more attractive to yachts racing under TPHS by easing the eligibility clauses. The club will no longer require yachts entering the TPHS category to have an IMS rating certificate to meet stability requirements.

Race Director Phil Thomson says that owners who do not have an IMS certificate could meet the requirements of Performance Handicap entry by supplying information on their yacht's stability from other recognised sources. ▲

"Since the 1997-98 season began we've seen record fleets lining up and some fine performances by local big boats *Brindabella*, *Foxtel Amazon* and *Exile*"

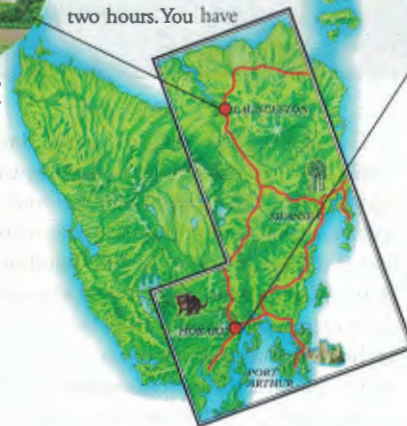
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TRIUMPH in the tropical tradewinds

Since its inception, the annual XXXX Ansett Hamilton Island Race Week has been one of the most popular midwinter regattas in Australia, offering the opportunity to get away from the winter chill of lower latitudes and enjoy what was originally billed as a "fun in the sun" regatta in the Whitsundays.

Over the years Race Week has attracted yachts and their crews from all States for the weeklong festivity of good sailing and socialising ashore in the bars, restaurants and around the pool at the resort. Sailors and their boats have come from around Australia, New Zealand, Britain and United States to take part.

The "fun in the sun" feature of Race Week has not diminished (despite the odd tropical downpour) but this year's regatta took on new status - one of the finest racing regattas in the Southern Hemisphere producing exceptionally close racing in the IMS, PHS and Sports Yacht divisions. Quite often mere seconds separated the top placegetters as the record fleet of 134 boats contested the eight race series over courses around the spectacular Whitsunday Islands to the north and south of Hamilton Island.

The IMS fleet of 27 boats was the largest and best quality line-up ever seen in Queensland waters, with boats com-

ing from all Eastern States and New Zealand. Led by 1995 Telstra Sydney to Hobart race winner *Terra Firma*, the Victorian contingent was the biggest ever. The strong PHS and Sports Yachts divisions attracted entries from all Australian States, New Zealand and Papua New Guinea, with a Japanese crew sailing a chartered Sunsail boat - and winning a race.

This year also saw moves to improve the on-water management of racing and a significant upgrading of the facilities for yachties ashore:

- The engagement of a professional team on the water, using the latest

Without question, the 1997 Race Week at Hamilton Island was the finest racing event in the history of this regatta sailed in the tropical tradewinds of the Whitsunday Islands of North Queensland. Reports from Larry Jamieson and Ian Grant.



MAIN PIC: Hamilton Island harbour in the background, the IMS fleet starts the first race of the 1997 XXXX Ansett Race Week with a spinnaker run north to the Molle Islands. (Pic - Richard Bennett). ABOVE LEFT: Sports yacht *Sunstate Sailboats*, a Magic 25 skippered by Mal Gray from Brisbane, and the champion IMS yacht, Warwick Miller's 66-footer *Exile* during XXXX Ansett Hamilton Island Race Week. (Pic - Ian Grant). ABOVE RIGHT: Cruising division yachts in close quarters at Hamilton Island Race Week, John Biddlecombe's Herreschoff 60 ketch, *Colonial Heritage*, and Glenn Bishop's Mull 45, *Risque Affaire*, from Auckland. (Pic - Richard Bennett)

returned from the marathon Coral Sea Race.

Larry Jamieson comments: "Not all competitors will agree! Some of the start lines were very bad. And two races were started and abandoned. There were obvious communication problems between race officials that led to some strong views being aired on the race radio frequency. There was also an opening race error with results when it was discovered that a superceded IMS diskette was being used. However, the Race Committee acted quickly and from then on results were released promptly and correctly.

"Certainly, Hamilton Island Yacht Club and Hamilton Island resort management are moving in the right direction to make Race Week not only the most enjoyable yachting event on the Australian offshore calendar in terms of destination and weather, but also equal to the best in efficient race management. Such a combination will continue to make everyone happy!"

The stars of the fleet and their crews sailed into Hamilton Island Harbour all fired up after a week of keen racing based at the up-market Hayman Island resort, the Big Boat Series limited to 19 yachts. While the racing there had more of a social set atmosphere, here at Hamilton

Island it was full on with intense rivalry right through the fleet, with professional skippers and crews aboard many of the top yachts.

Also at Race Week were many leading sailmakers, boat designers and builders keen to prove their products before such a large audience of owners and potential owners, not the least being Lachlan Murdoch, Australian CEO of News Limited. Sailing his Swan 51, *Karakoram*, in the Cruising division, he was joined for some of the racing by his father Rupert who reportedly commented that he would like to see Lachlan in something bigger and faster. Murdoch Snr raced his own yacht back in the 1960s and two years ago made a winning comeback in the Sydney to Hobart aboard the US maxi *Sayonara*.

Race Week 1997 turned out to be a big boat regatta, with the Hayman Island champions *Exile* (IMS) and *Brindabella* (line honours) again leading the charge - and coming out the clear winners at Hamilton Island with two brilliant performances in both short and long races. The margins around the course and on corrected time were extraordinarily close in many of the races - in the second race over an 8nm windward/leeward course only nine seconds separated the first five boats on corrected time - *No Fearr, Wild-*

Brookes & Gatehouse electronic gear in an effort to ensure that the correct wind-speed and direction was used in calculating IMS results and also advise on course setting.

- The opening of the Hamilton Island Yacht Club, providing excellent facilities for the race administrators and the media to work, and for the yachties to gather for a drink after the racing.

- Outstanding support from the Hamilton Island Resort management for Race Week. Even to the extent of seeing CEO Wayne Kirkpatrick and his wife Lesley cooking and serving breakfast beside the harbour at 3am as crews



The Whitehaven Beach party...always a traditional part of the Hamilton Island Race Week. (Pic - Richard Bennett)

fire, *Local Hero*, *Sea* and *Exile* in that order.

Winds were generally fresh, at times reaching 20 knots, but it was a windless night finish to the Coral Sea race that really gave the big boats their break. *Brindabella* finished the 86 nautical mile race just after 7pm on a fading breeze, leaving most of the fleet with slatting sails on a windless night. The last boats came in around 4am next day and on corrected time *Brindabella* also won the Coral Sea Race.

Brindabella, returning to offshore racing eight months after being dismasted in last year's Telstra Sydney to Hobart, set race records in first and last races around

the Whitsunday Island. She took line honours in all but one race, but the well-sailed *Exile* was always snapping at her transom.

Owner George Snow and designer Scott Jutson were delighted with the comeback under her new carbon fibre mast and sweptback spreader rig. "She has exceeded everyone's expectations," designer Jutson told OFFSHORE. "Her height has improved and they were able to match race *Exile* boat-for-boat - and she is regarded as one of the best boats to windward in the world. The speed through the tacks, without having to worry about runners, has improved greatly and her light air performance was excellent, despite being down on total sail area."

However, only once could *Brindabella* hold her time on the superbly sailed *Exile*, with Warwick Miller's Reichel/Pugh 66 turning in an outstanding scorecard of 1-5-1-2-1-3-1-1 for a final 695 points.

Quest, Bob Steel's Nelson/Marek 43, the Race Week champion in 1995, finished second with 679 points from placings of 3-16-2-6-2-1-3-5, with *Brindabella*

third on 663 points, her IMS placings being 9-8-4-1-15-12-2-2. New Zealand America's Cup helmsman David Barnes steered *Quest* while BOC Challenge winning sailor David Adams was at the helm of *Brindabella*.

Hamilton Island Yacht Club officials said the overall win by *Exile* was the best performance in the 14 year history of Race Week and against the best ever IMS fleet ever seen in Queensland waters.

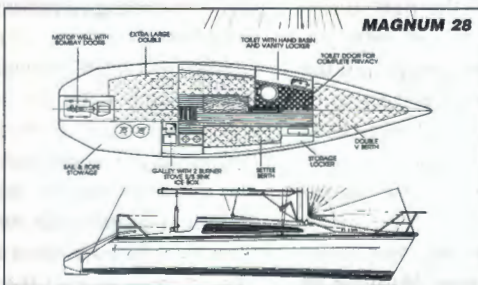
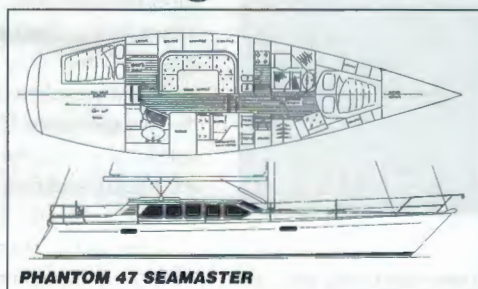
With Admiral's Cup tactician Michael Coxon calling the shots or steering, the green-hulled sloop won the Tag-Heuer-Ansett Australia Big Boat Series at Hayman Island and then the XXXX Ansett Race Week at Hamilton Island within two weeks.

And that was despite breaking her carbon fibre mast in the Sydney - Gold Coast ocean race in early August and having to sail with her old aluminium rig.

Last year's Hayman Island and Hamilton Island champion, the Townsville-based Farr 39, *No Fearr*, skippered by Carey Ramm and steered by Rob Brown, finished fifth overall, fourth going to Charles Curran's Iain Murray-

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FINAL RESULTS

IMS Division:

- 1, Exile, Reichel/Pugh 66, Warwick Miller, Hong Kong - 1-5-1-2-1-3-1-1, 695.
- 2, Quest, Nelson/Marek 43, Bob Steel, NSW - 3-16-2-6-2-1-3-5, 679.
- 3, Brindabella, Jutson 75, George Snow, NSW - 9-8-4-1-15-12-2-2, 663.
- 4, Sydney, Murray Sydney 60, Charles Curran, NSW - 10-10-8-3-7-6-4-4, 658.
- 5, No Fear, Farr 39, Carey Ramm, Qld - 7-1-9-10-12-2-7-8, 657.
- 6, BZW Challenge, Corel 45, Ray Roberts - 15-11-3-5-3-4-10-10, 654.
- 7, Atara, Lyons 43, John Storey/Roger Hickman - 13-17-7-8-5-11-5-3, 648.

PHS Division:

- 1, Kediri III, Farr 11.6, Bob Goedhart, Qld - 5-5-1-20-9-19-8-2, 652.

2, Margaret Rintoul V, Frers 60, Stan Edwards, NSW - 18-7-6-3-5-8-7-13, 651.

3, Karnevil, Ross 40, Laurie Needham, Papua New Guinea - 12-4-11-9-17-12-2-4, 646.

4, Portofino, Farr 38, Brian Graves, Qld - 6-8-3-21-18-10-3-6, 646.

5, Storyteller, Beneteau 42s7, John Gilder, NSW - 7-1-4-24-6-2-17-21, 643.

6, Addiction, Mumm 30, Richard Perini, NSW - 9-10-23-5-14-4-5-10, 643.

7, Powerboss, Murray 48, Trevor Cowen, NSW - 10-2-7-33-25-5-12-3, 636.

Sports Yachts division:

1, Blackrat, Magic 25, Matt Wenke, NSW - 3-7-2-3-1-3-7-ns, 675.

2, Too Hot 2 Trot, Lyons 8, David Eichmeyer, Vic - 1-2-11-10-6-7-8-1, 667.

3, Fear This, Elliot 7, Traks Gordon, NSW - 4-1-14-1-13-4-12-3, 664.

designed Sydney 60, *Sydney*. Experienced maxi yacht skipper David Kellett sailed aboard *Sydney* and was full of praise for the performance of this pilot house cruising version. "The first racing version, now being built by Bashford International, should be a winner," Kellett said.

In the PHS division, the overall winner was the Queensland yacht *Kediri III*, a Farr 11.6 skippered by Bob Goedhart from Townsville, finishing just one point

ahead of Stan Edwards' luxury fast cruising yacht *Margaret Rintoul V*, the Frers 61 built last year by Boatspeed.

The Sports Yachts division saw keen rivalry between the Magic 25s, Elliott 7.8s, one Melges 24 and one Lyons 8. The pointscore lead changed throughout the regatta but in the end the overall winner was the consistent *Blackrat*, a Magic 25 skippered by Matt Wenke from Sydney.

Race Week not only attracted the best



Among the sailors at XXXX Ansett Race Week were Tasmanians Robert Clifford and Graham ("Frizzle") Freeman, relaxing with friends at Hamilton Island. (Pic - Richard Bennett)

IMS racing yachts in Australia (only *Ragamuffin* and *Ausmaid*, the 1996 Telstra Sydney to Hobart winner, were absent) but also the best sailors from around the nation, together with crews from Japan, New Zealand and Papua New Guinea. ▲

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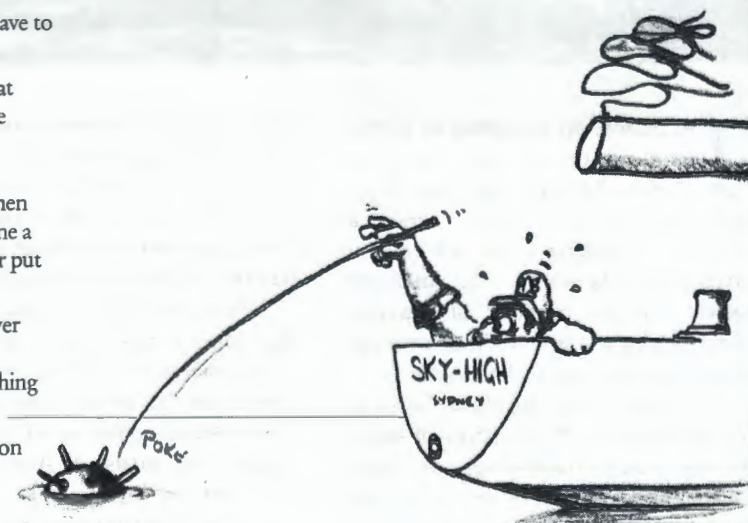
But like any other performance enhancing addition, you have to know what went into it to know what to expect out of it.

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HAPPY DAYS AT Hayman Island



To receive an invitation to participate in the annual Tag-Heuer Ansett Australia Big Boat Series has become almost a status symbol in Australian yachting - after all, only 19 boats can be berthed in the small and rather shallow harbour at Hayman Island and there is a limit on available accommodation in this fine resort.

For most, the Big Boat Series lived up to expectations with a mixture of sailing in the warm tradewinds of North Queensland plus enjoyable socialising ashore at one of Australia's finest island resorts. The racing was good and generally close around the course and on IMS corrected times; the social scene was excellent, particularly for the owners and

friends and families who joined them; the only muttering from crew being the times they were stuck on board after racing waiting for the tide to rise to enable the bigger boats to berth in the shallow harbour and the crews to get to the bar.

While called the "Big Boat Series" the fleet ranged in size from the 1996 IMS champion *No Fearr*, a Farr 39, through to the Jutson 75 maxi yacht, *Brindabella*. Obviously, there just aren't enough competitive "big boats" in Australia but in any case the high quality of the fleet made for close boat-for-boat and IMS handicap contests over the six races.

Aside from these two, the fleet included well known ocean racers *Quest*, *Sydney*, *Team Jaguar* (ex *Infinity III*), *Innkeeper*,

BZW Challenge, *Rapscallion*, *Atara*, *PL Lease Future Shock* and *Atara*. Some of our top sailors were there too, including Iain Murray, David Adams, Rob Brown, John Storey, Roger Hickman, Jamie Wilmot and Grant Simmer and Michael Coxon, who flew in from England after the Admiral's Cup. New Zealand America's Cup yachtsman kiwi David Barnes also came straight from the Admiral's Cup to steer *Quest*.

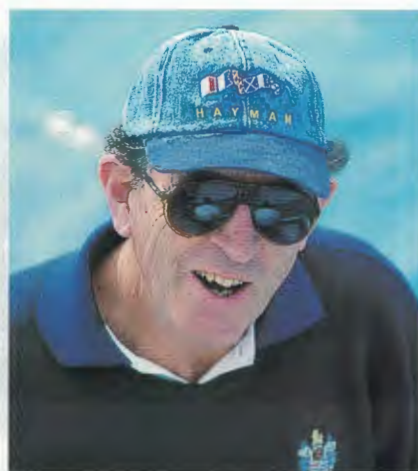
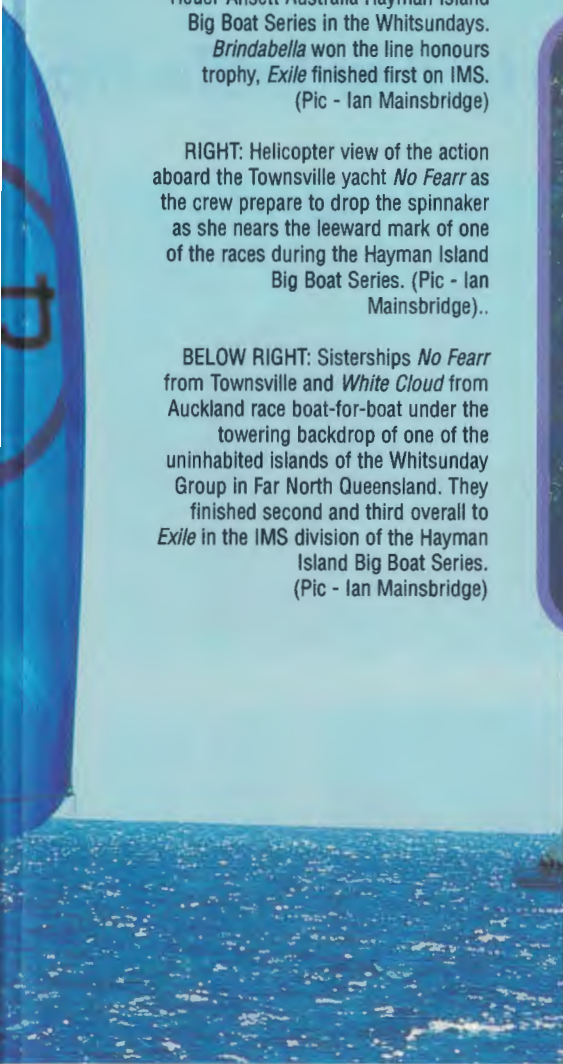
The two biggest boats in the fleet almost did not make it north to Hayman Island. George Snow's *Brindabella* was late in getting her new carbon fibre mast with its sweptback spreader rig and missed the race from Sydney to Southport. *Exile*, Warwick Miller's Reichel/

Everyone seemed happy at the end of the 1997 Big Boat Series at Hayman Island, the winners and the losers, the organisers and the hosts at this five star resort in the beautiful Whitsunday Islands.

MAIN PIC: *Exile* (left) and *Brindabella* sailing boat-for-boat in one of their many close duels during the recent Tag Heuer-Ansett Australia Hayman Island Big Boat Series in the Whitsundays. *Brindabella* won the line honours trophy, *Exile* finished first on IMS. (Pic - Ian Mainsbridge)

RIGHT: Helicopter view of the action aboard the Townsville yacht *No Fearr* as the crew prepare to drop the spinnaker as she nears the leeward mark of one of the races during the Hayman Island Big Boat Series. (Pic - Ian Mainsbridge)..

BELOW RIGHT: Sisterships *No Fearr* from Townsville and *White Cloud* from Auckland race boat-for-boat under the towering backdrop of one of the uninhabited islands of the Whitsunday Group in Far North Queensland. They finished second and third overall to *Exile* in the IMS division of the Hayman Island Big Boat Series. (Pic - Ian Mainsbridge)



Pugh 66, broke her carbon fibre mast on the first day of the Southport race and it required a great effort by her crew and riggers to replace this with her old aluminium mast and sail her north from Coffs Harbour to Hayman Island.

But they did make it, and then proceeded to turn on a great duel for line honours in the races around the uninhabited islands at the northern end of the Whitsunday Passage. *Exile* and *Brindabella* tied with three line honours wins each, with the Ermenegildo Trophy being decided in *Brindabella's* favour on elapsed times over the series.

Brindabella, contesting her first regatta under her new configuration, but without a new full-sized mainsail, was out-

sailed by the smaller *Exile* in the opening races but certainly improved in the later races.

Exile sailed a brilliant series with the highly competitive Michael Coxon, fresh from sailing aboard *Ragamuffin* in the Admiral's Cup, exploiting every tactical manoeuvre in the book to outsail the bigger *Brindabella* and the smaller competition. However, the Big Boat Series Champions Trophy for IMS honours went right down to the wire with *Exile* winning the last race to beat the defending champion *No Fearr*. Third place went to the New Zealand boat *White Cloud*, a sistership to *No Fearr*, skippered by Brett Neil, fourth to Bob Steel's *Quest*.

By winning the Big Boat Series at Hay-

Commodore of the Hayman Island Yacht Club is Sir James Hardy, the former Olympic, America's Cup and Admiral's Cup skipper. (Pic - Ian Mainsbridge)

man Island, *Exile* now holds the same crown on both sides of the Pacific, having won the Big Boat Series in San Francisco a year ago. "But this is the best series I have ever contested," a delighted owner Miller said at the trophy presentation.

In the PHS division, first place overall went to Ross Whitehead's Steinmann 16m sloop, *Esprit de Corps*, with Charles Curran's Sydney 60, *Sydney*, second, *Brindabella* third, and *B52*, skippered by Townsville yachtsman Wayne Millar, fourth.

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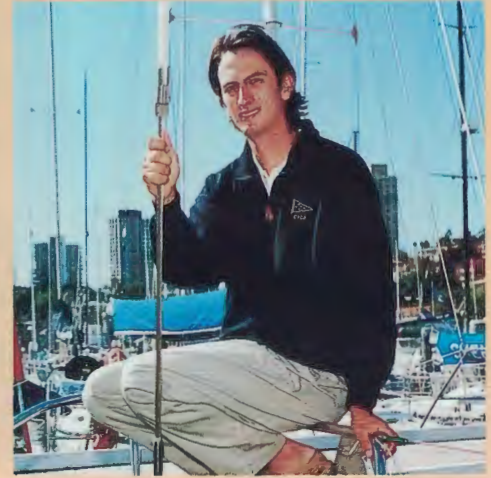


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Above: CLUB SHORTS - 100% stone-washed cotton, elastic draw string waist, longer style. Colour: Washed blue. Sizes: S/M/L/XL/XXL. \$60.00

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

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

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

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

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

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SB ZODIAC 901



Safety at Sea

David Lawson, the Cruising Yacht Club of Australia's chief safety officer, advises yacht owners and their crews on preparing for a season of safe sailing offshore.

SAFE SAILING STARTS with preparation

All yachts entering ocean races in Australian waters must present an up-to-date Safety Certificate showing that their yacht complies with the AYF Special Regulations before being accepted as competitors.

Many readers will be aware that the accuracy of GPS is controlled by the US government who deliberately down grade the generally available signal to the point where it can only relied on to 100 metres. This process known as Selective Availability (SA) is achieved by putting errors into the time component of the GPS signal. As a result the error is constant for a given set of satellites for any particular moment in time.

Uncoated wire is now mandatory for lifelines and jackstays. However, this

clause has been "grandfathered" by the Yachting Association of NSW to allow boats to use coated stainless steel wire already fitted in lifelines and jackstays for the life of the wire, but no later than June 30, 2001.

Major yacht clubs, including the Cruising Yacht Club of Australia, are currently carrying out safety inspections under the International Sailing Federation (ISAF) Racing Rules of Sailing (RRS) and the AYF Special Regulations. Yachts, when racing or cruising, must also comply with the safety regulations of their State authority.

The key to safety at sea is preparation and proper training of your crew. And that starts before you even leave the dock and hoist sail.

Inspections: Safety Inspections can be made difficult or easy, depending on how the boat owner prepares the boat and its mandatory safety equipment. Remember

to book an Inspection appointment giving the Sailing Office at least 48 hours notice. If you are not conversant with the method of inspection the Sailing Office can provide a form showing the necessary format. Keep in mind that inspections are carried out by voluntary accredited inspectors and a boat laid out correctly will create less trouble for everyone than one poorly prepared. If the boat is not presented in the correct format the inspector has the right to refuse to carry out inspection at that time.

Radio: Although the 1997-2000 Special Regulations only recommends that a HF radio is carried for Category 2 offshore events, the CYCA calls for these radios to be carried under Sailing Instruction 5.9 Additional Equipment 5.9.1 in the Category. At least one member of the crew must hold a Restricted Operators Certificate of Proficiency; other crew members should be aware of the method of operation in

case of emergencies.

GPS: Now a mandatory part of equipment on an ocean racing boat the navigator should instruct other members of the crew in its use, particularly the "man overboard" procedure.

Bilge Pumps: These should be regularly checked and maintained in working order as they are a very necessary part of the boat's equipment. This especially applies to the deck pump as with lack of use all pumps can soon become inoperable, particularly with the perishing of the diaphragm or split hoses.

Safety Harnesses: Crew members should be made to fit and adjust these before the start of any ocean race. After adjustment to personal requirements it is advisable to secure the shoulder straps to the waist strap by means of duct tape. This quite often stops the harness from twisting and makes the putting on of the harness a lot quicker in emergency circumstances. It should be stowed in a place where each crew member can find his particular harness when required.

Lifelines: Should be taut and not pulled down by lacing at the bow. If laced off at the end it should be renewed regularly and not show any signs of rust stains.

LPG installations: Gas installations

should be regularly checked for loose connections. Nuts on fittings can vibrate loose after a period of time since their installation. If this is not noticed immediately after turning on the gas bottle it can be very difficult to remove any gas, which is heavier than air, from the boat's bilges.

Batteries: Battery connections should be regularly checked for corrosion. They should be fully charged before the start of any ocean race. During a race they should be charged at least morning and afternoon to maintain their capacity, otherwise radio communications may become a problem.

Storm gear: Probably the least looked at piece of safety equipment on board the boat. Normally packed away in sail bags and thrown in the bottom of the boat until the need arises for its use or to be checked out for the safety inspection. This has placed quite a few boat owners in an embarrassing situation at the time of the inspection. Also make sure that the sheets are still attached to the gear and have not been used elsewhere.

First Aid Kit: Needs to be checked regularly. The main kit should be stowed away and only used when called for. A day kit should be carried on each boat and should include common items such as bandaids, aspirin, panadol, sea sick pills, sunburn cream etc.

Crew overboard: The rules require equipment for retrieval of crew overboard ; but how many boats actually practice this exercise? There is a big difference in carrying this out in still water and in the ocean. I strongly suggest that after a short ocean race, or at another such opportunity when it's at sea, the skipper unannounced throws a life ring or some other piece of equipment overboard. It can be quite interesting to watch the reaction of the crew and a lot can be learnt in the handling of the boat trying to retrieve something in these conditions.

Crew experience: The CYCA regulations state that at least half the crew, including the skipper and/or sailing master, shall have completed one race of the category entered or an equivalent passage. With the popularity of short ocean races and regattas, many sailors do not have the opportunity to compete in the longer ocean races such as the Hobart, Mooloolaba or Southport. Crew members who do not compete in these events should at least be encouraged to help deliver the boats home, thus gaining long distance experience and gaining some knowledge of seamanship.

Personal equipment: The regulations now recommend the carrying of a high

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intensity strobe light or a personal pyrotechnic signal (pack of mini flares) when on deck at night. For years I have carried on my person or in my wet weather gear a mini torch around the neck, a knife, whistle, Cylume sticks (break lights) and an empty wine bladder or two. It is amazing the added buoyancy these wine bladders can give to a human body when blown up and shoved up under the wet weather gear or shirt).

Liferaft servicing

Pay the premium,
avoid making the claim!

Having a liferaft on board is not much use if it won't work properly at that critical moment when it is desperately needed, writes John Ferris, NSW manager for RFD (Australia) Pty Ltd.

That is why maritime authorities worldwide require regular servicing and re-certification of inflatable liferafts and why our own Australian Yachting Federation requires "a valid annual certificate from the manufacturer or an approved servicing agent..." Rule 4.9 (c).

Annual service of your liferaft can be likened to your boat's insurance - you pay an annual premium and hope never to make a claim! If you accept that your life-raft could well be your last resort for survival then the servicing fee pales into insignificance.

Regular servicing ensures that all emergency equipment packed inside your liferaft has not time-expired. Remember that your AYF pack contains eight flares, rations, water, torch batteries, first aid kit (from July 1, 1997) and other equipment which has limited life expectancy. At service time the integrity of the liferaft itself, the CO 2 cylinder, operating head and associated high pressure hoses are carefully checked to ensure that when you pull the operating line your life-raft will perform as you would expect.

Liferaft servicing is a specialised trade. Qualified servicemen are trained by the various liferaft manufacturers and, under Australian Maritime Safety Authority regulations, must be re-trained, re-examined and re-certificated every three years. Liferaft manufacturers maintain networks of approved service stations. RFD has about 250 around the world with 19 around the Australian coastline. All these depots are kept up to date with service manuals and modifications which may be found necessary through experience.

At RFD we welcome and encourage customers to visit our service stations. Why not bring your crew next time your liferaft is due for service? Let them see just what is packed inside and how it operates. After all, about the only time you will ever really want to see your inflated liferaft is at such an opportunity!

AYF safety rules changes for personal equipment

As a result of the new AYF Racing Rules of Sailing for 1997 - 2000, Section 5 - Personal Equipment, offshore yacht racing crew members now have the choice of wearing an approved combination inflatable lifejacket with integrated yachtsman safety harness.

It's an option which will be taken up by many sailors who do not like the encumbrance of wearing the old type jacket, claiming it more a hindrance than a help. The result has been that, even in heavy weather, many sailors have elected to wear a harness but not a personal flotation device.

Secumar

The true quality of an inflatable lifejacket with integrated yachtsman harness can only be judged when they are really needed - when lives are in danger. With this as their main objective, Secumar have used innovative technology and quality manufac-



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turing to meet the highest European standards.

The heart of their inflatable is the Secumatic 3001S automatic inflatable system. Light, and with few components, it excludes operator error. The green indicators show that the cylinder is screwed in correctly, the automatic pill is correctly inserted and the manual release is operational.

For offshore racing and cruising, there are four variations available with integrated yachtsman safety harness: the 15KSL with additional crotch strap, the Ultra, the Survival and the newly released Priva

which has been developed from the robust commercial Golf series. These lifejackets are available in two buoyancy ranges - 165N or 300N of buoyancy with automatic or manual inflation.

Also available are a separate Survival harness and a triple snaphook webbing safety line.

Secumar also manufacture an inflatable lifejacket with integrated yachtsman safety harness for children weighing between 20 and 50kg.

Further information: Graham Murray at M.O.S.S. Australia, ph: 02 9899 4747.

Burke, Henri Lloyd

Burke Accessories and Safety Equipment carry a complete range of yachting safety equipment, from the standard PFD 1 (personal flotation device) through buoyancy aids for dinghy sailors to the latest in inflatable jackets with deck harness from Burke and Henri Lloyd.

The new Burke inflatables come in three versions, an automatic self inflating with deck harness, a self inflating with deck harness, a self inflating and a self inflating bum pouch bag. The Interlock has been specifically designed for use when heavy weather clothing is being worn.



The Secumar Ultra 150 harness is an automatically inflatable universal lifejacket of the 150N class, with integrated safety harness, meeting the new AYF safety rules for offshore yacht racing.



This Burke PFD 1 meets the official standards (and catches the eye on this sailor) but most ocean racing yachties would prefer the more practical new automatic self-inflating jacket with deck harness.

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Henri Lloyd's Sisstemair asymmetrical 150N lifejacket with crotch strap has manual CO 2 inflation, fired by an integral cylinder, with an oral inflation option. Henri Lloyd's Trans-Ocean top-of-the-range traditional foul weather jacket comes with a full integral over-shoulder harness with front-buckle fastening to their lifelines with Gib hooks.

Further information: Burke Accessories and Safety Equipment in Sydney, ph: 02 9638 4333 or fax: 02 9638 7951.

Stormy Seas

Tasmanian based Stormy Seas Australia have developed the new ZOS harness jacket, their latest product in safety at sea, especially designed for comfort, warmth and survival for the yachtsman.

Complying with Australian Standard 1512 PFD Type 1 inflation system jackets, it has an integral safety harness, zip-on sleeves for comfort in all weather conditions and a roll away hood.

Available in yellow or red waterproof, hard wearing outer fabric, the jacket has a navy polyfleece liner, zip-up hand warmer pockets, and an optional water-activated inflation system.

Most importantly, the Stormy Seas ZOS jacket is worn, not stowed.

Further information: Stormy Seas Australia, ph: 03 6245 0443 or fax: 03 6245 0446.



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Hutchwilco

Ronstan has taken on the Australian distributorship of the Hutchwilco range of lifejackets through its nationwide network.

The Hutchwilco range, as well as including products designed for inshore and offshore sailing has a PFD for every size and shape and for all on-water activities. The emphasis is on quality, so while you may pay a little more at retail the quality benefits justify the extra cost.

Hutchwilco is at the forefront of technological advances in lifejacket construction and design to meet changing needs. An example is the MBT Extreme PFD3 which is a jacket designed for the personal watercraft (PWC) rider, incorporating a snug fit and floatation arranged so as to provide for chest protection.



The Hutchwilco MBT lifejacket designed specifically for the personal watercraft rider.

Innovative aids to safety at sea Sea-Breathe aid to cleaner bottoms

One of the buggbears of owning a large racing or cruising yacht can be the cleaning and maintenance of the hull, especially if you are far away from a slipway or hull maintenance service. And there is always the inevitable emergency that can arise from a fouled anchor or lines wrapped around the propeller or the rudder.

Many owners do this with the use of a scuba diving kit, others

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learn how to hold their breath for a long time.

A simple answer to this was unveiled at the recent Boat Shows with the release of a new surface air diving system called Sea-Breathe. With the in-built compressor powered by a rechargeable 12-volt gel battery, Sea-Breathe comes in three models.

The deck model operating directly from the boat battery is as compact as a 4-litre paint tin, and can be used to a depth of 4.5 metres. The two free-floating models incorporate their own battery, fit comfortably into a dive bag and operate to a depth of 6 metres.

Further information: Sea-Breeze Australia, ph: 07 5591 8711 or fax: 07 5591 8577.

Safety communications

Small, affordable
Marine telephone

The Inmarsat Tracphone from KVH is a small, affordable and highly reliable marine telephone and communications system, available in Australia through Coursemaster Autopilots.

Unlike the generally erratic communication using mobile phones aboard boats, the Inmarsat Tracphone provides reliable, satellite-delivered digital voice, fax and data communications that are totally secure.

Small enough to install even on small boats, the antenna is only 50cm diameter and weighs only 13.6kg - about half the size and one third the cost of traditional global marina Inmarsat satellite antennas. Specifically designed for the marine environment, the Tracphone's antenna is fully stabilised with internal rate gyro sensors that keep it continually pointing at the new Inmarsat-3 satellites when the vessel is pitching, rolling or turning.

Further information: Paul Garske or Graeme Fraser at Coursemaster Autopilot, ph: 02 9417 7097, fax: 02 9417 7557, or email: cmsales@coursemaster.com

Personal EPIRB from GME Electrophone

One of the most significant safety devices introduced for ocean yacht racing and cruising has been the EPIRB (Emergency Position Indicating Radio Beacon).

A vital follow-up to the original onboard EPIRB has been the development and

acceptance of the personal EPIRB. One of the best in this field is the MT310 released by GME Electrophone, the privately owned and successful Australian based two-way radio and marine electronics company who have been manufacturing EPIRBs in Australia for both recreational and commercial marine application for nearly 20 years.

The MT310 self-contained personal EPIRB transmits an internationally recognised signal on 121.5 Mhz and 243 MHz aviation frequencies that are monitored not only by commercial and military aircraft, but also the COSPAS/SAR-SAT satellite system. Using these satellites, the MT310 signal can be detected in an average of one hour or less in the most popular regions of Australia and New Zealand.

The new personal MT310 EPIRB from GME Electronics complies with all CASA regulations and Australian and New Zealand standards (4330:1995) for marine and aviation. It weighs only 175 grams, yet transmits a simultaneous signal on both emergency frequencies, as well as being satellite compatible.

Unique to the GME MT310 is a beeper and flasher alarm which not only alerts users that the unit has been activated, but also helps stop expensive, time-con-

STORMY SEAS AUSTRALIA

NEW!!



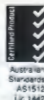
ZOS JACKET

Stormy Seas Aust have developed the new ZOS (zip out sleeves) Jacket. Especially designed for comfort, warmth and survival in all conditions.

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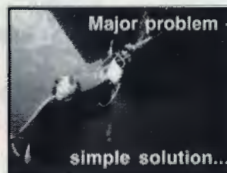
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suming false activation by drawing attention to the audio output and visual LED display.

Further information: GME Electrophone/Standard Communications in Sydney - 02 9844 6666, Brisbane - 07 3278 6444, Mel-

bourne - 03 9584 8099, Adelaide - 08 8234 2633, Perth - 09 330 5322, Auckland - 09 274 0955.

Radar target enhancer protects small craft

Late last year off San Remo on the Victorian coast of Bass Strait, three fishermen were lucky to escape serious injury when their 18-metre fishing boat was hit at night by an unidentified merchant ship.

A year earlier, off the north-eastern tip of New Zealand, three lives were tragically lost when a South Korean cargo ship accidentally rammed and sank the US cruising yacht *Melinda Lee*.

Pains Wessex Australia have launched a compact, lightweight active radar target enhancer called Ocean Sentry which can overcome a small vessel's poor radar image.

The Ocean Sentry RTE amplifies the radar echo to achieve a typical RCS of 50m², imitating a much larger vessel, even in rough weather, at a range of up to 12 nautical miles.

Ocean Sentry also sounds an alert that it is being interrogated by another vessel's radar by making an audible noise from its control panel, located in either the cockpit or cabin.

The enhancer, which is effective up to 12 degrees from vertical, gives a boat's position within one metre accuracy for a true 360° coverage. It is designed to be fitted to the top of a mast, cabin top or flybridge.

Further information: Dale Thompson, Pains Wessex, ph: 03 9885 0444.



Aimed at preventing collisions between small and large vessels in crowded shipping lanes is Pains Wessex Australia's new Ocean Sentry radar target enhancer.

Sea Safety books and manuals

Radio Communications Manual from Penta Comstat

Next year will mark 20 years of service to yachtsmen, both racing and cruising, by Penta Comstat Marine Radio Communications, the unique private radio communication station on the NSW Central Coast which provides specialised safety and general communications for small craft and

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The GME EPIRB MT250C is stowable on any size craft, while the MT310 will fit in your pocket. Both are COSPAS/SARSAT satellite compatible and comply with all Aust. and N.Z. standards for Marine applications (4330:1995). GME EPIRBs helping to save lives around the world for almost 20 years.

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(08) 8234 2633
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- PERTH**
(08) 9330 5322
Fax: (08) 9317 1787
- AUCKLAND**
(09) 274 0955
Fax: (09) 274 0959

land mobiles. Derek and Jeanine Barnard have played a key role in many life saving search and rescue operations and their station at Holgate, near Gosford, is probably the best equipped private station in the Pacific.

The latest update to Penta Comstat's service to boat owners is SeaMail e-mail over HF radio. SeaMail is a low cost digital data service providing a continuous gateway to the Internet on a range of new frequencies that Penta Comstat have licensed.

Apart from their remarkable marine radio service, Penta Comstat some years ago published a radio communications manual for the boat owner. They have now produced a second edition in a bound book format.

The Penta Comstat Marine Radio Communications Manual is the most complete and up to date book on radio communications for small craft, providing details of services and equipment, licensing and regulations, frequencies, operation, SeaSafety reporting, search and rescue, weather forecasts and warnings, navigation warnings, and propagation.

The manual costs only \$39.95, includ-

ing postage within Australia, and can be ordered from Penta Marine Radio Communications by fax on 02 4365 1494, phone on 02 4365 1966 or by e-mail: pentacom@ozemail.com.au

How to cope with storms at sea

To quote Adlard Coles from his classic account of experiences of storms at sea, *Heavy Weather Sailing*:

"Gales are rarely pleasant experiences, except for the sense of exhilaration in their early stages, and of elation when they have passed. The immediate part is often one of anxiety and tiredness, but, whether one likes it or not heavy weather at some time or another is the lot of most of us, whether cruising or ocean racing."

While nothing can replace real experience, knowing some of the theory about coping with storms will help when you do encounter a storm at sea.

Well worth reading is a new book, "How to cope with Storms" translated from the German edition "Sturm was tun" and appropriately published by Adlard Coles Nautical, and now available in Australia.

As the German author, D von Haefen, writes in his introduction, there are no hard and fast rules for dealing with heavy weather sailing but the aim of his book is to give practical suggestions and stimulate thought. "I want to put forward scenarios and discuss them. Then, at home in your armchair, you can reflect on this advice so that when you next go to sea you are equipped with greater knowledge to deal with challenging situations," he writes.

"How to Cope with Storms" is published by Adlard Coles and distributed in Australia by Lothian Books. It is priced at \$29.95 and is available from nautical books and major book retailers.

New era for air-sea Search and rescue

Search and rescue operations have been streamlined and better coordinated following the merging of operations of Australia's aviation and maritime search and rescue bodies into one single, national organisation - AusSAR.

From July 1, civil aviation and maritime SAR specialists began working together in AusSAR's state-of-the-art Rescue Coordi-

IS YOUR MARINE RADIO LICENCED?

A marine radio is an essential piece of safety equipment as is a lifebuoy, bailing bucket or an EPIRB

The marine distress and safety frequencies provide a safety net for all seafarers. To minimise clutter on the airwaves and ensure your message gets through, it is essential that correct operating procedures are used and operators know how to handle emergencies.

For information on the use of marine radio frequencies and operating procedures, contact your nearest ACA Office.

Adelaide (08) 8237 6333

Brisbane (07) 3238 6322

Canberra (02) 6256 5577

Cairns (070) 31 4266

Coffs Harbour (02) 6651 5452

Darwin (08) 8941 0366

Hobart (03) 6223 5664

Melbourne (03) 9685 3555

Newcastle (02) 4929 6899

Perth (08) 9323 1717

Rockhampton (079) 22 2312

Sydney (02) 9922 9111

Townsville (077) 72 2977



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nation Centre in Canberra. Previously civil air searches and ocean searches were carried out by two separate organisations, AirServices Australia and the Australian Maritime Safety Authority.

Launching AusSAR, Federal Transport Minister John Sharp said the single organisation would streamline national and international consultation processes and would improve day-to-day coordination with other groups such as the Defence forces, State and Federal police, and industry and volunteer rescue groups.

AusSAR's 60-plus staff have been recruited from AMSA, Airservices Australia, the Defence forces and industry. Working 24 hours a day, they utilise computerised digital satellite technology to coordinate search and rescue operations across the whole of Australia and over an additional one-ninth of the earth's surface, which takes in much of the Indian, Pacific and Southern oceans.

Australia is leading the way in worldwide adoption of satellite-based technology which can locate Emergency Position Indicating Radio Beacons (EPIRBs) activated by vessels or aircraft (aviators know them as ELTs - Emergency Locator Beacons) in distress, or in fact by individuals carrying personal EPIRBs.

Since 1989, Australia has been a participant in the international satellite-aided tracking system, COSPAS-SARSAT, which is a joint international search and rescue system established by organisations in Canada, France, the USA and Russia. Under this system, a number of polar-orbiting satellites detect distress signals from satellite compatible radio beacons in aircraft and boats as the satellites pass overhead.

The signals detected by the satellite are relayed back to a rescue coordination centre via ground receiver stations - in Australia's case to AusSAR's centre in Canberra through ground receiver stations

located in Albany, Western Australia, Bundaberg in Queensland and Wellington, New Zealand.

The COSPAS-SARSAT and Inmarsat-E satellite-aided alerting and detection system, with their associated beacons, are significant developments in search and rescue. It is not, and should not, be a substitute for a marine radio but complement it. Boat-owners should never be self-reliant on a single safety system.

Competent boat-owners ensure that shore contacts know their sail plan. They carry a marine radio or radios, and the right of other safety equipment and operate their craft sensibly, in accordance with weather conditions.

Every yacht should have a Grab Bag

If you had to abandon your yacht, what survival items would you have time to grab?

Few sailors probably consider this situation, yet around the Australian coast each year, dozens of crews of yachts, cruisers and fishing trawlers are forced to "abandon ship" with little advance warning.

Safety authorities highly recommend that every yacht should have a Grab Bag of items stored in a suitable waterproof container located in a dry, secure place just inside the companionway.

For yachts sailing in bays or estuaries close to rescue, the size and contents of a Grab Bag can be fairly basic. However, for craft venturing well offshore, Australia's leading safety systems supplier, Pains Wessex, recommends that a Grab Bag should be more extensive.

A number of items on this list are mandatory safety equipment required to be carried by State laws.

Flares, EPIRB batteries, some first aid kit items and torch batteries have "use by dates" and should be regularly checked and items replaced when necessary. ▲

Here's a list of items to get your Grab Bag started:

<u>SUGGESTED SAFETY ITEM</u>	<u>BAY/ESTUARY</u>	<u>OFFSHORE</u>
Bag's construction	small Poly bottle	Large Poly bottle
Flashlight & spare batteries	yes	yes
First Aid kit	basic	comprehensive
Handheld VHF radio	yes	yes
Inshore Flare Kit	yes	yes
EPIRB	yes	yes
Waterproof matches	yes	yes
Cyalume light stock	yes	yes
Pen knife	yes	yes
Rations, including barley sugar	small supply	24 hour supply
Water	small supply	yes
Fog Horn	-	yes
Whistle	yes	yes
Signaling mirror	yes	yes
Light rope - 15m	-	yes

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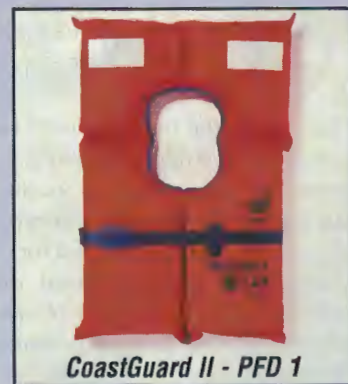
- All Round Warmth
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- Absolute Comfort



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THE FLEET IS OFF around the world

The "Whitbread Report"
is brought to you by

**VOLVO
PENTA**

The seventh Whitbread Round the World Race for the Volvo Trophy, is different from all its predecessors, as Bob Fisher reports.

The Whitbread has started, traditionally, from Southampton and there are nine legs with stopovers in Cape Town, Fremantle, Sydney, Auckland, San Sebastiao (Brazil), Fort Lauderdale, Baltimore and La Rochelle, before returning to Southampton, where the final short leg has been arranged to provide a finish for prime-time live television. The winner will be scored on points for the legs and not on the overall elapsed time.

This will be the first race with two stopovers in Australia. Fremantle has been the end of the gruelling Southern Ocean leg from Cape Town in recent races, while Sydney is included for the first time since the inaugural race around the world in 1973-74 after which it was dropped in favour of Auckland.

All-in-all, the 1997-98 Whitbread race appears to have been planned to give the various sponsors of the boats the greatest possible exposure and has only two of the really long legs (Southampton to Cape Town and Auckland to San Sebastiao) that were the features of the original Whitbreads. Only Whitbread 60 class yachts will take part.

With two Australian stopovers, organisers had hoped there would be an Australian entry for the first time. Unfortunately, plans for the Elle Racing challenge, firstly with an all-women crew and then with a mixed crew, failed to reach fruition. However, there are many Australians competing, including the brilliant navigator, Andrew Cape, sailing aboard *Toshiba*.

While only ten boats are competing, the standard is extremely high. Eight of those boats have been designed by Bruce Farr, and one each by the Judel/Vrolijk partnership and Alan Andrews. The latter is said to have had more tank testing than all of the Farr boats put together, but it will be the last of the boats to arrive in Southampton and becomes the unknown quantity on the first leg.

Most of the skippers are well blooded in this event and Britain's Lawrie Smith starts as favourite with the Sydney-built *Silk Cut*, mainly because he has chosen the best of helmsmen and trimmers in his crew. Steve Hayles, his navigator/meteorologist, was navigator of *Dolphin & Youth* last time. Gordon Maguire, Neal McDonald and Adrian Stead are the other helmsmen.

Chris Dickson came within a dismasting of winning the event four years ago with *Tokio*. Now teamed in *Toshiba* with Dennis Conner, who is not expected to be on board for most of the legs, Dickson has unfinished business.

Grant Dalton, who won the maxi

class last time, is the only one who has mounted a two boat campaign and his recent win with *Merit Cup*, against eight others of the Whitbread fleet, in the Fastnet Race would indicate that he will be a force to be reckoned with.

Gunnar Krantz and Roger Nilson had Isabella Scorupco, the new James Bond girl, to launch their *Swedish Match*, and have secured Erle Williams as co-skipper. They finished the Fastnet just four minutes astern of *Merit Cup*.

Paul Cayard, who took over the *EF Language* project from Smith late in the day, is finding that he has a lot to learn, and while the seriously experienced racer should finish well, it is not expected that he will shine in the early stages. Nor, for the same reason will Christine Guillou with *EF Education*.

Knut Frostad with *Kvaerner Innovation* was on *Intrum Justitia* last time and may be 'short staffed' for this race. His crew lack the experience in this case.

For George Collins and *Chessie Racing* the learning curve is incredibly steep as it is Hans Bouscholte who took over as skipper of the Judel/Vrolijk designed *Brunel Sunergy* from Holland.

Volvo Penta sponsor Sydney Regatta

The Volvo Penta Stopover Challenge, a one-day sailing regatta on January 2, 1998, will be one of the highlights of the Sydney stopover by the fleet contesting the Whitbread Race Around the World for the Volvo Trophy.

Volvo to take over Whitbread Race

Volvo is to take over The Whitbread Round the World Race. Under an agreement with the British Whitbread group, Volvo will become the lead sponsor of the pre-eminent global sailing race on June 1, 1998.

Volvo is also the sponsor of the 1997-98 event, with the new name of The Whitbread Round The World Race for the Volvo Trophy.

Held every four years, the Whitbread Race has, since its start in 1973-74, built a world-wide reputation and attracts vast media attention.

The Race got its name from Whitbread PLC which has sponsored the event since its launch 25 years ago. The company is relinquishing a globally established event with a highly experienced race team and organisation.

"Taking over sponsorship of the competition will provide Volvo with unique opportunities to achieve global exposure of our brand name in situations which will enhance our positioning among Volvo's important target groups" said Volvo's chief executive, Leif Johansson. "Even though we have yet to make a decision on the name of the event in the future, it is likely that the competition will be renamed The Volvo Round The World Race".

Johansson said the Race had succeeded in successfully bringing together adventure and personal endeavour with sporting competitiveness and high technology, Johansson added. "Whitbread has used this powerful mix to create a globally renowned competition. And thanks to today's modern technology, sailing becomes a truly spectator sport, especially on television. The Internet additionally allows the public to follow the Race on a 24 hour basis - which strengthens the appeal of the event even further."



Opposite page: Chris Dickson at the helm of *Toshiba* as the W60s began the Fastnet Race in their preparation for the Whitbread Round the World Race for the Volvo Trophy. (Pic - Ian Mainsbridge). Above: Lawrie Smith at the helm of the Australian-built W60, *Silk Cut*, at the start of the Fastnet Race. (Pic - Ian Mainsbridge)

Sponsors, their staff, guests and clients will take part in the regatta, not aboard the Whitbread 60s but on a fleet of luxury Beneteau yachts with the event being organised by EastSail.

After embarking from the Whitbread Village, the yachts and their crews, including some of the skippers and crews from the W60s, will sail a course around the Harbour to finish back at the CYCA for presentation of the Volvo Penta Trophy.

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.

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

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

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



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TRIMMING THE HEADSAIL

For optimum performance

Part two of an article on headsail trimming, reprinted from the *Fraser Sails Success Course* book.

FRASERSAILS
One of the world's great sailmakers.



Trimming guides

A good guide for twist control is the distance off the rig where the leech is close to the spreader while the distance of the foot from the shroud is a good guide to the bottom depth.

Note that the car position does not control twist. That is determined by sheet tension. The car position controls the bottom depth that you automatically end up as you arrive at the correct twist (due to sheet pressure). For example, a trimmer may want to increase twist and depth low down, so he just eases sheet. If he wants to increase twist and keep the bottom depth the same, he brings the car aft and re-trims to designed twist.

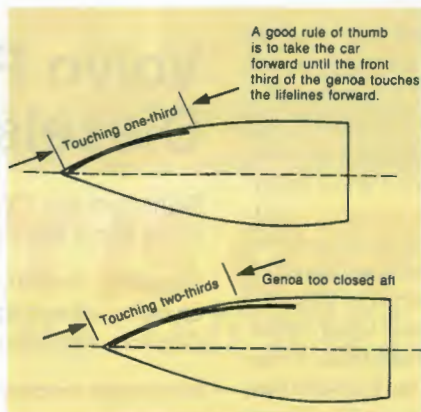
To find a good average car position trim the sail on and watch both the leech and the foot close onto the rig. If the foot hits the shroud at the deck before reaching the desired twist, shift the car forward to avoid bursting the foot of the sail.

If the leech closes into the rig high up first, then assess the foot depth using its distance off the shroud as a guide (use past experience for the best setting for each set of conditions).

Now you are in the ballpark. Watch how the boat is being steered (generally high or generally low) and re-configure the sail shape and depth to suit the wind strength, sea condition and target speeds.

One golden rule to remember: Do not go too far forward with the car in light air, following the basic theory;

"One golden rule to remember: Do not go too far forward with the car in light air, following the basic theory; the deeper the sail, the more angle of exit comes back across the centreline of the yacht"



Starting points for car positions

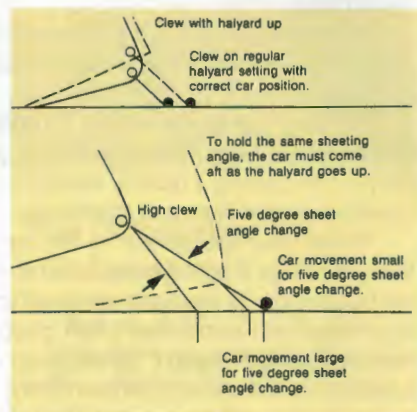
the deeper the sail, the more angle of exit comes back across the centreline of the yacht. With the car too far forward, especially with close sheeting, the genoa will not exhaust correctly.

Calibrating halyards: Genoa halyards should be carefully calibrated to control luff tension. The best system is to have a permanent mark on the halyard. A grid should then be drawn in the deck with 1" intervals, numbering each one from, say, 1 to 10. Use these numbers to determine your halyard tension for each sail in its given range. It's handy to have a chart with these settings so that they are easily reproduced from week to week.

You should also note what your maximum halyard position is to prevent halyard and masthead damage caused by the halyard clip being ground into the sheave.

A good mid-range car position should be established at this halyard setting. Then, when setting up any headsail, the trimmer estimates where the headsail will be in its range and can work each side of his median settings.

As an example of how to use the



Car must be adjusted for change in halyard tension

halyard calibrations: if the No 3 headsail is at the top of its range, the trimmer would instruct the pit man to set up the halyard at, say, 3" past the number three mark. He would also set up his car position, say, two holes aft of his average setting. The car position is important, especially with Kevlar sails that have very low stretch.

Remember that as the halyard goes up, the clew will be raised off the deck, which has the same effect as moving the car forward. Therefore, you must shift the car immediately aft to allow for the sail needing to be flat along the foot.

Obviously, this will be reversed if the headsail is starting at the bottom of its range and the halyard is set under the standard setting. The amount the car is moved will vary considerably, depending on the height of the clew above the deck.

Using this system, the yacht will come out of a headsail change with instantly good performance, needing a minimum of fine tuning. But if calibrations are not used, racing time will be lost every time there is a headsail change in long races and at every leeward mark in short races.

Having incorrect halyard tensions or car positions can put the yacht off the pace for five minutes or so every time the headsail is changed or re-set.

DA

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aeel
1996

aeel
1996

**THE 4TH DIMENSION
IN SAILMAKING**

PHOTO: BOB ROSS

D4 ... The 4th Dimension

Considering the relevant benefits and disadvantages of these previous sailmaking methods, we have undertaken an extensive research and development programme that has allowed us to produce a new sail concept that offers superior performance, whilst being sensibly priced.

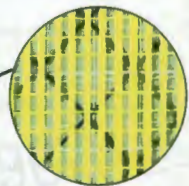
Our particular goal was to design a sail concept that offers:

- accurate yarn placement for better shape holding & longevity
- superior lamination
- a realistic sail price

Why D4? In the early 80s, sail designers recognised that a sail could be constructed using "warp orientated" laminates in a radial construction, that could potentially not only hold its shape better, but be significantly lighter than any previous methods used.

Warp orientated fabrics were designed to be stronger (have less stretch) in the primary direction and be lighter by eliminating or decreasing yarns in the "off axis" directions. Recognising and understanding the load paths within a given sail allowed the designer to produce a structure where the warp direction of the material was aligned as closely as possible with these load paths.

Large changes in angle contribute to uneven stretch



Straight warp yarns in commercial laminates do not follow the sail's load path perfectly.

This was achieved by creating a "radially constructed sail" whereby fabric was cut into a series of panels, triangles and wedges and then joined to create a structure where the warp direction of the material approximately followed the load paths within the sail.

We have recognised that this method has some disadvantages and can be improved upon in a number of ways: obvious **disadvantages** of the "panel sail" include:

1. Fabric wastage and resultant costs

Sail laminates are supplied as "roll goods" normally 1.3 metres wide. The methods used to turn this roll into a number of irregular shapes can result in a fabric usage as high as 1.5 times the area of the sail. This figure can vary with methods used. For instance an inferior sail could be made using less material by minimising the number of radials and giving less directional change.

2. A radial panel design does not allow the opportunity to align the warp yarns accurately with the stress maps.

A study of a stress map will show that the load paths run in curves throughout the sail. With conventional panel construction, the yarns are effectively run in a series of straight lines rather than accurately following the curved load paths.



PHOTO: ROBERT KEELEY

THE OLD AND THE NEW

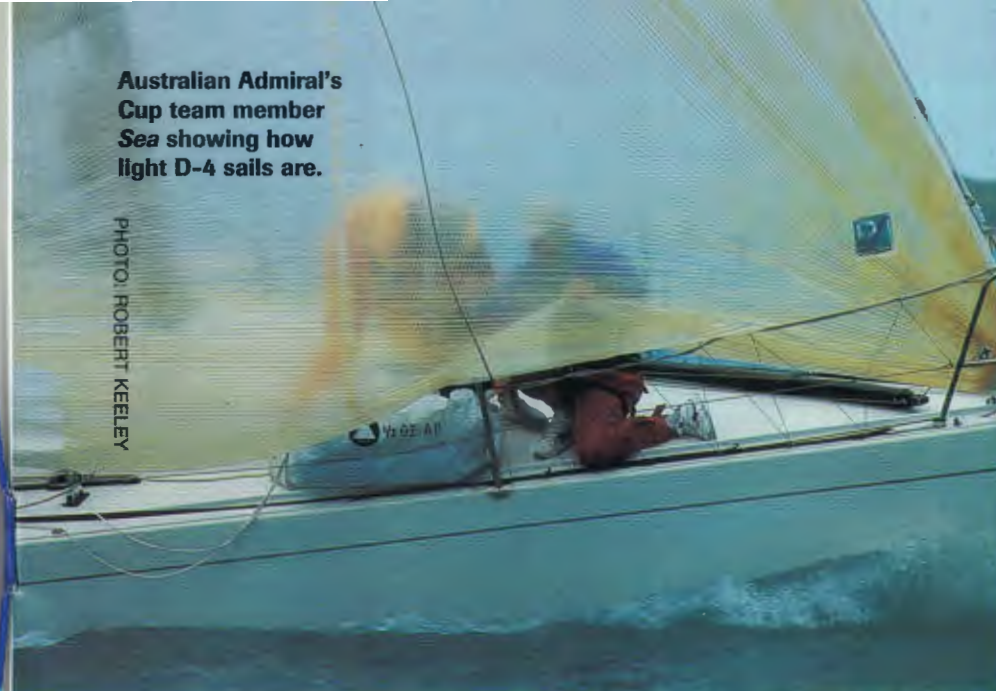
This photo of *Bashfull* shows the comparison between the smooth curved yarn array of D4 and the large angle changes associated with panelled sails.



PHOTO: BOB ROSS

Australian Admiral's
Cup team member
Sea showing how
light D-4 sails are.

PHOTO: ROBERT KEELEY



The Process

Individual stress maps are produced to analyse the loads in the sail, the effect of these loads on the "flying shape" (versus mould shape) of the sail and magnitude and direction of the principal load paths within the sail. From this data, the final mould shape can be produced together with the fibre count throughout the sail, and the yarn arrays required to produce the ideal structure.

The sail construction begins by forming large, flat sections of polyester film incorporating a UV resistant resin. These sections are limited in number to 5 in mainsails and 6 in headsails irrespective of the size of the sail. This means, for instance, a Maxi yacht would have sections measuring up to 6.5 metres by 12.5 metres.

A computer controlled yarn head then lays the principle fibres (for Grand Prix sails: high modulus Kevlar 49, untwisted yarns) in an accurate curved array according to the individual design criteria. When this process is completed, an additional light weight scrim is introduced, together with the top film. The lamination is then formed using many atmospheres of pressure and controlled heat to bond the films and fibres. After curing, the sections are placed on a large x-y plotter-cutter where the panels are shaped, forming an accurate 3-dimensional flying shape. These sections are then joined into a complete membrane using our proven gluing system.



The yarn array for a D-4 mainsail shows how the denier count can be varied in each section.

Q & A

Are D4 Sails moulded?

No - D4 are the same as all of the other sails that are currently commercially available. D4 sails are shaped with broadseam, just the same as 3DL.

What about "seam slippage", isn't that a problem?

Conventional sewn seams do slip under load. Because the seams in D4 sails are bonded, there is no slippage. That means that the shape is locked in, the sails hold their designed shape longer.

How does D4 perform on the race course?

D4 sails were launched at Hamilton Island Race Week. 3 Yachts carried D4 sails, their sisterships carried 3DL sails. Each D4 boat beat her sistership convincingly.

Do I have to buy Fraser Sails to use D4?

No, D4 is a sailmaking system that will be available to other sailmaker's. D4 is supplied in a number of forms from laminated sail sections through to completed sails. Factors such as design and production capabilities, standard of finish and reputation determine at what stage a particular loft may purchase D4 sails. Our most important consideration is that any D4 sail purchased from an authorised loft will be finished to the same exacting standards.



THE 4TH DIMENSION



PHOTO: RICHARD BENNETT

Features, Advantages & Benefits of D4

Feature: High modulus yarns are layed in curved arrays.

Advantage: The yarns accurately follow the sails load paths.

Benefit: D4 sails hold their shape longer and are smoother.

Feature: Lamination using controlled heat and pressure requires less glue.

Advantage: A lighter weight sail with superior lamination.

Benefit: A faster, longer lasting sail.

Feature: Yarn arrays can be varied, at will, throughout the sail.

Advantage: Each sail section has the appropriate denier count.

Benefit: Minimal stretch means better shape retention and a longer racing life.

Feature: More efficient material usage.

Advantage: Minimal wastage.

Benefit: A reasonably priced product.

Feature: An Australian designed and made product.

Advantage: Local production.

Benefit: Reasonable delivery time and full back up service.



**For more information on D4 sails
to suit your boat phone toll free:**

1 800 500 941

OR

9361 4504

**For trade enquiries about D4
sails phone Fraser Sails on:**

(02) 9361 4836

FAX

(02) 9332 3271

**Scott
Jutson**



Optimising

Encouraging speed at all levels

Every time a new race record is set there are equally amazing performances throughout the fleet which go unrecognised for the simple fact that ultimate speed is only recognised at the big end of the fleet.

If you look at our ocean racing fleet and divide it into some sort of logical size groupings you quickly find that, yes, other records of equal merit do exist if we are willing to recognise them for what they are. Should they be recognised becomes the question then and I think the answer is an unequivocal "yes".

Every sport awards excellence at different levels and has many different categories of records. For ocean racing this is only logical since not everybody chooses to race either a) a maxi yacht or b) a fully cocked rule beater that can win on handicap. If you just wish to race a quick boat and you sail it extremely well what prize is

"Every sport awards excellence at different levels and has many different categories of records"

there for you? Most likely a top 20 spot in PHS. Hardly an incentive.

OK, we all know that *Kialoa* held the Hobart record for 21 years and that *Morning Glory* broke it last year. What about the rest of the fleet?

I discussed the issue with CYCA Sailing Manager Phil Thompson and we agreed on a basic size division running in three metre increments that would encompass most of the popular size groups as well as pick up the pocket maxis as a separate category. Starting at 9.5 m (31 ft) to 12.5 m (41 ft) to 15.5 m (50.8 ft) to 18.5 m (60.7 ft). Anything above is an open division yacht. On the basis of these categories who are the record holders?

The records for the Sydney to Hobart below indicate that the weather conditions of the 1975 race were exceptional for record-breaking runs. While *Morning Glory* last year finally, but quite narrowly, eclipsed *Kialoa's* record that had stood for 20 years, this would appear due to the fact that she is a much faster boat than *Kialoa*,



The Mount Gay 30, *Razors Edge*, set the fastest time ever for a boat less than 9.5m LOA in this year's Sydney - Gold Coast Classic. (Pic - Ian Mainsbridge)

rather than having weather conditions in her favour. In contrast, conditions for this year's Gold Coast race were certainly conducive to record times right through the fleet.

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- 1st Ragamuffin
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TELSTRA SYDNEY TO HOBART RACE RECORDS

OPEN

Morning Glory Hasso Plattner Reichel/Pugh 80'
Time: 2 days 14hrs 7min 10sec Year: 1996

RECORD FOR YACHTS LESS THAN 18.5 M

Apollo S.Barrett Miller 57' Time: 2 days 22 hrs 12min 19sec Year: 1975

RECORD FOR YACHTS LESS THAN 15.5 M

Corinthian R.Hooper S&S 50' Time: 3 days 1hrs 35min 3sec Year: 1975

RECORD FOR YACHTS LESS THAN 12.5 M

Rampage Peter Packer Miller 40' Time: 3 days 4hrs 43min 3sec Year: 1975

RECORD FOR YACHTS LESS THAN 9.5M

Plum Crazy Tig Thomas Miller 30'
Time: 4 days 01hrs 18min 16sec Year: 1975

SYDNEY TO GOLD COAST RACE RECORDS

OPEN

Foxtel Amazon Peter Walker Steinmann 69' Time: 1d 7h 12m 16s Year: 1996

RECORD FOR YACHTS LESS THAN 18.5 M

Rager David Hanlon Elliott 55' Time: 1d 12h 38m 54s Year: 1996

RECORD FOR YACHTS LESS THAN 15.5 M

Ragamuffin Syd Fisher Farr 50' Time: 1d 13h 25m 54s Year: 1996

RECORD FOR YACHTS LESS THAN 12.5M

Rapscallion Dick Voorderhake Lyons 40' Time: 1d 16h 58m 27s Year: 1996

RECORD FOR YACHTS LESS THAN 9.5 M

Razor's Edge Ray Stone Jutson 30' Time: 1d 19h 46m 35s Year: 1996

I believe that recognition of these outstanding efforts would assist in the further promotion of our sport. It might also motivate some owners to gravitate to the area of pure performance as an alternative that, to date, has gone largely unrecognised if not having been outright punished by the various handicap options.

Malaysian Attempts First with Australian Technology

On the subject of records and fast boats Malaysian yachtsman Azhar Mansor will be attempting to be the first Malaysian to solo circumnavigate as well as taking on a new record course around the world. The new course which has been ratified by the World Speed Sailing Council is basically an Indian Ocean (as opposed to Atlantic based) record starting and finishing in Malaysia. It is designed to appeal to the growing interest in the sport in that region allowing the all important publicity focus to be where it needs to be to work for sponsors and general supporters.

The design is an update by my office of David Adam's *True Blue* so there is a serious concern about speed on Azhar's part. *True Blue* sliced ten days off the record her last time around and currently holds the Australian circumnavigation record as well.

While this design is more endurance oriented than *True Blue* (due to the non-stop nature of the voyage) it may also prove to be just that much faster for this course given that she has a stronger reaching orientation to suit the different course. That being said, the design still embraces the same simple and robust construction that proved reliable with *True Blue*.

The boat is being built in Sydney by John McConaghy and is due for launch and sea trials in late October. CYCA member Adams will be providing two weeks of intensive coaching prior to the boat being shipped to Malaysia for the Langkawi Boat Show in early December. Estimated departure around the globe is February 1998. Go Azhar!

Designs of the '90s

Two new designs from David Lyons

Sydney-based yacht designer David Lyons has had a good year with his older IMS designs, *Atara* and *Rapscallion* (formerly *Cuckoos Nest*, the 1993 Sydney to Hobart winner). These two new designs under construction in Victoria and Queensland will create further interest.

14.6 CRUISER RACER

Builder: MKL Yachts International, Queensland.

The clients had already decided on the size and style of yacht that they wished to build and market before approaching David Lyons Yacht Design. Following initial discussions, it was decided to make the design compatible with CHS and IMS Cruiser Racer status, as well as giving it a full fit-out suitable for cruising and charter use.

At this stage, production moulds are being constructed on the Queensland Gold Coast.

The rig is carbon, and the mast-head sailplan was chosen for ease of handling short-handed, with non-overlapping jibs, gunwale-mounted

"The interior features a full saloon, with galley and navigation areas, and aft there are two double cabins"

chainplates, sweptback spreaders and no runners.

The deck layout is functional, but full cruising, with only five winches required.

The twin wheels keep the helm position well outboard.

The interior features a full saloon, with galley and navigation areas, and aft there are two double cabins and a head compartment, whilst forward several layouts are possible, with a head and double cabin being the basic design.

The keel is being constructed from E-glass in vinylester resin over Divinycell and Klegecell cores.

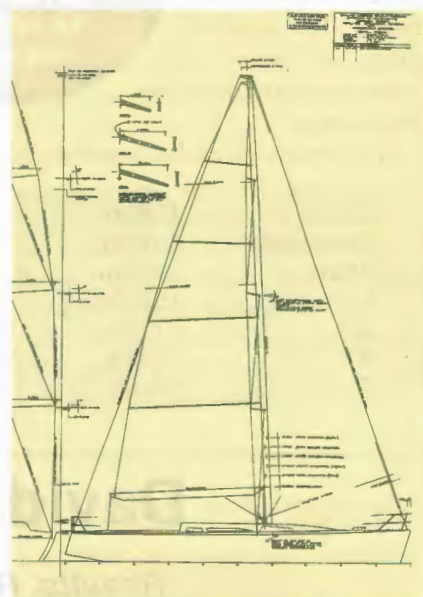
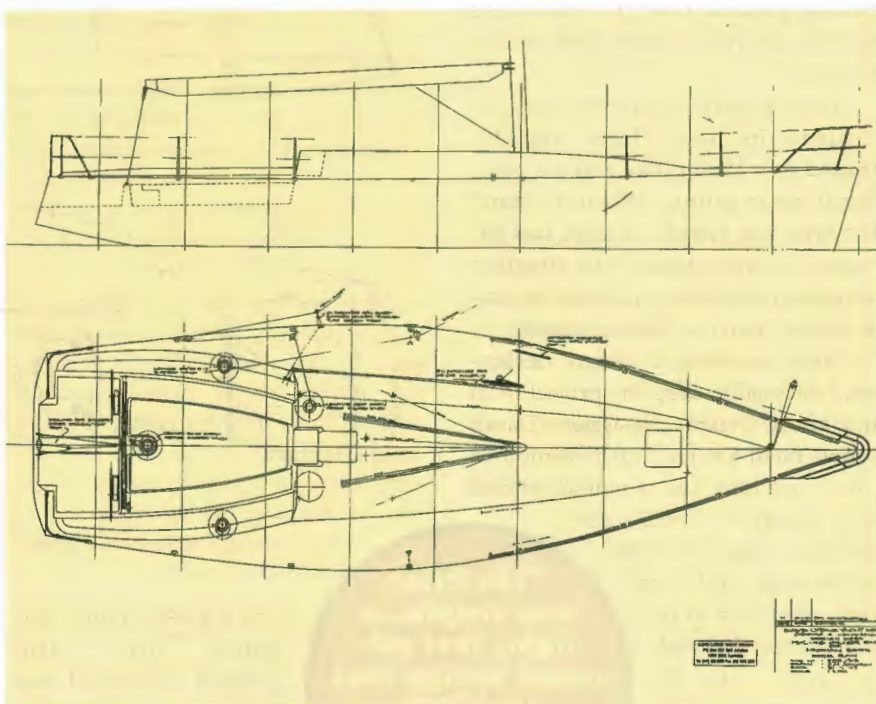
12M PERFORMANCE SLOOP

Builder: Hart Marine, Mornington, Victoria.

A significant proportion of the yacht buying market is firmly focused on the goal of unlimited per-

formance. In other words, there are no handicap rule considerations in their choice of design.

Such a project is currently in progress at Mal Hart's boat-building premises at Mornington, Victoria, for local yachtsman Tim Long. The only brief for this design is speed and a



Line drawings of the 14.6m Cruiser Racer designed by David Lyons Yacht Design

LOA	14.600m
Displacement	11,000kg
Bmax	4.325m
I	19.500m
J	5.700m
P	17.300m
E	6.350m

length limit of forty feet.

The principal particulars also tell something of the type of yacht, but the owner himself put together the following description of his decision-making process prior to embarking on this unlimited forty foot racing project:

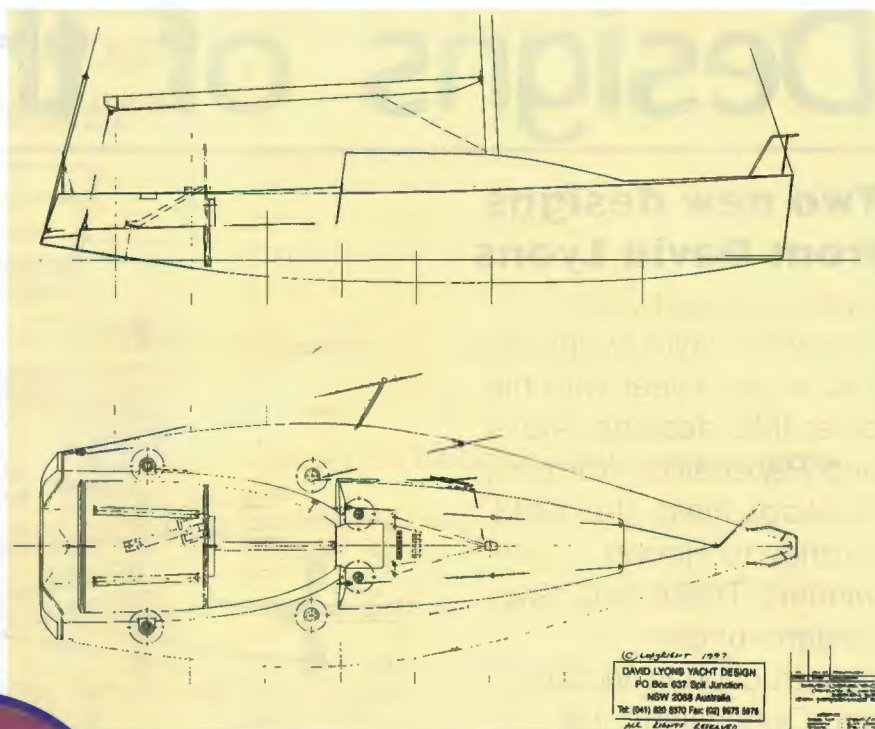
"I was looking for a forty-footer to compete in local fleets, regattas around Port Phillip Bay and the occasional ocean outing. Where to start? The brief was simple...a light, fast all-round design that paid little attention to rating rules but could hold its value longer than one sailing season.

"After speaking to many designers, I decided to keep the project local and chose Sydney designers David Lyons Yacht Design. All I wanted to know was how fast it would go and how much it would cost, and they toned down the math-speak and were very amenable to my suggestions. I'm really happy with the eventual result. The design has been maximised for upwind sailing as I want to get to the windward mark first for a change."

"The brief was simple...a light, fast all-round design that paid little attention to rating rules."

The design is being constructed

LOA	12.00m
Displacement	4,200kg
Bmax	3.659m
I	15.800m
J	4.675m
P	16.00m
E	5.825m

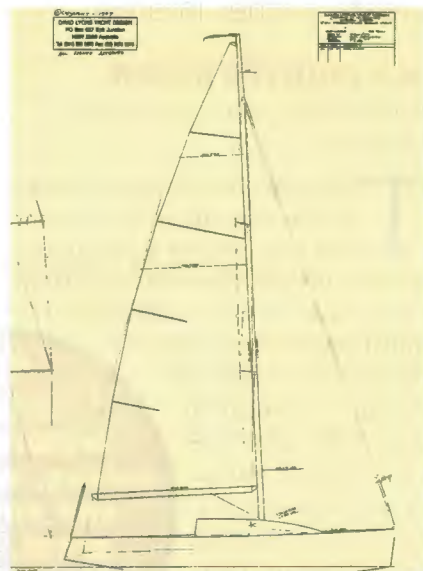


from E-glass, aramid and carbon over strip planked Divinycell and Klegecell cores.

The keel fin, rudder and spars are carbon fibre, with no runners. Spinakers are masthead asymmetrical.

More information: David Lyons Yacht Design, Sydney, Ph: 041 820 8370, Fax:)2 9975 5976. E-mail: DavidHLyons@compuserve.com

Line plans by David Lyons Yacht Design of the 12m High Performance sloop being built for Victorian yachtsman Tim Long.



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Other triumphs include the 1997 CYCA IMS Bluewater Championship, Southern Cross Cup top individual boat, JOG and TYA National Champions.

Design assets learned on the racecourse have been reinvested in performance cruising designs such as the stunning 65 footer "Valtair". NEW CHS PROGRAM UNDERWAY FOR 1997/8.

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Electronics Afloat

Differential GPS - Free to Sydney sailors

The Australian Maritime Safety Authority (AMSA) has established a Differential GPS Beacon covering the Sydney area. As a result, yachtsmen navigating in the region now have the option to utilise GPS in its most accurate readily available form. The beacon began its fully operational trial on the July 18 and is likely to be declared fully operational in the very near future.

Many readers will be aware that the US government deliberately down grade the generally available signal to the point where it can only be relied on to 100 metres controls the accuracy of GPS. This process, known as Selective Availability (SA), is achieved by putting errors into the time component of the GPS signal. As a result, the error is constant for a given set of satellites for any particular moment in time.

In any "Differential System" there are two components - the "Base" and the "Mobile" unit. There can be many mobile units operating from the same base.

The "Base" is a GPS receiver fixed in an accurately known position and capable of viewing all available satellites. The base receiver is able to calculate the individual time errors associated with each satellite. The base then transmits this information.

The "Mobile" is a suitable (Differential Ready) GPS receiver and a radio receiver capable of receiving and decoding the signal transmitted by the "base" radio transmitter.

The principle of Differential GPS is to calculate the error in transmitted time for all the satellites in view and apply the correction before the "live data" is used in calculating the position.

There are other time errors of a less significant nature which are also corrected to a degree by the same process. The end result is a position that is accurate to better than five metres in real time and possibly as good as two metres with some equipment.

Strangely, the maritime authorities seem to have got their act together, with the notable exception of the British who like to maintain independence at all costs. Thus, the protocols and equipment that is required to work with maritime GPS differential beacons, as they have become known, is common throughout the world with the exception of most of the British beacons. Worldwide coverage is now significant with most major shipping areas covered or about to be covered.

The Sydney beacon is a powerful one (1000w) and whilst yet to be fully tested it is expected that with a high quality digital "Beacon Receiver" the differential signal may be available as far away as 400 nautical miles. The nominal declared range is likely to be

between 100 and 150 nautical miles.

As is usual with radio signals quality of reception depends on many factors including the weather, the quality of the installation and the receiving equipment itself. Technically minded readers will be interested to know that the signal is transmitted on 308khz at 200 baud.

As with all good things there are benefits and pitfalls. Of major benefit to racing yachtsmen is not only the ability to plot the exact position of the windward mark on first rounding it, by at last a highly accurate course and speed over the ground read out even at relatively low speeds.

This translates to better quality numbers all round on fully integrated instrument systems such as the AUTOHELM ST80 which was built with Differential GPS in mind.

The major pitfall is the fact that the authorities that made our nautical charts did not have anything approaching the accuracy of Differential GPS when many of the surveys were done at the turn of the century and before. Thus the positional accuracy available to the yachtsman is potentially better than his chart.

Most of the quality brand GPS equipment sold over the last three years or so is capable of being hooked up to a beacon receiver at around the \$1000 mark. If you own a really old GPS set, or a brand that has not recognised the future of Differential GPS, the total cost to upgrade will start at around \$1700. These prices represent quality digital equipment that appears to have far more reliable results than cheaper analogue systems. ▲

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RORC PROPOSES NEW RULE to replace IMS & CHS

Dissent among owners of offshore racing boats has finally driven the Royal Ocean Racing Club to announce that it is producing a new rule, International Rule 2000, to replace both IMS and CHS in the handicapping of racing boats. The new rule is being produced in conjunction with the Offshore Racing Club of France (UNCL) and has the endorsement of the ISAF (International Sailing Federation).

As yet, the IR is in the formulation stage, but there was a considerable amount of work on it almost two years ago by a sub-committee of the Club's Technical Committee, which comprised owners, designers and rating consultants. Their deliberations were scotched by the Commodore, John Bourke, who mistakenly believed the Offshore Racing Council was about to produce a workable solution from the IMS.

"It is projected that the IR 2000 will be available in draft form in the first half of 1999 so that designers and owners can plan ahead, but it will only come into force on January 1st 2000."

Terry Robinson, the new Commodore of the RORC, is more pragmatic in his approach to this problem, and after realising the need has commissioned the Rating Office at Lymington to proceed with a rule that will be represented on the Certificate with a single figure - a rule that is comprehensible by owners and all who have to use it.

Robinson insists that IR 2000, as the rule will initially be known, shall be simpler and cheaper than IMS and also capable of being used on two levels. The first for Club races where an economic self-measured certificate will suffice, and also for Grand Prix and Special Events where a Measured Certificate will be required. Currently, CHS has two levels, with an endorsed certificate being used at the higher level. He has also requested a 'seamless change' from one system to the other.

It is projected that the IR 2000 will be available in draft form in the first half of 1999 so that designers and owners can plan ahead, but it will only come into force on January 1st 2000. The first major event to be run using IR 2000 will be the Rolex Commodore's Cup of that year and that the Champagne Mumm Admiral's Cup will utilise it in 2001.

- Bob Fisher.

Footnote: The RORC proposals have yet to be discussed by the Offshore Committee of the Australian Yachting Federation or by the Sailing Committee of the Cruising Yacht Club of Australia.

IN THE WAKE OF Bass & Flinders



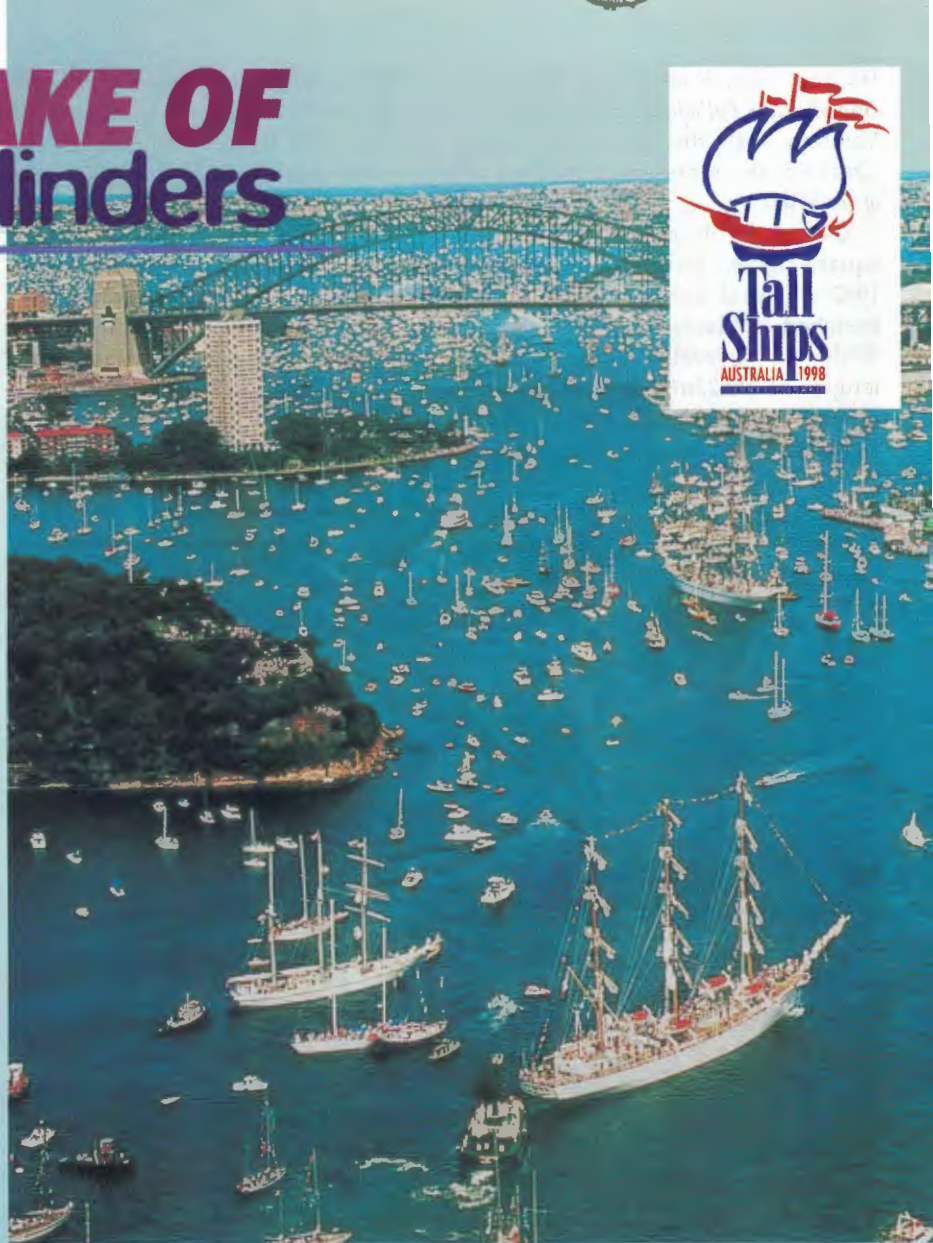
Sydney Harbour on Australia Day 1988 - who will ever forget that magnificent day when Tall Ships from around the world gathered to help us celebrate the Bicentenary of our Nation. Many of those fine ships will be back here in January for the Tall Ships Race from Sydney to Hobart to celebrate the Bicentenary off the first circumnavigation of Tasmania by Bass and Flinders in the tiny *Norfolk*.

In 1988 the Tall Ships Race was from Hobart to Sydney. In 1998, the Tall Ships Race will be from Sydney to Hobart, starting on Australia Day, January 26 in what promises to be another grand spectacle of sail.

Sail training ships again are coming from around the world - although not in such numbers as in 1988 - to join with local training ships and yachts from around Australia in sailing to Hobart to celebrate that intrepid circumnavigation of Tasmania - then called Van Diemen's Land.

The course of some 630 nautical miles will be down the rhumbline to Tasmania, the same as in the Telstra Sydney to Hobart a month earlier, but unlike Bass and Flinders in the *Norfolk* they will not sail into Bass Strait.

However, many of the expected fleet of 100 craft will also stay on in Hobart to participate in a month-long cruise-in-company that will circumnavigate the island, calling at many of the rivers and bays explored and charted by those famous navigators two centuries ago. The cruise starts on February 7.



Sydney Harbour on Australia Day, January 26, 1988 with the Tall Ships surrounded by spectator craft.

The Cruising Yacht Club of Australia and the Royal Yacht Club of Tasmania are conducting the race itself, just one month after running the annual Telstra Sydney to Hobart and the Telstra Southern Cross Cup.

The Tall Ship entrants will begin arriving in Sydney on January 20 and will be berthed at Darling Harbour and CityWest Marina until Australia Day, January 26, when they will parade on the Harbour and start their race to Hobart. The fleet is due to arrive in Hobart from February 2 to coincide with the Maritime Festival which includes the Australian Wooden Boat Festival, the 100th Bruny Island ocean race and the 160th Royal Hobart Regatta. A cruise to the Port Arthur historic site is also planned.

A Tall Ship, as defined by the International Sail Training Association, is any single hulled sailing vessel of 30 feet waterline length or more, with 50% of the crew being young people between 16 and 25 years who are undergoing professional seamanship training or character/adventure training. Thus, as in 1988, the fleet will comprise not only the magnificent square rigged ships but also conventional yachts whose owners are prepared to take young people to sea as part of their crew.

Countries already represented in the fleet include Mexico with the bark-rigged *Cuauhtemoc*; Indonesia with the barquentine *Dewaruci* and the ketch *Arung Samudera*; Canada, represented by the ketch-rigged yacht,

HMAS Oriole; Russia with the fully rigged ships *Pallada* and the *Nadezhda*, Vanuatu with the *La Violante*, and Great Britain, represented by the *Eye of the Wind*.

Cuauhtemoc is a modern square-rigger, built in 1982 when oil money enriched Mexico. With an overall length of 90.22m (296 feet), she carries a sail area of 27,757 square feet and is one of four sisterships launched at the same Spanish shipyard for South American nations. She is the flagship of the training fleet of the Mexican Navy, with a complement of 24 officers and a crew of 85, in addition to 80 cadets.

Even larger is Russia's *Pallada*, with an overall length of just of 108.6m (356 feet) and a sail area of 29,826 square feet. This classic fully rigged ship was built in Poland in 1989.

Now owned by Dalryba, the Far Eastern fishing consortium, she sails from her home port of Vladivostok with up to 153 cadets on training voyages.

Her Majesty's Canadian Ship *Oriole* is a ketch rigged with an overall length of 31 metres (107.8 feet) and is employed in basic seamanship training for junior officers of the Canadian Navy and sea familiarisation training for members of the Army and

Air Force.

Launched in 1921, *Oriole* regularly competes in major offshore races, including the annual Swiftsure Classic from Victoria, British Columbia, to the entrance to the Strait of Juan de Fuca and return, and in the race across the Pacific from Victoria BC to Maui, Hawaii.

Australia will have an outstanding fleet in Tall Ships Australia, led by the brigantine *Young Endeavour* that was Britain's gift to mark Australia's 200th Anniversary.

Since arriving in Australia *Young Endeavour* has taken thousands of young Australians on short and long sail training voyages. No replica of an 18th century vessel, *Young Endeavour* is a very modern, steel hulled ship and has regularly been the Radio Relay Vessel for the Sydney to Hobart yacht race.

"No replica of an 18th century vessel, Young Endeavour is a very modern, steel hulled ship and has regularly been the Radio Relay Vessel for the Sydney to Hobart yacht race."

RIGHT: Her Majesty's Canadian Ship *Oriole*, a classic 30m ketch which is sailing across the Pacific for Tall Ships Australia 1998. BOTTOM: Russia is sending two sail training ships from Vladivostok to Australia for the Tall Ships Race from Sydney to Hobart including the fully rigged *Nadezhda*.



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RECORD FLEET

in record time to Ambon

A record fleet of 105 yachts competed in this years race across the Timor Sea from Darwin to Ambon. Sharon Tickle was one of the crew who enjoyed the easy race in the warm tradewinds and an equally warm reception in Indonesia.

The race committee reckon it's the longest annual international blue-water race in the world, but the 600 nautical mile Perkins Shipping Darwin-Ambon yacht race is much more than a yacht race.

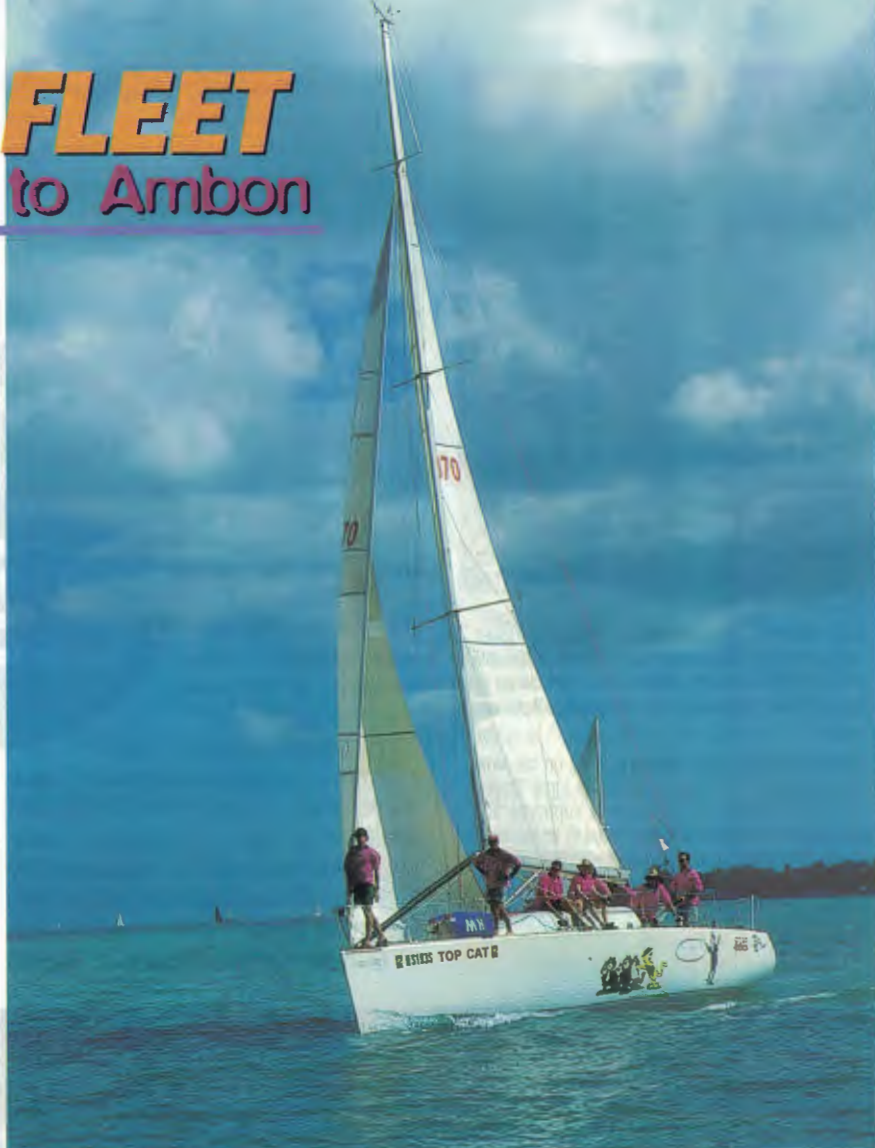
For hundreds of years the Moluccan fisherman of what now constitute the islands of Maluku in east Indonesia, relied on the seasonal winds to collect trepang (Beche de Mer) from northern Australia's foreshores. Evidence of their annual visits exists in the axe heads the seafarers traded with the north Australian Aborigines and the Indonesian words that entered the vernacular.

Now maritime traffic is in the opposite direction as the popularity of cruising and racing in Indonesian waters has grown.

This year's Darwin to Ambon fleet sailed north with the trade winds on July 26 with a record number of entrants. One hundred and five yachts from eleven countries registered for the event and yachts from every division raced to record times. Their crews then helped celebrate the 21st anniversary of an ocean race that strengthens cultural ties between Indonesia and Australia.

The four divisions: multihull racing (waterline length over 8.0 metres); monohull racing; monohull cruising, and monohull rally (all over 7.3 meters), were well represented with the bulk of the entrants opting for the cruising and rally divisions. Significantly, entry in the event is an almost guaranteed way to obtain a three-month cruising permit for Indonesian waters.

The \$5,000 cash bounty offered by the Northern Territory Government's



Top Cat was the second monohull yacht to finish the Darwin to Ambon Race. (Pic - Sharon Tickle.)

Department of Asian Relations and Trade for the yacht that could break *Ocean Emu's* 1990 race record of 58 hours, 10 minutes and 42 seconds was convincingly won by the Darwin-made 37.07 foot multihull *Zuma*, skippered by John Punch. The crew of John Punch, Tony Gabel, Gary Mappas, and Chris Davenport, blitzed the course in 56 hours 12 minutes and 5 seconds with top speeds of 18.5 knots and an average of 13 knots.

The 58 foot racing monohull *Walk on the Wild Side*, skippered by Garth Curran challenged *Zuma* on day two with only 50 odd nautical miles between them, but in the end *Walk on the Wild Side* crossed the line at 68 hours 34 minutes and 46 seconds. This was good enough to better *Australian Maid's* 1994 record of 69 hours and 50 minutes.

The winner on handicap for the past two years in the racing monohull divi-

sion, the 38 foot Farr, *Andromeda*, pulled off a hat-trick coming in eight hours behind *Walk on the Wild Side*.

In the cruising division, first over the line in 76 hours 17 minutes and 37 seconds was Queenslander Don Algie's 27 year-old South African-built mahogany monohull, *Storm*. With her gigantic hot pink spinnaker and flying hogs, the newly refitted 55 foot 14 tonne *Storm* carried the third highest handicap in her division. Don's prediction of a fast passage "if she's off the breeze" came to fruition in the predominantly southeasterly conditions. *Storm* headed straight back to Queensland for the Hog's Breath Race Week, beginning September 7. *Sweetwater* took line honours for the rally division.

Certainly the course proved challenging from the start and a little local knowledge would have gone a long way. From Darwin's Fanny Bay the

RESULTS

Multihull Racing Division: 1,Zuma, Mappas 37,(John Punch, Darwin); 2, Arian Simpson 49.87 (Francis aka Frank Cusack, Southport), 3,Full Steam, Grainger 34.78, (Michael Snel, Cairns). On handicap 1,Shalimar, Given 50, (Hal Turner, Opua, NZ) 2, Zuma 3,Arian.

Racing Monohull Division: 1, Walk on the Wild Side, Inglis 58 (Garth Curran, Freemantle); 2,Top Cat, Inglis 39, (Timothy Nelligan, Port Adelaide) 3,Andromeda, Farr 38.06 (Barry Stach, Darwin). On handicap 1,Andromeda 2,Outsider NT, Modified Farr 38.06, (Claire & Toby Wharton, Darwin) 3,Zanzibar, Farr 38.06, (Jennifer Simondson, Darwin).

Cruising Monohull Division: 1, Storm, Van de Stadt 55 (Don Algie, Airlie Beach), 2,Rapid, Kaufman 48, (Colin Smith, Adelaide) 3,Reverie, Trower 70, (William Smith, Southport). On handicap 1,Highlife, Amel Maramu 46, (Werner Hahnen, Hamburg), 2,Rapid 3,Baltic Heritage, Brewer Whitby 42, (Leo Reichmanis, Toronto).

Rally Division on Handicap: 1, Kingston Rover, Ketch 48 (Scott Cleghorn, New Zealand), 2, Double Vision II, Brine 40.03, (Wayne Horn, Brisbane) 3, Flying Cloud, JL Boyd 70, (Desmond Rodman, Hobart).

Racing Monohull Line Honours: Walk on the Wild Side received the Inaugural Sandy de Lima Trophy commemorating an avid Ambonese supporter and participant in the race who was killed in an accident earlier this year - 68 hours 34 minutes and 46 seconds. Cruising Monohull Line Honours: Storm, 76 hours, 17 minutes and 37 seconds.

Fleet: 95 started, 94 finished.

yachts were required to pass landside of the appropriately named O buoy. This rapidly became the "Oh boy!" as successive yachts misjudged the fast ebbing tide and either piled up on each other and the buoy, or missed it altogether and had to turn back to make another run at it.

The largest yacht in the race, the 75 tonne 93-foot *Tree of Life* from America, spent eight hours negotiating the O buoy. A similar fate awaited many of the boats at Ambon Harbour as the steady 20 knot winds blowing through the headland dropped to the merest puff 100 metres from the finish line.

The Darwin-Ambon Race Committee of the Cruising Yacht Club of the Northern Territory is to be congratulated for the safe, efficient and good-humoured way they administered the necessary bureaucratic aspects of such a mammoth event.

In both the Sister Cities of Darwin

and Ambon the voluntary committee and two part-time paid administrators responded promptly to requests for assistance. These ranged from broken equipment and mail delivery, to last minute plane tickets to Ambon for crew members of *Windborne* who suffered the injustice of a seized motor the day before the race.

Testimony to the committee's organisational capability was our experience of a blown high-pressure hose on the refrigeration compressor three hours into the race. Since this was the first international leg of a circumnavigation, the decision was made to return to Darwin for repairs. Thanks to Colin Blair, the race media co-ordinator, who alerted the lockmaster, located a replacement hose and a refrigeration specialist, *Trinity II* lost only 10 hours of race time.

The 700 odd yachties moored in Cullen Bay Marina and Fanny Bay enjoyed live entertainment provided by

"The 700 odd yachties moored in Cullen Bay Marina and Fanny Bay enjoyed live entertainment provided by Darwin's Saltwater Festival most evenings at the Darwin Sailing Club"

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Strathfield

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PROGRAM

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|--------|--------------|----------------------|
| Race 1 | 20th Dec '97 | (Palm Beach Circle) |
| Race 2 | 21st Dec '97 | (Palm Beach Circle) |
| Race 3 | 27th Dec '97 | (Pittwater to Coffs) |
| Race 4 | 30th Dec '97 | (Off Coffs Harbour) |
| Race 5 | 31st Dec '97 | (Off Coffs Harbour) |

ALL ENQUIRIES

The Yachting Office, Royal Prince Alfred Yacht Club P.O. Box 99, NEWPORT NSW 2106, Phone: (02) 9997 1022, Fax (02) 9997 8620

Darwin's Saltwater Festival most evenings at the Darwin Sailing Club, as well as the pre-race dinner and a champagne breakfast. By far the most talked about social event was the amateur joke-telling contest. (I'll tell you the winning one about the Russian sailor if you send me an e-mail).

With many of the crews opting to use their Indonesian cruising permits to the max, and others en route to Northern Asia, orders for duty free alcohol amounted to an astounding 500 cases of beer, 3000 cases of spirits, 12,000 litres of cask wine and 50 cases of bottled wine. There was much consternation over whether boats would be boarded by customs officers at the start to check that the booze was unopened and accounted for, but on the day no checks were done. Formalities at Ambon were also carried out smoothly as customs and immigration officers checked boats on arrival.

As usual Ambon's bayside Amahusu community turned themselves inside out to make the yachties welcome. From the formal ceremonies and free food festival presided over by Ambon's Mayor, to the fun and games



ABOVE LEFT: The Queensland yacht *Storm*, skippered by Don Algie from Airlie Beach, was the first monohull to finish in the Darwin to Ambon race, the 21st annual race to Indonesia organised by Darwin Sailing Club. (Pic - Sharon Tickle). ABOVE RIGHT: There was plenty of fun ashore after the finish of the Darwin to Ambon Race...including this "Crazy Bamboo" game on Amahusu Beach at Ambon. (Pic - Sharon Tickle).

on the beach, the week's events were enjoyed by all. To reciprocate their hospitality in small measure, hundreds of Ambonese were invited aboard the yachts that participated in Sunday's sail past on Ambon Har-

bour. Until next year, "sampai jumpa lagi!" (until we meet again).

Sharon Tickle is a Brisbane-based journalist who crewed the Darwin-Ambon with Rusty & Denis Fitzgerald of *Trinity II*.
email <sharont@pronet.net.au >



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

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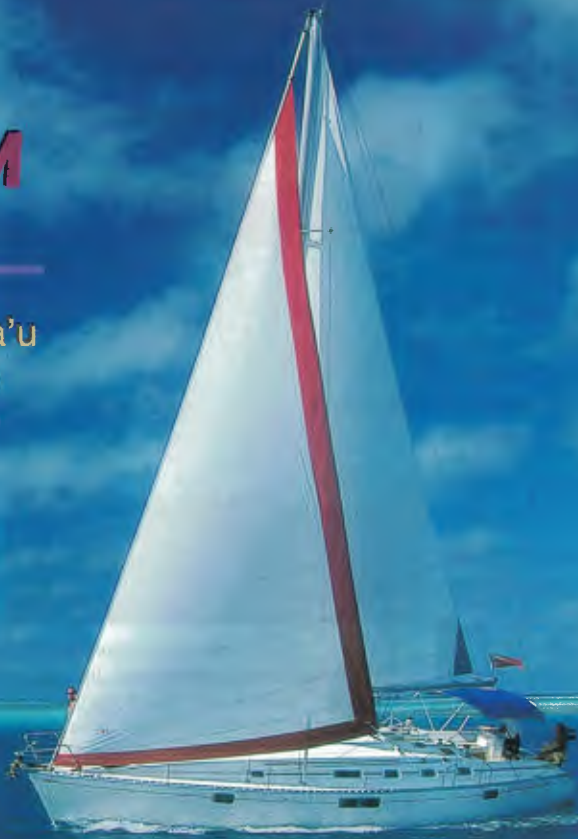
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THE KINGDOM of Tonga

The Tongan islands of Vava'u with their safe anchorages and secluded coves offer one of the world's finest Cruising areas.



Sailing inside the reefs of the Tongan Islands. BELOW: Coconut palms and white beaches form a backdrop to this peaceful anchorage in the Kingdom of Tonga.

The northernmost group of the Tongan Islands, the Vava'u Archipelago, is blessed with a near perfect climate for year round sailing. It is estimated to have had over 2,000 years of settlement, yet this group of islands remains a place of brilliant colours, blue lagoons, fine white coral sand beaches and lush green coconut plantations.

Experienced travellers liken the Vava'u group to "a cross between the Bahamas and the Virgin Islands" with its dramatic deep water drop-offs and brilliant shallow lagoons.

The Vava'u group has a population of about 20,000 spread over most of the 50-odd island. About a third live in or near Neiafu (and the harbour) where there are four nearby villages Makave, Taa, Tola and Vaimalo.

Sunsail's base is in the heart of Neiafu. Neiafu is a natural harbour and is one of the most picturesque in the Pacific. It is a deep and wholly sheltered, fjord-like anchorage. From this central location there are more than forty recognised anchorages in an area no more than ten miles long and seven miles wide.

The diving and snorkelling is amazing in crystal clear water with its brilliantly coloured coral and reef fish. During the

period from July to November the area is home to huge pods of humpback whales which often swim with the yachts, accompanied by their newly-born offspring.

For those who enjoy dining out, Tongan beach feasts are regular functions at the local resorts. These beach feasts are regular functions at the local resorts. There are also a number of island beach bars and restaurants set in magical anchorages, ideal for watching the famous Tongan sunsets.

Tonga is renowned for its handicrafts, reputedly the finest in the South Pacific. In Vava'u the choice is fabulous. It is possible to make direct personal contact with the artists, weavers and artisans. Duty-free shopping is also available in Vava'u. Like the rest of Tonga, Vava'u is a duty-free port.

Tonga is a two and a half hour flight from New Zealand, with flights regularly leaving from Auckland. It is then a short flight to Sunsail's base in Vava'u.

Immigration

Visitors with a passport and an onward ticket do not require a visa and may enter Tonga for up to 30 days. Extensions are



possible by applying to the Principal Immigration Officer at the Central Police Station.

Customs

Travellers are allowed to bring into Tonga free of duty up to 500 cigarettes or 100 cigars; 2.25 litres of spirits or 4.5 litres of wine or one carton of 335ml cans of beer. This allowance does not apply to those under 18.

Climate

Tonga enjoys a pleasant and temperate

climate throughout most of the year, being without great extremes of temperature.

Nuku'alofa the capital of Tonga is located virtually halfway between the equator and Auckland and is on approximately the same latitude south of the equator as Hawaii is north of it.

As a consequence, the Kingdom enjoys a slightly cooler, more equitable climate than its more northerly island neighbors. Mean annual average temperature in Vava'u is 24.5 deg C.

Where Time Begins

Tonga is 13 hours ahead of Greenwich Mean Time and one hour ahead of New Zealand standard time, which means that the Kingdom of Tonga is the first country in the world to see in each new day throughout the year.

Air Services

International air services provide Tonga with direct links to New Zealand, Fiji, Honolulu, Samoa and Niue, with flights continuing onward to other destinations. Regular services are provided by Tonga's flag carrier Royal Tongan Airlines, linking Auckland, Sydney, Suva, Nadi and

Niue with Tongatapu, and Vava'u with Nadi, Fiji.

Airport Tax

T\$15.00 for all international departures, payable at the airport.

Dining Ashore

Visitors who look forward to dining out on their holidays will be delighted with the number of restaurants in Nuku'alofa and Neiafu offering a fine selection of international and Tongan cuisine. Seafoods are particularly good in Tonga, as fresh lobster, shellfish and fish are available year round. You will be amazed at the low price of a beautifully prepared lobster dish.

Tongan Beach Feasts are regular feature at the local resorts, where the food is cooked in the traditional fashion, underground.

Wind, Weather and Sailing Conditions

Light, steady trade winds blow in a south-easterly direction at a constant 13-18 knots all year round, making sailing a



Relaxing ashore at one of the small beachside bars in Tonga ... a break from sailing, swimming or just relaxing in the sun.

delight. There are occasional, north-west winds which normally shift to the south within 12 hours. Vava'u provides a satisfactory forecasting service and good protection.

The tides in Vava'u can cause strong currents in narrow passages. During periods of strong winds from a constant direction, surface currents will build up. When steering a compass course, be aware that these currents may drag you off your intended course. The tidal rise and fall is one metre.

The best sailing months are May, June, July, August, September and October. ▲

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Classic monotone photograph of these classic yachts taken at last year's Classic and Wooden Boat Festival at the National Maritime Museum, Darling Harbour. The Festival is on again over the weekend of October 11-12.

WOODEN boat revival

Wooden boat festivals in Hobart, Adelaide and Sydney, together with special sailing days for gaff riggers and other classic yachts, underlines the revival of interest in the wooden boats in Australia.

The National Maritime Museum's 1997 Classic and Wooden Boat Festival will be held at the Museum in Sydney's Darling Harbour over the weekend of October 11-12 with more than 100 boats - traditional racing yachts, sailboats, cruisers, work boats and dinghies - moored at the Museum.

Visitors will have the chance to turn back time and take short harbour cruises under sail aboard the square-rigged tall ship *Svaanen* and under steam power on the stately old launch *Lady Hopetoun*.

The barquentine *Svaanen* was built of oak in Denmark in 1922 and until 1969 she traded as a grain carrier between Denmark and Greenland for the Tuborg beer company. She later served as a sail training vessel for the Royal Canadian Sea Cadets before sailing from England to Sydney in the First Fleet Re-enactment which culminated in Sydney Harbour on Australia Day 1988.

Lady Hopetoun, built in 1902, served for many years as the NSW Government's VIP boat and every State Governor and Premier from 1902 to 1965 sailed aboard her.

While there will be lots of entertainment for families, the great display of wooden boats, together with excellent trade

displays and talks and films will attract the enthusiasts. International speakers will include:

- Prof Arne Emil Christensen, Professor of Archaeology at the University of Oslo (Norway) and a world expert on Vikings and Viking ships. He will be talking in the National Maritime Museum's ANZ Theatre at 12 noon on Saturday and at 12 noon and 3pm on Sunday.

- Harald Dalland, traditional wooden boatbuilder from Norway, who will be giving demonstrations on both days.

- J. Revell Carr, President and Director of the magnificent Mystic Seaport Harbour at Mystic, Connecticut, USA, at 3pm Saturday.

Demonstrations of maritime crafts will include model making, knots and rope work, timber steaming, spar making, blacksmithing, scrimshaw and wooden boat restoration and maintenance. On the water there will be historical skiffs races, model yacht trials and lots more.

Balmain Regatta attracts classic and vintage boats

The first Balmain Regatta was held in 1849, almost 150 years ago, and for many years was one of the biggest events on Sydney Harbour. It will be run again this year, on Saturday, October 26, run by the Balmain Sailing Club, in association with the Wooden Boat Association and the Sydney Maritime Museum.

The Regatta will include a large contingent of classic and vintage boats, including old gaffers, historic skiffs, whalers, steam boats, putt-putts and "gentleman's launches." On the same day, in Elkington Park, the "Back to Balmain" picnic will

be held, linking the two events to celebrate Balmain and Sydney's rich maritime heritage in a spectacular harbourside setting. Vantage points in Elkington and Fitzroy Parks will have brass bands, sea-shanty singers and displays of Sydney Maritime Museum classic boats.

Yachting's master painter

Master marine painter Geoff Tyers this year is celebrating 50 years as a painter, 29 of them as a marine painter in Sydney, based at historic Careening Cove on the northside of the Harbour.

"I came here as a new boy on the block, working alongside craftsmen like Bill Barnett; now I'm an old boy on the block," the 63-year-old craftsman told OFFSHORE. Over those years there is no doubt that Tyers has left his mark on maritime Sydney.

If you look around the Harbour you will see great examples of the skills that Tyers learned as a lad in England, the sparkling varnish and paintwork on the magnificently restored *Cambria* (and the simulated timber grain of its carbon fibre mast tops), the intricate heraldry on the restored "gentleman's steam yacht" *Ena*, the ongoing perfection of the classic racing yacht *Varuna*, the timber Dragons which compete each weekend in harbour races, restoration of the early Sydney to Hobart line honours winner *Margaret Rintoul*, the simulated oregon grain on the alloy gaff of the cutter *Nerida*. Then there was the famous golden whale on the transom of *Windward Passage* and *Windward Passage II*.

Apprenticed to a leading painting company in London at the age of 14, Tyers has always been a painter but it was not until he came to Australia that he turned to marine work, dissatisfied with working with other tradesmen in the building industry.

Tyers was born in the English East Anglian county of Lincolnshire (Cook and Banks both came from there, as did James Milson, one of the earliest settlers to farm the northern banks of the Harbour (hence Milson's Point). His grandfather was a coach painter and while his father was an engineer, young Geoff decided to follow in the footsteps of his grandfather.

"In those days apprentice painters were attached to a college of arts and skills like drawing and heraldry were all part of our training; we learned all about French polishing, cabinet making and plaster decorating - all the interior decorating crafts," Tyers recalled.

Geoff Tyers came to Australia after ten years working in Africa, India and South East Asia. He crossed Russia by the Siberian Railway and worked in Japan before heading south and eventually arriving in Sydney 29 years ago. "I had planned to go into interior decorating but I was so disappointed at the lack of respect by other tradesmen for your work that I decided to do something on my own. I got asked to do some varnishing on a cruiser and that started my interest in marine varnishing and painting," he recalled.

"I worked on many of the Admiral's Cup yachts in those early challenges, preparing the then timber yachts like *Koomooloo* and *Salacia* and maxis like *Windward Passage*, *Windward Passage II* and *Sovereign*."

The demand for the master marine painter's traditional skill is far from diminishing. "What is happening now is a great resurgence of interest in the restoration and building of



Geoff Tyers at work with brush and easel, finishing off the name on the transom of a Sydney yacht at his Careening Cove slipway. (Pic - Peter Campbell)

wooden boats," he says.

At the same time, there has been a major change in the traditional waterfront industry of boat varnishing and painting to comply with environmental laws. "We went from brush to gun and now it's back to the brush," Tyers says. But even with the brush there is change, special types of brushes are needed to use with the modern marine coatings. ▲

Footnote: If you want to locate Geoff Tyers look up the CYCA Offshore Racing Calendar in each issue of OFFSHORE - he has supported OFFSHORE with advertising since its early days as a national yachting magazine. - Peter Campbell

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MARITIME MUSEUM
DARLING HARBOUR

news from all ports



Throughout the Parks Victoria Classic on Port Phillip, *Ausmaid* and *Young Australia* (to leeward) have matched raced each other in almost every race. (Pic Mike Sabey)

Australian crews star in Solings

Australian crews have come out tops in the Olympic Soling class' two major World championship events, the Soling fleet racing championships sailed near Copenhagen, Denmark, and the Soling match-racing championship for the Infanta Cristina Trophy, sailed in Norway.

Although fickle winds prevented the World fleet racing championship being officially completed, the topscorers after the four races were Nick Rogers from Hobart and his crew, Stephen Peel and Stephen Jackson, both from Geelong. They notched up placings of 2-31-16-2 to finish with 28 points after discard, less than a point in front of the Spanish crew led by Manuel Doreste, with Canada's Bill Abbott in third place.

This was Rogers' first world championship in the Soling class and augers well for his aim to represent Australia at Sydney 2000. Of the other Australians the best placed were Cameron Miles at 7th and Neville Wittey 10th.

Wittey, however, went on to win the Soling World championship in match-racing the following week, having won nomination to represent Australia back in Sydney. With his undoubted match-racing skills he was in brilliant form, taking out the final against Norway's Herman Horn Johannsen 2-1.

Match race world title to Gilmour

Australian Peter Gilmour, now sailing for Japan in the lead-up to America's Cup 2000, is the 1997 World champion of match-racing, decided at Gothenberg, Sweden, in a light weather series.

After a very competitive round robin series, in which Gilmour had 13 wins and five losses, he came head to head with American Ed Baird in the final. Despite collecting a penalty at the start of the third race and also being over the line at the line, the upwind boatspeed and flawless crewing of the Japanese Nippon America's Cup crew, saw the Australian sail through to victory.

New Zealand's Russell Coutts did not defend his title, instead concentrating on the NZ campaign for the Admiral's Cup. As a result, Gilmour has closed the gap on Coutts in the Omega world match race rankings to just 81 points. As a result of his second overall, Baird is now third in the world rankings.

Last race duel in Victoria's classic

The final race of the Ocean Racing Club of Victoria's Parks Victoria Winter Classic, the 40 nautical mile Bass Strait race from Portsea to Hastings, has become the decider for both the IMS and PHS divisions after a series of tough, close racing.

As OFFSHORE went to press, the IMS Racer crown was between Giorgio Gjergja's Farr 47 *Ausmaid*, overall winner of the 1996 Telstra Sydney to Hobart, and the brand new Nelson/Marek 46, *Young Australia*, skippered by Ross Coates.

After the six bay races sailed on Port Phillip, *Ausmaid* held sway with three close wins. In the galeswept fifth race she was dismasted shortly after she crossed the line to snatch victory. The

dramatic race saw 18 yachts forced to retire, three losing their rigs.

Young Australia, in her first regatta, has been strongly campaigned by Laurie Shannon's Kids at Sea syndicate with their sights on a place in Victoria's team for the Telstra Southern Cross Cup in December. After six races, they were just one place astern of *Ausmaid* with two wins and a string of second placings, sailing exceptionally well in the light breeze races.

Young Australia is still being worked up under its skipper, Ross Coates, while *Ausmaid*, responding to the tight racing, has looked far more consistent and dangerous under Ross Lloyd's helming.

In the IMS Cruiser-Racer division, Ron and Ralph White's veteran S&S 34 *Shenandoah*, despite a slow beginning to the series, was poised to win her division after a string of three wins over *Western Morning*, *Back in Business* and *Jacobina*.

The Portsea to Hastings race was scheduled to be sailed on Saturday, September 13, a fitting end to an excellent Winter Series which has attracted a good fleet of more than 100 boats.

- Mike Sabey.

IOC says no to return of Star

The International Olympic Committee has rejected a bid by the International Sailing Federation for an eleventh medal at the Sydney 2000 Games for the Star class, this eleventh medal to be for an undetermined women's event at the Athens Olympics in 2004.

Sailing in Sydney will be the ten classes selected last November by the ISAF: 470 Men, 470 Women, Laser, Mistral Men, Mistral Women, Finn, 49er, Tornado and Europe.

Australians aboard Atlantic record-breaker

Australian sailors Adrienne Cahalan and Craig Ey, along with OFFSHORE's UK correspondent Bob Fisher, were aboard the 80-footer *Nicorette* when it slashed the 92 year record for sailing across the Atlantic. The record had been set by American schooner *Atlantic* in the great race of 1905.

Nicorette completed the Atlantic crossing from New York to Lizard Point in south-western England in 11 days 13 hours 22 minutes 29 seconds, with a multi-national crew of 15 headed by Swedish skipper Ludde Ingvell. Her time cut more than 14 hours from what was one of the longest standing records in international yachting.

Craig, a 27 year old Queensland marine engineer, has spent most of his life on the water, sailing with his family off the coast of Noosa, and more recently as a marine engineer for BHP Australia. Adrienne has been sailing in Europe since pulling out of the Elle Racing syndicate for the Whitbread Race.

The effort by Ingvell had several prime objectives. One was to display the potential of the Ericsson 80 (formerly Grand Mistral) class maxi yachts and stimulate others to try for the monohull passage records that exist.

However, it was a full-on tilt at yachting's most durable record and one

that proved conclusively that the modern, high-tech sailing craft have the ability to sail long passages at higher speeds than their much bigger predecessors because of their greater efficiency. The three-masted *Atlantic* was 185 feet long, displaced 303 tons and had a veritable cloud of 18,514 square feet of sail.

By comparison, the sloop-rigged *Nicorette* is 80 feet overall, displaces 24.5 tons and has a working sail area of 3,100 square feet, plus as as as 5,000 square feet of spinnaker.

Nicorette had to weather two days of storm soon after the start of her record-breaking passage. At one stage, with two reefs in the main and a number five genoa, she achieved a prolonged surf, topping 29.2 knots. Later, the winds reached 60 knots with 87 knots blasting through in the black squalls. - Bob Fisher.

Short-handed Trans Tasman next March

After a break of four years, the Short-Handed Sailing Association has included the Trans Tasman Challenge in their calendar of events for 1998. The Association's sixth race to New Zealand will start from Sydney on March 21, 1998.

The inaugural Trans Tasman Challenge in 1986 was conceived as a feeder for the Solo Tasman Race from New Plymouth on the west coast of NZ's North Island to Mooloolaba in Queensland.

These two events provided the training ground for Australia's notable short-handed sailors, Kay Cottee in *Blackmore's Cinnamon Scrub* (now *First Lady*) and David Adams in *Kirribilli*. Other well known sailors to contest this

"Nicorette had to weather two days of storm soon after the start of her record-breaking passage"

River Quays

In the August/September, 1997 issue of OFFSHORE, certain comments were made with respect to River Quays development.

Insofar as the article was or may have been interpreted as erroneous or inaccurate, we apologise and withdraw the comments herein.

With respect to future services provided by River Quays Marina, we are informed that River Quays is to continue operating and to offer a full range of marine services indefinitely.

NORTH QUEENSLAND ADVENTURE SAILING

Athena of Adelaide

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

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

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

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

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

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An Australian crew headed by David Witt and Adrienne Cahalan chartered the Ericsson 80, *Jacobs Creek*, for the Fastnet, finishing fifth in the huge fleet. (Pic - Ian Mainsbridge)

gruelling race have been Sir Peter Blake and Kanga Birtles.

Early interest for the 1998 race has already been received from Bruce Hitchman in his Farr 11.6 *Pacific Breeze*, Rob Dury in *Toccata*, Kanga Birtles in his new purpose-built 60-footer, Peter Hansen with *PL Lease Future Shock*, Peter Bush in *Kidnapped* and Jamie Hocking in *Marara*, an S&S 34.

More details from the SSAA on 02 9985 7645.

Water ballasted Boats fast in The Fastnet

The Fastnet Race is not just the final event of the Admiral's Cup and this year it attracted Ericsson 80s, Whitbread 60s, several IMS maxis and a couple of hundred yachts from all around England and Europe for this classic ocean race.

Water ballasted boats occupied three of the first four places on corrected time

(under the Channel Handicap System) in this year's 609 mile Fastnet Race. They were all Ericsson 80s, with only Hasso Plattner's record breaking Telstra Sydney to Hobart IMS maxi, *Morning Glory*, in third place stopping the Farr designed 80 footers from making a clean sweep.

For the majority of the race, there was every opportunity for these boats to fill their bellies with the four and a half tonnes of water that they are allowed to carry.

Ludde Ingvall, the skipper of *Nicorette*, which finished second after trailing Ross Field in *BIL* by two minutes for most of the race, said, as he ran slowly past the Devon coast on the first morning, that he thought he would rather have paid the penalty for a masthead spinnaker (as

Morning Glory did) than the extra handicap for the water. He was later grateful for every gallon.

A long shy spinnaker reach from Lands End to the Fastnet Rock in 20-30 knots and a long starboard tack fetch to the Bishop Rock gave these incredibly fast boats the chance to demonstrate that water can make the day. All five of the Ericsson 80s were fully charged both ways. Harold Cudmore, sailing one for the first time, was third, albeit 43 minutes astern of *Morning Glory*.

Nicorette and *BIL* were an hour better on corrected time than *Morning Glory*, seven minutes separating them on the line after they had spent most of the race in sight of one another and no more than two minutes apart. *BIL's*

"Nicorette won the first three races out of four and BIL finished fourth behind Sergio Borodinov in Global Initiative and David Witt and Adrienne Cahalan in Jacob's Creek."

winning pace was 9.83 knots, but included two hours at anchor at Portland Bill.

Similarly charged were the nine Whitbread 60s, all of whom were using this as a muscle flexing exercise prior to the Round the World Race. Lawrie Smith in *Silk Cut* would have won this exchange but for snagging a lobster pot line near the Lizard on the way home. He had to send a man over the side to cut the pot free as the line had completely encircled the fin part of the keel.

Grant Dalton's *Merit Cup* was first into Plymouth just two minutes ahead of Chris Dickson with *Toshiba*. Gunnar Krantz with *Swedish Match* was third another two minutes down, but six minutes ahead of *Silk*. George Collins' *Chessie Racing* was next 24 minutes ahead of Paul Cayard with *EF Language*.

Plattner did win the IMS class A, by almost five hours from the Italian Admiral's Cupper, *Madina Milano*, with *Flash Gordon 3* in third place. Class B went to the Mumm 36, *Bradamante*, seconds only faster than *Madina Milano*.

Mumm 36s took the first six places in this division.

For the first time ever, the Royal Ocean Racing Club allowed multihulls to take part, the biggest ones over a slightly extended course of 635 miles. Laurent Bourgnon with the 60 foot tri, *Primagaz*, was the winner, 11 minutes ahead of Loic Peyron in *Fujicolor*, averaging 14.19 knots. - **Bob Fisher**

Ericsson 80 Worlds To Nicorette

Ludde Ingvall's *Nicorette* emerged victorious in the Ericsson 80 world championship, conducted over ten diverse races in Europe this Northern Hemisphere summer. *Nicorette* was four points clear of Ross Field's *BIL* (Banque Internationale a Luxembourg) after the concluding Fastnet Race. The two boats had been level before the Channel Race which *Nicorette* won with *BIL* second, but the four races of Cowes Week almost certainly settled the issue.

Nicorette won the first three races out of four and *BIL* finished fourth behind Sergio Borodinov in *Global Ini-*

tiative and David Witt and Adrienne Cahalan in *Jacob's Creek*.

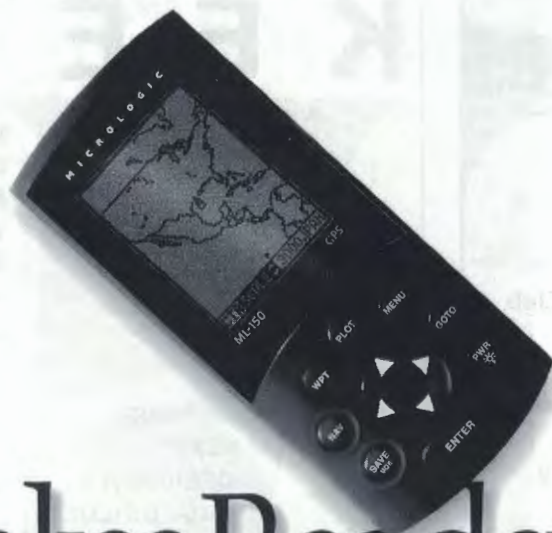
There was an eight points difference between them and with a double points score for the long race and a bonus point for first, *BIL*, if she was first home, needed *Nicorette* to be fifth of five to win. *Nicorette* failed to oblige and finished second, seven minutes behind *BIL* after 605 miles to win the championship.

- **Bob Fisher.**

\$5000 prizemoney for Coffs Harbour race

The Royal Prince Alfred Yacht Club has announced that Strathfield Car Radios will again sponsor the 225 nautical mile Pittwater to Coffs Harbour race which starts on December 27. They will also extend the sponsorship to include the entire Coffs Harbour Series of five races.

The sponsors have also put up a cash prize of \$5000 for the highest scoring yacht after five races in either the IMS or PHS categories. Yachts must



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benter the entire series to be eligible for the prize.

The first two races of the series will be sailed on the Palm Beach Circle on December 20 and 21, followed by the passage race to Coffs Harbour on the NSW North Coast on December 27. The series will end with two short ocean races off Coffs Harbour on December 30 and 31.

All day Café at the CYCA

Visitors to the Cruising Yacht Club of Australia for the coming Telstra Southern Cross Cup, Telstra Cup and Telstra Sydney to Hobart will be pleasantly surprised by the excellent BlueWater Café-Grill now being run for the Club by Ian Boyanton.

Situated on the popular Deck, the BlueWater Café-Grill is an all day café, serving breakfast, lunch and dinner with an eclectic array of dishes. You can come down for breakfast, a meal, cake and coffee, an ice cream, a snack or just enjoy the ambience of The Deck at the CYCA.

WA's Valmadre Cup Win to Neftenga

Trevor Taylor's maxi *Rothmans* look-alike, *Neftenga*, has confounded the sceptics in winning the Valmadre Cup, symbol of Western Australian ocean racing winter championship.

Neftenga won line honours in two of the races and was second in another.

However, most pundits estimated her handicap would be too great for the 50-footer which is a scaled down version of the Humphreys-designed former Whitbread maxi, *Rothmans*. She is a near sistership to the highly successful *Buzzard*.

Neftenga is the first regular ocean racer to sail under the burgee of the Rockingham-based WA Cruising Yacht Club and was launched at the end of summer last year. Among more experienced ocean crews in Perth, Tylor and *Neftenga* were considered somewhat of a novice combination.

She missed last October's Geraldton and return races, her first major ocean race, because of a mix-up over her certification. But in the shorter races she

has been a consistent starter, although the Valmadre Cup regatta was her first success in line and handicap.

She won under both IMS and WA's new Channel Handicap for Division A, beating the Bunbury Swarbrick 9.7m *Wings of Wind*, skippered by Rob Johansen, and Stan Best's Davidson 50, *Jtec Finistere* under IMS. Under Channel Handicaps, the runner-up was another S97, *Fistina*, sailed by the Johnston brothers, third going to Chris Smith's Mount Gay 30, *Fourpence Worth*.

One of the remarkable success stories was that of *Highline Western Union*, a Kell Steinmann designed 31-footer which was wrecked on rocks near the Rous Head finish line off North Fremantle and written off as unsalvageable about seven years ago. Ross Dennis and Ross Kubale bought the wreck and painstakingly put her together again.

Since then she has gained a winning reputation, taking the top prize in Division B of the JOG standings, second on Channel and third on YAH.

Ron Mellor's *Murphy's Law*, a Whiting 32, and Wayne Weldon in the veter-

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an Farr 727, *Quickstep*, filled the minor placings in JOG while Peter Lockett in *Chardonnay* was first in both YAH and Channel systems.- Neil Smith.

Admiral's Cup Mumm 36 bought for WA

Sea, the Mumm 36 which sailed so well for Australia at the recent Admiral's Cup, has been bought by West Australian yachtsman Mick Hiles and his son, Brad. The American-built sloop, skippered by Steve Kulmar, finished the Fastnet Race in second place and third overall in the Mumm 36 class.

The Hiles have the Ford dealership at Kalgoorlie, 500 miles from the sea, but travel regularly to South of Perth Yacht Club to sail their 11m America's Cup replica class boat on the Swan River. Brad is a former sailboard champion who has extended his enthusiasm, and that of his father's, in keelboats.

With *Sea* they are planning to expand their horizons and become regular ocean racing competitors off the



New Commodore for RYCT

David Boyes (right) has been elected Commodore of the Royal Yacht Club of Tasmania, taking over from Robert ("Biddy") Badenach (left) who is now the Hobart Race Director of the Telstra Sydney to Hobart.

(Pic - Peter Campbell).

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Sunset view from The Boatshed at Pine Trees, overlooking the lagoon at beautiful Lord Howe Island, with Mount Gower in the distance. (Pic - Peter Campbell).

WA and in a possible WA team for the Telstra Southern Cross Cup and Telstra Sydney to Hobart. They are also looking at contesting the Kings Cup and other regattas in South East Asia. - Neil Smith

Brindabella heads Lord Howe fleet

George Snow's maxi yacht *Brindabella* will make her long ocean racing comeback in the Fujitsu Gosford to Lord Howe Island starting from Broken Bay on Saturday, October 25.

Brindabella heads a fleet of 26 yachts, the maximum allowed for the 408 nautical mile race across the Tasmanian to the World Heritage-listed island.

Delays in importing rigging for the new carbon fibre mast with its sweptback spreader rig prevented the Jutson 75 from competing in the XXXX Sydney to Gold Coast Race in early August, but she sailed north later to compete with success in the Hayman Island Big Boat Series and Hamilton Island Race Week.

Following these regattas, *Brindabella* will return to Sydney and is expected to compete in the Lord Howe Island Race with a new, larger mainsail and higher

aspect headsails. Owner Snow ranks the race to Lord Howe as second only to the Sydney to Hobart and has taken line honours four times, including last year, and the double of line and handicap honours twice.

Aside from *Brindabella*, the fleet also includes last year's IMS handicap winner, *Morning Tide*, Alan Fenwick's S&S 34 from the organising club, Gosford Sailing Club, and the PHS winner, *She II*, skippered by Peter Rodgers. IMS placegetters, *Polaris* (John Quinn) and *Impeccable* (John Walker) are also competing again.

Other past winners racing again include Syd Yaffe's veteran Swanson 39 *Patsy* which won under IOR back in 1983, and the two Sparkman & Stephens-designed classic yachts, Richard Purcell's *Margaret Rintoul II* (IMS winner, 1995) and Hugh O'Neill's *Mark Twain* (PHS winner, 1994).

The fleet represents a broad spectrum of the Australian ocean racing scene, with boats from eight different clubs, ranging from vintage timber yachts such as *Margaret Rintoul II* and *Mark Twain* through comfortable cruiser/racers such as John McBain's new *Chimera* to state-of-the-art ocean racers such as

"Following these regattas, Brindabella will return to Sydney and is expected to compete in the Lord Howe Island Race with a new, larger mainsail and higher aspect headsails"

Brindabella and Nigel Holman's little Mount Gay 30, *Team Fujitsu*.

Sailing its first race to Lord Howe will be Nigel Stoke's *Fidelis*, a 66-footer from New Zealand which took line honours in the Sydney to Hobart back in 1966. Newly elected Middle Harbour Yacht Club commodore Bryce Wauchope will be sailing his recently acquired *Magazine* in his first race to the island. - Peter Campbell

Book Reviews

Chasing Liquid Mountains

By David Adams, with Caroline Adams

During the dramatic rescue of three competitors in the Vendee Globe solo race around the world yacht race earlier this year, one of the most sought-after commentators on their plight was Sydney yachtsman David Adams. After all, he had been there but he had survived storms of similar intensity during the BOC Challenge solo race.

Since then, Adams has pondered the best way to handle the Southern Ocean waves: to be on deck hand-steering; or to shelter down below in the cabin and leave it to the autopilots.

During the storm in Leg 2 of the BOC in December 1994, he hand-steered for nearly 48 hours, sailing his 50-footer *True Blue* at about 15 knots under storms'1 before huge breaking waves, standing at the wheel and controlling the angle of attack of the waves.

"This was not through any gung-ho racing decision; I seriously believed that if I had stopped steering the waves would overpower the boat, flip it over, and that would be the end of me," Adams writes in his just published book *Chasing Liquid Mountains*. I'm sure the Coursemaster could have handled those conditions, but an autopilot has no fear. It doesn't know which waves to catch and which waves to chicken out of."

"As far as I can ascertain, before their yachts were rolled over pitchpoled, Raphael Dinelli, Thierry Dubois and Tony Bullimore were all down below running before huge waves under autopilot," he adds.

David Adams' decision to self-steer in these wild conditions was probably

one of the key factors in his record-breaking win in Class 2 of the BOC Challenge, a 27,000 nautical mile race around the world that took him in the same waters in which the Vendee Globe sailors came to grief.

Chasing Liquid Mountains is not only the story of David's win in the BOC. It's a fascinating chronicle of the 12 years of preparations, setbacks, disappointments and gruelling racing for his dream to come true. It is a modestly told, extraordinary story of adventure and courage, written in a laconic and often humorous style.

It tells of his early mistakes in short-handed sailing; the heartbreak of crashing onto a reef towards the end of the 7,600 nautical mile Around Australia Race; the rescue of a fellow competitor in the Melbourne to Osaka double-handed race; and the loss and grief when fellow yachtsmen - friends and competitors - have died at sea. *Chasing Liquid Mountains* is a fascinating book of the sea. - Peter Campbell.

Chasing Liquid Mountains - Macmillan Australia RRP: \$22.95.

Port Arthur Tasmania

Photography by Richard Bennett, text by Lucy Bennett

Tasmanian photographer Richard Bennett is best known to readers of OFF-SHORE for his dramatic images of ocean yacht racing, in particular, the Sydney to Hobart. However, his talents reach far beyond that, with superb books capturing on film the magnificent natural scene of the Tasmanian South-West and Lord Howe Island, just to name a few.

It is appropriate that Richard has published this beautiful photographic essay of Port Arthur at a time when the historic penal site and the people who live there today recover from the recent tragedy. Anyone who reads *Port Arthur Tasmania* will feel the need to re-visit, or travel there for the first time.

As the Governor of Tasmania, Sir Guy Green, writes in a forward to the book, Port Arthur is a place of rich diversity, describing Richard Bennett's book as "... a mosaic of still-life studies, pictures of buildings and building features, dramatic coastal panoramas, romantic glimpses of leafy, shadowed



One of the images of Port Arthur captured by Richard Bennett in his photographic essay of the historic site in Tasmania.

havens, surrealistic silhouettes.." Richard's daughter Lucy has supported his photographic essay with a warm look at Port Arthur history of tyranny and tranquility.- PC

Port Arthur Tasmania - available direct from Richard Bennett (phone 03 6229 2559 or fax 03 6229 7725) soft cover \$24.95, hard cover \$34.95, plus \$7 postage and handling fee. ▲

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AUSTRALIA

SEPTEMBER

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

OCTOBER

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

4-6 CYCA Cruising division long weekend cruise.

4-5 Youth Interclub Regatta, CYCA.

5 RSYS Spring Regatta, offshore series.

Races 2 & 3, Combined Clubs Pointscore.

11 3 Ports Race, Middle Harbour Yacht Club.

12 Pittwater-Noumea Race, 1050nm, RPAYC.

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

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

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

25 Gascoigne Cup short ocean race, RSYS.

Race 4, Combined Clubs Pointscore.

43rd Paul Royle Memorial Trophy, Short Haul Race to Pittwater, CYCA.

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

NOVEMBER

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

8 Short ocean race, CYCA.

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

Race 4, Blue Water Pointscore.

15 Ocean Pointscore, Sydney-Botany Bay-Sydney, CYCA.

Short Haul Harbour Race, CYCA.

22 Short ocean race, RSYS.

28 Corporate Regatta, MHYC.

29-30 Ord Minnett Regatta, MHYC short ocean racing championship, IMS, PHS, JOGRaces 7 & 8, Combined Clubs Pointscore. Selection trials for Australian, NSW and Club teams for Telstra Southern Cross Cup.

DECEMBER

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

Short Haul Harbour race, CYCA.

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

17 Telstra Southern Cross Cup and Telstra Cup, races 1 & 2 (2 x 10nm windward/leeward courses), CYCA.

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

19 Canon Big Boat Challenge, Sydney Harbour, CYCA.

19 Telstra Southern Cross Cup and Telstra 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 Telstra Southern Cross Cup and Telstra Cup, races 6 & 7 (2 x 10nm windward/leeward courses), CYCA.

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

22 Whitbread Race Yachts arrive from Fremantle, CYCA.

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

27 CYCA Cruising Division Christmas Cruise.

27 Pittwater to Coffs Harbour ocean race, Royal Prince Alfred Yacht Club.

27 Melbourne to Hobart ocean race, Ocean Racing Club of Victoria.

JANUARY

24 162nd Australia Day Regatta ocean race for City of Sydney Cup, Sydney-Botany Bay and return, CYCA.

26 162nd Australia Day Regatta, Sydney Harbour, with Australia Day Regattas on Pittwater, Botany Bay, Manly, Middle Harbour & other ports.

26 Tall Ships Race, Sydney to Hobart.

FEBRUARY

13-14 50th Flinders Trophy & 25th Trade Winds Trophy, Wollongong weekend, CYCA.

22 Sail for Cancer Research, Sydney Harbour.

APRIL

4 Sydney-Mooloolaba race, 480nm, MHYC.

(final race of CYCA Blue Water Pointscore.)

10 50th VB Brisbane to Gladstone race, 350nm, QCYC.

INTERNATIONAL

1997

NOVEMBER

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

DECEMBER

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

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

Telstra Cup, IMS, PHS regatta - CYCA.

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

26 Telstra 53rd Sydney to Hobart - CYCA.

1998 - JANUARY

4 Whitbread Round the World Race, Leg 4, Sydney to Auckland, 1270nm. (ETA Auckland, January 9).

26 Tall Ships Race, Sydney to Hobart, 630nm.

31 Whitbread Round the World Race, Leg 5, Auckland to Soa Sebastiao (Brazil) 6670nm. (ETA Soa Sebastiao, February 23).

Brindabella leads the fleet out of Dents Passage, with Hamilton Island in the background, during the XXXX Ansett Hamilton Island Race Week. (Pic - Richard Bennett)

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1997 Sydney to Mooloolaba
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Div. 21-3-5*-6
1997 Admirals Cup
Big Boat Div.1-2-3-4-5-6
ILC 40 Div.1-2-3-4-5-6*-7
Mumm 36 Division1-2-4-5-6-7
1997 Hayman Island Big Boat Series
IMS Div.1-3-4-5*-6-7-8
Hamilton Island Race Week
IMS Div.1-2-4-6*-7
1997 Sydney to Southport
IMS Div.1-2-4-6

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