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

FLAG OFFICERS & DIRECTORS

COMMODORE: PETER BUSH
VICE COMMODORE: HUGO VAN KRETSCHMAR
REAR COMMODORES: JOHN MESSENGER, HANS SOMMER
TREASURER: ALAN GREEN
DIRECTORS: BOB BRENAC, MAURIE CAMERON, GEOFF CROPLEY, ROGER HICKMAN, DENNIS McDONALD, ROD SKELLET.

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AUDIT & PLANNING COMMITTEE: DIRECTOR DENNIS McDONALD
GENERAL MANAGER: BRUCE ROWLEY
SAILING MANAGER: PHIL THOMPSON

EDITOR: Peter Campbell (02) 9869 8197

DESIGN/PRODUCTION: Hardy Graphics (02) 9719 1963

PHOTOGRAPHERS: Ian Mainsbridge, Sydney (02) 9624 5039

Richard Bennett, Hobart (002) 29 2559

PRODUCTION EDITOR: Helen Hayes (02) 9948 4861

FILM SEPARATIONS: Graphic Options (02) 9361 6680

ADVERTISING: Jan Cooke (02) 9452 2093

PUBLISHED BY: Jamieson Publishing

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

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

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

EDITORIAL OFFICES: Peter Campbell & Associates

64 Boronia Avenue, Cheltenham NSW 2119

Phone/Fax: (02) 9869 8197

e-mail: 100036.2315@compuserve.com

EDITORIAL CONTRIBUTORS:

MELBOURNE - Kevan Wolfe (03) 9560 8674.

HOBART - Bruce Montgomery (002) 24 2196.

BRISBANE - Ian Grant (07) 3349 9147.

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

ADVERTISING:

Jan Cooke, Phone/Fax (02) 9452 2093 or

Jamieson Publishing, PO Box 197, Cronulla, NSW 2230.

Phone (02) 9544 1501 Fax (02) 9544 1502.

DISTRIBUTION:

Network Distribution Co, 54 Park Street, Sydney 2000.

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

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with regatta formats



Credits

COVER: Rod Skellet's Bull 9000, *Wild Bull*, winner of the new Sports 30 division of the 1998 JOG nationals at Port Stephens, is now heading north in the Sydney to Mooloolaba race. (Pic - Ian Mainsbridge). **THIS PAGE:** *ABN AMRO Challenge* is heading north for Mooloolaba and Gladstone, then Hawaii for Kenwood Cup. (Pic - Ian Mainsbridge) and **OPPOSITE PAGE:** Hamilton Island highrises, offering magnificent views over Whitsunday Island. (Pic - David Colfelt).

NEXT ISSUE: First hand reports from Sydney-Mooloolaba, 50th Brisbane to Gladstone, Australian Three Peaks Race and Electronics Afloat and Boat Maintenance features.



Aussie yacht gets the nod

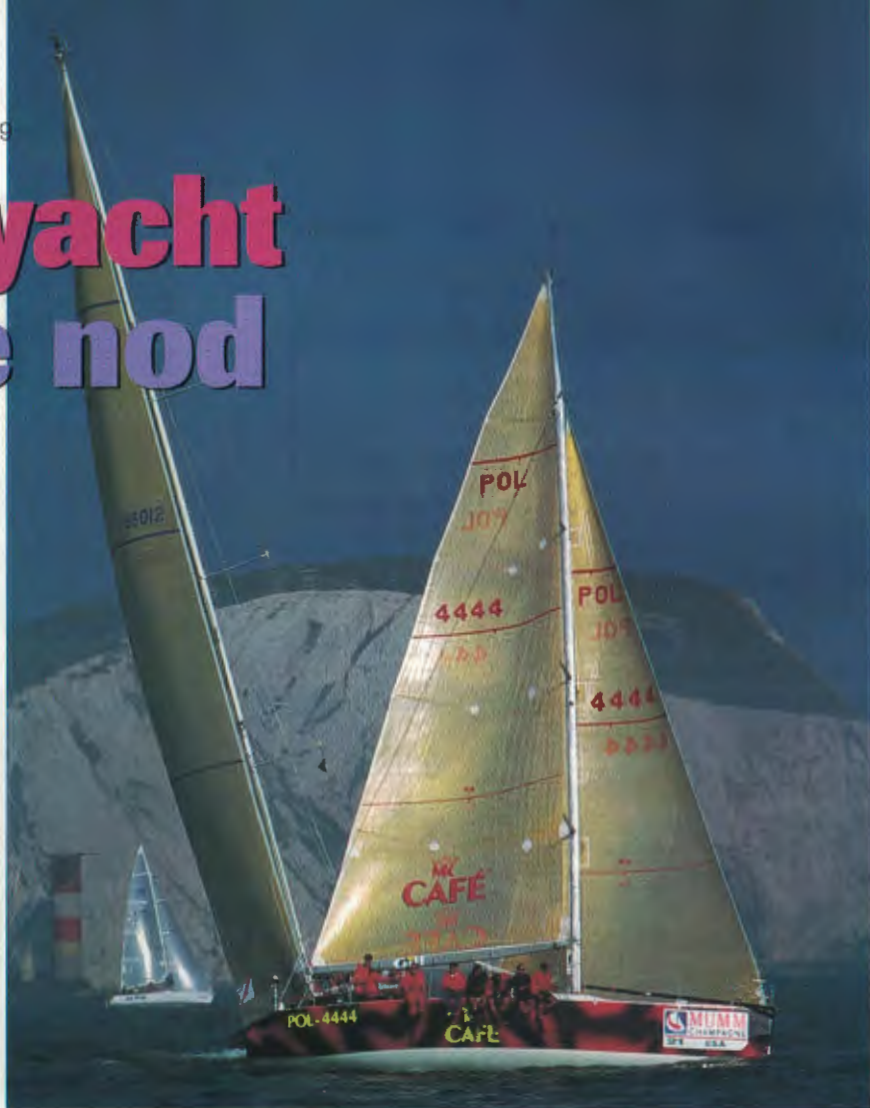
In a decision that will have far-reaching benefits for international offshore yacht racing, the Royal Ocean Racing Club in England has chosen the Australian designed and built Sydney 40 One Design as the middle size, one-design yacht for the 1999 Champagne Mumm Admiral's Cup. Peter Campbell reports.

Designed by the successful America's Cup and IMS racing yacht design team of Iain Murray, Ian "Fresh" Burns and Andy Dovell, the Sydney 40 One Design is already under production by Bashford International at Nowra on the NSW South Coast. The first boat will be launched in June or July.

The Sydney 40 will join the Bruce Farr designed Mumm 36 One Design and an IMS rated yacht of between 40ft and 50ft LOA in making up the three-boat teams for the Admiral's Cup which will be sailed from Cowes, England, in July next year.

Aside from its Admiral's Cup slot, the Sydney 40 has obvious potential as an all-round offshore racing yacht in club, one-design and IMS racing and should see a significant boost to international competition in this year's Telstra Cup and Telstra Sydney to Hobart.

The real significance for the Admiral's Cup is that Bashford International and the Royal Ocean Racing Club will make up to 15 Sydney 40s available for charter at Cowes by Admiral's Cup teams for a nominal fee of one pound sterling. This will cover a practice period of about three weeks during which



Racing at the 1997 Champagne Mumm Admiral's Cup in England. (Pic - Ian Mainsbridge)

the inaugural Sydney 40 One Design world championship will be sailed in the lead-up to the Admiral's Cup regatta at Cowes.

Bashford International is currently negotiating class sponsorship and naming rights to the class with major international groups, which will include the inaugural world championship.

The decision of the Champagne Mumm Admiral's Cup management committee, which evaluated 11 contenders (including the existing Farr 40 One Design), was unanimous and produced immediate and positive results within hours of the announcement in London:

- Germany, France, the USA and the UK confirmed their Cup challenges for Cowes in July 1999, with owners in Italy, the Netherlands, Ireland, Scandinavia, Australia, South Africa, Hong Kong and South America expressing strong interest.

- Bashford International received orders for three Sydney 40s, one for Italy and two for Australian owners. (When OFFSHORE went to press the company had deposits for five yachts, three for Australians).

It seems that while the nominal charter will be attractive to teams from smaller yachting nations, the really serious contenders for the Admiral's Cup will buy their own Sydney 40s well in advance. According to Ron Jacobs of PBS International, the Australian agents for Bashford International, here in Australia the class is envisaged to be a strict "owner-driver" class with up to 12 yachts likely to contest the first class regatta, out of Pittwater, north of Sydney, on November 14, 1998.

Certainly, there will be several boats, sailed by some of the best sailors in Australia, contesting the Telstra Cup Regatta in December and competition will be keen for a berth in the Aus-



On the factory floor at Bashford International - the frame of the new Sydney 40

tralian team for the 1999 Admiral's Cup. Designer Murray has told OFFSHORE he plans to campaign a Sydney 40 himself, looking towards Admiral's Cup selection to represent Australia at Cowes in 1999.

Selection of the Sydney 40 represents a strong boost to Bashford International's business, with exports of all its boats already exceeding \$10 million a year. The company plans to produce around 50 of the new grand prix model by mid 1999 with the first Sydney 40 expected to leave the factory in June this year.

The Sydney 40 is the latest addition to the Sydney Yachts range and follows the successful launch late last year of the Sydney 46 and a long list of outstanding local and international achievements for the design house of Murray, Burns and Dovell and Bashford International with the Sydney 36, Sydney 41 and Sydney 60.

It is also underlines the keen investment judgement of Charles Curran whose Capital Investment Group, together with Iain Murray and Peter Gilmour of the Kookaburra Group, joined Louise Bashford in developing Bashford International following the sudden death two years ago of her husband, champion yachtsman Ian Bashford.

"The foundation for this success was laid by the late Ian Bashford, who established the Bashford name in inter-

national yachting, with the success of the Sydney 41 and Sydney 36 in many world regattas," Curran told OFFSHORE. "Already we have successfully introduced the Sydney 60 and Sydney 46, to complement the Sydney 41 and the Sydney 36. The Sydney 40 will be our major new offering to the market and will firmly establish Bashford International as a major participant in international yachting."

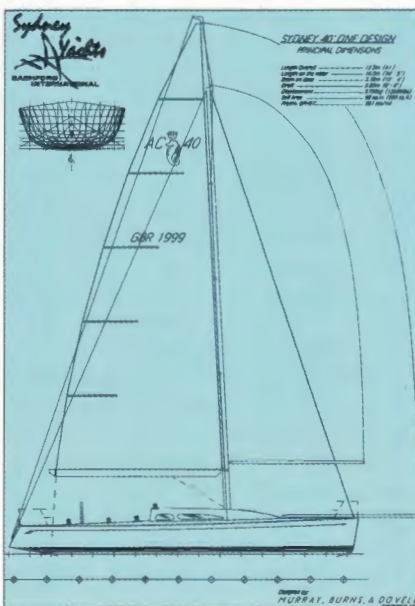
For the design team, in winning against strong international competi-

The Sydney 40 is the latest addition to the Sydney Yachts range and follows the successful launch late last year of the Sydney 46 and a long list of outstanding local and international achievements for the design house of Murray, Burns and Dovell and Bashford International with the Sydney 36, Sydney 41 and Sydney 60.

tion, including the highly rated and already popular Farr 40 One Design, the success will, as Andy Dovell said, "put our name up amongst the best design teams in the Northern Hemisphere."

Designs by Murray, Burns and Dovell have taken IMS overall honours in the 1994 and 1995 Sydney to Hobart races and several Sydney 46s, launched only last year, have already had notable success in Spain, South-East Asia and in the Telstra Cup in Sydney.

Line drawings of the Sydney 40 One Design yacht, designed by Murray, Burns and Dovell, and chosen by the Royal Ocean Racing Club as the "middle" yacht in three boat teams for the 1999 Champagne Mumm Admiral's Cup.



Their success with the Sydney range of yachts, one-off IMS designs and luxury day sailers follows their involvement as a design team in past and possible future America's Cup campaigns.

Bashford International's facility at Nowra, at 130,000 square feet, is the largest yacht manufacturing complex in the Southern Hemisphere. The first Sydney 40 One Design will leave the factory in June, with full tooling to enable production at the rate of one per week to be complete by August.

In addition to the Sydney range, the company manufactures the complete Hobie Catamaran range, Southern Spirit Outriggers and industrial fibreglass products. Carbotech Spars, who supply single piece carbon masts to the Sydney 40, is also housed on site.

Announcing the choice of the Sydney 40 One Design for the Admiral's Cup, RORC Commodore Terry Robinson said this would play a major part in dramatically cutting costs to enter this world class event without any compromise in quality.

"Along with moving the event out of Cowes Week, shortening it to just two weeks inclusive, dropping the Fastnet Race for the tough Wolf Rock Race and restricting professional sailors to just 50% of the crew on each boat, this extremely attractive deal with Bashfords is one of many reasons why we are confident of reaching our stated target of 12 competitive teams racing at the '99 event," Robinson added. ▲

The nose of the Sydney 40 in the factory



Designer's Comments

The Sydney 40 is in essence a grand prix one design built from the foundation of a high performance open class offshore racing boat. By virtue of its dual character, the boat has the potential to appeal to a wide range of yachtsmen in most every country in the world; and by doing so will make the Champagne Mumm Admiral's Cup a more tangible goal for them. Andrew Dovell, of Murray, Burns and Dovell, provided this designer's comment for OFFSHORE.

At the outset of this project it was our very clear intention to develop a state of the art grand prix offshore racing yacht that is both a competitive IMS yacht and a supercharged one-design. The result is the Sydney 40, an exciting, high performance, and versatile boat that has now been chosen for the middle boat slot for the Champagne Mumm Admiral's Cup 1999.

In IMS configuration the sail inventory is governed by that rule; spinnakers will be symmetric and fractional (although slightly oversized). In one-design mode sails are limited to a basic inventory of one main, two overlapping genoas, a jib, two masthead symmetric spinnakers and two fractional symmetric kites, plus storm gear.

The versatile nature of the boat makes it a viable option for owners in areas where one design racing is not possible due to smaller fleet size. Yet with travel and/or charter that owner can be part of a worldwide one-design network.

The length of 12.5m was chosen to set the boat right in the middle of the most active area in offshore racing today, the forty foot band. This will give the new boat plenty of competition in open IMS regattas and will keep the present fleets active.

The displacement, 5750kg, is slightly on the heavy side of today's fleet. This makes the boat just a little safer at sea and also takes advantage of the slight swing of the 1998 IMS rule in favour of higher displacement to length ratio hulls.

The hull form of the Sydney 40 incorporates the results of our ongoing tank testing program of modern hull forms. This series of experiments, now up to hull 12, has produced quantitative performance data for various hull parameters, both measured and unmeasured, giving us an insight into the more timeless side of the performance for rating balance.

At 92 sq metres, the working sailplan is fairly typical for a modern IMS boat. In IMS configuration the boat will carry 10% over-length poles with symmetric kites to match, giving the boat 192 sq metres of downwind sailplan. In one design trim the masthead symmetric kites flown on a 5.24m pole give the boat a total of 221 sq

metres of downwind sail area for a pretty exciting sail area to displacement ratio of 69.

Construction will be primarily E-glass/Kevlar in epoxy over foam cured under vacuum. By using primarily unidirectional tapes and multi axial "fabrics", greater strength and stiffness are achieved. Importantly, the latest chemistry will make dark colour hulls viable again.

The rudder stock is a one piece pressure cured carbon fibre moulding weighing at 12 kg. The rudder blade is fabricated with carbon fibre skins vacuumed over a foam core.

The rig is a very straight forward three spreader in-line fractional rig. We decided to go with this arrangement as it is highly refined and has proven to be very versatile over the years, and virtually unbeatable. Carbon Tech will build the rig, including the single prepreg pressure blown, female tooled carbon mast tube, using high temperature cure prepreg carbon tape. The boom will also be a carbon fibre fabrication.

The deck layout is a clean and simple grand prix arrangement. Steering will be by a large diameter recessed wheel, providing good ergonomics for the helmsman and plenty of purchase for heavy offshore conditions. The bridge deck at the transom is a little bit of a throw back to the late IOR days and is included for reasons of safety offshore.

The interior has been kept "race boat" simple and is designed for light weight and offshore racing comfort; ie, lots of comfortable sea berths. The settee backs swing up from their normal position to form rigid bottom "swing" cots, and functional storage bins are built into the back of these berths.

The navigation station is incorporated into the aft portion of the engine box, just aft of the companionway, providing a dry and very functional site for today's computer-based navigation.

Tooling for the Sydney 40 is now underway at the Bashford International factory at Nowra, with the first boat expected to be racing early in this Northern Hemisphere summer.

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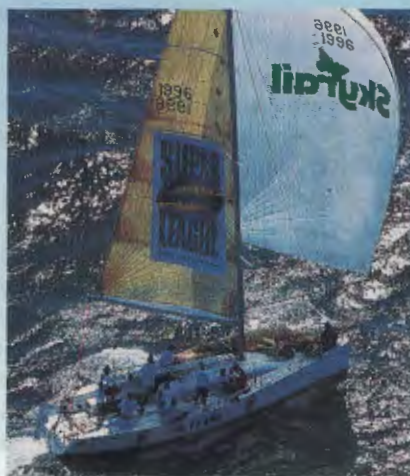
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EF Language powers towards the finish line of leg 4 of the Whitbread Race Around the World for Volvo Trophy, from Sydney to Auckland. (Pic - Rick Tomlinson).

Opposite: The fleet sailed out of Auckland on a perfect sunny summer's day...ahead of them gales and icebergs of the Southern Ocean - and Cape Horn. *Chessie Racing*, pictured here, finished third in a frustrating sail for most of the fleet up the east coast of South America. (Pic - Paul Todd)



Arriving in Sao Sebastiao at the height of Carnival produced the most sensational welcome ever in the 25 years history of the Whitbread Race for Paul Cayard and the slightly astonished crew of *EF Language*.

The pounding drums of a 'Samba-School' band, and the feathers and sequins of a dozen exotic dancers were centre stage on the arrivals pontoon when the boat arrived at the Whitbread Village where a crowd of more than 3,000 were there to greet the winners of the 6,670 mile from Auckland.

The whole place was jumping in time to the rhythm of the twenty-five

drums, the near deafening sound producing a wild freneticism in the crowd that has never been matched in sailing. The cheers almost blotted out the drums as Cayard hoisted the shining Volvo Trophy above his head, the symbolism was not lost on the spectators who had gathered at midnight. These were the champions of the Southern Ocean and Cape Horn and they had arrived when Mardi Gras was in full swing.

For the last ten miles, *EF Language* was accompanied by a spectator fleet of close to a hundred boats and the crew had already begun to strut their stuff, lighting hand-flares as they beat their

way to windward. The climax of their antics came when Curtis Blewitt climbed to the top of the mast and ignited a flare, while behind them there were, in the words of Cayard, 'boats crashing into one another just astern.'

When she crossed the line, *EF Language* was 514 miles ahead of the next boat. That lead was to become even more valuable to them than they thought at the time as they had missed the effect of two weak weather systems which destroyed the progress of the rest, reducing their speed towards the finish to a crawl. The ETAs stretched daily and *Brunel Sunergy* and *Chessie Racing* took



The "Whitbread Report" is brought to you by

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PENTA**

There seems no stopping Paul Cayard and the crew of *EF Language* in their bid to win the Whitbread Round the World Race for the Volvo Trophy, as Offshore's international correspondent Bob Fisher reports from Sao Sebastiao.

Triumph for *EF Language* - agony for the rest



three more days.

The early part of the leg from Auckland, as far as Cape Horn had been 'ordinary' with a light wind start for the first week and then some good speeds, including a 447.6 mile day by *EF Language*, across the Southern Ocean.

Halfway to Cape Horn, the first drama came. *EF Education* first had a diamond stay, the D2, strip its turnbuckle, and later dropped her rig, but not before the British hope, Lawrie Smith in *Silk Cut*, reported that he had lost his mast.

Approaching Cape Horn, Paul Cayard decided to pile on the pressure to stay on the tail of a cold front. The

crew hoisted a masthead spinnaker in 35 knots of wind and held on to it to make a 40 mile lead into a 100 miles, and when the rest were virtually becalmed off the sailors' most feared landmark, *EF Language* romped away and at one time was 640 miles clear.

Toshiba, *Merit Cup* and *Swedish Match* were the worst caught, with *Innovation Kvaerner*, and when *Chessie Racing* anchored off the Tierra del Fuego coast to pick up a generator starter motor and some food and fuel. *Chessie Racing* rejoined the race with the boats ahead 'parked' between the Horn and the Falklands. She and *Brunel Sunergy* headed

east, *Brunel* so far east that she left the Falklands to port, and both passed the pack.

Brunel Sunergy and *Chessie Racing* slipped clear of *Swedish Match* by 80-90 miles. A not-too-happy Grant Dalton in *Merit Cup*, desperately trying to protect his second place overall was fighting off the challenge of *Toshiba*. He had plenty to say about the three windless days *Merit Cup* had suffered.

"Words escape me to describe the happenings of the last few days," he said, and proceeded sarcastically, "Unfair seems somewhat appropriate. We may as well have not risked our lives

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The Whitbread Race fleet lined up in Auckland Harbour before the start of leg five from Auckland to Sao Sebastiao. A huge crowd farewelled the yachts and their crews. (Pic - Paul Todd)

in the Southern Ocean by power sailing, just put up a headsail, broken some stuff so we could call in on the way past the Horn for more supplies (he inferred *Chessie Racing*) and then simply caught up and sailed past by just not going where the others were. I would regard what has happened with *Brunel Sunergy* as nothing more than a joke if it didn't have a far more serious side."

Australian Andrew Cape, the navigator of *Toshiba*, also commented on the unfairness of the weather. "To add insult to injury," he said, "two yachts that were over two hundred miles behind have sailed around us." And he made his point most graphically, "What is especially annoying is that people think they are clever, but they did no more than my two year old son does when pushing his plastic lawnmower - keep out of the way of stationary objects."

Point taken, but that, as they say, is yacht racing and is often taken advantage of in short course racing. With the benefit of six-hourly position reports relayed back to the boats, the navigators do have the facility to judge what is happening to the rest of the fleet and with the benefit of weather information, to avoid the pitfalls into which the others have fallen.

The talking point of the leg was the position of *Silk Cut*. Even after Lawrie Smith and five of the crew had left the boat when it docked at Ushuaia efforts had been made to continue

Volvo Trophy Finishing Positions

1200 GMT 1st March 1998

Yacht	Finish Time	Elapsed Time	Leg Pts	Total Pts
1 EFL	24/02/98 02:09	23 01:09:23	135	507
2 BRS	27/02/98 05:07	26 04:07:17	119	215
3 CHR	27/02/98 11:31	26 10:31:48	105	399
4 SWE	28/02/98 01:19	27 00:19:09	91	404
5 MCP	28/02/98 02:50	27 01:50:27	78	411
6 TOS	28/02/98 03:19	27 02:19:32	65	364
7 KVA	28/02/98 17:12	27 16:12:15	52	359

BRS = Brunel Sunergy; CHR = Chessie Racing; EFE = EF Education; EFL = EF Language; KVA = Innovation Kvaerner; MCP = Merit Cup; SCT = Silk Cut; SWE = Swedish Match; TOS = Toshiba

sailing with a jury rig. Eventually, with time running out for repairs, Smith called a halt and the boat was retired from the leg.

The uncomplaining all-women team in *EF Education* arrived in Ushuaia after a Longer haul with a jury rig, and in two days stepped a new mast, which was flown in by an Argentinean military Hercules aircraft. They then continued racing to Sao Sebastiao, but again suffered damage, officially retiring although they eventually reached port.



Surrounded by a huge spectator fleet, *EF Language* heads to sea at the start of the long leg from Auckland to Sao Sebastiao around Cape Horn. Skipped by Paul Cayard, *EF Language* took line honours for the third time in five legs of the marathon event. (Pic - Paul Todd)

Toshiba disqualified from Leg 5

The International Jury has disqualified *Toshiba* from Leg 5 of the Whitbread Race for using her engine to clear weed from her propeller during the 6,670 nautical mile leg from Auckland to Sao Sebastiao. The yacht, entered by Team Dennis Conner, had finished sixth but will now lose all points.

The Jury found that the seals on the propeller shaft had been broken and engine started and put into gear on February 22 for the purpose of clearing weeds. However, this was not recorded in the log book nor was race headquarters informed until the presentation of a declaration after the yacht had reached Sao Sebastiao.

The Jury found that, in addition to a "gross infringement of Rules 7.6.2 of the Notice of Race and and Standard Sailing Instruction 1.13.4", *Toshiba* had infringed Rule 42.1 of the Racing Rules (Propulsion). ▲

3DL DELIVERS Results

Sydney to Hobart Overall IMS

- 1st - Beau Geste - Farr 49 - North 3DL
- 2nd - Ragamuffin - Farr 52 - North 3DL
- 3rd - Ausmaid - Farr 47 - North 3DL
- 4th - Exile - Reichel Pugh 66 - North 3DL
- 5th*, 6th*, 8th, 10th - North Sails
- 1st - Division A, B, D - North 3DL

Sydney to Hobart PHS

- 1st - Scac Banche - Farr 52 - North Sails
- 2nd - P.L. Lease Future Shock - Elliot 57 - North Sails
- 3rd - Marchioness - Lavranos 75 - North Sails*

Southern Cross Cup Team Trophy

- 1st - China
- Beau Geste - Farr 49 - 1st Overall - North 3DL
- Exile - Reichel Pugh 66 - 2nd Overall - North 3DL
- Hi Fidelity - Sydney 46 - 16th Overall - Neil Pride/D4

Telstra Regatta

- 1st - Beau Geste - Farr 49 - North 3DL
- 2nd - Exile - Reichel Pugh 66 - North 3DL
- 3rd - ABN AMRO Challenge - Sydney 46 Grand Prix - North 3DL
- 4th - Ragamuffin - Farr 52 - North 3DL
- 6th, 7th*, 8th*, 9th, 10th*, North Sails

Ord Minnett Regatta

- 1st - Ragamuffin - Farr 52 - North 3DL
- 2nd - Brighton Star - Reichel Pugh 44 - North Sails*
- 4th, 5th, 6th, 8th, 9th, 10th, North Sails

Strathfield Car Radios Pittwater to Coffs Harbour Offshore Series

- 1st - Emotional Hooligan - Mumm 36 - North 3DL
- 2nd - The Last Picasso - Northshore NSX 36 - North 3DL*
- 3rd - Soundtrack - J35 - North 3DL
- 4th - AMP Wild Oats - Farr 43 - North 3DL
- 5th, 6th*, 7th, 8th*, North Sails

Strathfield Car Radios Pittwater to Coffs Harbour Race

- 1st - Zoe - IMA 41 - North 3DL
- 2nd - The Last Picasso - North 3DL*
- 3rd - Emotional Hooligan - Mumm 36 - North 3DL
- 4th, 5th, 6th, 7th*, 8th, 9th, North Sails

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Great Autumn for sailing north



For 50 years Queensland yachties have spent Easter at sea, contesting the often unpredictable and sometimes devastating 380 nautical mile dash from Brisbane to Gladstone. In this year's 50th race the fleet is expected to reach a record of more than 150 boats, including nearly half the fleet of 60 boats heading north to Queensland in the 35th race from Sydney to Mooloolaba.

60-plus in classy Mooloolaba fleet

Middle Harbour Yacht Club's 35th annual Sydney to Mooloolaba looks likely to attract the biggest and best fleet in nine years, underlining a significant upsurge of interest in offshore racing in eastern States.

When Offshore went to press, the club already has received 61 entries and general manager Tony Shaw was confident that a fleet of more than 60 boats will line up for the 469 nautical mile race off Watsons Bay on Saturday, April 4.

This year's race has added significance in that 25 or more yachts from New South Wales and Victoria are using the Sydney to Mooloolaba race as a feeder race for the 50th running of Queensland's major ocean race, the Brisbane to Gladstone dash starting on Easter Friday, April 10.

The Mooloolaba race is also the final and deciding race in the Cruising Yacht Club of Australia's prestigious 1997-98 Blue Water Pointscore with only two points separating the top placed boats in the IMS division, Syd Fischer's *Ragamuffin* and Roger Hickman's *Atara*.

It is also the final and deciding race

for Middle Harbour Yacht Club's Gillawa Shield.

Aside from these two, the fleet is a very classy line-up, including Ray Roberts' Sydney 46 grand prix racer *ABN AMRO Challenge* which made its debut in last December's Telstra Cup, Middle Harbour Yacht Club vice-commodore Rob Reynolds's *J44 Phoenix* and its rival sistership, Chris Gorman's *Adria*, Marcus Blackmore's Mumm 36, *Emotional Hooligan*, and Ron Jones' *Christine Jay II*.

Last December, *Emotional Hooligan* was overall IMS winner of the Strathfield Car Radios Pittwater to Coffs Harbour Series while *Christine Jay II*, a Sydney 41, won a place in the New South Wales team for the Telstra Southern Cross Cup.

Heading the fleet was to have been George Snow's maxi *Brindabella*, but she will not start following her dismasting in 50 knot winds and 4-metre seas off Sydney Heads in early March.

Returning to racing after her dismasting in the Telstra Sydney to Hobart is Martin James' Farr 65, *Team Jaguar Infinity III*. An interesting competitor will be *Morning Mist III*, the Victorian 50-footer just bought by a syndicate of veteran 18-footer skipper Peter Sorensen, broadcaster Stan Zemanek and ocean racing navigator Julie Hodder.

Also heading north will be Bob Steel's well-performed Nelson/Marek 43 *Quest* which was a member of the winning Australian team at the 1996 Kenwood Cup, Charles Curran's Sydney 60, *Sydney*, Geoffrey Ross' Sydney to Hobart division winner *Yendys* and Ivan Wheen's *Zoe* which won the race from Pittwater to Coffs Harbour in December.

Interstate entries include the Queenslanders *Bobsled* (Paul White and Partners), *Out of the Blue* (Kevan Johnston), *G-Wizz* (Phil Gray) and *Storm* (Don Algie) along with *Atria* (Gilbert Ford) and *Full as a Bull* (Philip Coombs) from Victoria.

A feature will be the clash between the 30-footers, *Atria*, the two Bull 9000s, *Full as Bull* and *Wild Bull* (Rod Skellet), winner of the recent JOG nationals Super 30 division, and the Mount Gay 30s, *Razors Edge* (Ray Stone) and *Cuckoo's Nest* (Nigel Holman). - Peter Campbell.

Record number of boats for 50th Brisbane to Gladstone

Veteran bluewater racing yachtsman John Bourne will pack his seabag once again this Easter for a voyage of memories in the 50th Brisbane to Gladstone race.



The crew of *Hoana*, skippered by George Pickers, were in good spirits after taking line honours in the inaugural Brisbane to Gladstone race. *Hoana*, a former Sydney Harbour centreboard day sailor, sailed the 308 nautical mile course in 47h 8 minutes 25 seconds. The record, set by *Bobsled*, now stands at under 22 hours.

Bourne, who skippered the overall winner of the inaugural Easter race in 1948, the little canoe-sterned sloop *Sea Prince*, has accepted a crew berth aboard the famed Brisbane ketch *Laurabada* which will be setting sail on Good Friday, April 10 in her 45th consecutive race north.

The dedicated old salt has been making weekly trips from his Summit home near Stanthorpe to help in the refit of *Laurabada* for the 308 nautical mile golden jubilee race.

The 50th race to Gladstone, sponsored by CUB, promises to be an armchair ride for Bourne compared with the tough sail of 50 years ago. Aboard *Laurabada* there will be push-button navigation electronics, a fully-fitted galley with an oven and refrigeration. Aboard *Sea Prince*, it was a matter of sharing space below decks with smelly homing pigeons (used for communication) with the galley comprising a crude kerosene burner and ice boxes.

Bourne and other crew of *Sea Prince* spent 56 hours 48 minutes and 45 seconds at sea to win the inaugural race on handicap.

"Ocean racing in those days was a real challenge of personal character and seamanship sailing into the unknown," Bourne

recalls. "Navigation aids, apart from the reliable lighthouse, were almost non-existent with very few beacons to guide you into Gladstone harbour."

The 50th race is not only attracting the old yachties such as Peter Kurts, but many famous yachts that have sailed in and won Queensland's Easter ocean classic. The famous cutter *Solo*, designed by the late Alan Payne and campaigned by the late Vic Meyer, is coming out of retirement in the Whitsundays.

Solo took line honours five times in six races, winning the line/corrected time double in 1958 and 1959. Joining owner David Farley will be legendary bluewater navigator Richard "Sightie" Hammond and international yachtsmen Tom Stephenson and Ian Kieman.

The remarkable little sloop *Saltash II*, a three times overall handicap winner of the Brisbane to Gladstone, is also making a comeback with the converted day bay sailor sporting a new rig designed in consultation with Iain Murray. The 30-year old will race north with a crew of four - Brisbane boatbuilders Ian and Bill Wright, navigator Peter Cavill and foredeck hand Tony Reik.

- Ian Grant.

Brisbane to Gladstone Celebrates its 50th

The inaugural Brisbane to Gladstone race was sailed four years after the first Sydney to Hobart, both races becoming icons of Australian sport. Our Queensland correspondent Ian "Stripey" Grant watched the first race from Woody Point as a 12-year-old and has covered it as a yachting journalist since 1960 when he was aboard the winner, *Mouse of Malham*.

In many ways Queensland's Easter offshore racing classic, the Brisbane to Gladstone, had a similar beginning to the internationally famed Telstra Sydney-Hobart race.

The chance remark by Royal Navy Captain John Illingworth in 1945 changed the proposed Sydney-Hobart cruise by Cruising Yacht Club of Australia members into a race, paving the way for the event to grow into one of the world's great ocean classics.

Similar circumstances surrounded the introduction of offshore racing in Queensland when the government of the day suggested a yachting event to coincide with the Royal Family visit to North Queensland.

The Royal Visit was cancelled but plans to stage the race became an obsession for Brisbane businessman Doug Drouyn, whose ambitions also included



The gaff-rigged yawl *Mahra* (Stan Spencer) sailing north in the inaugural Brisbane to Gladstone race in 1949.

being the first Queensland entry in the Sydney to Hobart race.

Drouyn needed to be a member of an accredited club for his Hobart race nomination to be accepted, so he formed the Queensland Cruising Yacht Club on September 6 1947, primarily to have his iron-bark planked cutter *Sea Tang* qualify for the event.

Sea Tang, ably skippered by her enthusiastic owner, was perhaps the original winner of the Sydney-Eden line honours trophy when she was forced into the port with a broken boom.

The never-say-die attitude of the resourceful Drouyn crossed the calloused hands of some local railway sleeper cutters who crudely shaped a new boom from a gum tree sapling. However, while skipper Drouyn's intentions were inspired with the burning desire to reach Hobart his hopes were dashed when race officials ruled him out for accepting outside assis-

tance.

Drouyn, a parochial and proud Queenslander, never fulfilled his Hobart race dream with the 30ft cutter *Sea Tang* but became the John Illingworth of Queensland's great race when he organised the first race into the sensibly accepted port of Gladstone.

Sea Tang sailed in the inaugural race which started from the Woody Point jetty on an unknown rhumbline course on Good Friday, 1949.

Seven gaff-rigged cruising yachts sailed out of Moreton Bay on the trail-blazing voyage, the sloops, yawls, ketches and cutters carried dinghies and a crate of homing pigeons on the deck with the idea that the pigeons would be used for relaying position reports.

The former Sydney Harbour steel centerboard day sailor *Hoana*, rigged with Japara silk sails lashed to heavy wooden spars and trimmed with jute and hemp rope block and tackles set history in place when skipper Pickers and crew completed the race in 47 hours 8 minutes 25 seconds.

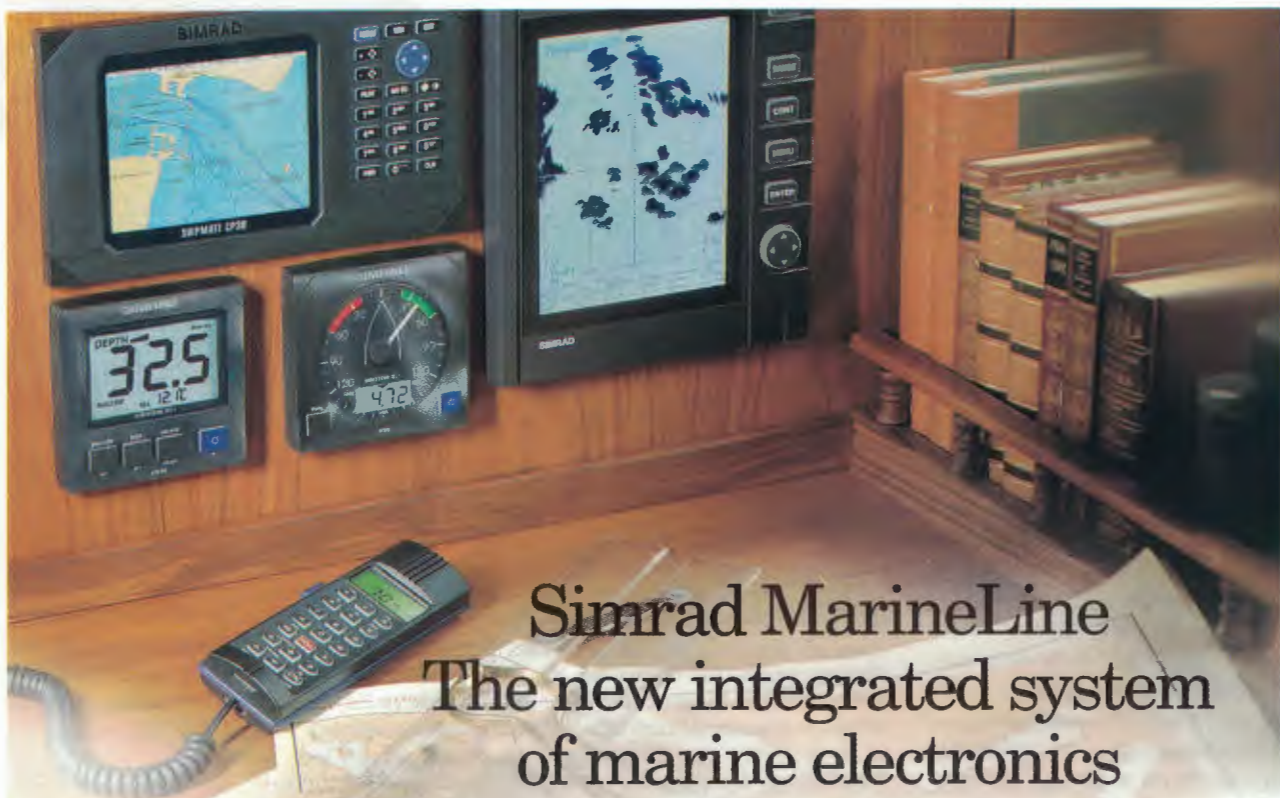
Despite wave-riding for most of the final 80 miles *Hoana* failed to win the double, finishing third behind the smallest yacht in the fleet, John Bourne's *Sea Prince* and *Sea Tang*.

Hal Evan's 10.4m yawl *Moonbi*, which had established a unique 1-2-2-4 performance record in the 1947 to 1955

Brindabella breaks mast

Australia's champion maxi yacht *Brindabella* will miss the Sydney-Mooloolaba and Brisbane to Gladstone ocean races after breaking her carbon fibre mast off Sydney Heads in a short ocean pointscore race in early March.

Brindabella was heading back to harbour under reefed mainsail and small jib after the CYCA had abandoned the race because of 50 knot south easterly winds and 4-metre seas offshore. The mast sheered at the base and broke a second time at the gooseneck with the crew forced to cut away the entire rig and sails.



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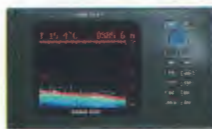
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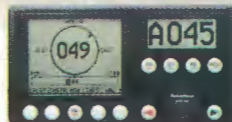
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Sydney-Hobart races, was one of the first southern yachts to sail in the Gladstone.

However, the real star of the late 50's was the 1956 Sydney-Hobart race winner Vic Meyer's *Solo*. Besides taking line honours in the 1958 and 1959 Hobart races and winning again on handicap in 1962, *Solo* added the 1958 and 1959 Brisbane-Gladstone line and handicap trophies to her impressive list of major race wins.

The Alan Payne designed 17.4m steel cutter surfed before gale warning sou'east tradewinds to set a remarkable course average of 8.84 knots in 1958, a record she held until Rupert Murdoch steered the 18m ketch *Illina* to her course average of 9.23 knots.

In terms of handicap performances the Norman R Wright-built *Norseman* was clearly unmatched scoring a 6-3-1-1-4-1-1-4-4 in her ten races to 1958.

Former Hobart race record-holder Dr Tony Fischer's ferro-cement constructed *Helsal* ("The Floating Footpath"), Jack Rooklyn's *Apollo* ("The Gherkin"), the internationally famed maxi *Windward Passage* (Rod Muir) and the Bruce Farr maxi *Castaway Enterprise* steered by Ed Askew progressively lowered the record before Queensland's pocket-rocket *Bobsled* burst through the 22 hour barrier with her 14.1 knot average in 1993.

Father and son maxi yacht skippers Jack and Warwick Rooklyn collectively featured in nine line honours wins. The original *Apollo*, designed by Bob Miller/Ben Lexcen for Alan Bond, held a grip on a 10th line honours win before her challenge and racing life came to a grinding halt when she grounded on the reef fringing Lady Elliot Island in 1980.

Like the Hobart, Queensland's classic has been spiced with some amazing feats of survival and equally impressive course and corrected times.

Reports of winds blowing over the deck in excess of 50 knots are relatively common in the Tasman Sea and Bass



Above left: *Sea Prince*, the little sloop owned by John Bourne which won the inaugural Brisbane to Gladstone race in 1949. Bourne, now in his late 70s, will be sailing again in the 50th aboard the comfortable ketch *Laurabada*. Above right: *Solo*, the late Vic Meyer's famous cutter, surfing to a new record and a Courier Mail Cup win in the 1998 Brisbane to Gladstone race.



Strait. However, little can compare with the torture and life threatening times experienced when Cyclone Emily roared onto the Capricorn coast in 1972.

Winds officially recorded at 96 knots built giant mountains of backless waves capped with wind driven spray which stripped coatings off spars, decks and topsides in what proved to be the most dramatic 36 hours in the history of Australian offshore yacht racing.

There were some very near misses, blue water racing veteran Alby Burgin was tossed into the boiling ocean off Round Hill Head when his sloop *Rival* was barrel-rolled and dismantled in a 360 degree capsized.

Race line honours winner *Kintama* gave skipper Rob George and crew a real scare off Bustard Head when the big seas washed the yacht to within metres of the rocks before the backwash sucked the sloop to safety.

The same savage storm claimed two lives when the multihull *Australian Maid* was caught inside the surfline and

driven ashore by wind surf and tidal surge.

Gladstone's Noel Patrick, winner of three races with his self-designed built and skippered plywood chine offshore racer, claimed his own special place along with the remarkable Ivan "Skipper" Holm.

Holm was the navigator on *Sari Marais* in the first race in 1949 and officially retired after 47 races, 44 of those at the helm of his ketch *Laurabada* which he built on the banks of Cabbage Tree Creek.

Three generations of the Wright family have left and will continue to leave impressive results in the record books.

Norman R Wright Snr. sailed in the first race and built the champion *Norseman*. His son, Norman Jnr, steered *Flying Saucer* to her record in 1955 and helmed the former Captain John Illingworth-owned yawl *Mouse Of Malham* to two corrected time wins in the 1960's.

Nephews Ian and Bill Wright continue to carry on the tradition with the converted Yachting World Diamond *Saltash 11* winning three races. She also logged the fastest ever corrected time of 21 hours 15 minutes 54 seconds for the remarkable average of 14.49 knots.

Saltash 11 will be one of the record fleet which sets history in place when the Golden Anniversary race is contested over the physically demanding course raced by the trail-blazing fleet of seven yachts 50 years ago. ▲

Reports of winds blowing over the deck in excess of 50 knots are relatively common in the Tasman Sea and Bass Strait. However, little can compare with the torture and life threatening times experienced when Cyclone Emily roared onto the Queensland Capricorn coast in 1972.

From the Commodore

With **PETER BUSH**

A lot has been said and written about the Cruising Yacht Club of Australia's involvement in the coming Sydney Olympic Games. Even today the exact role that the CYCA will play is still unclear and is likely to remain so until much closer to the Games themselves.

Notwithstanding, the CYCA will reap some benefits due to the proximity of the Games. Clearly, we will also share the disadvantages suffered by local residents from the limits and restrictions imposed by the sailing regatta being held in our neighbourhood.

At the time of Sydney's submission, the CYCA was advised that the club and its facilities might be required to play a part in the Olympic agenda. At the time it was conceived that the Olympic fleets and athletes would compete from facilities to be constructed on the northern end of Rushcutters Bay and the RANSA complex. This would involve the construction of temporary pontoons, a marina and the facilities to support the crews who would be ferried each day from the Olympic Village at Homebush.

The CYCA's role at this time was likely to be the provision of berthing

"the really exciting news from SOCOG's sailing organiser, Glenn Bourke, is that SOCOG will be looking to the sailing community to produce teams of race management experts to manage the various sailing events held both on Sydney Harbour and on the waters immediately off Sydney Heads"

for an unspecified number of press boats, rumoured to be around 25, and the use of club facilities for race juries to hear protests, or for the entertainment of VIPs.

Immediately following the announcement that Sydney had won the



The Day Marina for the Olympic yachting at the Atlanta Olympics was a specially-built floating island marina off Savannah, a half-hour downriver trip by ferries from the Olympic yachting headquarters. In Sydney, all shore facilities will be in Rushcutters Bay. (Pic - Peter Campbell)

Games, and up to quite recently, little additional clarification has been forthcoming from SOCOG, other than to suggest that the likely involvement of the CYCA facilities would be less than originally anticipated.

For some time the CYCA considered the option and held discussions with SOCOG with respect to their temporary marina, so if there might be any opportunity to purchase elements of that marina following the Games, as part of the club's plan for renovating its marina complex. This proposal proved not to be feasible and was dropped some 12 months ago.

At the time of writing and having had discussions with SOCOG as recently as early March, we are not expecting the CYCA club facilities to play any more than a very minor role in the yachting regatta of the Sydney 2000 Olympics.

However, the really exciting news from SOCOG's sailing organiser, Glenn Bourke, is that SOCOG will be looking to the sailing community to produce teams of race management experts to manage the various sailing events held both on Sydney Harbour and on the waters immediately off Sydney Heads.

The CYCA and other yacht clubs are being asked to provide an army of vol-

unteers, in teams of 36, that have the management capability to set and administer the various courses, run the starting and finishing, and control spectator craft.

These teams have been specified in some detail by SOCOG, and the CYCA will be looking to its membership to find properly skilled volunteers to put together at least one "CYCA Race Management Team", hopefully two. These teams are likely to be required for some of the lead-up regattas to enable them to hone their skills and techniques.

This is not only a great opportunity for club members to contribute to the Olympic Games, but also to build up our own capabilities in race management. SOCOG will provide appropriate training and development for each of these teams to ensure that Australia is up to the task of running a great regatta.

SOCOG have now asked clubs for an expression of interest in providing resources for these teams. I would ask those members who have both the desire and the skills to be part of the program to, in the first instance, contact our Sailing Manager, Phil Thompson, so that we can begin to co-ordinate the program. ▲

*Peter Bush, Commodore
Cruising Yacht Club of Australia*

** SOCOG sailing manager, Glenn Bourke, will be guest speaker at the CYCA's Members' Information Night at the club on April 22, starting at 7.30pm.*

The focus on Northern Hemisphere offshore yacht racing has centred on USA's huge Key West Race Week and the Cutty Sark SORC (Southern Ocean Racing Circuit) at Miami, with Australia represented at both events. Keith Taylor reports.

Key West 1998

Records toppled at the 1998 GMC Yukon Yachting Key West Race Week as an intensely-competitive 256-boat fleet battled it out in close-quarter racing on tropical seas in classic Key West conditions.

Top professional sailors mixed it up with talented club racers from a record 34 American states and a record 17 countries in the seven-race series on three separate race courses. One racing day was abandoned due to flat calm conditions, a rarity for Key West in January.

Regatta records and noteworthy occurrences at an action-packed Race Week included:

- * Jim Andrews's One Design 48 *Abra-cadabra* from Birmingham, AL, captured the Yachting Trophy for Boat-of-the-Week honors, marking the second straight year that 1D48s have won the prestigious trophy.

- * The USA Blue Team won the Yukon Cup trophy for international team competition, topping a distinguished international fleet of eight three-boat teams.

- * Sailmaker Dave Ullman from Newport Beach, CA, successfully defended his Melges 24 Class crown, winning for an unprecedented third straight year with his raceboat USA-3.

- * The four-year-old cruiser/racer *Bright Star*, campaigned by Richard Breden of Greenwich, CT, took top honors in its IMS class and the IMS fleet, beating 35 boats which included top international IMS Grand Prix racers.

- * There were record fleets in the



Start of the IMS Class 1 at the GMC Yukon Yachting Key West Regatta, with overall IMS winner *Bright Star* (50596) and *Numbers* (NZL) steered by Russell Coutts right in among the action. (Pic - Daniel Forster)

Mumm 30 (31 boats), J/80 (13 boats), Farr 40 (13 boats), Corel 45 (10 boats), and 1D48 classes (8 boats).

- * New boat types competing included Farr 40s and Viper 830s.

- * The radical new canting ballast twin foil (CBTF) *DynaFlyer 40 Red Hornet* flew to a first place on corrected time in PHRF1. She was skippered by America's Cup navigator Peter Isler, from San Diego, CA.

Some of the best and closest racing came in the Corel 45 Class, with internationally-famed grand prix sailors spread throughout the ten-boat fleet.

George Andreadis' *Atalanti X*, from Pireaus, Greece, skippered by three-time German Olympic gold medalist Jochen Schumann, successfully defended her title from last year after a tied 26-point finish was broken in her favor. She defeated Tom Hill's *Titan*, from Newport, RI. French America's

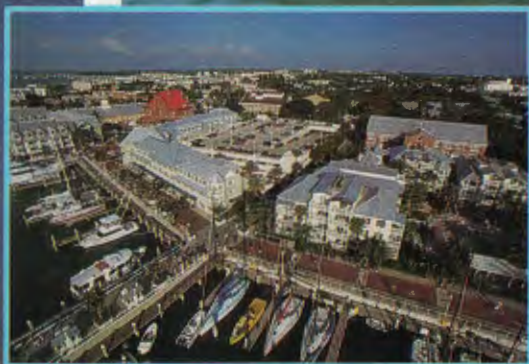
Cup skipper Bertrand Pace steered Ortwin Kandler's French entry *Faster K-*

YOTE, while match racer and America's Cup challenger Peter Holmberg, from St. Thomas, USVI, helmed Tom Stark's *Rush*, from Riverside, CT.

Thirteen Farr 40s debuted at Key West and the competition lived up to all expectations. John Thomson of *Infinity* fame steered his new yacht *Solution* to victory over Edgar Cato's *Hissar*. Steve Garland's *Wired* tied with Cato on points and took third in the tie-breaker. Great Britain's Michael Law, last year's runaway Mumm 30 Class winner, edged out Irvine Laidlaw's *Oui Fling* for fourth. Speculation has it that as many as 25 Farr 40s will compete in Key West in 1999.

Abra-cadabra, owned by Jim Andrews of Birmingham, AL and steered by Texan America's Cup challenger John Kolius, established her 1D48 class lead at Key West after two races. But, as Kolius said at mid-series, "We've got to keep the hammer down. . . the regatta is only half over." The crew kept to their game plan and left Key West with their victory in the

Inset: The harbourside at Key West, mecca for Northern Hemisphere offshore yachting in January. (Pic - Daniel Forster).



Right: Boat of the Week at Key West was Jim Andrews' One Design 48 *Abracadra*, shown tacking astern of *Young America*, sailed by the America's Cup crew. (Pic - Daniel Forster)

1D48 class - plus prizes for Boat of the Day on the final Friday, and the handsome mahogany-carbon fibre Yachting Trophy for Boat of the Week. Calling tactics on *Abracadabra* was Kolius's America's Cup rival John Cutler from St. Thomas in the US Virgin Islands.

Competition in the eight-boat 1D48 class was a non-stop battle in a fleet populated with America's Cup talent. Three Cup syndicates - including America True, *Young America*, and the Aloha Racing challenge on *Abracadabra* - were represented.

Eight three-boat teams took part in the international team competition for the Yukon Cup, with the strong Italian team getting out to an early lead after the first day of racing. The USA Blue team - consisting of Thomas Neil's Corel 45 *Nitemare* from Chicago, IL; RD Shear and JB Braun's Mumm 30 *Thalia*, from Marblehead, MA; and David Ullman's Melges 24 *USA 3* - was second after the first day but worked their way up to the

top of the points table as the week progressed.

Eight teams competed, from Canada, Down Under, Europe, Great Britain, and Italy, with three teams fielded from the United States. The three classes were: IMS custom boats combined with Corel 45s; Mumm 30s; and Melges 24s.

The Down Under team, which included Middle Harbour Yacht Club member Richard Pirini skippering a Mumm 30, finished well down in the team series and against the regatta-honed Americans.

California skipper Ullman did the seemingly impossible — again leading home the largest one-design class at Race Week. Ullman and his crew on *USA 3* narrowly beat Bruce Ayres' *Monsoon* in a fleet of 53 Melges 24s liberally sprinkled with Olympic and world championship talent to record their third consecutive victory at Race Week.

For Richard Breeden and his crew on *Bright Star*, Key West Race Week was the

ultimate test tank. With new sails, a new keel, and some underwater modifications, the 46-foot Nelson/ Marek design came to Key West... "anxious to see how we would stack up against the competition," said Breeden.

Bright Star topped her class, and her refit passed a hard test in a field of the best of the best. As Breeden said after he reached the docks on Friday, "I can't shoot hoops with Michael Jordan, but I can compete against people like Russell Coutts and Ken Read and all the great sailors." *Bright Star* was co-helmed by Breeden and Terry Hutchinson.

Bright Star also captured first overall in the IMS fleet. Second in the IMS fleet was *Flash Gordon*, a Nelson/Marek 49 helmed by Ken Read and owned by Helmut Jahn of Chicago. Among the IMS competitors was John Risley's *Numbers*, helmed by reigning America's Cup champion Russell Coutts, which placed fifth overall in the IMS class.

Australians third in Farr 40 One Designs

The 57th edition of the Southern Ocean Racing Circuit saw 173 boats racing on four separate courses - two off Miami Beach and two on Biscayne Bay, attracting top yachtsmen from around the world for this famous United States week of yacht racing.

Classes ranged from a range of one-designs such as the Mumm 30, Mumm 36, OD48s, Corel 45s and the new Farr 40 One Design which made its debut as a class at Key West. Among the entrants in the Farr 40s was prominent Melbourne yachtsman John Calvert-Jones with his boat, *Southern Star*.

Calvert-Jones, who bought the Farr 40 because of his interest in one-design, owner/driver racing, has represented Australia as an owner at the Admiral's Cup and Commodore's Cup in England. While not claiming to be a helmsman of international talent, his earlier sailing career did include a win in the Flying Fifteen world championships.

With a crew that included talented Australian sailors Grant Simmer, Mark Walsh and Adam Beashel, Calvert-Jones sailed a fine series to finish third overall behind two of America's top amateur helmsmen. *Southern Star* placed third

overall with placings of 5-1-3-6-7-3-6-6 to finish with 36.75 points.

The Farr 40 series went to John Thompson from Port Washington, New York, sailing *Solution*, who notched up a series scoreboard of 3-2-1-3-5-1-2-1-7, finishing with 24.25 points to beat Steve Garland from Hingham, Massachusetts who helmed *Wired* to placings of 1-4-2-3-3-2-3-5=2 for 24.5 points.

All eyes were on the One Design 48 Class where three boats, all with America's Cup celebrities in their crews, fought out the series right down to the line.

Doug DeVos' *Windquest*, skippered by Morgan Larsen, with John Kostecki calling tactics, had a one point lead going into the final race. America's Cup defender Buddy Melges, driving Jay Ecklund's *Starlight*, was second. She had the same points as Jim Andrew's third-placed *Abracadabra*, sailed by America's Cup challenger John Kolius.

Windquest was over the line early at the gun as San Francisco's America's Cup challenger Dawn Riley campaigning *America True* won the start, and continued on to win the ninth and last race. She was hotly pursued by Kolius

Following Key West, the top US and European yachts moved to Miami Beach and the Cutty Seak SORC (Southern Ocean Racing Circuit). Keith Taylor reports.



Solution, the Farr 40 One Design which took out the class pointscore at both the Key West and SORC regattas in the USA. Australia's *Southern Star* placed third at SORC. (Pic - Daniel Forster).

who finished second. *Windquest* restarted and worked her way back into fourth place while *Starlight* finished a disappointing sixth. The finishing order gave the class victory to Kolius by one point over Larsen.

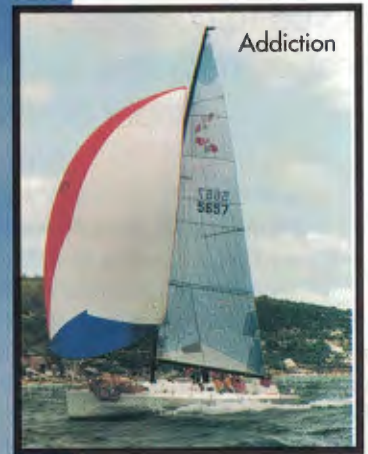
Helmut Jahn's Admiral's Cup racer *Flash Gordon 3*, with Ken Read on the helm, was top IMS yacht of the SORC. In Corel 45 class, Miami yachtsman George Andreadis sailed *Atalanti X* to a comfortable victory from wellknown British sailor Graham Walker, sailing *Indulgence*.

The Mumm 36s went to American Terry Hutchinson skippering *Trewa Novelum* who notched up six wins and two seconds to beat a Swedish and a German boat. ▲

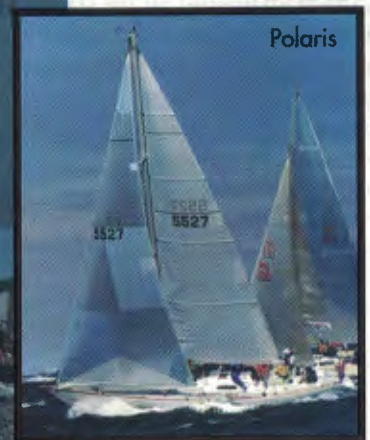
Left: Big fleet of Melges 24s on the starting line - a strong class at both Key West and the SORC. (Pic - Daniel Forster)



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Wild Bull wins Super 30s

The annual JOG regatta at Port Stephens on the NSW Mid North Coast again lived up to competitors' expectations with plenty of breeze and keen competition, great camaraderie and family fun ashore. The regatta was livened up by the new Super 30 division and the inaugural Mount Gay nationals.

Report by Frank Martin and Rod Skellet.

Wild Bull, owned and steered by CYCA director Rod Skellet, swept all before it to take the honours in the new Super 30 division at this year's Australian JOG championships sailed on Port Stephens in February.

At a time when the traditional JOG fleets were struggling to get entries, the Super 30's gave a boost to the Australian championships and provided the owners of these turbo charged yachts with their first opportunity to race similar yachts on an equal footing.

Eight yachts made up the Super 30 division - five Mt Gay 30's, (*Razors Edge*, *Team Bayex*, *Tutakane*, *Team Fujitsu* and *Shaya Moya*) the Farr 31, *Wildfire*, the Cape 31, *S/Cape*, and the Bull 9000, *Wild Bull*. All yachts were measured according to the JOG rule as well as given an arbitrary TCF or Fleet Factor similar to PHS.

The main interest for the skippers in this division focussed on the battle for line honours. All yachts carried masthead kites, which levelled the playing field for *Wildfire* and *S/Cape* downwind, while upwind all yachts had very similar working sail area. Previous racing had shown there was very little between these yachts, with each capable of taking the gun.

In fact, *Wild Bull* (Rod Skellet, CYCA) and *Razors Edge* (Ray Stone, MHYC) had finished just one second apart on three separate occasions in

the previous 12 months.

The series began with a 70 nautical mile overnight passage race from Pittwater to Port Stephens, with the Sports 30's hoisting their masthead spinnakers for a quick dash to sea in the 13-17 knot sou'easter. The first tactical decision for most yachts came as they rounded Barrenjoey - whether to use their kites or two-sail reach north-east to clear Cape Three Points. *Wild Bull*, with Lee Killingworth calling tactics, decided to power on with her new Fraser Sails asymmetric spinnaker and, with the assistance of an outgoing tide, managed to clear Maitland Reef to set up a three-quarter mile advantage over the other Super 30's.

With predictions of the breeze shifting east, and little southerly set, *Wild Bull*, with a pack of Mount Gay's in pursuit, headed out to sea. This proved a bad move, as the breeze stayed in the south, with some shifts to the west. Dawn; and the rounding of Point Stephens revealed that *Wildfire* (Brian

and Ian Saunders, RSYS) and *Team Bayex* (John Winchester, CYCA) had sailed a tactically correct race to finish first and second across the line, with *Wild Bull* third. The JOG corrected result saw the same the places as the line honours with the exception that *S/Cape* (Neil Tuddenham, Gosford SC) placed third and *Wild Bull* fourth.

The second day's racing within Port Stephens brought idyllic conditions for JOG racing, with bright sunshine and a 10 to 13 knot north easterly and flat water.

For the Super 30's, whichever yacht rounded the windward mark first on the second beat would be exceptionally difficult to pass on the long spinnaker run to Middle Island. *Tutakane*, *Razors Edge* and *Wild Bull* all started well in race two and traded tacks on the short beat to the top mark. *Wild Bull* rounded first with *Tutakane* and *Razors Edge* about two lengths astern.

These positions changed as *Tutakane* gybed away into a little more pressure

and established a two length lead at the bottom mark. This good mark rounding was negated by failing to cover *Wild Bull* which stayed on the northern shore on the second work and pulled ahead to lead by four lengths at the top mark. With clear air, *Wild Bull* showed the fleet a clean transom to take the gun by one and a half minutes from *Tutakane*, with *Razors Edge* just beating a fast finishing *Wildfire* for third.

Sports 30 division winner *Wild Bull*, skippered by CYCA director Rod Skellet, goes through a gybe in a closely contested short windward/leeward race during the JOG nationals. (Pic - Frank Martin).





Final results

Super 30s:

1. Wild Bull, Bull 9000 (Rod Skellet, CYCA) 4-1-1-OCS-7-2, 24.0 pts
2. Wild Fire, Farr 31 (Brian Saunders, RSYS) 1-2-2-ret-3-5, 25.7
3. Razors Edge, Mount Gay 30 (Ray Stone, MHYC) 6-4-3-OCS-8-1, 39.4

Division 1:

1. Critical Path, Lyons 25 (John Wigan, RSYS) 2-1-2-1-2-1, 6.0
2. Max, Lyons 25 (Michael Grout/Steve Wilton, MHYC) 1-4-4-2-1-3, 16.7
3. Patrice, Roberts 9.5 (Tony Kirby, CYCA) 4-2-1-4-4-2, 22.0

Division 2:

1. Seaflyer, Whiting 26 (Anbrew Parkes/Bruce Clark, MHYC) 2-1-1-1-2-1, 3.0
2. Ocean Racer Chaser, Davidson 26 (Simon Reffold, RPAYC) 1-2-5-3-1-3, 14.4
3. Ride on Time, Sonata 8 (Rick Christianson, RMYC) 3-3-4-4-4-2, 30.4

Division 3:

1. Rambull, Supersonic 27 (Randall Wilson, SASC) 1-1-2-3-7-2, 14.0
2. Cav Sav, Cavalier 28 (Jim Kennedy, BBYC) 4-4-1-2-1-3, 16.7
3. Rascal, Supersonic 27 (Peter Walsh, Bateman's Bay YC) 2-3-4-7-3-1, 22.4

Left: Razors Edge, Ray Stone's Mount Gay 30, leads a downwind charge of Super 30s at the JOG national championship regatta on Port Stephens. (Pic - Frank Martin)

Race three saw a virtual repeat of race four, with *Wild Bull* taking line and handicap honors for the second time that day from *Razors Edge* and *Tutakane*.

Sailed in a demanding 15 to 20 knot north easterly, the Three Islands off-shore race was one both competitors and officials would like to forget. The start line off the breakwater at Peppers Anchorage resort proved too crowded for both divisions, with many yachts deemed OCS.

With no radio communication facilities, poor visual and inadequate sound signals, the Super 30 division had no idea there had been a general recall. After sailing a mile down Port Stephens, the fleet turned back to face a re-start already in progress. Common sense prevailed and after a postponement, each division was given a separate start.

From an excellent start, *Razors Edge* led the fleet down Port Stephens, but by Yachaba Head, *Wild Bull* had taken the lead in a solid 20 knots breeze, rounding Cabbage Tree and Little Islands ahead of *Razors Edge* and *Wildfire* in a close battle for second.

At Little Island, carnage hit the fleet. The unstable air and the steep swell proved extremely difficult with several yachts executing perfect "Chinese

gybes." *Razors Edge* wisely dropped its masthead kite to gybe and rehoisting a fractional spinnaker for the run home. *Tutakane* and *Wildfire* struggled on with their masthead kites, and looked to out of danger until a nasty puff drove both of them up on the sandbank inside Yachaba Head.

With these two yachts retired it was a procession home with *Razors Edge* crossing the finish line ahead of *Team Fujitsu* (Nigel Holman, MYC) and *Team Boyex* (John Winchester) picking up the minor placings. With most competitors glad to be back in one piece, skippers were greeted by the news at the marina that all the yachts, with exception of *Team Fujitsu*, had been judged OCS and hence disqualified.

With the competition wide open in all three Sports 30 division pointscores (Line Honors, JOG and PHS) the final day's racing would prove crucial. A light 5 to 8 knot east-north-east breeze greeted the Super 30's in the first race, which saw line and handicap honors go to *Tutakane* with its sister ship *Shoya Moya* second. *Team Fujitsu* backed up the previous day's win with a third, while *Wild Bull* and *Razors Edge* were relegated to the tail of the fleet.

Race six became the decider in the 1998 Australian JOG championships

when a 40 knot southerly hit the fleet, making racing on the tight Port Stephens tight course extremely dangerous, forcing race officials to abandon race seven.

As race six was being sailed, an ominous black rolling cloud was fast approaching from the south. Cautious seamanship became paramount and all yachts started dumping kites and bare-heading to their No 3 headsails at the top mark. Excellent crew work saw *Razors Edge*, *Team Boyex*, *Shoya Moya* and *Wild Bull* recover quickest and break from the fleet. However, navigation errors saw *Team Boyex* and *Shoya Moya* fall astern of *Wild Bull* which eventually finished second to *Razors Edge*.

Rod Skellet and his crew of *Wild Bull* won the line honors pointscore from *Tutakane* with *Razors Edge* third. Under JOG handicap *Wild Bull* won a closely fought series by 1.7 points from *Wildfire* with *Razors Edge* again in third position.

It was very satisfying win for Skellet and his crew after finishing third in PHS in the Ord Minnett Regatta and second in the Telstra Cup. In accepting first prize, Rod Skellet dedicated his victory in the Australian JOG championship to his brother Lachlan who has

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Wild Bull powers to windward, a point of sailing in which the Bull 9000 excels. (Pic - Frank Martin)

been fighting a long battle with liver cancer. Tragically for Rod, on his return to Sydney Harbor on January 26 for the Australia Day Regatta, he learned that his brother had died at seven o'clock that morning. Lachlan died with the knowledge his brother had won the first Super 30 Australian JOG championships.

While the Super 30s took the limelight, there was excellent racing in all four divisions of the JOG nationals with some of the "vintage" designs showing that they can still match it with the best, when in the right hands.

Leading this group were the sailmaking pair, Bruce Clark and Andrew "Turbo" Parkes who piloted the renowned Whiting 26, *Seaflyer*, to retain its overall JOG national title ahead of another quarter tonner of the same ilk, the Davidson 26, *Ocean Racer Chaser*, skippered by Simon Reffold.

The older, heavy displacement class was fought out between two Supersonic 27s with Randall Wilson's *Rambull* nudging out Bateman's Bay yachtsman Peter Walsh in *Rascal* into third place. Splitting the two in the final results was the Cavalier 28, *Cav Sav* sailed by Jim Kennedy from Botany Bay Yacht Club.

In the Mount Gay Australian championship, *Tutakane*, skippered by Bob Mayjor from the RPAYC, notched up a series scoreboard of 2-1-2-DNF-1-5 to just beat *Razors Edge*, skippered by Ray Stone from MHYC with placings of 4-2-1-OCS-5-1. Third place went to *Shaya Moya* (Peter Ingle, RPAYC) with a score of 3-33-4-OCS-2-3.

The Australian class association hope that next year they will have their own Mount Gay class start, with twice as many boats on the line. ▲

Go Whitsunday's 1998

Authoritative Whitsundays author and yachtsman David Colfelt provides the latest on "who's who" and "what's where" for bareboat chartering in the magnificent islands off the coast of Far North Queensland.



Retired from ocean racing but still sailed fast and hard...the maxis Ragamuffin (to windward) and Condor do battle in the Whitsunday Vista Big Boat Challenge Gold Cup series. (Pic - Richard Bennett)

The past year in the Whitsundays has seen a tremendous amount of change, and 1998 is shaping up as another busy year for the bareboat operators.

Several charter companies have changed hands, bringing in some new blood and business experience, as the new owners are in most cases indulging their love of boats and sailing after successful careers.

One or two new companies have added their names to what is now a bewildering list of like-sounding

names, making it mandatory for intending charterers to do a bit of research into who's who at the present time.

Bookings are looking solid for 1998, and it seems this is one niche that has mostly escaped the chill winds blowing in from the Asian economies.

Cyclone Justin hung around the Queensland coast for quite a long time, and the local operators complained that the media blew it up out of all proportion, to the detriment of business, although most charter companies reported strong November bookings,

possibly a 'make-up' for the earlier bad weather.

Bareboat news

The largest and oldest bareboat operator, Whitsunday Rent-A-Yacht, changed hands this year, and the new owners have taken an immediate, firm hand in the business, buying the adjacent slipway and chandlery, a laundry in Airlie Beach, and taking over Mandalay Boat Charters.

Graham and Karen Naylor are from Ballarat, although in recent months

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The bareboat charter fleet at Hamilton Island. (Pic - David Colfelt).

they've spent more time in the Whitsundays than in Victoria. Graham is an aeronautical engineer and helicopter pilot who's always had an interest in boats; he's concentrating on the systems and maintenance end of the business, while Karen, a registered nurse, is applying her knowledge of people to marketing and customer service.

Rent-A-Yacht now has an office at Abel Point Marina as well as their Shute Harbour jetty and premises. There seems little doubt that the expertise this couple brings will benefit the company.

Australian Bareboat Charters, one the earliest operators in the area, also changed hands this year. Its new owner is Glen Read, previously in computers and now indulging a life-long sailing vocation.

Glen began his sailing career as a teenager in Brisbane, did a boat-building apprenticeship with Clem Masters, went on to international competition in dinghy classes. As an offshoot of his next career (in computers with Data General), he was in charge of the electronic wizardry on Australia II with the successful Bond America's Cup syndicate. Glen has kept his experienced ABC marketing team which Deni Linforth has been running since the early 1980s.

Sail Whitsunday has just changed hands, too. This company, originally started by Leon O'Donahue and then taken over by Bill and Jacinta Lipsom, who shepherded the company to a series of Queensland Tourism Awards in the 90s, changed hands 18 months ago. It has just been sold again to David Venning and Marilyn Barkas, from Melbourne.

David is a building and industrial projects manager whose sailing career dates back to

the early 1960s with the Royal South Australian Yacht Squadron and, in subsequent years, in national Dragon competition on Sydney Harbour and Port Phillip Bay. Marilyn's previous career was in media planning and buying with major advertising agencies, and she will be handling the marketing side of the business. They plan a 'steady as she goes' approach to the business.

The Moorings, the company that invented bareboating in the Caribbean, is cruising comfortably at Hamilton Island under its widely experienced manager, David Baglow. This company continues to pride itself on offering 13 of the most luxuriously equipped Beneteaus which the company has finished to its own specifications, complete with multi-stack CD players and GPS units. It's the only company that tells prospective charterers they must have "several years of well-rounded sailing experience and familiarity with yachts of similar size" in order to take one of their boats off the marina. They obviously think a lot of their boats.

Sunsail Australia, has built up a massive fleet of (about 27) Beneteaus at Hamilton Island and has been giving the industry a big shake.

Tropical Sailing, also at Hamilton Island, has a fleet of 10 Beneteaus; its administrative office is located in Chatswood.

John Bates, a well-known skipper in the Whitsundays and author of *The Last Islands*, a brief history of the Whitsundays, has given up skippering David (Chalkie) Hutchen's *Fantasea* cruise catamarans and has started his own small bareboat charter company **Charter Yachts Australia**.

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Queensland Yacht Charters, one of the earliest charter operators, continues on a steady course at Abel Point Marina under the experienced hands of Adrian and Suzette Pelt, and **Cumberland Yacht Charters**, which carved a niche for itself many years ago by specialising in sailing and motorised catamarans, is also cruising along steadily. Both companies had good seasons last year.

Hunter Yacht Charters Whitsundays has a relatively new fleet of 7 Hunter yachts operating out of Abel Point Marina. These yachts are gaining popularity with a number of the charter companies.

Whitsunday Luxury Yacht Charters has changed its name to Whitsunday Charter Vacations and has a new office in the new Abel Point Marina complex. They have expanded their Beneteau fleet and have also opened a marketing office in Toorak.

Whitsunday Escape, the company that introduced the houseboat to the Whitsunday charter fleet, changed hands this year. It now has an office in the attractive new Abel Point Marina buildings

Whitsunday Private Yacht charters also has just changed hands.

Area News

The first mainland port in the Whitsundays (after McKay) is located at 20° 30'S, 148° 41.3'E, in Repulse Bay, the site of a beautiful 5-star resort, championship golf course and a man-made harbour and marina, Laguna Quays.

The resort has a new owner, and visitors are still welcome to use the marina facilities which entitles you to privileges of the resort. Since the marina was opened a few years ago the entrance has silted up considerably due to the large amount of detritus deposited just north of the facility by the O'Connell River. The new owner is currently undertaking dredging operations.

It is essential that yachts contact the Laguna Quays marina office (VHF channel 16, HF 2524kHz, or 27.88 MHz) for instructions well before approaching the entrance. A valuable source of general information in the area is Air-Sea Rescue Mackay (VMR448), which has a 24-hour 7-day-a-week listening post operated from Halliday Bay north of Mackay by 75-year-old veteran Geoff Henry. He monitors VHF channels 16/67, 21 and 82 as well as HF 2524 kHz.

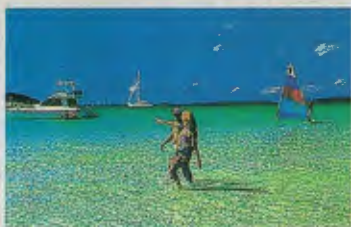


Hamilton Island resort has hit its straps, really, for the first time since it opened in 1984. The new resort management is running the place like a resort, rather than a Gold Coast fiefdom, and occupancy in 1997 was healthy and headed upwards. The harbour facilities at Hamilton remain a major yachting centre in the Whitsundays, with all marine services.

A well known Cruising Yacht Club of Australia identity, David ('Chalkie')

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Hutcheon, who earned his nickname as the chalker at the Quiet Little Drink in Hobart, escaped to the Whitsundays about 15 years ago with his yacht Banjo Paterson.

Chalkie is now one of the most successful businessmen in the area, operating what has grown into a sizeable company, **Fantasea Cruises**, with a virtual monopoly in the area on fast catamaran trips to the Great Barrier Reef.

Chalkie has recently started up a regular catamaran ferry service between the mainland and Hamilton Island. There are now several services throughout the day (in addition to the twice-daily service he has operated almost since the resort opened), making Hamilton easily the most convenient way to get into the Whitsundays by airline, even if you're bound for the mainland.

Abel Point Marina recently completed the second stage of its development adding several attractive buildings which house a number of bareboat charter companies, marine services, dive shop, a good bottle shop, and a smart new seafood restaurant, **Abel's**. **Hawkes Boatyard** next door, which came under new management about 18 months ago, is going strong, with the best slipping

facilities in the area including cradles for large vessels and travel-lift.

Parking for Abel Point Marina is vastly improved, with a large lot now located west of the marina and Hawkes Boatyard

A number of island resorts in the Whitsundays have come under new ownership in the last year as resort woes continue to be 'sifted down' and new owners

buy at advantageous prices while bankers lick their wounds.

The stunning Hayman resort's occupancy figures were decidedly healthier in 1997, and the Hayman Big Boat Series is developing into a very popular event, along with Hamilton Island Race Week, which continues to draw big fleets and strong competition.

Reef fossicking, Haslewood Island in the Whitsundays. (Pic - David Colfelt).



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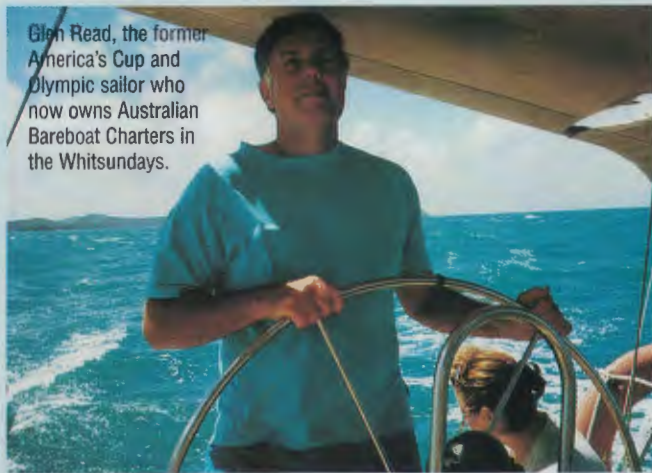
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Glen Read, the former America's Cup and Olympic sailor who now owns Australian Bareboat Charters in the Whitsundays.

The charter companies

Australian Bareboat Charters

New owner of Australian Bareboat Charters is Glen Read, the former Olympic sailor who was also a key member of Australia's winning America's Cup 1983 team. Glen's association with yacht racing goes back to a boatbuilding apprenticeship in Brisbane, but he turned towards the specialised field of computers and electronics.

The move by Glenn and his wife, Ann, to the Whitsundays is one of business and pleasure. His first task has been to tackle the challenge of gradually replacing ABC's fleet with new vessels to meet the requirements of the discerning charterer. "There's no shortage of people wishing to charter boats," says Glen. "The demand for quality vessels is exceeding supply so we are keen to talk investment opportunities."

Australian Bareboat Charters

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Great Barrier Reef Luxury Yachting Holidays

There can be no argument that a holiday afloat is simply the most relaxing and rejuvenating experience ever, but it still can mean work for the cook if you go bareboating.

One option is to share a cruise with your partner aboard one of Australia's most luxurious commercial sailing yachts, *Sydney Sundancer*. Owned and operated by former yacht racing champion John Boyce and his wife Lynne, *Sydney Sundancer* enjoys winter in the Whitsundays, just like the giant Humpback whales with whom they often enjoy close encounters. Then *Sydney Sundancer* avoids the cyclone season by spending the summer on the world's best harbour.

A secret of their success in the Whitsundays is that John and Lynne were "working" the Whitsundays before the Great Barrier Reef Marine Park issued permits. Thus, they have retained access

to special areas (through traditional use) from which most other boats are now excluded.

Great Barrier Reef Luxury Yachting Holidays

Base: Whitsundays in winter, Sydney Harbour in summer

710 New South Head Road, Rose Bay, NSW 2029

Phone: 02 9371 0135. Fax: 02 9388 8823

Web site: <http://www.luxuryyacht.com.au>

Queensland Yacht Charters

Base: Abel Point Marina

Phone: 07 4946 7400. Fax: 07 4946 7698

Abel Point Marina, Airlie Beach, Whitsunday, Qld 4802

Website: <http://www.seafarer.com.au>

Fleet: 11 yachts including 7 Catalina 28s and luxury Beneteau 51.

The Moorings

The Moorings, now in their 28th year of operation, are recognised as the international leader in yacht charter holidays with 22 bases, and 650 yachts under their management throughout the South Pacific, Caribbean and Mediterranean.

"What makes The Moorings different from other charter operators is that they have custom designed their yachts for the rigours of charter work (recognised worldwide as The Moorings standard) adding features for the comfort, safety and convenience of charterers," says Anna Musgrove, Club Seafarer's manager.

The Whitsundays base is on Hamilton Island, just five minutes from the airport in the main marina area. Currently more than 50% of charterers are clients from overseas who have chartered at other Moorings sailing destinations and are now starting to discover the wonders of the Whitsunday's "100 magic miles."

The Moorings

Base: Hamilton Island

Phone Club Seafarer: 02 9693 5899. Fax: 02 9317 2258.

Club Seafarer, Unit 2, 809 Botany Road, Rosebery, NSW 2018

Fleet: 13 luxury customised Beneteau yachts ranging in size from 35' to 50' available for rear round charter. The yachts in service are no more than three years old and in March three brand new boats joined the fleet - a Moorings 383 (customised Beneteau 38' three-cabin yacht) and two Moorings 464 (customised Beneteau 46' four-cabin yacht).

Sunsail

Sunsail Whitsundays offers three convenient locations to pick up or drop off your chartered Beneteau - Hamilton Island, Airlie Beach and Hayman Island. Package deals are also available for a Whitsundays holiday comprising:

- Sailing charters (bare boat, fully crewed, sail and stay, corporate incentive programs, flotilla sailing and sailing schools).
- Airfares
- Discounted Whitsunday hotel accommodation, when attached to a Sunsail yacht charter.

Flotilla sailing expeditions have been one of the most popular sailing holiday experiences in both the Mediterranean and Caribbean for many years and it is now available in the Whitsundays. Flotilla sailing is like having the best of a bareboat and skippered yacht charter in one holiday as you can sail your own yacht but benefit from the local knowledge, maintenance and back up of the lead boat crew.

For those chartering for the first time, flotilla sailing is an enjoyable way to get comfortable with a new area and a new yacht.



Escape to the holiday of your dreams!

While the Whitsundays is famous for bareboat sailing holidays, many people do not realise that the same holidays are available aboard modern power cruisers or comfortable home cruisers (houseboat style cruising catamarans). Whitsunday Escape has the most varied fleet of vessels in the Whitsundays and can offer a choice of:

- Modern yachts from 25 to 43 feet LOA
- Power cruisers for performance & style
- Homecruisers to accommodate up to 12 in comfort

Everything is provided on board for a comfortable and enjoyable holiday from linen to snorkelling and fishing gear.

Location: Abel Point Marina, Airlie Beach
Address: P.O. Box 719, Airlie Beach, Q. 4802.
Toll Free: 1800 075 145
Fax: (07) 4946 7301
E-mail: escape@whitsunday.net.au

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line: 1800 075 000 Phone: (07) 4946 9381 Fax: (07) 4946 9220

main Jetty, Shute Harbour Address: PO Box 357, Airlie Beach, Q 4802
reboat@ozemail.com.au Website: http://www.ozemail.com.au/_bareboat



Many Sunsail charters have found new, life long friends as a result of flotilla parties and BBQs and although the social functions are not compulsory, many charterers find this one of the best parts of the flotilla style holiday.

Prices for basic bareboat charter range from \$350/person for a five night charter while for flotilla sailing they range from \$650/person for a five night flotilla.

Sunsail

Base: Hamilton Island Harbour.

Phone: 07 4946 9900 or toll free 1800 803 988.

Fax: 07 4946 9393

PO Box 65, Hamilton Island, Qld 4803

Website: <http://www.sunsail.com.au>

Fleet: 26 immaculately kept Beneteau yachts, from 28' to 50', available for bare boating or fully crewed charters, and you charter a sailboard for that extra bit of sailing fun.

Whitsunday Escape

Located at Abel Point Marina in Airlie Beach, Whitsunday Escape has the largest range of charter vessels in the area. Charterers can choose from the comfort of a twin-hulled Homecruiser (up to 47' LOA) powered by safe and reliable twin diesel outboards or take one their many motor cruisers from 30' to 40') to enjoy the beautiful cruising waters of the Whitsundays.

For yachties, the choice is even bigger! From an easy to sail 28-footer right through to a ten berth Lexcen 43, Whitsunday Escape has the suitable yacht for couples, families or large groups.

New to the fleet this year is a magnificent Seafire 33, a Crowther-designed catamaran. Experienced multihull sailors will enjoy this craft which sleeps up to eight in four separate cabins and

produces the performance one would expect from a Crowther design.

Whitsunday Escape

Base: Abel Point Marina, Airlie Beach

Phone: 07 4946 5222. Fax: 07 4946 7301

PO Box 719, Airlie Beach, Whitsunday, Qld 4802

Fleet: Nine yachts - bareboat and fully crewed.

Whitsunday Holidays Afloat

Whitsunday Holidays Afloat is the Whitsunday's newest bareboat charter company and consists of a rapidly expanding fleet of independently owned and maintained motor cruisers and yachts.

In most cases the vessels are maintained and operated by the people who know them best - their owners.

By dealing direct with the owners, Whitsunday Holidays Afloat can offer very competitive rates and a friendly, personalised service to charterers. Yachts include Beneteau, Farr, Spacesailor, Columbia, Lexcen and Endeavour designs, ranging from 28-footers through to 42-footers.

Whitsunday Holidays Afloat caters primarily for the middle market, providing good clean vessels at an affordable price.

Whitsunday Holidays Afloat

Base: Shute Harbour

PO Box 923, Airlie Beach, Whitsunday, Qld 4802

Phone: 07 4946 4732. Fax: 07 4948 0505

Free call 1800 653 997

Fleet: Rapidly expanding fleet of motor cruisers and yachts.

Whitsunday Private Yacht Charters

Whitsunday Private Yacht Charters is a small, privately owned business and this means the vessels are thoroughly maintained and fitted out down to the last detail for trouble-free bareboat chartering.

It also means a really friendly and personalised service for those about to experience their dream holiday in the Whitsundays. Staff know the local area and conditions intimately and will thoroughly brief charterers.

Owner Ian Lawson says lack of sailing experience is definitely not a drawback to bareboat chartering in the Whitsundays. No licences are required. All charterers are thoroughly briefed about the area and on board the boat before departing Shute Harbour.

For those who require assistance, sail guides are available on a daily or weekly basis. After a brief test sail, the helm is handed over to the charter and away you sail.

Whitsunday Private Yacht Charters

Base: Shute Harbour

PO Box 800, Airlie Beach, Whitsunday, Qld

Ph: 079 466 880. Fax: 079 464 943

Fleet: Seven yachts, ranging from two to nine berth fully set up for bareboat charter.

Whitsunday Rent-A-Yacht

"From the deck of your own luxury yacht you can experience the wonder of 74 magical islands idyllically surrounded by crystal clear waters and pristine sandy beaches..." says the enticing note from Whitsunday Rent-A-Yacht.

They should know as Whitsunday Rent-A-Yacht is a name synonymous with boating holidays, having been the largest and longest established operator with almost 20 years experience in skipper yourself boating holidays.

In October 1997, Whitsunday Rent-A-Yacht purchased Man-

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FREE CALL 1800 653 997

*Conditions apply

delay Boat Charters, a company operating a fleet of bareboats from Abel Point Marina near Airlie Beach, increasing the size of Whitsunday Rent-A-Yacht's fleet to almost 50 vessels.

With a base at Able Point Marina, charterers can now choose not only to visit the island resorts during their sailing holiday, but overnight free at Abel Point which is within walking distance of the many restaurants, night spots and other attractions of Airlie Beach.

Whitsunday Rent-A-Yacht

Base: Abel Point Marina and Shute Harbour

Safety Bay (Marine) Pty Ltd

PMB 25, Mackay, Qld 4741

Phone: 07 4946 9232. Fax: 07 4946 9512

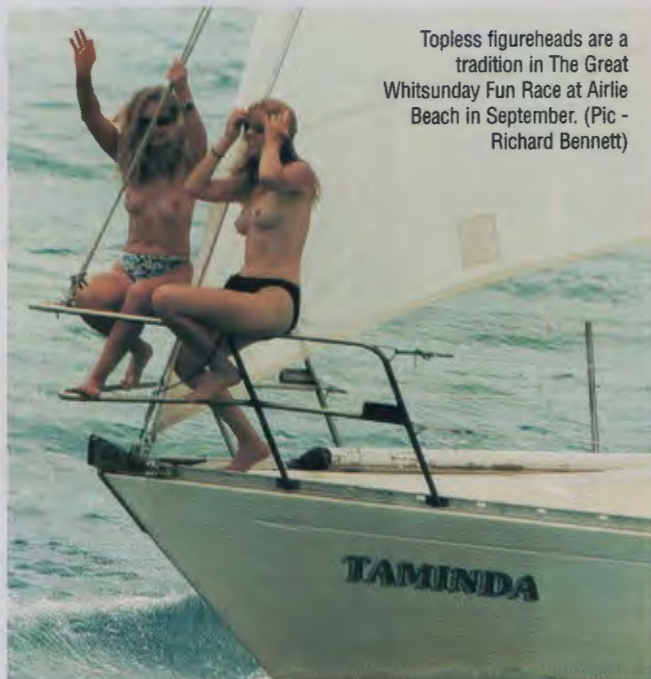
Toll free - 1800 075 111

Fleet: 50 vessels comprising 29 yachts, 12 motor cruisers, 8 sailing catamarans, catering for from 2 to 8 passengers.

And if you want a break from boating...

Probably the last thing on most yachties' minds when planning that holiday in the Whitsundays is the golf clubs, but in fact one of the area's best marinas also features Australia's premier resort championship golf course, Turtle Point. It's also noted for its fine dining and excellent accommodation.

It's called Laguna Quays Resort, and for those who don't play golf when not on the water, it is right in the middle of the action on the Whitsunday coast. It also has three floodlit tennis courts, three pools, a 15ha man-made water sports lagoon, archery, croquet, beach volleyball, bushwalking, mountain biking and aerobics. And for those who want to get off the big stuff and splash around for a few hours in little boats, there are Lasers and canoes, row-boats



Topless figureheads are a tradition in The Great Whitsunday Fun Race at Airlie Beach in September. (Pic - Richard Bennett)

and windsurfers.

The Resort is set amid 1850ha of natural bushland backed by the Conway National Park and the marina offers everything for the visiting yachtie. For those who want a few days ashore, 5-star accommodation is provided in a 60-unit lodge hotel block, or in one, two and three bedroom self-contained villas. Reservations can be made direct on the toll free number 1800 812 626.

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*"A wonderful chef! A brilliant skipper!
We were willingly enticed into a whole
new world and adored every minute."*

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Colourful
Whitsundays
yachtsman Vince
d'Emillio with the
Whitsunday Vista
Gold Cup. (pic -
Richard Bennett).

What Winter? This is the Whitsundays

Winter in the Whitsundays is only made reference to by the fun loving locals as a time zone, reports regular visitor Ian Grant.

Winter in the Whitsundays is generally bright, dry and warm; if there is some liquid sunshine the days are never spoilt because it's

always warm and you quickly dry.

With such a comfortable year-round climate the Whitsundays has become the popular choice of aquatic sports loving Australians as a destination when winter becomes a reality south of the Tropic of Capricorn.

Apart from being home to the biggest bareboat charter fleet in the South Pacific, the Whitsundays is host in late August and early September to major yacht racing regattas based at the exotic locations of Hamilton Island, Hayman Island and Airlie Beach.

Without question, Hamilton Island's

annual XXXX Ansett Race Week is Australia's premier winter regatta, attracting international competition. Last year's fleet of more than 140 yachts, ranging from the exciting Magic 25 sports boats through to the Sydney to Hobart duelists *Brindabella* and *Exile*, represented clubs from Japan, Hong Kong, New Zealand, Papua New Guinea and Australian ports from Perth to Port Douglas.

Invitations are being eagerly sought for the 1998 Hayman Island Big Boat Series, based at the five star resort in the week preceding Hamilton Island Race Week.

Hog's Breath Race Week

The festival of sail continues with a relaxed regatta atmosphere in the popular Hog's Breath Race Week Series conducted by the Whitsunday Sailing Club in early September. This is the only event with racing off the Australian coast that welcomes all types of yachts in a fun loving atmosphere where winning is not the most important thing.

Enjoying the post race de-brief over a few frosties at the bar of The Hog's Breath or on the deck of the Whitsunday Sailing Club are the top rating priorities for the Hog's Breath Race Week sailor.

Crews from the fast lane sailing multi-hulls, sports trailables, cruisers and deep keelers all revel in the friendly atmosphere which sets the mood to become part of the internationally famed Great Whitsunday Fun Race. The prize must be the world of yachting's most worthless trophy - an empty Bundaberg Rum bottle mounted on a slab of Mackay cedarwood.

The Great Fun Race, Saturday, September 12, draws together a fleet of more than 200 sloops, ketches, yawls, schooners, luggers, maxi yachts and multi-hulls for a spectacular race around the cans - most with topless figureheads on their bow.

Pride and prestige will run high when the famous, but now retired ocean racing maxis clash for the Whitsunday Vista Big Boat Challenge Gold Cup. Yachts like *The Card*, *Ragamuffin*, *Matador*, *Condor*, *Apollo*, *Anaconda II* and *Siska* will make a comeback from their now roles in day charter sailing in the Whitsundays to clash in a series of three races.

Colourful maxi owner Vince d'Emillio steered *Condor* to a close win over *Ragamuffin* (the former *Bumblebee 4*) in the first of the Big Boat series last year and plans to do the same this year. ▲



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World Heritage Area

Sailing the Web

Of all international sports, sailing was one of the first to realise the value of the Internet in providing enthusiasts with the latest news, views and information about their sport and leisure activity. The America's Cup, the Atlanta Olympics, the Whitbread Race, the Telstra Sydney to Hobart have seen the establishment of outstanding web sites while organisations from the International Sailing Federation (ISAF) down to relatively small clubs and class associations now have web sites to enhance communication with their members.

Offshore Yachting was one of the first yachting magazines in the world to have its own web site - <http://www.merlin.com.au/offshore/> - and its lead has been followed by other magazines.

To the thousands of yachting enthusiasts around the world who have been following the fascinating daily Internet reports on the Whitbread Race Around the World for the Volvo Trophy, CompuServe has become widely known and has attracted them to explore its many and varied online services.

In fact, CompuServe was a pioneer in putting sailing online and since the launch of The Sailing Forum (GO SAILING) more than ten years ago, racing enthusiasts have turned to CompuServe for race updates, final results and spirited discussion and analysis. Before the most recent America's Cup competition in 1995, the America's Cup Forum was established to accommodate the intense interest in all aspects of the event. Now sporting a new name and a place on the Web, the Sail Racing Forum (GO SAILRACING) encompasses all types of sailing competition and provides detailed information on the major races and regattas, including Australian events.

CompuServe is a supporter of the sport of sailing, providing an online "home port" for sailors. As an international online access

provider, CompuServe has sponsored worldwide sailing events, including the former BOC Challenge (now Around Alone Race) in 1994-95 and the current Whitbread Race. In Australia, CompuServe has supported the Fujitsu Gosford to Lord Howe Island Race with a special web site.

Like all CompuServe Forums, the Sailing Racing Forum includes a message area, where members post questions and comments; libraries containing downloadable text and graphics files; and a conference area hosting spontaneous live chat and formal conferences.

Some of the message sections in the Sail Racing Forum pertain to a type of race or craft, such as Keelboats/One-Design, Match Racing, Dinghies, Multihulls and Ocean Marathons. Other sections (Champagne Mumm Admiral's Cup, America's Cup, SORC, Sydney to Hobart) are devoted to a single race or regatta - past, present and upcoming. While a major race is in progress, the Forum may provide separate, dedicated sections for positions, tactics, comments from competing crews and more.

Members can also use the Forum libraries to track races in progress. While the message

sections provide commentary on the competition, the libraries offer graphic satellite maps - updated as often as twice daily - for selected races. Libraries also contain race photos, news releases about specific boats and teams, racing schedules, rules and published articles.

The conference area serves as a gathering place for members to chat in real time, as well as a site for formal, scheduled conferences with prominent figures in the racing world.

The Forum administrators, Keith Taylor and Brion Lutz, both experienced sailors, have combined state-of-the-art technology with a knowledgeable, welcoming manner to create a home port for thousands of members worldwide. Recognising the proliferation of sailing-related Web Sites and new multimedia capabilities, Lutz, Taylor and the members themselves help each other navigate the vagaries of cyberspace, as well as the open seas.

Apart from being available to CompuServe members, Sailing Racing and the Sailing Forum are viewable from the Web site also (via the Whitbread web site, for instance) for people to check out. ▲

Sailing Web Sites

Following are of the most popular and informative Web sites for OFFSHORE readers. If you have suggestions to add to the list please email the editor on 100036.2315@compuserve.com

Whitbread Round the World Race:

CompuServe Sail Racing Forum:

Offshore Yachting magazine:

International Sailing Federation:

Cruising Yacht Club of Australia:

Telstra Sydney to Hobart 1997:

Sail Melbourne '99 Worlds:

Penta Comstat Marine Radio:

Australian Yachting Federation:

Yachting Association of NSW:

Brisbane to Honiara Race:

1999 Melbourne-Osaka Race:

Bureau of Meteorology:

CSIRO Marine Laboratories:

Marine products Catalogue Australia:

Sydney-Mooloolaba race 1998

Brisbane-Gladstone race 1998

<http://www.whitbread.org>

GO SAIL or GO WHITBREAD

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

<http://www.sailing.org>

<http://cyca@cyca.com.au>

<http://syd-hob97.telstra.com.au>

<http://aussailing.org/aus/regatta>

<http://www.ozemail.com.au/~penta>

<http://www.ausport.gov.au/yachting/home.html>

<http://www.yachting.nsw.org.au>

<http://yachting.thehub.com.au>

<http://www.pacwow.com/osaka/index.html>

<http://www.bom.gov.au>

<http://wwwwdm.csiro.au>

<http://www.marineproducts.com.au>

<http://www.mhyc.com.au>

<http://www.gldyachting.org.au>

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OY804

Racing in style

Sydney yachtsman Geoff Ross likes comfort and performance in a yacht - and achieved both with his latest Beneteau, a 53-footer which he has again named *Yendys*, as Larry Jamieson reports.

“What’s that cruising boat doing right up our clacker!! Come on you blokes - get it together!!”

Racing on board *Ragamuffin* during the 1997 Telstra Sydney to Hobart and owner/skipper Syd Fischer had the blowtorch firmly applied to the crew of the crack IMS ocean racing 50-footer.

Heads swivelled around and, yes, the Beneteau 53f5 *Yendys* was not too far astern as we headed for Hobart.

Two months later, Syd was to join us for this test sail aboard *Yendys* but at the last moment could not make it. As I wander through the plush interior with its four bathrooms and four cabins I’m very glad that he didn’t. I would have only provided more fuel for the blowtorch!

Yendys is owned and skippered by Sydney yachtsman Geoff Ross, a member of the Cruising Yacht Club of Australia. He upgraded to the Beneteau 53-footer after successfully campaigning a Beneteau 45 of the same name, taking with him a stable and obviously talented crew who have sailed together for a number of years.

Geoff and the *Yendys* crew have been a regular sight in the winner’s circle in the IMS cruiser racer division with the



The Beneteau 53f5 *Yendys* powers downwind under her huge masthead spinnaker. This proved a valuable asset in the final run down the Tasmanian East Coast in the last Telstra Sydney to Hobart. (Pic - Ian Mainsbridge)

Beneteau 45 and retained that status immediately with their new 53.

In their first major ocean race after taking delivery of the Beneteau 53, they won IMS Division C for cruiser racers of the 1997 Telstra Sydney to Hobart. They were 16th boat and the first cruiser/racer to finish the 630 nautical mile course.

They won their Hobart division with dry bunks in their cabins and hot running water in the bathrooms - can you believe that in a race that saw some hard

sailing to windward in southerlies that reached 40 knots. We were not even allowed to take sea boots aboard *Rags* - too heavy!

Geoff told OFFSHORE he was initially sold on the boat during the 50th Sydney to Hobart when the then new Beneteau 53f5 *Coyote* came to Australia with a French crew and promptly won its cruiser racer division. He obviously liked what he saw and set about planning to buy a bigger Beneteau.

Beneteau 53f5

Naval architect: Bruce Farr & Associates
Designer: Pininfarina
LOA: 16.20m
Hull length: 15.75m
LWL: 13.20m
Max beam: 4.48m
Draft: 2.45m
Displacement: 14 tonnes (approx)
Ballast: 4.3 tonnes (approx)

Sail area (masthead rig)
Mainsail: 60 sqm
Genoa: 80 sqm
Spinnaker: 180 sqm
I - 19.30m J - 5.35m
P - 17.40m E - 5.80m

Engine: 80hp
Fuel capacity 450 litres
Water capacity 400 litres
Accommodation: 8 in 4 double cabins (variations available)



Below decks, the Beneteau 53f5 is full of rich mahogany and curves, shown here in the main saloon, but extending to the galley, the navigation station and the four cabins.

Geoff is now well versed in the pro's and con's of production boats like the Beneteau.

The pro's are that they are well designed boats (this is a Farr design) with all the trimming that retain their value more than a one-off yacht. The con's are that you must be aware of what you are getting when you order the "cruiser racer" version.

What happens with the cruiser racer version is that you get the same hull as the cruiser with a bigger rig and deeper keel to balance it. That's fine, but what you don't get is a deeper rudder to con-

trol all of that extra horsepower.


Geoff Ross learnt this with his Beneteau 45, so as soon as the 53 arrived in Australia he commissioned Bruce Farr to design a new rudder for it. On our test sail around the harbour the boat was very responsive even in light conditions and felt like it could be spun through starting manoeuvres or steered on a tight reach with confidence. Geoff said the boat had handled exceptionally well at sea during the Hobart race.

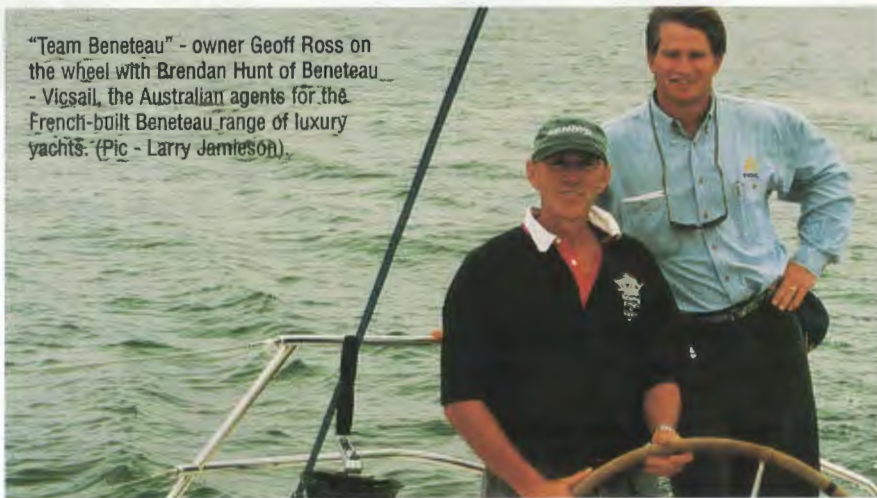
The deck layout, whilst certainly designed for cruising (the brochures show bikini clad lovelies relaxing and

enjoying the sun), is simple and practical. The deck is uncluttered and all controls lead back to a spacious cockpit with its teak flooring and twin steering wheels. It is a boat that is efficient and comfortable for racing and cruising. Deck gear is of the highest quality, with Lewmar winches, Spinlock stoppers and Navtec hydraulics.

And then there's the boarding and bathing platform built into the transom, with its remote-control motor. When the boat is moored stern-to, you can raise the "drawbridge" from shore; it retracts, flush, back into the transom. Access is denied to the boat until a crewmember lowers the platform.

Down below is the luxury that dreams are made of. The main saloon is full of rich mahogany and sweeping curves. Designed by Bruce Farr and styled by Pininfarina (the design firm that brought us the Rolls Royce Camargue and Ferrari Testarosa) the lines of the Beneteau 53f5 are beautiful.

If I sailed on a boat like this even my wife and daughters might join me occasionally. In fact, when I am too old to crew on yachts like *Ragamuffin* (which probably won't be too long) one could dream of doing it in style on a Beneteau 53f5 - and still winning. 



"Team Beneteau" - owner Geoff Ross on the wheel with Brendan Hunt of Beneteau - Vicsail, the Australian agents for the French-built Beneteau range of luxury yachts. (Pic - Larry Jamieson)

Because it's not the easiest way to
get to Hobart, we came on board.



The annual Telstra Sydney to Hobart Yacht Race is internationally renowned as a test of human endurance. Which is where Telstra comes in.

As part of Telstra's ongoing involvement with the competition, many of the yachts in the 1997 Race have been fitted with the latest Satcom-C™ and

MiniSat™ mobile satellite communication systems.

Apart from providing unprecedented race coverage on the internet, this technology will also ensure greater safety for participants in an event that will be easier than ever for organisers, media and the public to feel a part of.

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Five step guide to mainsail trimming



Based on North Sails North U Fast Course

guide to sail trim, rig tuning and crew work.

Trimming the mainsail is not a simple matter. Whenever you adjust a control, it has a primary effect, but there are also many secondary effects. Therefore, the mainsail trimmer must have an all-round knowledge of just about everything a boat does, but he must also have a methodical approach to the task.

"In trimming the main, the trimmer needs to repeatedly consider the following five steps to maintain the ideal shape for the prevailing conditions," says North Sails director and international yachtsman Grant Simmer.

1. Set twist with mainsail tension.
2. Set depth with mast bend and outhaul tension.
3. Set draft position with luff tension.
4. Set helm balance with traveler position.
5. Fine tune the total power of the main with the above controls.

1 Set twist with mainsheet tension.

On a mainsail, twist is controlled by the amount of mainsheet tension (figure 1) as well as the amount of vang. The mainsail leech is our best indicator of how much the sail has twisted.

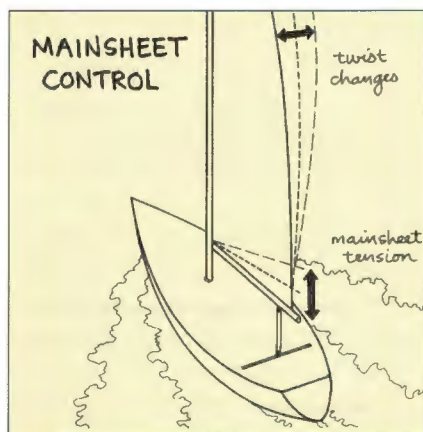


Figure 1

The front of the main is certainly a poor measure of the twist because it sits in the confused air-flow of the slot and directly behind the mast's turbulence.

To set proper twist, trim the mainsheet until the top batten is parallel to the boom. If you have a long batten, your goal is to make its aft end parallel to the boom. Using the angle of the top batten isn't exactly measuring twist (because the angle of the batten is different than the angle of the chordline) but it's a good guide.

When the sheet is eased, the main has a very twisted shape, with the top batten falling off to leeward. As you trim the sheet, the top batten angle narrows until it is parallel with the boom. Trimming harder will take away all the twist, close the upper leech, and make the top batten poke to windward.

Figure 3

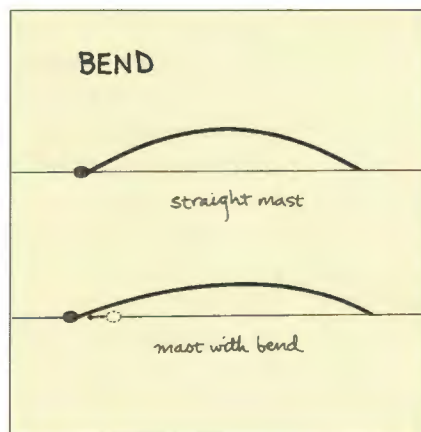
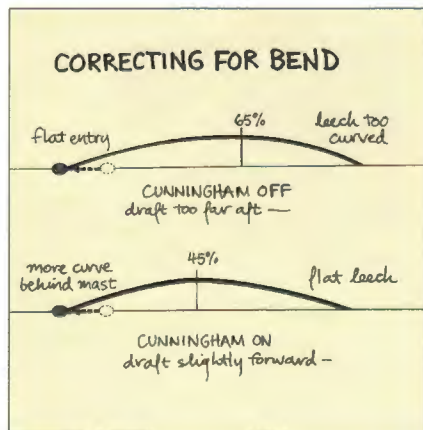


Figure 2

2 Set depth with mast bend and outhaul tension

The depth of a sail is important for performance, especially with the main, which must change shape radically to cover a wide wind range. The primary means for adjusting depth in the upper two-thirds of the main is

A well-behaved main should "blade out" when the mast reaches maximum bend. With the sheet trimmed hard and cunningham tight, the depth of the main should be reduced to about 8%. This shape, ideal for heavy wind and flat water, will stream quietly behind the mast without flogging or creating drag.

most bend. Bending the mast moves the luff away from the leech, which does several things simultaneously - it flattens the sail, opens the leech and moves the draft aft. (Figure 2)

There are many ways to control how much the mast bends. These include adjusting the partners and

Figure 4

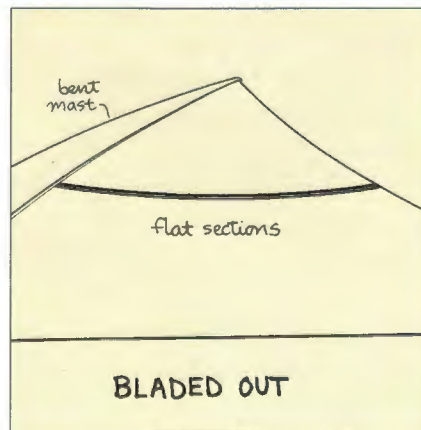




Figure 5

most step for pre-bend, tensioning the back-stay, runners, jumpers and so on.

Bending the mast changes more than just the depth of the main. If you want a flat main that maintains the

The best way to control depth in the lower third of the main is with the outhaul. Basically, the tighter the outhaul, the flatter the bottom of the sail (figure 6). If the waves are big for the wind, ease the outhaul slightly to give more power. If the waves are small for the wind, as in an offshore breeze, pull on the outhaul to flatten the sail and reduce drag.

same twist and draft positions as you had before, you'll have to make two adjustments.

First, trim the mainsheet. Bending the mast brought the mast tip closer to

Figure 8

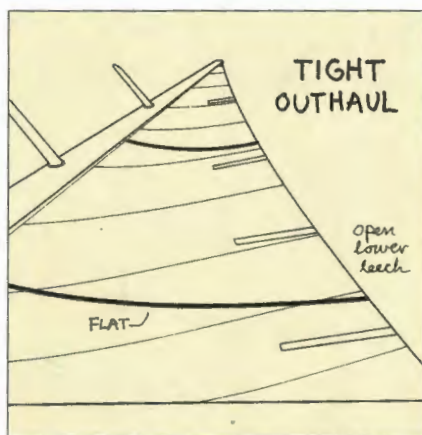
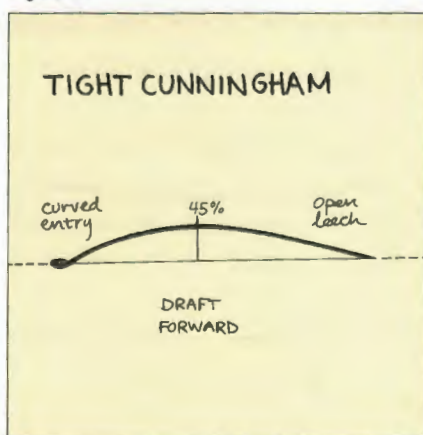


Figure 6

the end of the boom, which allowed the leech to open more.

Second, pull harder on the cunningham. When the mast bent, it pulled all the fullness out of the front of the sail and left you with a draft-aft drive. The cunningham will reintroduce curvature to the luff (figure 3).

A well-behaved main should "blade out" when the mast reaches maximum bend (Figure 4). With the sheet trimmed hard and cunningham tight, the depth of the main should be reduced to about 8%. This shape, ideal for heavy wind and flat water, will stream quietly behind the mast without flogging or creating drag.

If the bend of the mast exceeds the sail's designed luff curve, the shape of the main will go a step beyond blading out. In this case, the mainsail shape

Figure 9

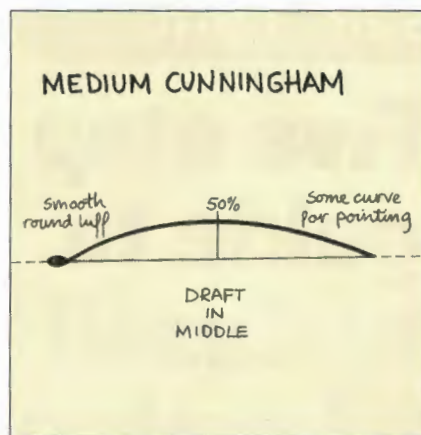
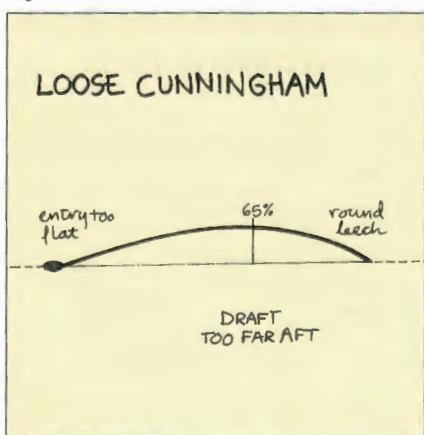


Figure 7

inverts as the leech falls away from a hinge created by long diagonal creases. You'll see large overbend wrinkles running from the clew toward the middle of the mast (Figure 5).

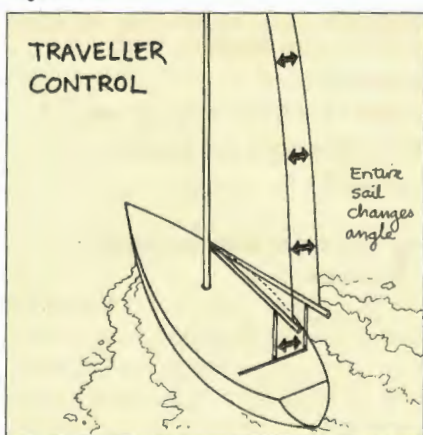
Inverting the main a bit sometimes works in heavy air when you really need to depower.

In general, however, an inverted main will hurt pointing because the leech is not firm. So if you see overbend wrinkles, ease the back-stay or tighten the checkstays/ runners to straighten the mast.

Outhaul: The best way to control depth in the lower third of the main is with the outhaul. Basically, the tighter the outhaul, the flatter the bottom of the sail (figure 6).

If the waves are big for the wind, ease the outhaul slightly to give more power. If the waves are small for the wind, as in an offshore breeze, pull on the outhaul to flatten the sail and reduce drag.

Figure 10



Besides the depth, the outhaul also changes the tightness of the lower leech. Easing the outhaul adds depth to the foot, which in turn closes the lower leech.

Conversely, tightening the outhaul opens the lower leech. You can see this change by sighting forward from the backstay, or by looking at the angle of the lower batten from under the boom.

The tighter the lower leech, the more windward helm you have. That's why it makes sense to tension the outhaul in heavy air to open the leech and reduce helm.

3 Set draft position with luff tension

Once you've set the overall depth of the sail, the next step is to position the area of maximum draft. In most wind conditions, your goal is to locate the draft about 50% of the

way from luff to leech. This is usually done with cunningham tension (figure 7).

The cunningham applies tension to the luff of the main, and this controls the draft position.

Tighten the cunningham to move the draft forward (figure 8); ease it to let the draft move aft (figure 9). In general, the more you bend the mast the tighter you need to pull the cunningham to get the draft in the right place. You'll also have to pull the cunningham harder on an older main, because a sail's draft moves aft with age.

In light air, keep the cunningham quite loose. A few "speed wrinkles" along the lower luff won't hurt. Remember, you're using the cunningham to control draft position, not make the sail look pretty.

In light air, you may even have to lower your main halyard (especially

downwind) to get the proper luff tension.

4 Adjust helm balance with traveler position

The traveler controls the angle of the mainsail to the boat's centreline and to the wind (figure 10). Because of this, it has a large effect on the helm.

The helmsperson must continually let the mainsail trimmer know how the main feels, so the trimmer can adjust the traveler as needed. Again, 3 to 5 degrees of windward helm is your goal.

5 Fine-tune the total power of the main with the above controls

The final step in mainsail trim is continual evaluation of the sail's power. The main trimmer must keep track of the boat's heel angle, speed and pointing ability, and how the mainsail may be affecting each. ▲

While any port in a storm is OK, the same cannot be said for battens.

When the weather turns really cruddy you can:

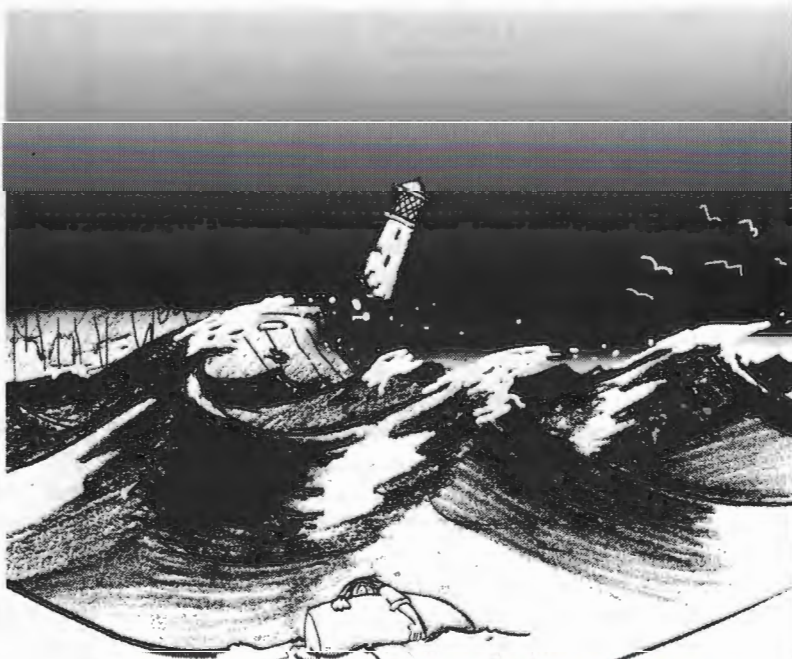
1. Curse the gods, 2. Throw-up repeatedly, 3. Wish you'd bought a Harley or 4. any combination of 1, 2, or 3.

What you can't do is magically replace inferior equipment with high quality strong, durable stuff that will see you through any blow and safe home again. And as a batten or two gives out and they watch those lovely expensive sails reduce themselves to ribbons, it's odd that many a yachty has chosen that very same moment to lament a poor choice of batten.

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Peter Gilmour out-ranked in Australia Cup



Peter Gilmour, ranked number one in the world, went out in an upset at the opening event of the world match racing Grand Prix circuit for 1998, as John Roberson reports.

You don't expect the final of a grand prix match racing event to be contested by skippers ranked 39th and 66th in the world, especially when the world number one, and current world champion is in the line-up. But then the Sun Microsystems Australia Cup was full of surprises and upsets.

Despite their current lowly ranking, Kiwi Dean Barker and French resident in Perth Sebastien Destremau put on a magnificent display of sailing to produce one of the best finals this event has seen.

In the end it was the Kiwis, representing the Team New Zealand America's Cup defense campaign, who collected the trophy, but Perth's new local hero took them all the way.

Destremau showed great poise, and his crew great teamwork, to go 2 - 0 up

in the best of five final, then Barker bought all his mental fortitude to bear to come back and win the next three.

The line up for the event, with its new and very enthusiastic sponsors Sun Microsystems, was a good mix of established talent, up-and-coming youth, and well known - even veteran - faces.

Peter Gilmour and his Nippon America's Cup team led the field, with other circuit regulars such as Magnus Holmberg of Sweden, and Luc Pillot of France adding top end quality, Dean Barker and Sydney's James Spithill were fresh faces, while Perth veteran Gordon Lucas came out of retirement for the regatta.

"The Frenchman (ranked 39th) defeated Gilmour in two straight races"

At the end of a hard fought double round robin series for the twelve skippers, Gilmour just nudged the Kiwis off the top rung of the ladder, and selected Destremau as his semi-finals opponent, leaving Holmberg and Barker to fight for the other finals place. The Frenchman (ranked 39th) defeated Gilmour in two straight races, while 66th ranked Barker did the same to 14th ranked Holmberg.

Barker, while new to the circuit himself, bought with him a crew of seasoned campaigners in Joey Allen, Tony Rae, Jeremy Scantlebury and James Dagg, all work full time for Team New Zealand.

Destremau's crew were all local Perth boys, who on Monday morning went back to being caterers, students or whatever "real jobs" they have, while their opponents

go back to more sailing.

It is good to know that Royal Perth Yacht Club still have the talent for organising events of this stature, and for nurturing crews who can compete at world level. This is one of the favourite venues on the circuit, and the Foundation 36s in which the series is sailed are amongst the best boats used in any grand prix event.

Results

- | | |
|------------------------------|---------------------------|
| 1. Dean Barker (NZL) | 7. Luc Pillot (FRA) |
| 2. Sebastien Destremau (AUS) | 8. James Spithill (AUS) |
| 3. Peter Gilmour (AUS) | 9. Neville Wittey (AUS) |
| 4. Magnus Holmberg (SWE) | 10. Dave Clark (AUS) |
| 5. Tomislav Basic (CRO) | 11. Nicola Celon (ITA) |
| 6. Gordon Lucas (AUS) | 12. Giorgi Shaiduko (RUS) |

Opposite: Peter Gilmour on the helm in the 1998 Australia Cup in Perth
 Below: Closing match racing in the Australia Cup, won by young New Zealander Dean Barker. (Pics - John Robinson)



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Over the years we have been fortunate to have new design customers from all walks of life. The common thread between all our clients is the desire for something special that cannot be satisfied by anything in the existing market.

However, it is often our clients with limited financial means that push us the hardest because:

1. They want to win just as much as anyone else, but
2. They haven't the budget for the top shelf.

From our point of view the success of all our clients in attaining their goal is of great importance so we have had to examine methods to produce race competitive custom yachts for budget prices. The following details our solution.

First off, the design must utilise a range of labor effective, low cost materials that still do the job of producing a lightweight stiff shell. In this regard it is important to ignore the handicap rules and go for engineering purity which means using the right material for the specific job. This may mean that expensive materials like carbon and Kevlar are used if there engineering performance to labor to cost equation works out favorably. In this regard we suggest the following materials as near optimal:



As a rule you could expect to have a simple, effective 50-footer professionally built and launched with fully functional gear for around \$500,000 plus sales tax. (Pic - Peter Campbell)

Hull shell - strip plank Western Red Cedar with Kevlar\E Glass\Epoxy skins. This combination provides the advantage of low hours to complete, extreme stiffness and impact resistance, as well as competitive panel weights to more expensive methods. The low hours comes from the fact that the boat can be strip planked in a simple pine board jig saving the cost of more expensive solid molds. We have used the same method with PVC foam but the base material costs are higher and more laminate is required as well. The finished structure is never as stiff.

Deck shell - PVC foam and E glass. With the reduced impact requirements of the deck and the fact that most of the stiffness is already in the shell, sheet foam is simple and light. Combined with a non-cambered flat

deck requiring no mould at all and the deck can be done in no time. A level concrete shop floor is all that is required. Alternatively, many builders have deck moulds lying around that can be modified or from which elements can be used. This sort of mould re-use needs to be considered in advance of the design being completed however. Structural high load spots are achieved by replacing foam core with Cedar pads of the same thickness and adding some additional laminate. Cockpit and coach roof are moulded separately and glassed in along with any stiffeners.

Bulkheads - Most of the bulkheads have a unique definable job and therefore can be considered individually. In our optimal structure we use plywood covered with E glass for the mast bulkhead, carbon and PVC foam

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for our keel support bulkhead, and lightweight 9.5mm ply for non-structural fit-out. For other bulkheads with relatively large spans but light loads PVC foam and E glass are added to the mix to keep the overall weight down as much as possible.

Foils - The most cost effective keels use mild steel plate rolled and welded to foil shape with the lead bolted to the bottom. Mild steel will corrode (obviously) but anti corrosion surface coverings are so well documented and, when followed correctly, no problems should occur. Mild steel is also available in very strong grades for very low prices compared to stainless. This style of keel is extremely strong, is thin in section (reduced drag) and places the weight where you want it - at maximum draft.

The rudder is a little more complicated. While the material options are basically steel, aluminum and carbon there is no question that carbon produces the best product. Our cost/benefit model says "splurge" but there are ways to save money. The best one is to ride on the coat-tails of those that have gone before you and had expensive moulds made for the stock. If you can find a builder with a mould approximating the required design values then you will save money and get a superb product. For boats 50 foot and less this should not be a problem.

"What is the effect of this approach applied to a finished project? Well, I have been astounded at just how cheap a boat can be built but as a rule you could expect to have a simple effective 50 foot racer professionally built and launched with fully functional gear for around \$500,000"

Finish - With the above in place you have a complete boat to lock up stage. Finish quality is a variable cost item. Our epoxy resin hull requires epoxy fillers and so on so it is best to settle for an average job. The deck, if done in Vinylester, can be finished more readily with Polyester based products saving time and money. I think it goes without saying that your priorities are in performance not maintenance so a less than sparkling internal finish should be acceptable.

Fit-out - Hardware, sails, spars and so forth are not items that are susceptible to our clever methods. For these you shop. Time and cash are your best friends here but also don't be afraid of mix and matching components. The truth is the best deck hardware package is probably arrived at by picking the eyes out of three or four different brands to get exactly what you want.

What is the effect of this approach applied to a finished project? Well, I have been astounded at just how cheap a boat can be built but as a rule you could expect to have a simple effective 50 foot racer professionally built and launched with fully functional gear for around \$500,000 plus sales tax. This is a boat that will not only get you to Hobart in one piece but should also find you in a top five or six spot most years.

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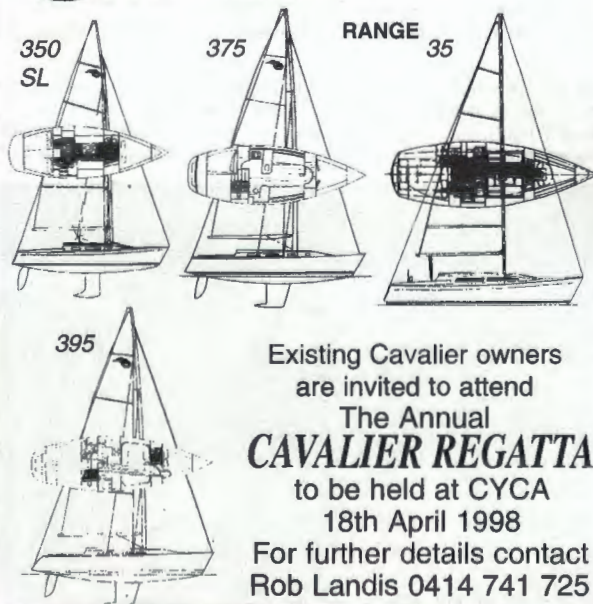
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Tall Ships Australia

The era of sail returned to Sydney and Hobart, Australia's earliest port cities, when sail training ships from throughout Australia and overseas gathered in January for Tall Ships Australia 1998.

While not the spectacle of the Bicentenary Celebrations of a decade ago, the parade of sail down Sydney Harbour and the end of the Cutty Sark Tall Ships Race from Sydney to Hobart, was an event to remember. The square-rigged ships, with schooners, ketches and yawls along with cruising yachts from around Australia, made another magnificent sight when they berthed in Hobart's Sullivans Cove only a month after the departure of the Sydney to Hobart and Melbourne to Hobart racing fleets.

Despite rather misleading publicity that "70 tall ships would be taking part", there were only five Class A vessels - square-rigged vessels including ships, barques, barquentines, brigs and brigantines. In fact, only 32 vessels raced to Hobart on Australia Day, the majority



Cuauhtemoc under full sail off Sydney Heads as she starts the Tall Ships Race from Sydney to Hobart outside Sydney Heads on Australia. (Pic - Howard Wright)

being cruising yachts with youth trainees in their crews. Unfortunately, unfavourable winds made the Tall Ships Race a slow affair for the fully rigged ships, brigantines and barques and results had to be adjudged on positions when the time limit expired.

In fact, line honours went to one of Australia's oldest ocean racing yachtsmen, Alby Burgin from Lake Macquarie, who skippered his much-travelled cutter *Alstar* in Class C (1) (fore and aft Marconi-rigged vessels) to a runaway victory. Line honours in Class A, Division 1 (square-rigged vessels over 36.6m LOA) went to the Russian fully-rigged ship *Pallada*, while Australia's sail training brigantine *Young Endeavour* was first home in Class A, Division 2 (square rigged vessels with an LOA of less

than 26.6m). The Indonesian schooner *Arung Samudera* took line honours in Class C (2) for fore and aft gaff rigged vessels.

On corrected times, *Arung Samudera* took first place overall and first place in Class C (2) while *Pallada* won Class A (1), *Young Endeavour* won Class A (2) and the Tasmanian yacht *Trustbank Hummingbird* won Class C (1). The effort of *Trustbank Hummingbird*, skippered by Hobart yachtsman Errol Pyke, was outstanding as she lost 10 hours in dropping an injured crewman ashore on the NSW South Coast.

The 1998 Tall Ships Australia Sydney to Hobart Race was conducted on behalf of Tall Ships Australia by the Cruising Yacht Club of Australia and The Royal Yacht Club of Tasmania. ▲

Below left: *Lady Nelson* heading back to Hobart in the Tall Ships Race. *Lady Nelson* is a replica of the original *Lady Nelson* which carried Lt Bowen RN and a party of settlers to Risdon Cove near Hobart in September 1803 - the first settlement in Tasmania. The brig was built at Trial Bay, south Hobart. (Pic - Howard Wright). Below right: Australia's sail training vessel, the brigantine *Young Endeavour*, powers south at the start of the Tall Ships Race from Sydney to Hobart. She won line honours and first place on handicap in Class A (2). (Pic - Howard Wright)



Trends in US offshore sailing

Grant Simmer, Australian Yachting Federation board member and a director of North Sails, reports on trends in US offshore sailing after recently competing in one of America's major regattas, the Southern Ocean Racing Circuit.

1. IMS racing interest is still declining and the various one design fleets have good support.

2. The cruiser racers are racing PHRF, an American based, simple handicap system. Three district committees define the handicaps for their respective fleets and then they are co-ordinated for national events. The handicaps do not generally change through the season and all class boats would have the same handicap. For instance, all standard J35s have the same handicap.

3. The one design "offshore" fleets (1D48, Corel 45, Farr 40, Mumm 30 and Mumm 36) are popular because the boats are relatively cheap, have lower re-sale risk, the racing is closer and more exciting. And the result is instant when you cross the finish line.

4. The Corel 45 and ID48 fleets are professional with many America's Cup teams and the normal group of international professionals and sailmakers.

5. The Farr 40 OD fleet, Mumm 30 and the US Mumm 36 fleet have limits on the number of professionals in the crew and none helming. The International Sailing Federation (ISAF) has a set of standards which define Category 1,2 and 3 sailors while US Sailing has an efficient administration and review committee which qualify sailors in each category after a sailor makes application. Category 1 sailors are amateurs with no involvement



The Mumm 30 is one of the classes which have limits on the number of professionals in the crew and none can helm at major US regattas such as Key West and the SORC. The class was strongly supported at both regattas this year. (Pic - Daniel Forster)

in the sailing industry. Category 3 are sailors who work in the industry or who have been paid to sail in the last two years. Category 2 falls between the two.

In the Farr 40 class you are allowed four category 3 sailors in the crew while the helmsman must be category 1. The class association struggled with the issue of owner driver versus category 1 drivers, however many owners simply did not want to steer. The result is that any non owner Category 1 driver is carefully scrutinised. There are bigger discrepancies between the level of experience of the helmsmen in this class than we are used to seeing in professional classes. However, the racing is still surprisingly close and the results are well mixed throughout the tight racing. Hence all the owner drivers

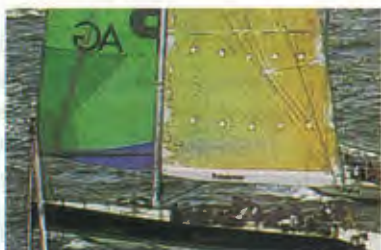
seem to be really enjoying the racing.

After years of declining participation levels in the United States, yacht racing is experiencing some growth and the sailors seem happy with the changes.

In summary, I believe this growth has occurred because:

1. One design yacht racing is simple and popular.
2. The regatta schedule uses a short and intensive format of high level racing.
3. There is little emphasis on local club racing besides the midweek and "beer can" style social racing.
4. Crews enjoy the regatta racing more and can organise the short periods away from work as opposed to the grind of Saturday racing.

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BMW Sydney warms up for Winter Series

Winter racing with the CYCA on Sydney Harbour, the most popular winter series in Australia, has a new sponsor.



CYCA Commodore Peter Bush, pictured with managing director John Young, welcomes BMW Sydney as the sponsor of the 1998 Winter Series on Sydney Harbour.

BMW Sydney has announced it will join with the Cruising Yacht Club of Australia as the major sponsor of the most popular regatta on Sydney Harbour - the Winter Series - through to the year 2000.

Managing director of BMW Sydney John Young believes a long term commitment to supporting the Winter Series will give BMW Sydney a great opportunity to establish a strong relationship with Sydney's sailing community.

"During the BMW Sydney Winter Series, we will offer special parking facilities on Sundays, with a shuttle bus to the club," John said. "We are also looking forward to providing a fantastic new location for the end of series prize giving."

The BMW Sydney Winter Series is a 15-week series of Sunday regattas (including two non-pointscore races) starting on April 19 and continuing through to July 26 with Ladies Day.

Since the first CYCA Winter Series in the 1950s, the fleet has grown to an average of 170, with the eight or so divisions and four different harbour courses catering for the huge fleet.

This year, race director Phil Thompson is predicting that up to 200 boats will enter the series, ranging from Elliott 5.9 sports boats through to maxi yachts.

Traditionally, each Sunday of the BMW Sydney Winter Series will start with a huge breakfast on the deck, put on by the famous CYCA Breakfast Club, before the crews head out to the start line.

After braving the sometimes blustery winter weather on Sydney Harbour, it's back to the CYCA clubhouse, which is protected from the southerly and catches the last of the afternoon sun, for the prize giving and video highlights of the day's racing.

For this year's Winter Series, BMW Sydney will supply additional prizes to the Musto clothing, including weekend test drives in the latest and most exciting Z3 Roadster.

The CYCA and BMW Sydney, in their first year of sponsorship, look forward to hosting what could be the biggest Winter Series on record, and to an ongoing partnership which will provide additional resources and benefits to all competitors.

Hood sails hoisted at CYCA Youth Academy

Hood Sailmakers, one of the founding sponsors of the Cruising Yacht Club of Australia's Youth Sailing Academy five years ago, is about to commit to a further five years' support through its supply of training and racing sails to the Academy.

The ten Elliott 5.9s yachts at the Academy have sailed the equivalent of 14 years, in their five-year life span, using the original mainsails, jibs and spinnakers. The spinnakers alone have been hoisted and retrieved more than 3,000 times and are only now due for replacement.

This year, the Club has ordered a brand new wardrobe of training jibs, mainsails and spinnakers to replace the original set, while the racing sails are kept aside for special events such as the annual inter-club Foxtel Regatta.

Over the past twelve months, Hood Sailmakers has employed two YSA graduates - John Jefferson and Jason Natherson - as apprentice sailmakers, showing a further commitment to foster the skills of young people within the sailing industry.

"It is Hood Australia's policy to foster youth involvement in sailing and the Cruising Yacht Club of Australia's Youth Sailing Academy has given us the opportunity to put this into practice," said Hood director Ian Broad. "I hope more people follow our lead and make this bigger and better in the future."

Hood Sailmakers also sponsor a 16-foot skiff which is steered by YSA graduate Adam Lavis.

The Academy Coach Dayne Sharp and the Board of Directors of the CYCA would like to thank Hood Sailmakers and their cloth suppliers, Bainbridge International, for their initial support when the Academy was forming, and for their ongoing commitment to youth sailing. ▲

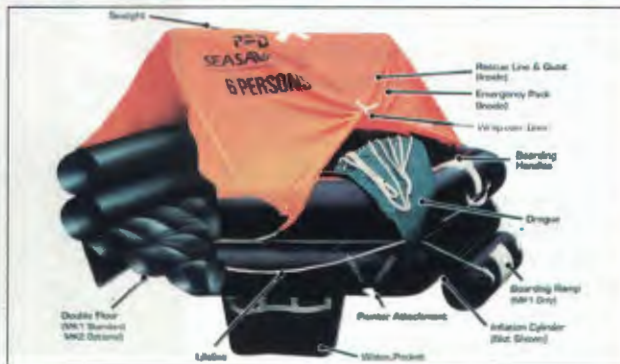


CYCA Youth Academy Elliott 5.9s racing on Sydney Harbour - with Hood sails.

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Bureau of Meteorology

Updated Saildrive from Bukh Diesel

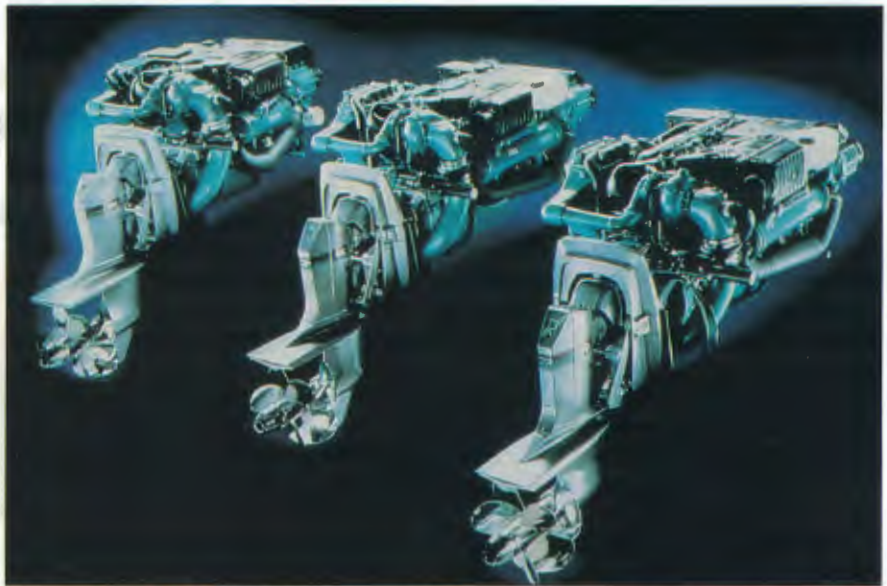
Bukh Diesel Australia has released the 1998 version of the Bukh DV10LSME Saildrive, with improvements that make the engine even more appealing to yacht and catamaran designers and builders.

The new version produces 12.8hp, and yet weighs only 80kg complete. It is the most compact saildrive unit available and is easy to install, making it a favourite with boat builders.

The Bukh DV10LSME now has the option of two charging capacity sources. This is of great benefit to yacht owners who require on-board power, as the engine is charged by its own generator, with a separate 55 amp alternator providing on-board power. As with all Bukh marine engines, the Bukh DV10LSME (12.8hp) also comes standard with hand starting facility and Bukh's two year warranty.

Bukh continues to answer the needs of the boating community with representation in 62 countries around the world. The Townsend Group of companies, with a nationwide dealer support network has represented Bukh in Australia for the past 26 years.

Further information about Bukh marine diesels from Glenn Townsend at Bukh Diesel Australia's extensive sales and service centre, 4/181 Taren Point Road, Taren Point, in Sydney's southern suburbs. Telephone: 02 9525 0011.



The Volvo Penta KAD series - the KAD32, KAD43 and KAD44 EDC, in many ways outperform petrol engines.

2001 Racing Signals sticker that conforms with the new ISAF rules of racing. The new sticker shows all the new ISAF racing signals, including new flag and sound signals, new wording for some existing signals, rules numbers for quick rules book reference. There is also the new Starting System introduced at the Atlanta Olympics sailing at Savannah.

Due to the number of rule changes, more than 100,000 copies of the new AYF Rules book have been sold in Australia, which shows the amount of interest and need for these new stickers.

Also available is Lance Ross' International Code Flag stickers which shows yacht rigs, knots, morse code, spoken alphabet and flag meanings.

The size and durability allows both stickers to be adhered to decks or coamings of small sailboards and bulkheads or cockpits of larger yachts. Both stickers are the same recommended retail price each of \$9.95 and are available from yacht

chandlers, mail order specialists, maritime museum shops and from Boat Books.

Volvo Penta launch diesel sterndrives

Volvo Penta has launched three new compressor/turbo charged diesel engines to form the KAD series rated from 170hp (125 kW) to 2360 hp (191kW) - the KAD32, KAD43 and the top-of-the-line KAD44 EDC.

Combined with the Duoprop stern-drive, the KAD delivers a performance that in many ways outdoes that of petrol engines and represents a brand new alternative for performance powerboats.

The three new engines are a development of the compressor and turbocharged KAD42 which, when launched by Volvo Penta in 1990, was a revolution in marine propulsion with diesel reliability, durability and long term economy coming together in a powerful package. Since then the KAD42 has become the most popular diesel ever.

Volvo Penta is represented in Eastern Australian States by Eastern Engines Pty Ltd (ph: 07 3899 1622) and in Western Australia by Seapower Pty Ltd (ph: 08 9335 3233).

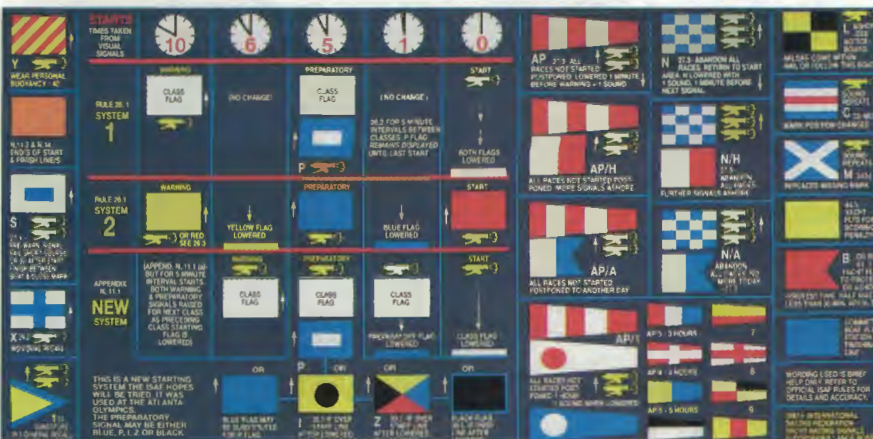
Kodak Fun Sport Camera - it floats

Kodak has released the new Fun Sport single use camera, ideal for outdoor and underwater adventures - in fact, an excellent camera to have on board your yacht. The Fun Sport camera used new high-speed Kodak Gold Zoom 800 film

New yacht racing signals sticker

Wellknown Victorian marine artist Lane Ross has produced a new, updated 1997-

The new 1997-2001 Racing Rules sticker.



which gives sharp, clear pictures by automatically adjusting to a broad range of picture-taking conditions from low light to full sun.

It has been designed specifically for active outdoor conditions with a protective waterproof shell with a rubber grip and wrist strap. If accidentally dropped in the water it floats, while underwater it operate down to 4 metres. It retails for \$29.



Kodak's Fun Sport single use camera is ideal to have aboard your boat for those unexpected pictures whilst sailing or even swimming.

Endeavour Navigator Chart display system

HAS Hydrographic Sciences Australia Pty Ltd has released Endeavour Navigator, a Raster Chart Display System (RCDS) which integrates a number of key navigational components into a single system.

The chart, the vessel's position (using GPS/DGPS, other sensors and dead reckoning), chart work, route construction, route planning and route monitoring are combined to simplify navigation and provide real time information to the mariner.

Endeavour Navigator has been designed around authorised data provided by a national hydrographic authority. In Australia, this is Seafarer which is produced by the Royal Australian Navy Hydrographic Service. It also supports ARCS (Admiralty Raster Chart Service) from the United Kingdom Hydrographic Office.

A major benefit of this data is that it provides the full quality of the official paper chart series. Another valuable characteristic is that it supports automatic corrections through a digital Notice to Mariners service.

Boat Books Australia Pty Ltd at Crows Nest in Sydney is handling Australian distribution of Endeavour Navigator, ph: 92439 1133 or fax: 02 9539 8517 or email: boatbook@ozemail.com.au

Simrad Marineline's CP30 GPS chartplotter

Quin Marine, Australian distributors for the Simrad range of marine electronics, claim that the Shipmate CP30 GPS chartplotter is the safe and straight navigation solution. Part of the new Simrad Marineland range of integrated marine electronics, it is a complete navigation centre with a built-in 8 channel parallel GPS receiver.

It is robust and waterproof with a marine grade cabinet, cartridge drawer and connectors. All the chart cartridges are front loading which not only saves space but is much easier to operate.

The CP30 has a high resolution 6" LCD display in TFT colour or four tone monochrome. The clear presentation on the LCD screen gives an optimum picture of detailed charts, navigation data, waypoints and routes. Position, heading and speed are continuously updated from the advanced GPS receiver. The position is then automatically plotted onto the new C-Map CP95 electronic chart.

The CP30 has trackplot features with nine tracks of 256 waypoints each, 500line sections, 1000 marks, WPTs, 15 types of marks and 30 routes. It allows for instant plotting of present position and for planning routes directly onto the electronic chart. The Man Over Board (MOB) feature gives precise steering back to the position of the incident.

Further information from Graham Mills at Quin Marine, phone toll free 2800 811 303.

Major re-alignment in safety industry

Marine and aviation safety equipment specialist, RFD, through the UK-based

parent company Wardle Storeys, has acquired the business of Dunlop Beaufort. The 12.5 million pounds sterling deal includes a 50% interest in Dunlop Beaufort Canada.

The takeover will enhance RFD's range of technologies and products, including Beaufort's range of products for military and civil use.

At the same time, RFD (Australia) Pty Ltd has purchased the Sydney-based business of MW Hydrostatics Pty Ltd and will re-locate its Mascot branch to the MW premises in Botany. MW Hydrostatics had been a long-term contractor to RFD, responsible for testing and filling CO2 cylinders used in RFD liferafts. However, the main part of the MW business is involved in testing and refurbishing of halogen systems in commercial and defence ships, breathing apparatus and other allied equipment.

RFD's new Sydney address is 23 Aylesbury St, Botany.

Technology Race In the Whitbread

It is still a long way to the finish of the Whitbread Round the World Race for the Volvo Trophy, but for the technology stakes one winner already evident is International Epiglass.

Out of all ten original contestants from around the world, VC Offshore Extra (from International Epiglass) was the only antifouling selected for this gruelling, high speed test of the world's fastest 60-foot racing yachts.

This is testimony to the superior benefits that VC Offshore has to offer as the only hard-type antifouling on the market that contains Teflon for reduced drag

The Shipmate GPS Chartplotter from Quin Marine offers accuracy in navigation and charting.





Lewmar's Superlock D1 rope clutch is suitable for racing yachts up to 9m LOA.

through the water and easy wipe-down cleaning.

VC Offshore Extra (from Epiglass) is a product of Courtaulds (Australia) Pty Ltd where further information can be obtained by calling 1800 251 431.

The Whitbread is also testing Henri Lloyd foul weather gear to the limit and again will provide valuable information for products for general boating use.

Henri Lloyd has been supplying foul weather gear to crews in the Whitbread since it began in 1973 and has used the Whitbread as a testing ground ever since. Whitbread sailors in the toughest conditions the sea can devise have tested innovations that are now in every day use.

These have included Henri Lloyd's Breathing Goretex Ocean Technology fabric, in-built safety harness, reflective tape, non-corroding zips, tough tape fastener and staggered external wrist seals. In this year's Whitbread the latest Breathing foul weather gear is being tested to the limit by the crews of Silk Cut, Swedish Match and Toshiba.

Further information: Burke Pty Ltd in Sydney, ph: 02 9638 4333 or fax 02 9638 7951.

Superlock small rope clutch from Lewmar

Lewmar's smaller Superlock rope clutch has been restyled and upgraded with features from its larger brother being incorpo-

rated into the smaller model, now known as the Superlock D1.

The new ergonomic handle is designed for ease of opening, with a softer grip and rod link between the handles and domi-

The Whitbread Race Around the World for the Volvo Trophy is also important in the technology stakes such as a gruelling test of foul weather gear.



The new ergonomic handle is designed for ease of opening, with a softer grip and rod link between the handles and dominoes.

noes. Increased maximum line diameter is now 12mm (1/2") with the maximum line holding of 500 kg (1100 lb).

Available in single, double and triple-ganged units, the D1 is suitable for cruising yachts up to 10m LOA and racing boats up to 9m LOA.

Information: Peter Shipway at Barlow Distributors, ph: 02 9318 2128 or fax: 02 9319 1858.

Neville Wittey has "gone sailing"

Ben Holloway's Ultimate Marine has taken over the premises and sales activities of Neville G. Wittey Pty Ptd, whose managing director Neville Wittey has chosen to pursue his Sydney 2000 Olympic aspirations.

Ultimate Marine is now the distributor of the Acoustop noise insulation range of marine noise control products. Information: Ben Holloway on 02 9540 1111. ▲

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10th Three Peaks in Tasmania, 2nd in Queensland

This Easter will see the 10th sailing (and running) of the Australian Three Peaks Race in Tasmania, while the relatively new the Tropical Peaks Race will be held in Queensland's Whitsundays in early May. Peter Campbell reports.

Some 20 yachts and their athletic crews are expected to line up at Beauty Point on the Tamar River in northern Tasmania on Good Friday, April 10, for the start of The Examiner Three Peaks Race.

This is the tenth time this internationally recognised and unique sporting event has been held and while most of the yachts and their sailing crews are Tasmanians, they will be joined again by marathon runners from the mainland and from Scotland. For both sailors and runners it's an extraordinary test of physical endurance and good seamanship.

Based on the original Three Peaks Race in Great Britain, the Australian Three Peaks will take the fleet from Beauty Point into Bass Strait and across to Lady Barron on Flinders Island, where the runners begin a gruelling cross-country run before climbing to the peak of rocky Mt Strzelecki, sometimes in darkness.

From Lady Barron the fleet sails down the Tasmanian East Coast to Coles Bay where the runners, sometimes fatigued from seasickness, face a dash through thick bushland to Mt Freycinet and return. Then comes the big decision for the yacht's skipper - whether to take the seaward course to Hobart around Tasman Island or the shorter but often windless course through the Dunalley Canal, where bicycle-driven propellers and surfboat oars are often used to keep the yachts moving.

The finish is at Hobart, with the final test of running endurance being the dash to the peak of Mt Wellington and down to the finish at Wrest Point Casino.

Over ten years, it's been an event of high drama, from runners getting lost in the bush



The Farr 37 Trust Bank Gold Star Banking, skippered by Hobart yachtsman Errol Pyke, an entrant for The Examiner Three Peaks Race, has had a busy summer, competing the Telstra Sydney to Hobart and as a Class C entrant and division winner in the Tall Ships Race from Sydney to Hobart. (Pic - Peter Campbell)

to yachts running aground on the treacherous sandbanks that surround Flinders Island. Several years ago a small yacht foundered off Coles Bay, the crew rescued by a passing freighter bound from Hobart to Melbourne.

Most of the sailors in this year's Three Peaks are veterans of this event but also the Sydney to Hobart and Melbourne Hobart. Five of them, Richard Edmunds, Nick Edmunds, David Wright, Bruce Guy and Jeff Cordell, have competed in all nine races to date. John Saul from Hobart will be looking for a third successive win with his modified Inglis 47, *Computerland*, after also winning the 1997 Melbourne to Hobart West Coaster race - sailing as a double-handed entry.

The Royal Yacht Club of Tasmania is conducting The Examiner Three Peaks Race with rear commodore Alastair Douglas again the race director.

New sponsor for Tropical Peaks

Australian Bareboat Charters has taken up the major sponsorship of the Tropical Peaks

Race following the successful inaugural event in the Whitsundays of Far North Queensland in 1997. This year's race will held over the long weekend of May 2-3.

The Queensland event is styled on the Australian Three Peaks Race in Tasmania, itself inspired by the Three Peaks in Wales which was first held 19 years ago. But whereas the Tasmanian event faces cruel conditions and is a stern endurance test with sailing legs of up to 127 nautical miles and running leg of up to 40 miles, the Tropical Peaks Race is designed to show the sports of sailing and overland running at their best in Australia's premier northern tourist destination.

Host club will be the Whitsunday Sailing Club with four sailing and four running events, on Hayman Island, Hamilton Island, South Molle Island and Airlie Beach. Each of the four running legs will be about 8 km with the final dash through the town of Airlie Beach followed by a big party for the whole town, with bands and live entertainment at the Whitsunday Sailing Club on the Sunday evening. ▲

The Star is back - officially

To the delight of the purist sailors, the International Olympic Committee, meeting immediately prior to the Winter Games in Nagano, confirmed an 11th medal for the sailing events of the Olympic Games in 2000. As previously arranged with the ISAF, this medal will be awarded for the keelboat fleet racing discipline and the class that is chosen is the Star.

Paul Henderson, the ISAF President who attended the IOC meeting, commented, "There are still some minor logistical situations to be worked out between ISAF and SOCOG but these have already been agreed to and the detail is all that is remaining. This is a great breakthrough and returns the keelboat fleet racing with the classes of Savannah plus the 49er. I would like to thank the IOC for their consideration and all those who worked so diligently to make it happen."

The return of the Star to the Olympic fold (in the Games since 1932 with only one break, in 1976) may be only a temporary affair. The eleventh medal has been earmarked for another women's event in 2004, probably match racing, to bring the proportion of female competitors in the sport to the required 30 percent.

The loss of the keelboat fleet racing from the Games was, however, felt to be a mistake by the Olympic hierarchy and greater consideration to the choice of disciplines and classes must be taken in 2000 for the next Olympics. - *Bob Fisher.*

No Stars at SOCOG's 1998 Pre-Olympics

Because of the late re-inclusion of the Star, the class will not be included in SOCOG's first Pre-Olympic Regatta on Sydney Harbour in September this year.

SOCOG's yachting event manager Glenn Bourke said that courses had already been planned for the existing 10 classes and any change at this stage would present major problems. However, the Star would be racing in the 1999 Pre-Olympics and in the 2000 Olympics.

Meanwhile, work has already begun

at the former Royal Australian Navy complex at Rushcutters Bay and in Yarranabee Park, which will be the headquarters for the Olympic yachting, including the two Pre-Olympics and the 2000 Games. One building is being demolished and the other heritage listed building refurbished as the Olympic regatta headquarters.

Temporary marinas for the keelboats, the Soling and now the Star, will be built along the seawall, along with launching ramps for the centreboard classes. However, most of the facilities will be large marquees or portable buildings as was the case in Savannah for the Atlanta Games. - *Peter Campbell*

Sail Melbourne draws Olympic classes

Australian sailors won two of the eight Olympic classes contested at the Ronstan Sail Melbourne regatta in January with South Coast sailboarder Natasha Sturges taking out the women's Mistral class and the pairing of young Sydney skipper Lee Knapton with 18-footer hand Malcolm Page winning the 470 dingy class.

Fresh from the world championships where she finished fourth overall, Sturges waited until the final race of the boardsailing competition to secure the overall title.

Hounded by Chinese Olympic gold medallist Lai Shan Lee throughout the nine-heat regatta sailed in a variety of wind strengths, Sturges was awarded the title on a countback with her arch rival.

With both competitors boasting two wins, three seconds and two thirds, the title was decided on the result of the last heat in which Sturges scored a convincing victory.

Fellow Sydney sailor Jessica Crisp, also campaigning for the 2000 Olympics, finished third in the regatta with UK sailor Christine Johnston fourth and New Zealander Julie Worth fifth.

The competition was equally tight in the 470 men's racing with Knapton and Page recording five wins, a second and a third in their counting heats to win

from up-and-coming youngsters Nathan Wilmot and Daniel Smith with Atlanta Olympian Tom King and crew mate Mark Turnbull third overall.

Ukraine world champions Ruslana Taran and Elena Palholchic proved invincible in the women's 470 racing with seven wins. The pairing of former New Zealand Europe sailor Jenny Armstrong and Sydney's Belinda Stowell finished second overall with Melbourne's Briohny Hooper and two-time Olympian Addy Bucek third.

The 49er racing provided the biggest surprise of the regatta with recently crowned world champions Chris Nicholson and Daniel Phillips finishing outside the top 10 for the first time in 11 international regattas.

Top honours went to the French team of Marc Audineau and Julian Farnarier with champion New Zealand 12-footer skiff sailor Phil Airey second and former world Moth champion Emmett Lazich, teamed with David Witt, the top placed Australian crew in third place.

Inform Dutch sailor Carolijn Brouwer dominated the women's single-handed Europe class with Victorian Melanie Denison third overall with the Finn class won by Belgium Sebastian Godefroid with the best placed local Paul McKenzie third.

The Laser regatta provided some of the best competition of Sail Melbourne with Sydney's Michael Blackburn beaten by the UK's Ben Ainslie.

Australia's worst performance was in the Mistral men's class won by Sweden's Fredrik Palm with Adam Quinn coming home in eighth place.

French skipper Pierre Penec won the Tornado class from Austrian Andres Hagara. Australian skippers Andrew Landenberger, Darren Bundock and Mitch Booth finished fourth, fifth and sixth respectively. - *Amanda Lulham.*

Starboats in action off Savannah during the 1996 Atlanta Olympics. (Pic - Peter Campbell)



Brindabella disqualified from Lord Howe Race

The Appeals Committee of the Yachting Association of NSW has disqualified the maxi yacht *Brindabella*, owned by Sydney yachtsman George Snow, from the 1997 Fujitsu Gosford to Lord Howe Island Yachting Classic, in which she took line honours.

The Appeals Committee upheld an appeal by Bryce Wauchope, Commodore of Middle Harbour Yacht Club and the owner of the smaller yacht *Magazine*, arising out a collision between the two boats just before the start of the race to Lord Howe Island on October 25, 1997.

Magazine, which held right of way at the time, subsequently retired from the race with a broken forestay, also suffering damage to her masthead instruments and radio antenna.

Brindabella, after executing a 720 degree penalty turn, sailed on to take line honours in the 408 nautical race across the Tasman. On IMS corrected times, she placed eighth overall.

The YANSW Appeals Committee over-ruled an earlier Protest Committee decision, finding that *Brindabella* had indeed caused "serious damage" to *Magazine* in their collision, thus warranting disqualification under the international Racing Rules of Sailing.

The hearing found that *Brindabella*, the windward boat, was travelling at 8 knots, double the speed of *Magazine*, the leeward boat, when contact occurred between the mainsail of the maxi and the masthead of *Magazine*. The forestay of the smaller boat parted at the top of the mast several minutes later.

While the Protest Committee in its hearing last November found *Brindabella* at fault in the incident, it decided there was insufficient evidence to show that she had caused "serious damage" to *Magazine* and had exonerated herself by making

the prescribed penalty turns.

In over-ruling the finding of the Protest Committee, the YANSW Appeals Committee expressed the view that "to place too narrow an interpretation on the term 'serious damage' is not in the best interests of the sport."

The Appeals Committee said it was also its view that damage to the masthead aerial and wind speed and wind direction instruments alone "did constitute serious damage in that they would have affected the ability of the boat to perform to its optimum. This is particularly so as the incident occurred some seconds before the start of a 400 mile ocean race."

The Appeals Committee disqualified *Brindabella* under Rules 11, 14 and 44.1, commenting that "it is our opinion that, in these circumstances, the damage sustained to *Magazine* was serious and that the 720 degree turn carried out by *Brindabella* in acknowledgement of the incident, was not an available alternative to her under Rule 44.1."

Gosford Sailing Club's Race Director Roger Walton says the historic Pine Trees Trophy for line honours will now go to *Team Jaguar Infinity III*, skippered by Sydney yachtsman Martin James, which had finished second in the Lord Howe Island.

Other amendments would be made to IMS results, but these would not effect the top placings.

Great Ocean Races of the world

The Australian National Maritime Museum will run its third annual seminar on Sunday, May 31, this year entitled Great Ocean Races of the World - with some of Australia's best known sailors recounting their experiences in the Sydney to Hobart, Admiral's Cup and Fastnet Race, and Round the World Races.

Linked with these races will be dramatic advances in electronics afloat, navigation techniques and communications in Great Ocean Races of the World.

More information from the Museum on 02 9552 7777 or for Museum members on 02 9552 7544.

David Dunn wins Etchells NSW title

International Etchells Association president David Dunn scored a unique victory in the 1998 NSW championship from a star-studded fleet on Botany Bay in late February - he failed to win a race, missed two after being holed by another yacht, and was disqualified from another race as premature starter.

Helming *Great White Hunter*, Dunn won the seven race series from Olympic aspirant Cameron Miles sailing *Tower*, from Pittwater, and the Melbourne yachtsman Ian Johnson at the helm of *Bananas in Pyjamas*.

Great White Hunter was forced to retire



David Dunn completed this race in *Great White Hunter* to win the NSW Etchells championship. (Pic - Howard Wright)



Close racing in the Etchells State championship held by Botany Bay yacht Club on Botany Bay. (Pic - Howard Wright)

from race five after being holed in the transom and also missed race six. Fortunately, another yacht which retired from the race was skippered by Botany Bay shipwright Grant McKellar who, with his own boat out of the series, immediately began repairs to Dunn's boat and he was able to start in the final race.

In the meantime, because *Great White Hunter* was the right of way boat in the collision in race five, Dunn was awarded average points based on the three best of his first four races - a third, a seventh and a four - for an average of 4.7 points under the low-scoring system.

A fourth in the final race saw *Great White Hunter* finish with the most consistent overall result of the 50 competitors and take first place overall with 27.4 points.

Cameron Miles finished with 32 points, Ian Johnson with 35 and they were followed by international yachtsmen Michael Coxon, sailing *North Sydney Station*, on 41 points and Neville Wittey, sailing *Yandoo XX*, on 43 points. Coxon is another CYCA member who sails with the Sydney Harbour Etchells fleet.

The series, conducted by Botany Bay Yacht Club, saw many disqualifications, mostly for being premature starters, or as it is now called "OCS - On Course Side", after the race committee flew the black flag.

However, Queenslander Ben Noble was disqualified after winning race

five for causing serious damage in a collision with another boat - which would have been his second win of the regatta.

Another major event for the Etchells was the Milson Silver Goblets, a twilight series on Sydney Harbour which saw Michael Coxon (*North Sydney Station*) win on a countback from fellow North Sails director Grant Simmer (*5 Circles*), third going to David Dunn (*Great White Hunter*). - Peter Campbell

Australians enter 1999 Melbourne-Osaka

The Osaka Cup 1999 double-handed ocean race from Melbourne to Osaka in Japan has already attracted its first two entries, the first by Japanese adventurer Kojiro Shiraishi and his crew Haruhiko Tanikawa, the second from veteran Australian Alby Burgin, now aged 82, and his crew 64-year-old Jock Wylie.

Alby, who recently sailed his Adams/Radford-designed 55-footer *Alstar* to a line honours victory in the Tall Ships Race from Sydney to Hobart, competed in the inaugural Melbourne - Osaka race in 1987 and the second one in 1991. His sailing career totals 71 years with 420,000 nm of cruising and 350,000 nm of racing. He has sailed in the Sydney to Hobart 30 times in his own and other people's boats. Jock has sailed ten Hobarts.

The Melbourne - Osaka race, organised by the Nippon Ocean Racing Club Naikai branch, is a unique event in that the fleet sails from Melbourne to Osaka spanning 5,500 nm without stopovers, travelling backwards through the seasons with autumn in Melbourne, summer in the equator, and spring in Osaka.

In order to accommodate many types of monohull yachts, the Osaka Cup does not use a handicap system, but instead divides the yachts into classes according

Wittey to defend Soling world title

Sydney yachtsman Neville Wittey and his crew of David Edwards and Joshua Grace have won the right to defend the prestigious Infanta Cristina Soling world match racing championship, to be sailed this year at Rotterdam in The Netherlands from June 1-4.

Wittey and his crew became the first Australians to win the Infanta Cristina near Oslo in Denmark last year and they outsailed a star-studded fleet of Australian Olympic aspirants to win the Australian selection trials, losing only two matches in two round-robins, the semi-finals and the finals.

The hard-fought series was sailed on Farm Cove, in front of the Sydney Opera House, which will be the venue for the match racing medal finals at the Sydney 2000 Games.

Wittey headed the scoreboard after two round-robins, just ahead of Colin Beashel, the Starboat bronze medallist at Savannah, with Cameron Miles and Gary Gietz the other semi-finalists. Eliminated after the round-robins were Tasmanian Nick Rogers, Savannah Soling skipper Matt Hayes and West Australian David Clark.

Wittey beat Gietz in their semi-final with two straight wins, while Miles won a 2-1 encounter with Beashel. In the final Wittey beat Miles 2-0.

He now has an added incentive to successfully defend the Infanta Cristina against leading Soling sailors from 11 other nations as the 1999 event will be conducted by the Royal Sydney Yacht Squadron on the Harbour in October. And, if he wins three successful series he can keep the magnificent silver trophy, a model of Columbus' ship Santa Maria.

to factors such as overall length, displacement and sail area.

The inaugural race was held in 1987 to commemorate the 120th anniversary of the opening of the Port of Osaka and has been held every four years since.

Further information is available from the Osaka Cup Melbourne-Osaka Double-Handed Yacht Race 1999 Race Committee, c/ Nippon Ocean Racing Club Naikai branch, 2-9-1-107 Kitano-cho, Kobe 650-0002 Japan. Fax: +81 78 261 8618 or email: naikai@mb.infoweb.or.jp

The Osaka Cup web site is: <http://www.pacwow.com/osaka/index.html>

Mount Gay 30 class expands worldwide

The Mount Gay 30, that exiting scaled-down version of the Whitbread 60s is clearly on the move in Australasia and globally, according to reports to OFFSHORE from the Mount Gay 30 association and Sydney yachtsman and multiple Blue Water champion Ray Stone.

The association reports that two Rogers 30s have been exported from the USA to Greece while an expatriate South African plans importing Simonis 30s into New Zealand. Strong interest is also coming from Italy where such leading designers as Giovanni Ceccareli have begun preliminary studies on a boat.

Presently Australia, Australia (West), Holland/Belgium, Pacific Northwest, South Africa, the UK and the USA all have regional class associations.

In Australia there are now four Mount Gay 30s at the Middle Harbour Yacht



Derek and Jeanine Barnard at the Penta Comstat VZX base at Gosford...now moves to near Nabiac on the NSW Mid North Coast. (Pic - Peter Campbell)

Club and two with the Royal Prince Alfred Yacht Club on Pittwater. One is being built in Queensland and there are three in Perth. One of these, the Malcolm Runnals-designed *Four Penceworth*, finished second in last year's Perth to Lombok race.

On the local Sydney scene, according to Ray Stone, despite stunning performances on the water, the class has been handicapped out of any possibility of winning by having to give time to considerably bigger and faster yachts in offshore races. In the last Sydney-Gold Coast race, Stone's *Razors Edge* (Mount Gay 30) beat *Wide Load* (a Swarbrick 40) by 30 minutes, yet *Wide Load* won Division B on PHS.

In the same race, *Razors Edge* finished only 41 minutes astern of Lou Abraham's

Seaview Challenge Again (Bashford/Howison 41) and beat *Sycorax* (BH41), *Local Hero* (BH36) and both Bull 9000s but could only record an 8th on PHS.

Stone gives another example of *Razors Edge* having to give considerable time to much faster yachts in the Royal Sydney Yacht Squadron's spring regatta:

Yacht	Time per hour
Wide Load	2 min 13 sec
Fidelis	3 min 29 sec
Locomotion (J35)	3 min 02 sec
Summerbreeze (Cav38)	4 min 05 sec
Adrenalin (Peterson 40)	4 min 20 sec
Nadia IV (Farr 40)	5 min 01 sec
Nips 'n Tux (NSX38)	2 min 39 sec

Writes Stone: "What we are seeking is a 'fair go.' How can we be expected to beat these boats across the line, let alone on handicap when we have to give them time - for example, beat a Farr 40 by 12.5 minutes in a two and a half hour short offshore race.

"I am determined to get some equity in this handicapping system. We have shown we know how to win a race, we have a new boat with great gear. But we are being penalised out of contention and in the process destroying the reputation of a great class of yacht."

Penta Comstat moves To Mid North Coast

Penta Comstat VZX marine radio communications base has been relocated to a new site, moving at the end of February from the Gosford district to a new site at

Arthur Byrne - Five Million Dollar Man

Alcohol and sailing mixed in the best possible interests at the CYCA in early March when some of Australia's most famous yachts were crewed by members of the Liquor Stores Association in support of the Leo & Jenny Leukaemia and Cancer Foundation.

The most feted of yachtsmen on the day was veteran CYCA member Arthur Byrne aboard his classic former ocean racer *Salacia*. Arthur has helped raise more than \$5 million since becoming involved with the Foundation.

The sailing day followed the Liquor Stores Association's annual dinner at which close to \$60,000 was raised for cancer research as members bid for crew positions on some of Sydney's best yachts for the sailing day.

Among the yachts which took part and the winning bidders were *Abracadara* (Samuel Smith & Son), *Athena* (United Distillers), *Bobsled* (Carlton & United Breweries), *Brindabella* (Liquorland), *Canon Maris* (Arthur Anderson), *Edwina* (Tucker Seabrook), *Fidelis* (Mildara Blass), *J44 Phoenix* (Ports Liquors Mosman), *Marchioness* (Woolworths - Mac's Liquor), *Margaret Rintoul* (Samuel Smith & Son), *Margaret Rintoul V* (Novcastrian), *Marfoo* (Porters Liquor Stores), *Ragamuffin* (Independent Liquor Stores), *Salacia* (Quad Cleaning), *Sydney* (Liquorland) and *Toncin* (CUB).

Firefly (32 94.3 S 142.14 E) which is inland from Forster/Tuncurry and about 13km west of Nabic off the road to Gloucester.

With the diminishing use of Penta Comstat's VHF and 27 MHz services, and the location of the new site, Derek and Jeanine Barnard have also ceased communications on VHF and 27 MHz.

Before heading north, they donated valuable VHF and 27 MHz equipment to the Volunteer Marine Rescue Association to assist the local Central Coast volunteer rescue organisations in providing their service to boat owners.

Penta Comstat VZX's HF service schedule will remain unchanged. "The new site will allow improved coastal and long range communications and a secure future for the service," the Barnards write in a letter to members. OFFSHORE wishes them well.

Penta Marine Radio Communications' new address is:
170 Mobbs Lane, Firefly, NSW 2429.
Telephone: 02 6559 1888. Fax: 6559 1885.
Email: pentacom@ozemail.com.au
Web site: www.ozemail.com.au/~pentacom

ORC moves in with ISAF at Southampton

It was a matter dear to the heart of International Sailing Federation president Paul Henderson that peace appears to have been fully restored to the liaison between the ISAF and the Ocean Racing Council.

That the world's sailing federation has finally welcomed the offshore racing body into its bosom has become evident with the announcement that the ORC has decided to move its headquarters from 19 St. James's Place to the Southampton, England offices which house the ISAF, a very positive move to unify the administration of sailing.

The ISAF fully realises the expertise and technical ability of the ORC and the Council has shown faith in the Federation's administrative ability and the Member National Authority infrastructure. The ORC will have its own desig-

nated staff and may use the ISAF staff for back-up when needed. What is clear is that the ISAF may have to be financially supportive of the ORC, and this has been agreed, after all, it is what the Federation was constituted to provide - services to sailors.

The ISAF is keen to assist the ORC in promoting the IMS Club Rule under a joint administrative banner. Henderson is keen to provide a broader base for the

The ISAF fully realises the expertise and technical ability of the ORC and the Council has shown faith in the Federation's administrative ability and the Member National Authority infrastructure.

ORC in this respect and Hans Zuiderbaan, the ORC Chairman, looks keen to accept the offer to put a simple club rule, which uses the database of the IMS, to the increased constituency of the 120 Member National Authorities of the ISAF.

Striking picture of the giant catamaran Royal & Sun Alliance early in its attempt to circumnavigate the world. (Pic - Rick Tomlinson)





Australian Adrienne Cahalan in the navigation station aboard the huge catamaran *Royal Sun Alliance* (Pic - Rick Tomlinson).

Almost certainly this would give the IMS Club Rule greater stability and it might just provide some stability for the IMS as a Grand Prix Rule. The ORC would continue to remain the technical administrator of the IMS and its derivatives, and this does not preclude the ISAF from administering any other rules for offshore boats which its membership requests it to do.

It sounds like 'Peace in our time' but it should be remembered that is what Neville Chamberlain said after visiting

"The program we have created covers almost every aspect of the organisation of our sport. It will be a chance to input and to learn."

the man he referred to as Herr Hitler back in 1938 and what happened a year after that. - Bob Fisher.

AYF to stage first annual conference

The Australian Yachting Federation will stage its first annual conference at the Australian National Maritime and the Novotel Darling Harbour in Sydney on May 1-3.

"The aim of this conference is to establish a forum for all stakeholders to discuss the key issues that the sport faces, and provide input on the strategic direction of yacht," said Phil Jones,

the AYF's CEO. "The program we have created covers almost every aspect of the organisation of our sport. It will be a chance to input and to learn."

A keynote speaker will be Paul Henderson, president of the International Sailing Federation (ISAF).

The conference will discuss key issues including the AYF Strategic Plan, Technology and the Web, and the AYF's new membership system.

The conference will start on Friday afternoon, May 1 with an open forum on offshore sailing at the Novotel Darling Harbour. This forum will be an opportunity for those involved to express their views on the current state of offshore sailing.

The 1998 Nortel Australian Sailing Awards Dinner will be held in conjunction with the conference on the evening of Saturday, May 2.

Weekend registration for the conference is \$80, which includes lunches, morning and afternoon teas, along with attendance at all conference sessions. Registration brochures are available from the AYF - phone 02 9922 4333.

Women around the world

A team of 11 women, ages ranging from 23 to 39 and from seven different

countries, including Australia, is attempting to sail around the world nonstop in the giant 28m catamaran Royal & SunAlliance.

Navigated by Adrienne Cahalan, one of Australia's top women sailors, and skippered by British yachtswoman Tracy Edwards, this is the first all female attempt the feat.

In their unique bid to capture the Trophee Jules Verne, the will have to complete the nonstop circumnavigation in less than 71 days 14 hours 22 minutes and 8 seconds, the record set by Frenchman Olivier de Kersauson in May 1997.

Upgrading for telephone marine forecasting

The Bureau of Meteorology is upgrading its telephone marine forecasting service for New South Wales waterways.

A new service on 1900 155361 will provide all coastal waters forecasts and the forecasts for the Sydney closed waters. There will be a choice of forecasts for the Far North and Mid North Coastal Waters, the Hunter and Sydney Coastal Waters, the Sydney Closed and Coastal Waters, and the Illawarra and South Coastal Waters. Tidal and sunrise and sunset information and recent weather observations will also be provided.

The cost will be 15 cents for the first 25 seconds of the call and 75 cents for each additional minute. Higher rates apply for mobile and public phones.

Telstra have advised that the Dial-it Boating Information Service on 11541, is expected to cease at the end of April 1998.

Record challengers for America's Cup

A record 16 yacht clubs have posted their performance bond of \$US 250,000 to the America's Cup Challenge Association, confirming their challenges to race against New Zealand for the America's Cup in February 2000.

The challengers include clubs in Australia, Hong Kong-China, France (2),

Italy, Japan, Russia, Spain, Switzerland, the United Kingdom and the United States (6).

Australia's single challenge has been lodged by the Cruising Yacht Club of Australia on behalf of Australian Challenge, a syndicate headed by long-time club member and famous ocean racing yachtsman Syd Fischer. This will be Fischer's fifth bid to win the America's Cup.

The America's Cup Challenge Association (ACCA) which is acting as the organising authority for the Challenger Selection Series (CSS) will now move forward in finalising arrangements for the CSS and negotiating television and marketing contracts for that regatta.

The CSS is scheduled to begin in Auckland, New Zealand in late October 1999.

The proposed format includes three round robin series, a semi-final and one final series. The winner of the CSS will go on to meet New Zealand in the 30th America's Cup Match beginning on February 26, 2000. ▲

The 16 challenging clubs and syndicates for the America's Cup are:

- Aberdeen Boat Club/Spirit of Hong Kong Challenge (Hong Kong-China)
- Club Nautique Morgien/F.A.S.T. 2000 (Morges, Switzerland)
- Cortez Racing Association/Team Dennis Conner (San Diego, California, USA)
- Cruising Yacht Club of Australia/Australian Challenge (Sydney, Australia)
- Monte Real Club Yates de Bayona/Real Club Nautico de Valencia/The Spanish Challenge (Madrid, Spain)
- New York Yacht Club/Young America Challenge (New York, NY, USA)
- Nippon Yacht Club Club/Nippon Challenge (Tokyo, Japan)
- Royal Dorset Yacht Club/Spirit of Britain Challenge (Weymouth, United Kingdom)
- St Francis Yacht Club/AmericaOne Challenge (San Francisco, California, USA)
- St Petersburg Yacht Club/Age of Russia Challenge (St Petersburg, Russia)
- St Thomas Yacht Club/Team Caribbean (St Thomas, US Virgin Islands)
- The San Francisco Yacht Club/America True Challenge (San Francisco, California, USA)
- Union Nationale pour la Course au Large/Yaka France (Paris, France)
- Waikiki Yacht Club/Aloha Racing Team/Honolulu, Hawaii, USA)
- Yacht Club de Cannes/Societe Nautique Grau-du-Roi Port Camargue-Sud Challenge (France)
- Yacht Club Punta Ala/Prada Challenge (Milan, Italy)

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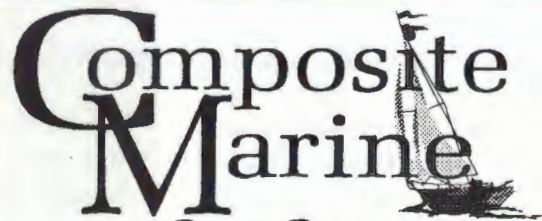
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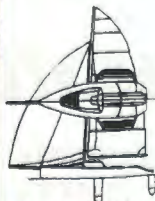
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AUSTRALIA

APRIL

- 4 Sydney-Mooloolaba race, 480nm, MHYC. (final race of CYCA 1997-98 Blue Water Pointscore).
- 10 CUB 50th Brisbane to Gladstone race, 350nm, QCYC.
- 10-13 Sail Sydney '98 Easter Regatta, Olympic classes, YANSW.
- 10-14 "The Examiner" 3 Peaks Race, Beauty Point to Hobart, Tasmania.
- 12 CYCA Ladies Day Race for Jill McLay Trophy.
- 19 BMW Sydney Winter Series opening pointscore race, Veterans Race for Windward Trophy, Sydney Harbour, CYCA.
- 26 BMW Sydney Winter Series, Sydney Harbour, CYCA

MAY

- 3 BMW Sydney Winter Series, Sydney Harbour, CYCA.
- 8 Sail the Solomons Yacht Race, Brisbane-Honiara, RQYS.
- 10 BMW Sydney Winter Series, Sydney Harbour, CYCA.
- 16 Royal Sydney Yacht Squadron Winter series, every Saturday to August 1, RSYS.
- 17 BMW Sydney Winter Series, Sydney Harbour, CYCA.
- 24 BMW Sydney Winter Series, Sydney Harbour, CYCA.
- 31 BMW Sydney Winter Series, Sydney Harbour, CYCA.

JUNE

- 7 BMW Sydney Winter Series, Sydney Harbour, CYCA.
- 14 BMW Sydney Winter Series, Sydney Harbour, CYCA.
- 21 BMW Sydney Winter Series, Sydney Harbour, CYCA.
- 28 BMW Sydney Winter Series, Sydney Harbour, CYCA.

JULY

- 5 BMW Sydney Winter Series, Sydney Harbour, CYCA.
- 11 BMW Sydney Winter Series, Sydney Harbour, CYCA.
- 18 BMW Sydney Winter Series, final pointscore race, Sydney Harbour, CYCA.
- 26 CYCA Ladies Day Race for Chris Lee Trophy, Sydney Harbour.

AUGUST

- 1 13TH Sydney-Gold Coast Race, CYCA. (First race of CYCA 1998-99 Blue Water Pointscore).
- 7-9 XXXX Gold Coast Winter Regatta, Southport Yacht Club, Qld.
- 11-15 Mooloolaba SCOR, Mooloolaba Yacht Club, Qld.
- 13 BMW Sydney Winter Series prizegiving, CYCA.
- 16 Hogsbreath Mooloolaba to Airlie Beach Race, Mooloolaba Yacht Club, Qld.

- 15-20 Hayman Island Big Boat Series, Whitsundays, Hayman Island Yacht Club, Qld.
- 22-29 XXXX Ansett Hamilton Island Race Week, Whitsundays, Hamilton Island Yacht Club, Qld.

SEPTEMBER

- 6-12 Hogsbreath Cruising Race Week, Whitsunday Sailing Club, Airlie Beach, Qld.
- 12 Great Whitsundays Fun Race, Whitsunday Sailing Club, Airlie Beach, Qld.
- 12-13 Whitsunday Vista Gold Cup Maxi Yacht Challenge, Whitsunday Sailing Club, Airlie Beach, Qld.
- 12-17 Mirage Resorts Regatta, Port Douglas, Port Douglas Yacht Club, Qld.
- 13-19 Volvo Coffs Coast Sail Week, Coffs Harbour.
- 17-23 First Pre-Olympic 2000 Regatta, Sydney Harbour and offshore, Sydney Organising Committee for the Olympic Games (SOCOG).
- 25 Sydney offshore racing season opens, CYCA, MHYC, RSYS, RPAYC.
- 26 Sydney Harbour inshore racing season opens, RSYS, RPEYC, MHYC, SASC.

INTERNATIONAL

1998

APRIL

- 19 Whitbread Round the World Race for the Volvo Trophy, Leg 7, Fort Lauderdale-Baltimore, USA.
- 25-2 May Antigua Week, Antigua.

MAY

- 2 Whitbread Round the World Race for the Volvo Trophy, Leg 8, Annapolis (USA)-La Rochelle (FRA).
- 22 Whitbread Round the World Race for the Volvo Trophy, Leg 9, La Rochelle (FRA) - Southampton (UK).
- 27 Spa Olympic classes regatta, Medemblik, Netherlands.

JUNE

- 20-30 Rolex Commodores' Cup, Cowes, UK, RORC
- 21-27 Saint-Tropez Rolex Cup, Int. 12 Metre Class yachts, Saint Tropez, France.

AUGUST

- 1-14 Kenwood Cup, Hawaii, Royal Hawaiian Ocean Racing Club.

SEPTEMBER

- 24-27 San Francisco Big Boat Challenge, St Francis Yacht Club.

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