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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.

### CHAIRMAN, CLUB COMMITTEES

OPERATING COMMITTEE: COMMODORE PETER BUSH  
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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: Hardy Graphics (02) 9719 1963

PHOTOGRAPHERS: Ian Mainsbridge, Sydney (02) 9624 5039  
Richard Bennett, Hobart (03) 6229 2559

PRODUCTION EDITOR: Helen Hayes (02) 9948 4861

FILM SEPARATIONS: Graphic Options (02) 9361 6680

ADVERTISING: Jan Cooke (02) 9452 2093

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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 (03) 6224 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.

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## Credits

**COVER:** Bob Steel's Nelson/Marek 43, *Quest*, on her way to an IMS overall win in the 50th Brisbane to Gladstone Race at Easter. A record 194 yachts competed. (Pic - Ian Mainsbridge).

**ABOVE:** Crossing tacks soon after the start of the 50th Brisbane to Gladstone ocean race. (Pic - Ian Mainsbridge)

**LEFT:** Antifouling advice is a feature article in Offshore's Yacht Maintenance feature in this issue.

**NEXT ISSUE:** Previews of Sydney - Gold Coast Race, Hayman Island Big Boat Series, Hamilton Island Race Week in Queensland, the Kenwood Cup in Hawaii and SOCOG's 1998 Pre-Olympic Regatta on Sydney Harbour. Reports on "The Examiner" Three Peaks Race in Tasmania and the final legs of the Whitbread Round the World Race for the Volvo Trophy.





# Gladstone gold celebrated in classic style

Queensland's blue water yacht racing history was covered in glory when many past winning skippers and four sailors from the original race answered the call to arms to celebrate the Golden Anniversary CUB Brisbane to Gladstone race over Easter. Ian Grant reports.

The spectacular festival of sail, made possible by the record fleet of 194 conventional keel yachts and 32 multihull craft, racing in separate events but starting from the same line at the same time, created an unprecedented scene on Brisbane's Moreton Bay on Good Friday, 1998.

It was a rewarding moment for the Queensland Cruising Yacht Club race director and recently elected Life Member Herb Prendergast, who had both the vision and energy to make this special event the greatest yacht race Queensland has ever seen.

Apart from watching the second largest yacht race fleet in Australian off-shore racing history (only the 50th Sydney to Hobart was bigger) the record 80,000 spectators on the land, and thousands more on the water, were treated to a full air show by the RAAF Roulettes aerobatic team.

It was certainly a proud moment for four 'Old Salts' - John Bourne, Allan Gray, Keith Brain and Greg Cavill - who set sail into the unknown with the first race fleet to Gladstone back in 1949.



Famous cutter *Solo* came out of retirement in the Whitsundays to contest the 50th Brisbane to Gladstone race. In the 1950s and early 60s Solo took line honours five times and won on handicap twice. (Pic - Dal Harper).

Bourne, Gray and Brain combined to win the inaugural race on handicap with the 28ft gaff rigged canoe stern sloop *Sea Prince* while Greg Cavill crewed on the original line honours winner *Hoana*.

A page in their respective career log books was set aside for the golden anniversary. Greg Cavill, owner of the 1955 race line honours winner and race record holder *Flying Saucer* invited

four of her 1955 race crew, Bill Warlow, Col Johnson, Danny Burchill and Bill Pryke, to relive old memories. John Bourne, Allan Gray and Keith Brain stood their watches on *Laurabala*, *Battleship Gray* and *Hammer of Queensland* in the 50th race.

These remarkable veterans joined some 1650 men, women and children who competed in this great occasion in



# RESULTS

## Line Honours:

1. Hammer Of Queensland (Arthur Bloore, QCYC) 22.52m Kell Steinmann pocket maxi, elapsed time 1-18-04-32.
2. Gold Coast Signs Innkeeper (Harley Cowlishaw, QCYC) 18.2m Kell Steinmann pocket maxi, 1-18-48-15.
3. Bundy Bobsled (Kerry Spencer, RQYS) 20.0m Kell Steinmann pocket maxi, 1-19-37-52.

## IMS (overall):

1. Quest (Bob Steel, CYCA) Nelson Marek 43, corrected time 1-12-42-15.
2. No Fearr (Carey Ramm, Townsville MBC) Farr/Cookson 39, 1-12-50-28.
3. Atara (Roger Hickman, CYCA) Lyons 43, 1-13-09-20.

## Racer Div:

1. Quest.
2. Atara.
3. The Last Picasso (Bob Robertson)

## Cruiser Racer Div:

1. No Fearr
2. Love & War (Peter Kurts, CYCA) S&S 47, 1-13-16-49.
3. Yendys (Geoffrey Ross, CYCA) Beneteau 53, 1-14-03-12.

## ARBITRARY:

1. Quest, corrected time 1-18-32-08.
2. Great Escape (Duncan McKellar, MYC) Jon Sayer 50, 1-18-46-42.
3. Seaduction (Bill Cutts, MYC) Northshore 38, 19-40-30.

## CHS:

1. Scampi A (Ross Perrins/Shane Corbett, RQYS) Peter Norlin IOR half tonner, corrected time 2-6-11-54.
2. Thies Process Engineering (Bill Wild, RQYS) Mumm 36, 2-6-16-26.
3. Koormooloo (Michael Freebairn, RQYS) Kaufmann ex IOR 41, 2-6-19-48 3.

## Special Performance Hcp:

1. Emotional Hooligan (Marcus Blackmore, RPAYC) Mumm 36, SPH 1.051.
2. No Fearr, 1.049.
3. Thies Process Engineering, 1.048 3.

## Veteran Div:

1. Scampi A, corrected time 1-19-34-29.
2. Spellbound Liquidator (Neil Moran, P.C.S.C) 1-19-50-29.
3. Thylacine (Mike Phillips, PCSC) Duncanson 34, 1-20-07-36.

## Cruising:

1. Seaduction 83 points.
2. Grey Seal (Barry Hayward, SYC) Phantom 40, 66pts.
3. Fortress (John Pforr, QCYC) Herreschoff ketch, 55.15pts.



Top: The record fleet in the 50th Brisbane to Gladstone race is spread across Moreton Bay as the golden anniversary race gets underway on Good Friday - 194 monohull yachts and 32 multihulls started. In the foreground is line honours winner *Hammer of Queensland* (light blue hull and sail number 7). (Pic - Ian Mainsbridge) Above right: The winners of the 50th Brisbane to Gladstone race - line honours went to *Hammer of Queensland*, crossing ahead of IMS overall winner *Quest*, not long after the start of the historic race. (Pic - Ian Mainsbridge) Above left: *South Passage*, the graceful schooner owned by the Sail Training Association of Queensland, made a striking picture as she headed north to Gladstone. (Pic - Ian Mainsbridge)

Queensland Blue Water yacht racing history.

*Mahra*, a 38ft yawl built by Jack Whereat at Bulimba in 1912 and owned by the Spencer family for 56 years, was given the honour as a first fleet competitor to lead the fleet out to the start.

As expected, it was wall to wall sails on the start line with the usual crescendo of commands and demands when the big

fleet was sent away from a perfect line on a test of ocean racing that proved to be spiced with drama and shattered dreams.

There was elation on the decks of Arthur Bloore's *Hammer Of Queensland*, Bob Steel's *Quest* from Sydney and Bill Wild's Gold Coast based Mumm 36, *Thies Process Engineering*, when they shared the honours out of the starting box and into the demanding slog against





With Double Island Point lighthouse in the background, the Queensland yacht *Storm*, from Airie Beach, two-sail reaches north in the 50th Brisbane to Gladstone race which attracted a record 194 starters, plus 32 multihulls. (Pic - Richard Bennett)

a soft 5-8 knot seabreeze.

The big boat tacticians on *Hammer Of Queensland*, *Gold Coast Signs Innkeeper* and race record holder *Bundy-Bobsled* had ruled a line through the record chase before their headsails were trimmed for the second tack.

*Bobsled* had set the record for the 308 nautical mile race in 1993 with the remarkable time of 21hrs 59min 43sec and there were no record-breaking winds in the forecast for the Easter weekend.

As the huge fleet converged on the first mark of the course in Moreton Bay, *Quest*, a Nelson Marek 43, pressed hard on the quarter wake of *Hammer*. Close astern came the Inglis 50 from Mooloolaba, *G-Wizz* (Phillip Gray), *Morning Mist* 111 (Peter Sorensen) from Sydney, the defending champion from Townsville, *No Fearr* (Carey Ramm) and the two Mumm 36s, *Thiess Process Engineering* and *Emotional Hooligan* (Marcus Blackmore).

Also well placed as they cleared the bay were the Murray-designed *ABN AMRO Challenge* (Ray Roberts), winner

of the Sydney-Mooloolaba race a week before, and *The Last Picasso* (Bob Robertson) from Mooloolaba.

Veteran past winner Peter Kurts and his *Love & War* crew, including son Simon, Peter Shipway and John Winning, also showed that the 25 year old and dual Sydney-Hobart race winner still had a good turn of speed. The graceful S&S 47 was in the top 15 to clear Moreton Bay.

However, the race strategy changed dramatically when a violent thunderstorm spoilt what looked likely to be a pleasant first night's sail into light headwinds under a full moon.

The storm lashed the fleet with hail, lightning, torrential rain and rig busting 50 knot squalls which resulted in red wine stains on the cruiser class saloon carpets, floating floorboards, rigs in the sea, broken booms on the deck and tattered sails flapping from the halyards.

The 54 nautical mile stretch of water between Caloundra Fairway and Double Island Point was turned into a graveyard of Gladstone race dreams. IMS racer class

favourite *ABN AMRO Challenge* radioed she was out of the race with her carbon fibre mast broken. The crew of the Mumm 36 *Sea* (Ian Bennetts) were out too after they cut the rig away.

Another 34 yachts filled an extensive list of retirements with various damage and disappointment for the crews who had planned to join in the race celebrations when they reached the port of Gladstone.

*Laurabada* celebrated her 46th consecutive race with the drama of floating floorboards. Skipper Ivan Holm Jnr, sailing his 23rd race on the majestic ketch, said: "It was fresh and frightening, we drove away taking a bit of width hoping no one was to leeward."

"The old girl had stem to stern water over the deck and still managed to hit incredible hull speed, let's say all of us were a little pleased when the storm passed", Holm said.

There was more torment after the storm when the wind, which was forecast to carry a weak southerly change, bent back to a headwind sea breeze pro-



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"THE FINAL 83 MILES ACROSS THE TOP OF HERVEY BAY WAS A TEST OF CHARACTER WITH SOME TACTICIANS ELECTING TO SHOOT FOR THE ANGLES."



Queensland yachts *The Last Picasso* (Old 1) and *Corum* (HKG 1088) cross tacks ahead of the Sydney boats *Atara* (8000) and *ABN AMRO Challenge* (8887) shortly after the start of the 50th Brisbane to Gladstone race. (Pic - Ian Mainsbridge).

viding a supreme test of navigation, tactics and technique to resolve the Golden Anniversary trophy winners.

At dawn on day two the fleet, led by *Hammer Of Queensland* was predictably making a slow pace up the ocean beach off Fraser Island. The smart tacticians had one eye on the depth sounder and the other focused for the advantage line out of any marginal wind shifts that came their way.

Honours for the IMS were up for grabs. *Quest*, utilising the experience which sailing master Ron Jacobs gained from his win with *No Fearr* the previous year, held a top three chance with the Sydney-based Lyons 44 *Atara* (Roger Hickman) and *No Fearr* when they cleared Lady Elliott Island.

The final 83 miles across the top of Hervey Bay was a test of character with some tacticians electing to shoot for the angles.

*Hammer of Queensland*, dragged along by her big new asymmetrical spinnaker sheeted from a prodder, reached her best speeds sitting on high 11-plus averages, only to face an ebb tide and fading land breeze when she entered Gladstone Harbour shortly after 0100 hours on Sunday morning.

With her third line honours victory in sight, she sailed the final eight miles in reasonable time only to be becalmed 100 metres from the finish. *Hammer* finally crossed at 0432 hours for an elapsed time of 1 day 18 hours 04 minutes 32 seconds for a race average of 7.32 knots.

*Gold Coast Signs Innkeeper*, sailed by a syndicate of Southport sailors, won her match race with *Bundy Bobsled* to finish 43 minutes 43 seconds astern of *Hammer* and 49 min 37 sec clear of *Bundy Bobsled*.

*Quest* finished sixth, just 37 seconds off the stern of the Farr 50 *Morning Mist* 111 to set the benchmark for the IMS fleet to beat.

Owner Bob Steel looked reasonably relaxed when they saved their time on *No Fearr* with a 1 hour 23 minute 06 second advantage in elapsed time. Sailing master Ron Jacobs had done his sums and was not surprised when *Quest* was officially declared the overall IMS class winner by 8 minutes 13 seconds over Townsville's *No Fearr*.

Third place, another 18 minutes 52 seconds back, went to the consistent Roger Hickman and the *Atara* crew. *Love & War* revelled in the long windward slog to show why she is rated as one of Australia's greatest yachts ever, finishing fourth, 7 minutes 29 seconds off the stern of *Atara*.

*Quest*, with a rating 0.9479, also won the overall Arbitrary handicap with a relatively comfortable margin over the Mooloolaba Yacht Club sloops *Great Escape* (Duncan McKellar) on 0.9000 and *Seaduction* (Bill Cutts) on 0.7786.

Dual Gladstone race winner *Scampi A* (Ross Perrins/Shane Corbett) scored a 4 minute 32 second win in the Channel Handicap class from the Mumm 36 *Thiess Process Engineering*. The 1968 Sydney to Hobart race winner *Koomooloo* (Michael Freebairn) made a welcome return to ocean racing with a deserved third place, only 7 minutes 54 seconds behind *Scampi A*.

## "The mast - she broke"

IMS favorite for the 50th Brisbane to Gladstone race, *ABN AMRO Challenge*, broke her mast in a violent storm on the first night at sea. Rob Mundle was aboard.

Everything seemed so perfect ... *ABN AMRO Challenge* was fresh from a win in the Sydney to Mooloolaba race and, not surprisingly, was a pre-race favourite for the 50th anniversary Brisbane to Gladstone.

The preparation had been spot on - right down to owner Ray Roberts and Michael "Spiesy" Spies carrying out a spectacular shopping raid on the local supermarket...an effort which led to "Spiesy" preparing two magnificent casseroles the afternoon before the start. We would eat well.

Sadly, we never did get to sample the casseroles. Less than 12 hours into the 308 nautical mile classic - around 9pm - we heard a massive explosion come from the mast at deck level. The noise left us in no doubt that something serious had happened. A crewman rushed forward with a torch and in a split second shouted news we didn't need to hear. "Shit, the



mast's broken."

There was an air of disbelief among those of us trimming sails back in the ash-tray. The carbon fibre mast was still there.

We looked up. "Shit. Get the sails off now," came the frantic call.

The mast was performing like a cut snake - gyrating, wriggling, bending, twisting. It was certain to come crashing down at any second. Our race was run.

From the outset it seemed the odds were stacked against the Sydney 46 grand prix racer and her crew. We arrived at the start with plenty of time to spare, but still minus two crew - one being the navigator. They were scheduled to fly in from Sydney on the early flight, but it almost wasn't early enough. The plane finished up doing a scenic tour around the skies over Brisbane for half an hour waiting for clearance to land. The boys were eventually delivered to us by speedboat.

We were close to countdown mode when it was discovered the mainsail could not be hoisted. A problem with the pin in the pulley on the double-purchase halyard system.

The bowman was at the masthead belting the crap out of something and trying to fix the thing when the 10 minute gun went. He was still there at the five...

With 90 seconds to go the bowman arrived back on deck (minus his expensive watch which had taken a dive from the masthead). The mainsail went up.

All pre-start planning that was developed with helmsman, Cameron Miles had gone out the door. It was a case of trying to find a gap near the leeward end of the line and plugging into it.

When the gun went we were in the second row. There was bumping, grinding, shoving and shouting as we tried desperately to get free of the massive windbreak that trapped us.

Within one minute there was a breath of fresh air and ABN immediately slipped into top gear, then overdrive. The upwind ability of this optimised Murray, Burns and Dovell 46 (a development of the standard masthead Sydney 46) was soon seen to be staggering.

When we settled down for the three mile beat to the first mark we were eighth in fleet. But we struggled to get our brains into gear and soon found ourselves out of phase on some big shifts.

Finally the orchestra began playing in tune and we got to the first mark with *Hammer of Queensland* first and Bob

Steel's *Quest* right on our bow in second spot.

In no time at all we climbed out over *Quest* and moved into second spot. It was the long haul across Moreton Bay towards Moreton Island.

The trip out of the bay brought more drama...a near grounding on a sand bank, then a wrong turn at the mark. When would things settle down, we asked.

As we sailed away from Caloundra into a stiff nor'easter it was essential we kept the weight on the rail. No casserole tonight - just cold party pies and chocolate. The deck frogs were soon making themselves heard.

Throughout the day we had watched storm clouds brew in the southern sky. Soon after dark it was obvious the entire fleet was going to cop a bit of a blow - with plenty of lightning in accompaniment - from the south west.

We were 10 miles north of Noosa and third in fleet behind *Hammer* and *Innkeeper* when we copped our first taste of the blow. The wind went haywire for a while then bang, in it came...20 knots, 25 knots, then a bit more.

We put the .6oz chute on and tried to settle things down. What followed wasn't the best sailing experience. We charged north into the left-over nor'easterly head sea. It was like sailing out through the surf. The banging and crashing that came as we thumped into each head sea was something else. But it all couldn't be too bad because the .6 was still hanging in there.

The scene remained encouraging though. We were right in on the beach and gaining rapidly on the leaders which we could clearly see out to sea, still sailing upwind.

Next thing came the big bang. The very expensive carbon mast was broken.

It literally sheered at the deck then compressed onto itself. The vang fitting stopped it from sinking any deeper into the hull because it jammed on the deck collar.

With the rigging loose the mast went mad. But somehow it stayed there. We got the sails down while still running downwind - the helmsman trying desperately to keep a smooth track. In the middle of it all ABN went through an involuntary gybe. Blokes dived everywhere, sure the rig would come down. More drama. Young Luc Downe hit the deck so hard he dislocated his shoulder.

By using lines as Spanish windlasses on the loose rigging then attaching halyards and the check stays to the perimeter of the deck we slowly but surely got the rig under control. It had a massive S-bend in it, but it was still erect.

An hour after the big bang we turned and began the 30 mile motor back to Mooloolaba.

Theories developed on the cause. The general consensus was that it was torsion that came via the shock loads on the vang and the mainsail pushing on the leeward spreaders. The fact that the front of the mast was trying to compress on the mast collar probably didn't help.

That was the theory from the laymen. The experts would do the complete analysis.

When we arrived in Mooloolaba we donated the casseroles and the rest of the perishables to local cruising families. We then drove to Gladstone (you had to be there for the party at least) stopping in Hervey Bay for a consolatory lunch of mud crab and chilled white wine.

Somehow, we think that the lunch was better than the casseroles. ▲

Seagull's view of the carbon fibre mast of race favourite *ABN AMRO Challenge* as she heads to sea in the 50th Brisbane to Gladstone, but her race ended some nine hours later in a mast-breaking storm off the Sunshine Coast. (Pic - Ian Mainsbridge)





Australia will field a strong team to defend the 1998 Kenwood Cup offshore racing series in Hawaii in August. Peter Campbell previews this important event in the Pacific.

**S**ydney yachtsman Bob Steel has joined fellow Cruising Yacht Club of Australia members Syd Fischer and Ray Roberts in putting together a strong team to defend the Kenwood Cup Hawaii International Offshore Series in August - and has bought a new boat for the task.

Steel (*Quest*) and Fischer (*Ragamuffin*), along with Victorian Giorgio Gjergja (*Ausmaid*) won the Cup in 1996, giving a much-needed fillip to the status of Australian ocean racing after several years in the doldrums.

Fischer is backing up again with his Farr 50, *Ragamuffin*, arguably the fastest IMS 50 in the world, and Roberts will go to Hawaii for the first time with his impressive new Sydney 46 grand prix racer, *ABN AMRO Challenge*.

Steel will campaign a new *Quest*, the US-built one-year-old Nelson/Marek 46 which has been racing successfully out of Melbourne as *Young Australia*, including placing sixth overall in the 1997 Telstra Sydney to Hobart. The new boat is being optimised for the Kenwood Cup, including "padding" the hull and a new keel, and will be re-named *Quest*. This will bring her up to par with her 'sistership', *Bright Star*, the impressive IMS winner of this year's Key West Race Week in the USA.

Steel has changed boats on a winning note, taking out IMS overall first place in the 50th Brisbane to Gladstone race with the original *Quest*, a Nelson/Marek 43 with which he has had considerable success over the past four years. That boat has been sold to Brisbane yachtsman Kevin Miller.

Australia is in a strong position to retain the Kenwood Cup although the opposition

**"The team has also received sponsorship, from the shipping line P&O Nedlloyd much-appreciated support for an Australian team planning an overseas challenge."**

# In quest of another Kenwood Cup



Bob Steel's new *Quest* (sail number S 4606) racing as *Motorola Young Australia* in the Telstra Southern Cross Cup regatta in Sydney. The 46-footer has joined *Ragamuffin* and *ABN AMRO Challenge* in Australia's team for the Kenwood Cup (Pic- Peter Campbell)

will be tough, with the USA, Japan, New Zealand and Europe all expected to field top teams. Early entries include *Flash Gordon 3*, the Farr 49 which was top-scoring yacht in the winning US team at the 1997 Champagne Mumm Admiral's Cup, *Starlight Express* from New Zealand, and the 1997 Telstra Sydney to Hobart winner, Karl Kwok's Farr 49 *Beau Geste* from Hong Kong-China.

The team has also received sponsorship, from the shipping line P&O Nedlloyd much-appreciated support for an Australian team planning an overseas challenge.

The sale of *Young Australia* to Bob Steel is one of a number of significant sales made by prominent yachtsman Ron Jacobs of PBS, the international yacht brokers based at Bayview on Sydney's northern waterway of Pittwater. PBS are the Australian agents for the new Sydney 40 1D, chosen as the "middle" boat for the 1999 Admiral's Cup in England. The first Australian buyer is Pittwater yachtsman Ron Jones while the second is Melbourne's David Gotze who has sold his Reichel/Pugh 43 *Brighton Star* to CYCA member Rob Kothe.

Jacobs, who sailed aboard *Quest* in the recent races in Queensland waters and will be aboard at the Kenwood Cup, has also brokered the sale of the Melbourne Farr 50

*Morning Mist III* to Sydney 18-footer sailor Peter Sorensen, Julie Hodder and Stan Zemanek, and the sale of Andrew Strachan's Farr 47 *Ninety Seven* to Sydney yachtsman Graham Gibson who previously raced *Drake's Prayer*.

Another boost to the CYCA fleet will be *No Fear*, the champion Queensland Farr 39 which has been sold by Townsville yachtsman Carey Ramm to CYCA members Andrew Wiesner and Tom Simpson.

According to Jacobs, the upsurge in sales of IMS yachts is because yachtsmen are seeing stability in the IMS Rule. "While some of the sales have been changeovers by well known and successful yacht owners, we are also seeing a significant influx of new owners into IMS racing," Jacobs says.

"There is also growing Australian interest in the new Sydney 40 1D, with three on order for local yachtsmen. We will have two racing at Hayman Island and Hamilton Island in August.

"I think the key to further development of local fleets is for the combined clubs to stage owner/driver regattas through the summer season. These are proving highly successful in North America and in Europe," Jacobs added. ▲



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# Many winners from 35th Mooloolaba

*Marchioness*, line honours winner of the Sydney to Mooloolaba race, reaches up the NSW North Coast under a shy spinnaker. (Pic - Richard Bennett)



The 35th Sydney - Mooloolaba race not only attracted the biggest fleet in almost a decade, it saw the best IMS and PHS competition in years, plus a new CHS division. Peter Campbell reports.

**T**here were many winners from this year's Sydney to Mooloolaba race, Middle Harbour Yacht Club's 35th annual ocean race to Queensland waters and the traditional final race of the summer season for the Sydney ocean racing fleet.

The 469 nautical mile race attracted an excellent fleet of 64 boats from New South Wales, Queensland and Victoria, the largest in nine years and certainly one of the highest quality racing under IMS, PHS and, for the first time, CHS handicapped categories. Adding interest was the new Logan Classic division for classic yachts and yachts that "cruise in style."

The race had added significance in that it was a feeder to the 50th Brisbane to Gladstone race over Easter, with nearly half the fleet joining the massive line-up for the golden anniversary event.

The clear winners from the 1998 Sydney-Mooloolaba race were:

- Middle Harbour Yacht Club: The status of the race on the East Australian yachting calendar should be a significant help for the club in its bid to regain sponsorship for the 1999 race.

- Australia's defence of the Kenwood Cup in Hawaii in August: Boosted by the performance of team yachts *ABN AMRO Challenge* and *Ragamuffin* in placing 1-2 overall in IMS after a boat-for-boat race all the way north.

- Designer Iain Murray and his associates, Ian Burns and Andy Dovell: Overall IMS winner *ABN AMRO Challenge* their first winner in the Mooloolaba race.

- Iain Murray: A personal victory as he sailed as helmsman with owner Ray Roberts aboard the Sydney 46 grand prix racer.

- Syd Fischer and his Farr 50, *Ragamuffin*: Despite finishing second overall, the place clinched *Ragamuffin's* victory in the CYCA's Blue Water Pointscore of long ocean races for 1997-98.

- The *Marchioness* syndicate: The six-man syndicate of CYCA members, led by Tony Beilby, achieved their first line honours winner since importing and optimising the maxi.

- Ocean racing newcomer Stephen Ainsworth: Sailing his maiden ocean race in his new Swan 44, *Loki*, he won PHS overall (all boats in fleet), PHS Division B and the Logan Classic Division.

In general, it was an uneventful race, but one in which race tactics and skilled helming played a vital role as yachts battled light headwinds and the south-running East Coast Current. The trickiest part was in working their way around



the many headlands that dot this course and at times boats found themselves heading south rather than north.

Line honours went to *Marchioness*, designed by the Italian Lavranos, built in South Africa for the Cape Town to Rio Race, and now owned by a syndicate of Cruising Yacht Club of Australia members comprising Tony Beilby (skipper), Michael Cranitch, John Markos, Barry Beilby, Des Kennedy and Gary Yost. All but Yost were in the 21-man crew which also included CYCA director John Messenger as sailing master and sailmakers Bob Fraser and Ian Broadhead as helmsmen along with Colin Bloomfield.

Tactician was Dave Lawson sailing his 26th successive race to Mooloolaba and notching up his sixth line honours success in this race. He has also had three overall handicap wins.

This was *Marchioness'* first major ocean racing line honours win and her best performance in Australia - testimony to the success of her new keel and rudder

and other hull modifications made under the direction of designer Kell Steinmann. "She is a totally different boat to the one we bought just on a year ago and we are now getting the best out of her - like hitting 20 knots in the 25 knot sou'easter last night," said skipper Tony Beilby after the maxi berthed at Mooloolaba Yacht Club.

After taking 43 hours in light and variable winds to reach the halfway mark just north of Coffs Harbour, *Marchioness* finally picked up a fresh sou'easter early on the Monday night, sailing the last 140 miles at an average speed of 10.5 knots under her huge masthead spinnaker.

Her elapsed time was 65 hours 54 minutes 12 seconds - the slowest in nine years as a result of the light and fluke winds of the first two days and nights.

The Victorian flyer, *PL Lease Future Shock*, with owner Peter Hansen enlisting North Sails Melbourne manager and former world champion Ross Lloyd as principal helmsman and Grant Wharington as tactician, was always snapping at the

transom of the maxi. In fact, Lloyd won the start and the Elliott 56 led the 66 boat fleet through the Heads and up the coast until overtaken by *Marchioness*.

*Future Shock* finished just over an hour astern of *Marchioness*, followed home by the 60-footer *Sydney*, skippered by David Kellett in the absence overseas of owner Charles Curran. Then came the Farr 50 *Morning Mist III*, skippered by that doyen of 18-footer sailors Peter Sorensen who recently bought the yacht in partnership with ocean racing navigator Julie Hodder and talkback radio host and one-time skiff sailor Stan Zemanek.

Progressive provisional handicap placings in the three categories, IMS, CHS and PHS, changed constantly during the race as fortunes fluctuated in the light and variable winds. There were further changes when the leading group finally sailed into fresh south-easters as they neared the Queensland border.

MHYC elected on a post-race course construction, delaying the announce-

Below left: IMS overall winner of the Sydney-Mooloolaba race, Ray Roberts' *ABN AMRO Challenge* crosses tacks with the Victorian yacht *PL Lease Future Shock* (Peter Hansen) off the NSW Central Coast. (Pic - Ian Mainsbridge). Below right (top) Mooloolaba race line honours winner *Marchioness* sails to windward in the generally light air race. (Pic - Ian Mainsbridge). Below right (bottom) Night watch aboard Carl Striber's S&S 37, *Suraya*, in the Mooloolaba race. (Pic - Dal Harper)







Left: Veteran 18-footer sailor turned ocean racing yacht owner Peter Sorensen gives a wave as he steers *Morning Mist III* north in the Sydney-Mooloolaba race. (Pic - Ian Mainsbridge). Right: Helmsman Matt Hayes concentrates as he steers *Ragamuffin* north in the Sydney-Mooloolaba race in which the 50-footer placed second overall. (Pic - Ian Mainsbridge)

# RESULTS

## IMS OVERALL & IMS DIVISION A:

1. ABN AMRO Challenge, Sydney 46 (Ray Roberts, CYCA)
2. Ragamuffin, Farr 50 (Syd Fischer, RSYs)
3. Quest, Nelson/Marek 43 (Bob Steel, CYCA)

## IMS DIVISION B:

1. Midnight Rambler, IOR Farr 40 (Ed Psaltis/Bill Wright, CYCA)
2. Loose Change, Jutson NSX-36 (Clive Gilmour/Robert Stanley, CYCA)
3. Sagacious Five, IOR Farr 40 (Sagacious Five Syndicate, CYCA)

## CHS OVERALL:

1. Sycorax, Sydney 41 (Michael Quinn, CYCA)
2. Midnight Special, Lyons Jarkan 40 (Peter Carter/Ian Griffiths, Mooloolaba YC)
3. J44 Phoenix (Rob Reynolds, MHYC)

## PHS OVERALL:

1. Loki, Swan 44 (Stephen Ainsworth, CYCA)
2. Wild Bull, Bull 9000 (Rod Skellet, CYCA)
3. Loose Change, Jutson NSX-36 (Clive Gilmour/Robert Stanley, CYCA)

## PHS DIVISION A:

1. Wild Bull, Bull 9000 (Rod Skellet, CYCA)
2. Heltter Skelter, Murray ILC 40 (Steve Gunns, MHYC)
3. Drake's Prayer, IOR Farr 43 (Graham Gibson, CYCA)

## PHS DIVISION B:

1. Loki, Swan 44 (Stephen Ainsworth, CYCA)
2. Kickatinalong, Adams 13 (Neville Cottee, RMYC)
3. Mistress Mercy, Senogles 36 (James Murchison, SASC)

## LOGAN CLASS DIVISION:

1. Loki, Swan 44 (Stephen Ainsworth, CYCA)
2. Grandee of Crabtree Lane (Patrick Broughton, CYCA)
3. Kickatinalong (Neville Cottee, RMYC)

Rum Bucket Trophy (club teams): 1. CYCA Blue team (Atara, Sycorax, Wild Bull)

## LINE HONOURS:

Marchioness, Lavranos/Steinmann 75 (Tony Beilby & partners) 66 hours 54 minutes 12 seconds.

ment of IMS overall and division results until race officials Tony Shaw and Chris Pomfret had carefully considered reports from a wide range of yacht navigators as well as official weather bureau data.

The IMS overall and IMS Division A results gave first place to Ray Roberts' *ABN AMRO Challenge*, the Sydney Grand Prix 46 with designer Iain Murray aboard as principal helmsman, second to Syd Fischer's Farr 50 *Ragamuffin*, and third to Bob Steel's Nelson/Marek 43, *Quest*. Fourth overall, and best of the smaller IMS yachts, was the Mumm 36, *Emotional Hooligan*, skippered by Marcus Blackmore.

*ABN AMRO Challenge* and *Ragamuffin* will join forces in Hawaii in August, along with Bob Steel's new *Quest*, a Nelson/Marek 46, to defend the Kenwood Cup which *Ragamuffin*, the original *Quest* and *Ausmaid* won in 1996.

*Ragamuffin* and *ABN AMRO Challenge* staged a great duel north, sailing within sight of each other throughout the 469 nautical mile race to Mooloolaba and at times so close that they gave identical latitude and longitude. It was not until they were off the Gold Coast, sailing towards Cape Moreton, that the bigger *Ragamuffin* pulled away. There was still only 40 minutes between them at the finish, with *ABN AMRO Challenge* winning by 23 minutes 32 seconds on corrected time.

Despite finishing second, the Mooloolaba race still gave the veteran Fischer a major victory with *Ragamuffin*, winning the Cruising Yacht Club of Australia's prestigious Blue Water Pointscore for the 1997-98 ocean racing season. Going into the final race *Ragamuffin* held a slender two points lead over defending Blue Water champion *Atara* (Roger Hickman), but her second against *Atara's* fifth, clinched victory.

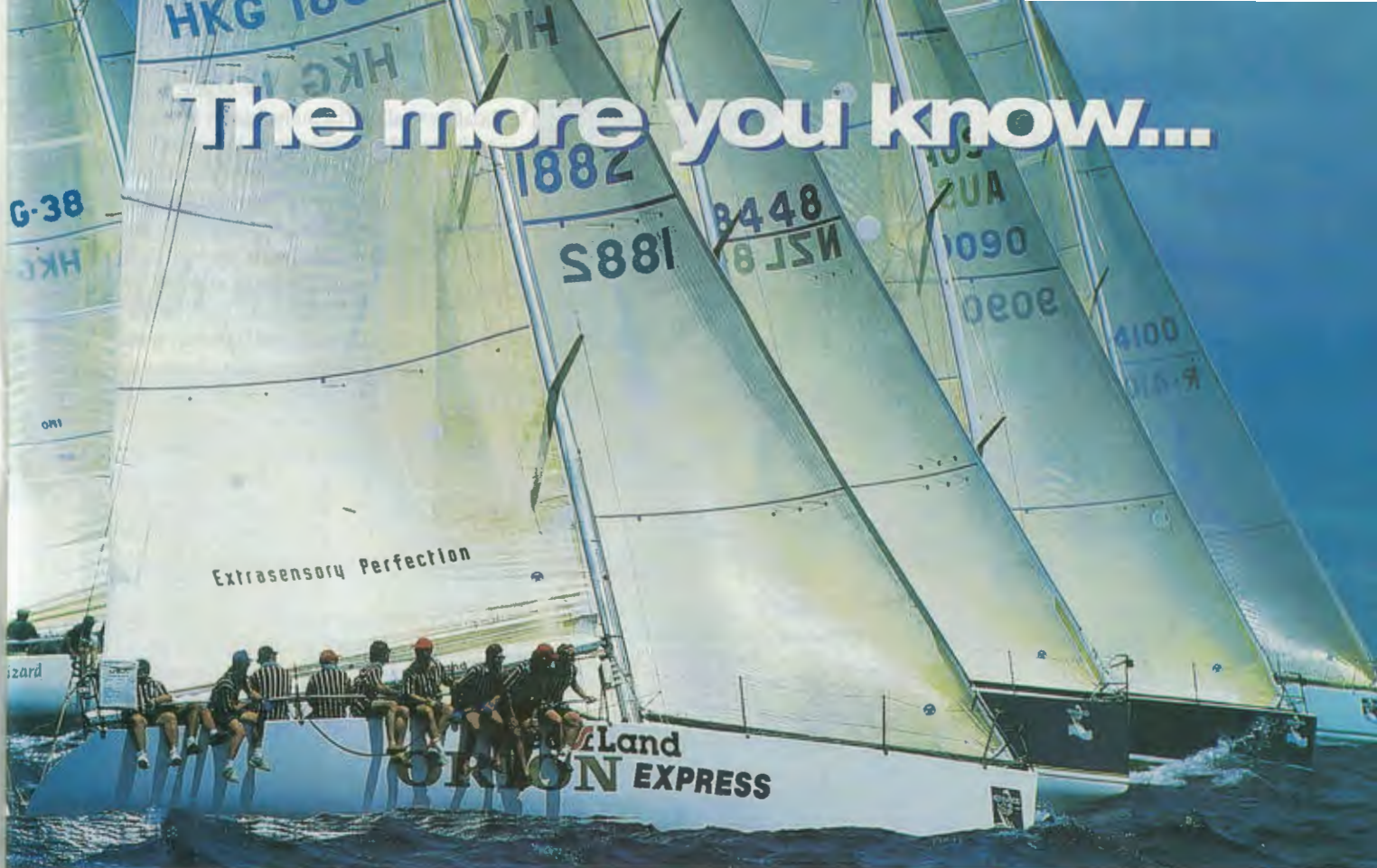
*Ragamuffin* also won the Blue Water Pointscore PHS division, capping a great season which included second overall in the Telstra Sydney to Hobart and winning the CYCA's Short Ocean Pointscore, IMS Division A.

Joining Olympian Matt Hayes as a helmsman aboard *Ragamuffin* for the first time in a long ocean race was up-and-coming young one-design and match racing sailor James Spithill. "He has amazing concentration, a total commitment to steering the boat," fellow crew member and trimmer Larry Jamieson commented.

*ABN AMRO Challenge* is a grand prix version of the Sydney 46, from the design team of Iain Murray, Ian "Fresh" Burns and Andy Dovell, with a fractional rig and optimised keel. She made her debut in the Telstra Cup last December, finishing third to the Hong Kong-



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 1997 Hamilton Island Race Week  
 IMS Division .....1-2-4-6  
 1997 Ord Minnett Regatta  
 .....1-2\*-4\*-5-6-8-9-10  
 1997 Telstra Cup ..1-2-3-4-6-7\*-8\*-9-10\*  
 1997 Sydney to Hobart (IMS)  
 .....1-2-3-4-5\*-6\*-8-10  
 1997 Sydney to Hobart (PHS) .....1-2-3\*  
 1997 Southern Cross Cup  
 .....1-2-3-4-6-7\*-8\*-9-10  
 1997 Strathfield Car Radios Pittwater to  
 Coffs Harbour Series (IMS Division)  
 .....1-2\*-3-4-5-6\*-7\*-8\*  
 1997 Strathfield Car Radios Pittwater to  
 Coffs Harbour Race (IMS Division)  
 .....1-2\*-3-4-5-6\*-7\*-8-9  
 1998 Sydney to Mooloolaba Race  
 .....(IMS) 1-2-3-4-5-7-8  
 .....(PHS) 1  
 .....(CHS) 1\*-3  
 1998 Brisbane to Gladstone Race  
 .....(IMS) 1-3-5\*-6-7\*-10  
 .....(ARB) 1-2  
 \* partial inventory Sharon Green photo



*The new shape of sailmaking*





Queensland yacht *Out of the Blue* heading back north in the Sydney-Mooloolaba race, with Middle Harbour Yacht Club entrant *Impeccable* to windward. (Pic - Peter Campbell)

China boat *Beau Geste* and *Ragamuffin*. She placed fifth overall in the Telstra Sydney to Hobart.

The Mooloolaba race was the first major win for the yacht in her short career and also Iain Murray's first design success in the event. The boat has great potential but unfortunately she was dismantled in a violent thunderstorm on the first night of the Brisbane to Gladstone.

With designer Murray on the helm, *ABN AMRO Challenge* sailed an exceptional race to Mooloolaba, up amongst the leading half dozen yachts until the final 50 miles.

Cruising Yacht Club members achieved a remarkable cleansweep of top results, headed by the *Marchioness* syndicate with line honours and Ray Roberts, Syd Fischer and Bob Steel with first, second and third in IMS overall and IMS Division A.

Ed Psaltis and Bill Wright, also from the CYCA, followed by sailing the IOR designed Farr 40 *Midnight Rambler* to first place in IMS Division B, with Clive Gilmour and Robert Stanley placing second with their recently acquired *Loose Change*, the Jutson-designed NS-36 which previously raced as *2KY Racing Radio*. Another active CYCA member, Peter Davis and his partners, took out third with the former Admiral's Cup team yacht and Sydney to Hobart IOR winner, *Sagacious Five*.

MHYC introduced a CHS division for the first time this season and attracted ten CHS entries for Mooloolaba. A delighted winner was Michael Quinn with his Syd-

ney 41, *Sycorax*, scoring his first major victory with the Bashford International built, Murray & Associates-designed boat. "These boats have had considerable success overseas under CHS, so it was an obvious move for me to move from IMS to CHS racing - with success," Quinn said.

Second went to *Midnight Special*, a David Lyons-designed Jarkan 40 owned by Mooloolaba Yacht Club commodore Peter Carter and club hon. secretary Ian Griffiths, while in third place was MHYC vice-commodore Rob Reynolds with his powerful J44 *Phoenix*.

The CHS Division also decided Middle Harbour Yacht Club's Gillawa Shield ocean for long ocean races during the season, with Kim Williams clinching victory with his Ross 35, *Rock 'n Roll* by just two points from Scott Wheelhouse's Far 1020 *Sandpiper*, third going to Ray Stone's Mt Gay 30 *Razors Edge*.

Ocean racing newcomer Stephen Ainsworth came out a treble winner with his brand new Swan 44, *Loki*, built by Nautor in Finland. With a crew that included experienced offshore racing sailors Tony Kirby, Peter Antill and Swan agent Michael "Zapper" Bell, *Loki* sailed a consistently good race to capitalise on her opening Performance handicap, winning PHS Overall (which covered all yachts in the fleet), PHS Division B and the inaugural Logan Classic Division.

Runner up in PHS Overall and also first in PHS Division A was the little Bull 9000, *Wild Bull*, skippered by CYCA director Rod Skellet. The 30-footer fin-

ished 19th in the fleet, first of the small boats and ahead of many bigger boats, in an impressive follow-up to her Sports 30 victory at the JOG Nationals earlier in the year. Under PHS handicapping, she had to beat the considerably larger *Loki* by some six and a half hours to win PHS overall, but missed out by 34 minutes.

*Wild Bull* sailed well in the light weather early in the race and quickly took advantage of the freshening sou'easter to enjoy a fast spinnaker run home.

MHYC member Steve Gunns made a welcome return to offshore racing with his recently acquired Murray-designed ILC40, *Helter Skelter*, placing second in PHS Division A. Third went to the former Admiral's Cup yacht *Drake's Prayer*, an IOR Farr 43 skippered by Graham Gibson who has just bought the well-performed Melbourne yacht *Brighton Star*.

Runner-up to *Loki* in PHS Division B was the whimsically named aluminium-hulled Adams/Radford 13, *Kickatinalong*, skippered by Neville Cottee for owner and sailing school operator Mike de Berg, who sails from the Royal Motor Yacht Club. Third place went to the Senogles 36, *Mistress Mercy*, owned by James Murchison from the Sydney Amateur Sailing Club.

The Logan Classic Division was for classic timber yachts and yachts "that cruise in style" with luxury Swans placing first and second. As mentioned earlier, the Swan 44 *Loki*, won the division, with the Swan 51, *Grandee of Crabtree Lane* (Patrick Broughton) placing second, third going to *Kickatinalong*.

Perhaps the most coveted trophy for the Mooloolaba race, outside of line honours and IMS first overall, is the interclub team trophy - the Rum Bucket, which is traditionally filled with Bundaberg rum and Coca Cola at the prizegiving at Mooloolaba Yacht Club. The CYCA team Blue of Atara, *Sycorax* and *Wild Bull*, enjoyed the drinks.

Frustrating at times, the Sydney - Mooloolaba race lived up to such traditional terminology describing it as "the most enjoyable race on the Australian East Coast" and a "rock-hopping" race north to Queensland.

The great pity is that Middle Harbour Yacht Club has been unable to gain a major sponsor for the past couple of races - the Mooloolaba is a race that deserves sponsorship and the marketing and promotion that goes with it. ▲



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**VOLVO PENTA**

It will be called The Volvo Ocean Race, with the addition of Round the World 2001-2002, and will largely follow the format of the past Whitbread Races. It will continue to be run in association with the Royal Ocean Racing Club.

Mel Pyatt, the Managing Director of Volvo Events Management, said that there would probably be one less leg in the next race. It would start from an English port, probably either Southampton or Portsmouth, but he did not deny the possibility of a Gothenberg finish, which he said was causing interest in Sweden.

As yet, none of the stop-over ports has been finalised, but it is hoped to announce most of them on the official take-over date, June 1, 1998. Cape Town is a certainty, despite the poor awareness in the Tavern of the Seas this time around.

It seems likely that there will be only one stop-over in Australia with Melbourne looking favourite to replace Fremantle and Sydney.

Just where to stop in South America is always a headache, but the race is unlikely to return to Sao Sebastiao. Baltimore/Annapolis has been a successful stop this time, but New York has been targeted for 2002.

Johannesson would not reveal how much Volvo will spend on the next race, but he did say, "It's not pocket money, it's serious, it cuts into our bonuses." With greater marketing use of the race, Volvo is expected to spend 25 percent more than Whitbread, and will not be seeking secondary sponsorship. "We want to de-Whitbreadise the event and that can only

Amid final preparations for the eighth leg of the Whitbread, Tuve Johannesson, the President and CEO of the Volvo Car Corporation, announced the new sponsors plans for the next race in three years time. By Bob Fisher

# Volvo take over The Whitbread



As the Whitbread Race Around-the-World for the Volvo Trophy set sail for the final ocean leg across the Atlantic, Paul Cayard and *EF Language* (pictured here in heavy weather off South America) held a handy pointscore lead from the other W60s. (Pic - Rick Tomlinson).

come with sole sponsorship,' he said.

In 2001, Volvo hopes to have at least 15 entries, compared to the ten this time, and the race will be held in the same class of boats, renamed Volvo Ocean 60s. The possibility of carbon fibre masts has been discussed, but Bruce Farr, the designer of eight of this race's boats, said that he thought it could be unwise as it would be more expensive and add to the unknown factors of design.

Owners of the current clutch of boats will be pleased that Volvo is planning to hold other races for the class so that sponsors can reap a greater benefit from their investment.

It will also help to promote the Volvo Ocean Race and perhaps help the sponsor to reach their targeted number of entries. Sailing will certainly spearhead Volvo's sports sponsorship throughout the next decade.

\* Volvo has also announced that it will sponsor the 1998 International Sailing Federation World Youth Sailing Championship, to be held in Simonstown, South Africa, at the end of this year.

## Fleet on final ocean leg

The seventh Whitbread Round the World Race for the Volvo Trophy is coming to an end after eight months of remarkable ocean racing, dramas on the high seas and ashore to mark the end of an era that began 25 years ago.

Ahead is the beginning of an exciting future for the event, with a dynamic new sponsor, a bigger fleet and the prospect of some significant changes to the ports of call, notably in Australia. The next event will be the Volvo Ocean Race in 2001-2002.

The nine yachts still racing in the 1997-98 Whitbread Race set sail from



Annapolis in the USA on May 3 on the final long ocean leg of the 31,600 nautical mile course - 3,390 n miles across the Atlantic to La Rochelle. From the French port they were due to start the ninth and final leg of the Whitbread on May 22 and arrive back at Southampton on May 24 after a 450 n mile sprint from the Bay of Biscay up the Channel.

As Offshore went to press, the W60s had completed the 4,750 n mile leg six from Sao Sebastiao in Brazil to Fort Lauderdale on the US east coast, followed by a short and controversial 870 n mile leg from Fort Lauderdale to Baltimore.

As Bob Fisher reports, the old Lawrie Smith magic returned on the sixth leg, enabling the British skipper of *Silk Cut* not only to stand on the podium for the first time, but to lift the coveted Volvo Trophy for finishing first. The "Purple Army" had triumphed, displaying martial superiority on a singularly fast leg, one demanding of physical stamina as well as navigational skill.

The short dash to Baltimore also produced another leg winner, the Dutch entry *Brunel Sunergy*, skippered by Roy Heiner, after an exceptionally fast and close race.

With a second and a third in these two legs, the Swedish entry *EF Language*, skippered by America's Cup sailor Paul Cayard, had a commanding lead with 689 points on the board from *Swedish Match* on 585, *Merit Cup 527*, *Innovation Kvaerner 519*, *Silk Cut 459*, *Chessie Racing 484*, *Toshiba 383*, *Brunel Sunergy 353* and *EF Education 168*.

### Andrew Cape resigns

The Team Dennis Conner campaign with *Toshiba* became the focus of attention during the stop-over in the two Chesapeake towns of Baltimore and Annapolis.

Having just beaten the local boat, George Collins *Chessie Racing* to the line by ten seconds for seventh place, the red shirted crew were protested by Christine Guillou of *EF Education* for an alleged infringement during the first night of the seventh leg. Almost immediately, Australian navigator Andrew Cape announced his resignation from the boat.

Cape's resignation, "for personal reasons," came as something of a bombshell, as he was Conner's first hiring for the boat, even before Chris Dickson was nominated skipper. Cape certainly had second thoughts when he discovered that he was to sail again with Dickson - the two had been together in the previous race aboard *Tokio* - and was permitted a smile when Dickson left, muttering darkly, after the first leg.

Cape continued under skipper Paul Standbridge and *Toshiba* clocked in some good results with a third on leg two and a second on the fourth leg. It was after the fifth, where the draconian penalty of disqualification for a misuse of the engine took away all *Toshiba's* points, that Cape became disenchanted.

It may have been the decision to sideline Standbridge for the seventh leg, in favour of a local pilot, that tipped the scales, particularly when *Toshiba* ran aground in the Chesapeake.

### Full report next issue

Offshore will carry a comprehensive review of the 1997-98 Whitbread Race Around the World for the Volvo Trophy in our next issue. ▲

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# From the Commodore

With **PETER BUSH**

**O**ur sport of yachting has too few heroes, at least heroes whom we know about.

I've written before about the failure of most sailing activities to capture the imagination of the press and the public, the exceptions being the big events like the Telstra Sydney to Hobart and the America's Cup.

Most of our big regattas and national championships come and go with few others than competitors, organisers and family and friends being any the wiser.

Despite the absence of publicity, sailing is studded with true heroes, champions of our sport, unknown to the rest of the community and, unfortunately, unknown to many of us in the thick of it. Even worse is the fact that many of these pass from this world without us ever knowing.

In late April, I attended the funeral of one of these heroes - one of our heroes, Peter Rysdyk.

Peter, sailing his last voyage at nearly eighty years of age, has left a remarkable legacy for sailing - and, I might add, in the other parts of the

**"If we all thought for a moment about individuals we have known, it is clear that many have made significant contributions to the sport. Jack Rooklyn, for example, was responsible for introducing many Australian sailors to their first taste of big boat racing. Julius Charody, it is often claimed, introduced half the offshore sailors at the CYCA."**

community that he touched after coming to Australia from Holland with his family many years ago.

He was a remarkably energetic and active man, evidenced by a trans-Atlantic voyage only a year or so ago. He plied the East Coast of Australia in a number of yachts and was involved in sailing administration in a number of clubs, including the CYCA.



Commodore Peter Bush has made a welcome return to racing after a shoulder operation to steer his yacht into second place in Division A on the opening day of the BMW Sydney Winter Series on Sydney Harbour. (Pic - Ace Marine Photography).

On a cruise to Lord Howe Island, Peter hatched a plan with the locals to boost tourism and this year, as a result, Gosford Sailing Club will celebrate its 25th Gosford to Lord Howe Island Yachting Classic. This race, with strict limits on entries, is one of the most sought after events by skippers and crews.

Not satisfied, Peter revived the race from Sydney to Noumea, run until recently as a bi-annual event by the CYCA. He also organised and was race director of the CYCA's one-off race from Sydney to Rio de Janeiro in the early 1970s.

Perhaps his greatest legacy for sailing, certainly in terms of the size of the event, is the Sydney - Southport Race, now in its 13th year. The race attracts around eighty yachts, having struck a cord with skippers and crews alike. The Sydney-Southport Race is the CYCA's biggest race behind the Hobart, and as a feeder race to the various Whitsunday regattas in August and September each year, is certain of a bright future.

Many of today's crop of ocean racers first got their feet wet with Peter,

and have gone on to bigger and better things. Thus, his legacy to the sport is more wide-reaching than we might first imagine.

If we all thought for a moment about individuals we have known, it is clear that many have made significant contributions to the sport. Jack Rooklyn, for example, was responsible for introducing many Australian sailors to their first taste of big boat racing. Julius Charody, it is often claimed, introduced half the offshore sailors at the CYCA.

If the Rysdyks, Rooklyns and Charodys had made such meaningful contributions to any other sport, they would have been written up in the press and been the subject of video epitaphs reserved, it seems, for football, cricket, horse racing and so on.

A sad commentary on how our sport is viewed, and no doubt a sadder commentary on how effectively it has been administered over the years. Thankfully, the failure of the efforts and results of these kind of individuals to be broadly recognised outside of sailing, does not diminish their contributions in their own right.

I urge you all to reflect for a moment or two. Spare a thought for those you know have made a great contribution to our sport. Spare a thought for our heroes. ▲

*Peter Bush, Commodore  
Cruising Yacht Club of Australia*



# The ORC Club rating rule

In the first regular technical articles for OFFSHORE, the Cruising Yacht Club of Australia's Sailing Administrator, Mark Robinson, looks at the Ocean Racing Council's new simplified racing rule.

The Ocean Racing Council recently announced a new simplified rating rule, called ORC Club. A simple IMS system such as ORC Club has been the subject of many discussions at ORC meetings for some years and as a result of last year's meetings, it is being implemented into Rating Offices worldwide for the 1998 season.

Based on the IMS VPP, which is used for all IMS ratings, the ORC Club rating is aimed at club based racing where low cost, simple measurement and single figure scoring are more often requested and subsequently accepted.

To achieve a simple club racing orientated rating, the input requirements have been drastically reduced. Measurements can be supplied by the owner or taken from other rating certificates. Hull profile will be drawn from the large ORC database which has built up over the years of the IMS rule in much the same as class boats, such as the Mumm 36, are treated at the moment with one class hull offset file. For those yachts that are one off or may not be in the ORC Database, lines plans from the designer or lines matched to the generic library may be used.

As a full IMS measurement is not required and thus some measurements may not be declared or as accurate as required for a full IMS certificate, the default values within an ORC Club rating are statistically biased, such that a full IMS measurement will normally yield a more favorable rating.

The ORC Club certificate contains three simple methods of scoring. The first two are well known to Australian racing, that is the single number 'Time on Time' (ILC Avg) and 'Time on Distance' (GPH) methods. The third method represented on the certificate is a basic form of the 'Performance Curve Scoring' or Post-Constructed Course method called 'Performance Line Scoring'.

Performance Line Scoring uses two co-efficients derived from the VPP, which are

The image shows a sample ORC Club Rating Certificate for the yacht 'PARAGON OF VIRTUE'. The certificate includes the following information:

- ORC Club** "VPP Inside"
- Offshore Racing Council, Southampton SO14 2AQ, UK, Copyright © 1998. Not valid Beyond 12/98.
- Rating Certificate - 1998
- Certificate No. 12345
- Sail No. OCN-12345
- "PARAGON OF VIRTUE"
- Scoring Selections:**
  - A. Performance Line:  Corrected Time =  $(772.2 \times \text{Elapsed Time}) - (83.66 \times \text{Distance})$
  - B. Time-on-Distance:  Corrected Time =  $\text{Elapsed Time} - (888.4 \times \text{Distance})$
  - C. Time-on-Time:  Corrected Time =  $\text{CRIT} \times \text{Elapsed Time}$
- ORC Rating Authority: National Sailing Federation, Velo Sport Centre, Caprioville, Oceania. Issued 20/Jun/98 by: Mr. John Torson, 12 Hurricane Bay, Melbourne, Oceania.
- Owner: "I certify that I understand my responsibilities under the Club Rule". Signed: Mr. John Torson, 12 Hurricane Bay, Melbourne, Oceania.
- Retrieval Data as of 22/May/91: Rig (spreads, etc.) as diagrammed above.
- Class: PERFECT 40; Designer: Faultless; Builder: Impeccable; HullCnst: SOLID; MastMat: Aluminum.
- Keel/CB: FIXED KEEL; TotDraft: 2.305; MaxBeam: 3.630; Division: C/R DA=0.47%; AccomLgh: 11.797; RuddCnst: STANDARD.
- Displacement: 5747; StabIndex: 121.1; AgeCste: 5/1991; SeriesDate: 6/1989; Max Crew Wt: 815 kg; Propuls: EXP/FLD.

Example of the new ORC Club Certificate

unique to each yacht. The first co-efficient, (1), represents the yachts performance in different wind strengths. i.e. slow or fast in light winds. The second co-efficient, (2), represents the familiar 'time on distance' factor. Together they are used in the following formula to calculate corrected time.

$$\text{Corrected Time} = (1 \times \text{elapsed time}) - (2 \times \text{distance})$$

As the ORC Club certificate is based on the IMS VPP, which produces full IMS Ratings, an ORC Club rating produces the matrix of speed figures for various angles and wind speeds, although this is not printed on the certificate as it contradicts the idea of simple scoring methods. However this means that where required, both ORC Club and full IMS yachts can race together using the various scoring methods that are currently used.

The downside to using the very sophisticated IMS VPP is that the formulae that make up the rating are essentially the same; thus a boat that is not perceived to rate fairly under the current IMS will rate no better under ORC Club.

A number of countries have expressed

interest in using ORC Club for their upcoming seasons. These countries vary slightly from Australia in that they currently have small IMS fleets, therefore, the cheaper and simpler version of IMS will hopefully convince more owners in these countries to utilise the VPP technology and get an ORC Club certificate.

In Australia there are only a small amount of new measured yachts each year, with most IMS yachts simply re-validating their certificates each year as the VPP changes. This, combined with the fact that ratings will not change dramatically between ORC Club and full IMS and that simple scoring such as the pre-constructed TMF's have been tried in the past, means that we are unlikely to see a rush by Australian owners to get ORC Club certificates.

Footnote: The Cruising Yacht Club of Australia's Sailing Committee recently met to discuss the use of ORC Club. It was agreed that due to the large numbers in the CYCA racing fleet that are currently IMS measured, the Club will not be conducting ORC Club racing in the coming season unless a large number of requests are made for its introduction.



# X-Yachts

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Throughout the '80s and into the '90s, X-Yachts of Denmark have become synonymous with grand prix racing yachts and to date X-Yachts have captured no fewer than 10 World Championships in 1 Ton and 3/4 ton fleets.

At the same time the X-Yachts range of high calibre performance cruising yachts are successful in regattas and club racing around the world yet are easy and forgiving to handle and a joy to sail. With exquisite interiors and superb construction these blue water yachts are difficult to match anywhere in the world.

Unwilling to compromise in design or quality, the X-Yachts team strive to meet the market with efficiency and ingenuity in production methods. The results speak for themselves.

A beautiful offshore cruising yacht, the X-412 has won more regattas than any other production yacht including IMS Europeans cruising division 2nd and 3rd racing division in '94.

While being a great family cruising yacht, the X-332 won Italian IMS championships in '96 and came 2nd in '97 in both cruising and racing divisions.

The X-Yachts cruising range: X-302, X-332, X-362, X-382, X-412, X-442, X-482, X-612. One design Yachts: X-99, IMX-38.

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## 12th Sydney-Gold Coast Race to honour founder

The fleet in this year's XXXX Sydney to Gold Coast will be racing for the prestigious Peter Rysdyk Memorial Trophy for the IMS overall winner, to honour the race founder, who recently passed away. Lisa Smith previews the midwinter classic.

In the mid 1980s, after learning of the planned opening of the Gold Coast Seaway at Southport, Peter Rysdyk immediately set about securing rights for the Cruising Yacht Club of Australia to conduct a new midwinter race to Queensland waters. Then he gained the vital sponsorship to run the event.

The inaugural Sydney to Gold Coast race saw 90 entries head north with Peter as Race Director. Since then, the annual event has increased in stature to become the second largest on the Australian ocean racing calendar behind the Telstra Sydney to Hobart Race.

If strong southerlies prevail, last year's record breaking win by Peter Walker's *Foxtel Amazon* - which was destroyed by fire just one month after it blitzed the race north in a record time of 31 hours, 12 minutes and 18 seconds - could be under threat. Among the expected big boat entries are the 75-foot maxi *Marchioness* which took line honours in the Sydney to Mooloolaba Race in April, and Grant Warrington's brand new 70-foot IMS racer *Wild Thing*, to be launched in Melbourne later this month.

Other challengers include Martin James' pocket maxi *Team Jaguar*, which will have a new and improved keel fitted before the Gold Coast Race, and the proven 50-footer, *Morning Mist III*, with new owners Peter Sorenson, Julie Hodder and radio personality Stan Zemanek on board. The CYCA has also received an expression of interest from renowned New Zealand yacht designer Greg Elliott.

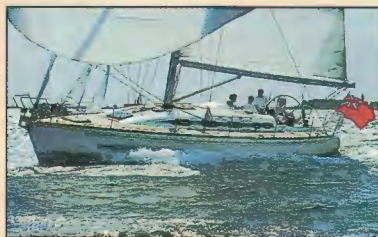
At this stage, it looks as though George Snow's *Jutson 75 Brindabella* will not be ready in time for the Gold Coast Race after being dismasted in heavy winds off Sydney heads earlier this year.

The Gold Coast event could also be the first offshore race for the new Admiral's Cup class yacht, the Sydney 40 1D. Bashford International is currently completing the first Sydney 40 1D for Pittwater yachtsman Ron Jones.

The start off Nielsen Park at 1300 hours on Saturday August 1 will see the trial of the proposed new Telstra Sydney to Hobart start line. An official media boat with a television camera on board will be anchored in the middle of the starting line to capture at close quarters the excitement of the fleet jostling for position. If all goes well, the same procedure will take place for the Sydney to Hobart to enhance Channel TEN's Boxing Day live telecast.

Communications during the XXXX Sydney to Gold Coast Race will be improved this year thanks to a Telstra SatCom C unit which will transmit regular e-mail messages from Roger Hickman's Lyons 43 *Atara*, providing a great opportunity to describe life on board during the race and to conduct further tests on the satellite units prior to the Hobart race.

Queensland brewing company Castlemaine Perkins is again the naming rights sponsor of the event via its XXXX product. ▲



The X-442 German IMS Winner 97



The X-412 has won more regattas than any other production cruiser racer (IMS Europeans 1994)



A great family boat, the X-332 won Italian IMS championships in '96 and came 2nd in '97 in both cruising and racing divisions





"Gurni-ing" high pressure water removal of marine growth and slime before the antifouling begins. (Pic - Theresa Biggelaar)

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



# Spars - a new approach

When IMS Division D winner *Terra Firma* crossed the finish line in last year's Telstra Sydney to Hobart race, she was fitted with a composite boom that in the words of co-owner Peter Bartels "just would not give up, no matter what we did to the bloody thing." Paul Bonnice of Composite Marine explains this new approach to building a boom.

Spar construction and development has come a long way in recent years, but the frenetic pursuit of the "lighter/faster" rig has produced some mixed results and much pain for owners and insurers.

Owners, like any other consumer, are entitled to expect that their new spar is "suitable for the purpose for which it was purchased", and insurers should not be expected to carry the can for engineering and construction that is based more on wishful thinking rather than sound practice.

A harsh criticism maybe, but the fact remains that the composite spar failure rate is disproportionately high in the Sydney area and has caused the underwriters to become very sceptical.

The insurability of a spar rests on three issues; think of them as three legs of a stool - if any one is missing then the stool falls over. They are: 1 - Material strength; 2 - Quality control; 3 - Engineering.

In aluminium spars, material

*Terra Firma* competing in the 1997 Telstra Sydney to Hobart with her composite boom - timber sheathed in carbon fibre.



strength and quality are controlled by large companies with laboratories and metallurgists who have access to a large database of technical literature. The spar maker only has to worry about connections and end fittings and the overall size of the mast section.

Some trial and error over 50 years has led the spar industry to a position where most of the pitfalls are now known. The spar engineer has a lot of proven data to work with.

In traditional timber masts, material strength and quality are controlled by craftsmen who know how to select the timber and cope with its natural variations. The information on how to effectively use timber in spars has devel-

oped over thousands of years without the craftsmen necessarily understanding all the properties which make it such a forgiving material.

There are few, if any, timber spar makers who use engineering design because of the lack of consistent engineering data for timber. But timber spars are still among the most reliable because of this extensive history and the special properties of timber.

In carbon fibre reinforced plastic spars, the strength and quality of the raw materials (carbon fibre and resin) are also controlled by large companies with laboratories and scientists.

However, there is an additional step in the process where the spar makers



laminated these materials to produce the equivalent of a timber or aluminium spar. Quality control and engineering design of this process is essential.

Because the military and aerospace industries have achieved such extremes in weight and strength, there is a perception that local spar builders can match these features. Spar engineers have been tempted to take the limited amount of data which is available (i.e., not classified) and extrapolate it to spar design without taking

into account the limitations of small scale laminating.

Composite Marine have developed a laminating process which includes a thickness of timber, in which the fatigue resistance and damping benefits of timber are combined with the strength of carbon and the weather resistance of resin to produce a superior spar that competes more than favourably in the weight stakes.

With careful attention to all three legs of the stool they have produced a

product that is exponentially stronger than the sum of its parts.

The Composite Marine process does not require expensive moulds or tooling, therefore allowing for an almost limitless variety of sizes, shapes and tapers to be tailored to the buyer's needs.

Composite Marine is located in Shop 4, d'Albora Marine, New Beach Road, Rushcutters Bay, NSW 2011. Phone 02 9328 7966 or fax 02 9362 8578.

## Liferaft service for safety at sea

"Pay the premium and avoid making the claim" is the advice from John Ferris, Manager, NSW, of RFD (Australia) Pty Ltd.

**H**aving a liferaft on board is not much use if it won't work properly at that critical moment when it is desperately needed. That is why maritime authorities worldwide require regular servicing and re-certification of inflatable liferafts.

That is why the Australian Yachting Federation requires a valid annual certificate from the manufacturer or from an approved servicing agent. Rule 4.19 (c).

Annual servicing of your liferaft can be likened to your boat's insurance - you pay an annual premium and hope never to make a claim! If you accept that your liferaft could well be your

last resort for survival, then the servicing fee pales into insignificance.

Regular servicing ensures all emergency equipment packed inside your liferaft has not time-expired. Remember that your "AYF pack" contains eight flares, rations, water, torch batteries, first aid kit (from 1.7.97) and other equipment that has limited life expectancy.

At service time the integrity of the

liferaft itself, the CO2 cylinder, operating head and associated high pressure hoses are also carefully checked to ensure that when you pull the operating line your liferaft will perform as you would expect.

Liferaft servicing is a specialised trade. Qualified servicemen are trained by the various liferaft manufacturers and, under the Australian Maritime Safety Authority regulations, must be re-trained, re-examined and re-certified every three years.

Liferaft manufacturers maintain networks of approved service stations. RFD has about 250 around the world with 19 around the Australian coastline. All these

depots are kept up to date with service manuals and modifications that may be found necessary through experience.

It is important to have your brand of liferaft checked and certificated only by service stations authorised to do so. We hope you never need to use your liferaft, but if there is no alternative one day you will have peace of mind knowing that it has been professionally serviced.

**"Annual servicing of your liferaft can be likened to your boat's insurance - you pay an annual premium and hope never to make a claim!"**

## Much depends on a correct propeller

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

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

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

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

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



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

To remedy this situation in a fixed blade prop there are the options of changing the propeller entirely or having the blades re-pitched by a propeller specialist. Either of these options can be both time-consuming and expensive.

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

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

## Permanent Painted Coatings from USA

Permanent Painted Coatings has one of the most comprehensive ranges of marine products in Australia, many of which are the only ones of their type available. The company is the master distributor for Australia, New Zealand and the Pacific Basin of POR 15, a company established 17 years ago in New Jersey, USA.

**P**OR 15 is a non-porous moisture cured undercoat that acts as a rust preventative paint on some of the hardest areas to coat, such as damp bilges and water and fuel tanks. It uses the moisture within the steel and rust to cure what Permanent Painted Coatings described as a "hammer tough" coating (i.e. you can hit it with a hammer and not damage the coating). POR 15 is self levelling and comes in a single pack and can be topcoated with any paint system, with a huge spread rate plus the advantage of being acid resistant, fuel proof and non leaching.

Permanent Painted Coatings other products include:

- Copperclad Antifoul - pure copper in an epoxy matrix that delivers a hard, slippery non pollutant coating, with a theoretical life of up to 20 years.
- Whitecoat - a glossy, moisture cured, non-UV sensitive, two-pot non-porous white topcoat that cures to a hard non-crack or peel finish that is highly resistant to chemical and fuel.
- Pelucid - a single component, moisture cured, totally clear topcoat that will not crack, chip or peel, cures to a rock



hard finish and is not affected by UV (no yellowing). It can be painted over unpainted steel, fibreglass or wood by either spraying or brushing and is self-levelling. Is ideal for restoring gelcoat finishes. Further information: Permanent Painted Coatings, phone 02 9999 0122, fax 02 9999 0394 or 1800 643 229.

## Not just another ship's chandlery

Sydney Chandlery is not just another chandlery. Owner Guy Mitchell can co-ordinate complete fit-outs and rebuilds with free quotations. On site shipwright, electrical, trimming and welding services are available.

Sydney Chandlery offers a comprehensive stock of safety equipment, clothing, wet weather gear, anchors, chains, rope, rigging, pumps, pulleys, fasteners and plumbing items - everything you could possibly need for equipping and maintaining your boat. There is also a mail order service.

Further information: Sydney Chandlery at Mosman, phone 9968 1933 or fax (02) 9969.



The newly released One Step Outdoor Vinyl Cleaner & Protector from 3M Marine.

## Restoring old and worn surfaces

Constant exposure to the sun's damaging ultra-violet light (UV) causes surface fading, hardening and cracking to vinyl, rubber and plastic surfaces. This can be minimised through repeated cleaning with a product such as 3M Marine's recently launched One Step Outdoor Vinyl Cleaner and Protector.

According to 3M Marine, the product is designed to clean and protect vinyl, rubber and plastic surfaces, providing a long lasting protection. An added benefit is that it does not

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*by the Spit Bridge*



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run, leaves no film residue and will not attract dust.

Also in 3M's One Step range is the Fibreglass Restorer and Wax, said to eliminate the worst effects of the marine environment, including heavy oxidation, chalking, fading, minor scratches, rust and exhaust stains from fibreglass boats. The One Step products combine a cleaner, rubbing compound restorer and high gloss wax in one application.

Further information: 3M Marine on 1800 064 333.

## Epiglue won't leave you stuck with a problem

When a product has been consistently used for more than 30 years by professional boat builders, you know it must have something going for it. With Epiglue, from Inter-



national Epiglass, that something could well save your boat.

It is one of the strongest, least complicated marine glues on the market. Being factory produced and pre-mixed under stringent conditions, it takes all the guess work out of measuring and blending the glue yourself.

Preparing Epiglue is quick and easy. It's a two-component epoxy resin adhesive which only requires one part

hardener to be mixed with two parts resin (by volume) for the job to be underway. It's also non-staining, has gap filling properties, and provides a strong bond for plastic, glass laminates and all types of timber - including resinous and oily wood.

Of course, before using Epiglue, thorough substrate preparation should be undertaken first, otherwise optimum results won't be achieved. For instance, oily woods should be cross-hatched using coarse 4-60 grit sand paper with a 30 degrees sanding motion across the grain. Gelcoats on fibreglass require a light sanding to remove the gloss (or a heavy sanding for interior wax).

Clamping pressure and times are similarly important, with careful attention being paid to substrate temperatures rather than mean atmospheric temperatures. Pick up *The Complete Guide to Boat Painting* by International Epiglass - phone 1800 251 421.

Epiglue is a high performance marine and general performance epoxy resin adhesive and suitable for use above and below the waterline.

## Sail care for longer life

Sails are like people - to achieve maximum life they must be looked after and cared for - that's the advice from Hood Sails, adding that it applies whether you race your boat or just go cruising.

Today's sails are superbly made from superb materials. The secret of these sails is the chemistry that has gone to make the materials, the sophisticated machines that weave the yarn into a tight stable cloth, the heat treatment that sets and stabilises it still further, and the chemical fillers that help improve its low-stretch characteristics.

There have also been significant developments in the methods of seaming sails and in making sailcloth less susceptible to damage by the ultra-violet content of sunlight.

But the fact remains that most sails start to become brittle after four or five years in temperate zones and in a fraction of that time in the tropics. That means that if you want to get a long working life out of your sails you

must take care of them.

All too frequently one sees expensive sails carelessly stowed and exposed to the elements. They will last a great deal longer if carefully bagged up and put away below decks. If away cruising and using the same headsail daily, then at least flake the sail to the foot with the luff still hanked to the forestay - roll up from the clew and slide the resultant bundle into a sail-bag leaving only the hanks and parts of the luff tape exposed.

A product developed specifically for cruising boats is called a "ready bag" and incorporates open-end zips or toggle fasteners to encapsulate the sail completely when lowered. These have the added advantage of an attachment point for the halyard to suspend the whole unit above the

deck, keeping it out of the way of anchor, chain and water or mud.

In the case of boomed sails, protect from both the sun and ever-present grime, by a well-made, loosely fitting sail cover. If you have a headsail set on furling gear you will need a cover, of sacrificial material (sun shield) stitched on to it to protect it from the debilitating effects of UV. If a good acrylic is used the sacrificial strip system is best, as a cover constantly moving in the wind is an every-present source of chafe, particularly from the clew down.

The cover must be large enough to hoist over the largest part of the sail when furled which necessitates this bottom section being much larger than required.

Don't think coloured sails are



immune. Far from it, for they absorb more light and thus reflect fewer harmful wavelengths. Spinnakers and those modern cruising versions, MP-S, are made from nylon which is closely related to Dacron and is even more

susceptible to UV degradation.

However, properly handled, stowed and maintained and looked after, the useful life of a suit of sails can be anything up to 10 years. Not quite up to the working life of sails made

many years ago from Egyptian cotton - but try asking your sailmaker when he last saw any of that around.

Extract from "Looking After Sails" prepared by Tony Bouzaid of Hood New Zealand.

## Mildew - profile of a problem

It is a poorly kept secret that mildew will grow on sails. It's something we loath and wish would go away, and at the same time we do not completely understand it and do not have a lot of good answers for prevention and cure.

**H**ere is what North Sails do know and what you should know in dealing with the problem of mildew.

1. Mildew is a fungus. Like mushrooms (another fungus), it grows best in damp conditions, and probably doesn't like daylight. For whatever reason, most likely the existence of different strains, it can flourish in climates as diverse as subtropical Florida, the Australian Barrier Reef, and the midwinter Pacific Northwest, all with very different ambient temperatures.

2. Mildew survives on microscopic organic compounds that it takes from

**"Mildew can grow in any environment that is not overly hostile to it, provided it has sufficient food and water."**

the air, water, or from the surface of the sail. It also feeds on and destroys cotton, linen, and other natural fibers once popular in sails.

3. Mildew is not unusually attracted to modern sailcloth, including polyester, nylon, aramids, adhesives, finishes, films, etc., and does not cause structural damage to synthetic sails.

4. Mildew does not affect the integrity or performance of modern sailcloth, so our concern is with the sometimes quite gruesome cosmetic disfiguration it can cause.

5. Mildew can grow in any environment that is not overly hostile to it, provided it has sufficient food and

water. On boats, this includes anchor ropes and mooring lines, sheets and sail covers, dodgers, cockpit cushions, mattresses, bulkheads, and so forth. Mildew spores are carried in the air, especially in rain water, or are easily transferred by contact.

### Profile of a typical mildew problem

North Sails has developed a profile of circumstances which would increase the likelihood of mildew growth on sails...

Most likely type of sail: Roller-furling genoa.

Most likely usage pattern: Kept on the stay but not used for weeks at a time. The rolled sail is an excellent trap and incubator for enriched rainwater, which trickles down into the wraps of sail and can't evaporate. Salt water does not seem to carry mildew spores and salt does not seem to have been a contributor in the worst mildew cases.

Most likely location: Florida, certain ports in the south of France and tropical North Queensland. There seems to be a definite geographical connection. One theory is that the local rainwater is particularly rich owing to the biology of the surrounding waters, or something on land. On the other hand, these are both areas with many out-of-town owners who keep their boats in the water ready to go, but do not get to use them on a regular basis.

Most likely material: any laminate with an exposed substrate. There are

two reasons laminates seem to grow fungus more readily than woven polyester.

1. The film is 100% impermeable so that trapped moisture cannot escape. Even the most tightly woven polyesters have some microscopic amount of porosity.

2. By their nature, laminated substrates are more likely to catch and retain mildew spores and nutrients. They are loosely woven, coarser, and scoured clean to be most receptive to adhesives. Woven polyester is more tightly woven, then calendared (rolled under high pressure and heat) so it is smoother, and the finish includes a water repellent.

Another likely location: Foam luffs. Closed-cell foam, and the insignia cloth used to hold it down in many cases, are even more effective water traps than any laminate.

### How to avoid mildew

1. See that the sails are aired regularly, especially after rain. This may mean unrolling the headsail at the mooring for an hour, on a calm, dry day.

2. Exposure to sunlight is helpful but too much causes other problems.

3. Do not put away damp or salty (the salt attracts and retains moisture), and store in a dry location.

4. If the boat is to be left for more than a week or two, take the sail off the rig and store it dry, or arrange for somebody to air it regularly and especially after rain.

5. Do not install a foam luff on any sail that fits the "most-likely" profile described earlier.



# Understanding Antifouling

Theresa Biggelaar interviews master marine painter Geoff Tyers on the complexities of antifouling.

"Of all the paint films, there is no more technically complex coat than antifoul," says Geoff Tyers, a marine painter who has operated at Careening Cove, Sydney, for the past 30 years.

"No other paint is designed to stay under water, to dissolve gradually in water, or is constructed with poison in it to protect the surface to which it is applied.

"Think what it is being asked to do. Stay permanently immersed every minute of every day of every week for a year or more to protect an investment of anything from five thousand to hundreds of thousands of dollars.

"Most people put on only one coat all over, but imagine how much water is flowing around the prop and aperture, or over the rudder compared with the rest of the hull. Imagine, during

95% of the time most boats are on a mooring, how much the waterline is exposed to sun, wind and water, one minute wet, one minute dry.

"Apertures, waterline, propeller, shafts, rudder-stock and keel base should all get more coats, even if you're only going to put one coat on overall. It only takes another litre or so, but it prolongs efficiency. That's important."

The best preparation, Geoff advises, is to remove as much of the old antifoul as possible. Carry out any repairs and patch coat them with the correct primers and extra antifoul.

"If you prepare properly and put two or three coats on, then allow the boat to stand on the slip for an extra day so that the paint hardens and the leeching out of the poisons is slower," Geoff says. "Do this and you'll get a

year to 18 months effective antifouling life. Launched too soon, antifoul will grow slime within weeks and is unlikely to be effective for more than six months."

Geoff stresses that if you can get a maximum film thickness with a minimum amount of surface defect, then you will get optimum life from your antifoul. Rough, crude application in varying thickness, will give poor performance.

As Geoff says, racing yachtsmen want a smooth finish to improve laminar flow across the hull and reduce drag. He says an airless spray gun is best for application because it doesn't atomise the paint into clouds of overspray. Nor is there any bounce-back off the hull as there is when using an ordinary spray gun. All the paint goes on the job. "You can get more on with the

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**3M Innovation**



airless gun than you can with the roller," he says.

Modern antifouls for racing boats are designed to lay down with minimum surface texture and still have film thickness," Geoff explains. "When applied using the correct spray equipment, nozzle size, air pressure and viscosity, they lay down with a texture resembling fine writing paper.

"Imagine how thick the antifoul is when you roller it (see diagram). A paintbrush is different but no better (see diagram). The more you leave on the job, the better. Thinning it down is usually done to give people an easy time but that's self-defeating because a thinner coat of antifoul is less efficient.

"Based on a product called Formula 77 which was in popular use 20 to 30 years ago, one coat of antifoul has been the norm in the marine trade in Australia," says Geoff. "That's alright if you use, and continue to use, soft copper antifoul and do it often, but if you use a sophisticated copper you can leave longer periods between slipping. No one antifoul is suitable for all vessels under all conditions. Copper

Antifouled and ready to slip back in the water. Note the propeller and shaft have also been well coated (Pic - Theresa Biggelaar).



antifoul paints exist in varying degrees of hardness for different purposes as do non-copper types."

Geoff stresses the importance of correct mixing of antifouling paint. "One of the problems with copper-based coatings is that they settle on the bottom of the can," he says. "It's the bit in the bottom of the can that's the most important and it should be mixed

through. That's what you're paying for."

Discussing racing yachts, Geoff points out that some coatings are designed specifically for racing boats and have graphite, teflon or silicon additives in them. These additives have the effect of producing a smooth non-grip surface to which marine growth cannot easily adhere. They

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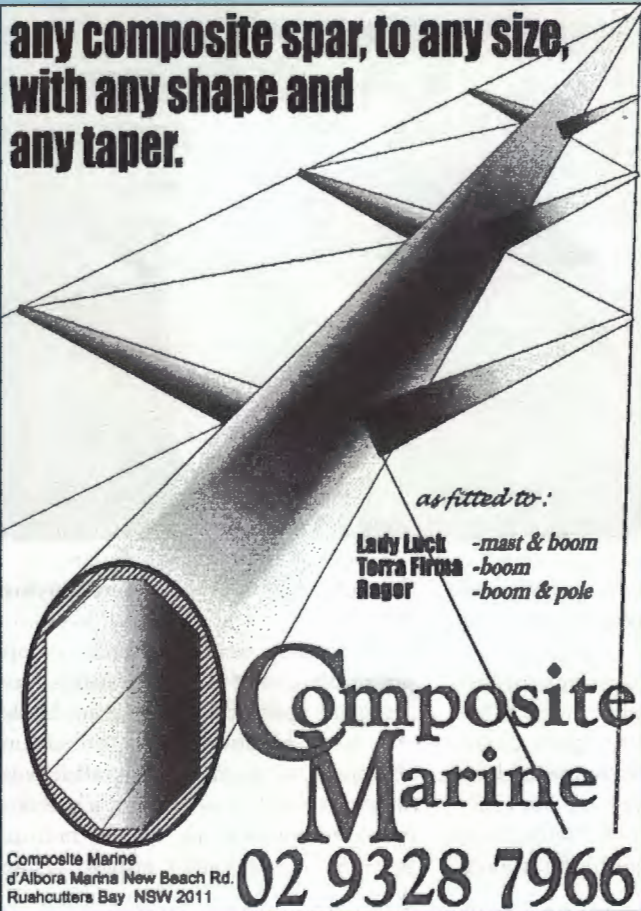
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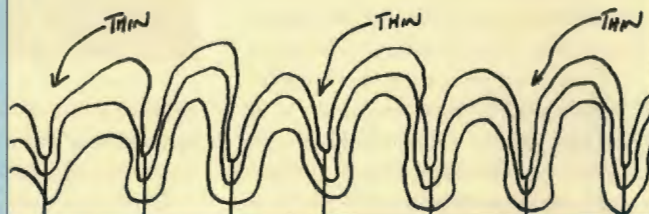
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The thinnest (lowest) points indicate the true protection level

Cross section brushed on coat - same direction strokes



inhibit adhesion as opposed to the more traditionally used copper-based antifouls that rely on poison to repel growth.

"Teflon, graphite and silicon coatings are therefore environmentally friendly, though their effectiveness is only optimal on vessels which are used at speed at not more than four or five days intervals," he stressed. "These coatings develop slime which washes off as the vessel accelerates - that is, provided the slime hasn't progressed to actual marine growth and penetrated the coating. Once this occurs, the coating is compromised and the boat will have to be cleaned.

"Beware of these coatings if you don't use the boat frequently," Geoff warns. "If you find yourself having to switch back to a copper-based antifoul, you will need to strip these paint films back to the bare hull. The nature of teflon/graphite/silicon is that each inhibits adhesion, thus other coatings will not adhere to them either."

Another development in modern antifouls is that they incorporate derivatives of copper such as cuprous oxide and copper thalacynate. It's now possible to get white coppers, although the waterline turns green as the copper content oxidises. "Simply because a boat has a slimy bottom doesn't mean the antifoul is not working. Many of the modern antifouls grow a slime within six weeks, showing up extra on white bottoms, but it doesn't get any thicker and the paint doesn't deteriorate as an antifoul coating just because it's got a slime build on it."

Geoff also cautions boat owners about the use of "swimmers" cleaning the bottoms of their craft. "They are divers, not paint technicians," he points out. "If the marine growth doesn't come off with a sponge, they use a doodlebug. If it doesn't come off with a doodlebug, they get a scraper to it and in the process destroy the very paint that protects the boat. Underwater cleaning shortens the life of the antifoul.

"Swimming has been spawned out of people trying to reduce their painting costs by slipping less regularly, but it is a very short-sighted policy," says Geoff. "Soft, cop-



**“Early summer with warmer waters is not only a convenient time for antifouling, but is the correct time to apply it because that’s when marine organisms are most active.”**

per-based antifouls generally aren’t designed for scrubbing under water.”

However, he says that teflon/graphite/silicon based coatings are less inclined to damage. This is because the coating does not absorb water and soften as do the other types. “Care is still required, however, because the adhesion-inhibiting paint films can easily be compromised by careless scraping or incomplete cleaning in areas such as the lower keel which can be difficult to reach and work on.”

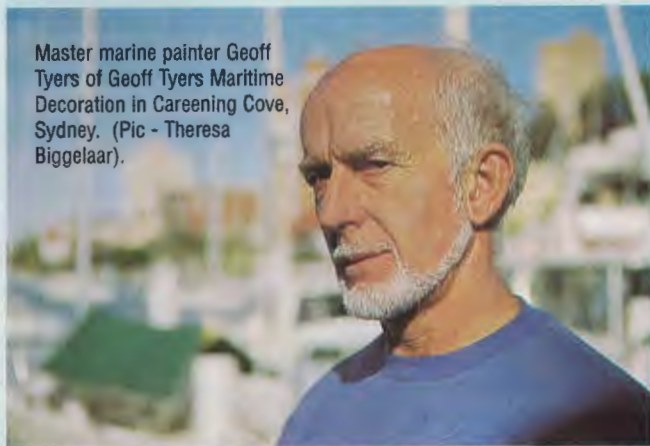
Commercial antifouls have existed for more than a hundred years, but when a demand for coloured antifouls began, copper which is brown and turns green, could not be used. Innovative concepts were required, resulting in the creation of vinyl pigments; blues, greens and whites. Vinyl paints became the new technology requiring special mediums.

Mediums are the liquid part of a paint that suspends and conveys the chemicals/copper/pigment from the brush, roller or gun on to the surface of the hull, binding them down to form a protective coating when it dries.


“The medium facilitates the leaching process while the poison within the paint film comes out to do the job of antifouling,” explains Geoff. “By carefully formulating the medium, accurate control can be had over the stages in the antifouling cycle at which the poison is released.”

“Early summer with warmer waters is not only a convenient time for antifouling,” Geoff advises, “but is the correct time to apply it because that’s when marine organisms are most active. Freshly applied antifoul is then at its strongest in the antifouling cycle, coinciding with peak marine growth.”

Geoff Tyers has been a painter by profession for more than 50 years and is one of Sydney’s most highly regarded marine painters. “Over those fifty years marine painting has become technical,” he says. “The materials of which boats are now made have changed greatly, as have the coatings, which have become more sophisticated. May I suggest we think even more about the antifoul process and its application.” ▲




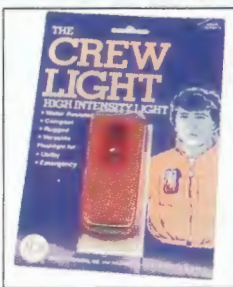
Master marine painter Geoff Tyers of Geoff Tyers Maritime Decoration in Careening Cove, Sydney. (Pic - Theresa Biggelaar).





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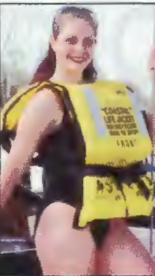












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# Swan - simply the best



The newly launched Swan 44 *Loki* shows her classic hull shape as she clears Sydney Harbour after the start of the Sydney - Mooloolaba race, her maiden ocean race. She went on to win PHS Overall, PHS Division B and the Classic Division. (Pic - Peter Campbell)

When one steps onboard a Swan to review it, it is the yachting equivalent of a motoring journalist taking a Jaguar or Porsche out for a spin. We are dealing with an icon here and who the hell am I to argue, writes Larry Jamieson.

Quite simply, Swan yachts have been known for some 30 years as the best production yacht in the world. This reputation has been built on outstanding craftsmanship and attention to detail. The trick on this sort of boat is to simply open a cupboard or look in the bilge. Good quality builders will care as much about the finish in areas not readily seen as the more obvious cosmetic exterior finish.

Swans are not inexpensive - never have been and never will be. Wheel and interior mast section are covered in Finnish elk hide.

There is hot and cold pressured water and loads of storage space. There is not a premium placed on cramming as many bunks as possible into the layout - Swans are not designed as charter yachts.

The boat is weighed down with a lot of luxury gear such as generators and watermakers etc, but all of these are designed to be sited well below the waterline. The weight therefore acts as internal ballast making the boat stiffer and a better performer to windward.

Before I start to get too passionate about these yachts I must make an admission. As a 23 year old boat bum, I worked for the Nautor Swan agent, first

in Monaco and then in the UK. My job was initially to deliver the yachts to their new owners. Later I spent a very entertaining 10 months as the paid hand on the Swan 65, *Yellowdrama V*. We contested (and won) the Swan worlds in the UK before sailing the boat across to the Caribbean for the season and then back to the UK.

It was a cool job. There was a general respect for Swans in the professional yachting community which was given to very few production yachts. Again this was probably because the people who were paid to maintain the yachts appreciated more than most their quality of build, design, layout and attention to detail.

The fact that a Dutchman called Cornelis van Rietshoten had won the second Whitbread Race in a standard Swan 65 called *Flyer* certainly added to the Swan legend. The Whitbread race held the same allure then for aspiring young racing yachties as it does now.

The latest Swan to sail in Australian waters, Stephen Ainsworth's Swan 44 *Loki*, is a boat designed for discerning yachtsmen who want a performance cruiser and have passage making ambitions. It is certainly not intended as an around the cans day racer.

When Offshore arrived at d'Albora Marina, Ainsworth was busily preparing the boat for the Sydney Mooloolaba race.

It proved to be an outstanding race

for the new boat and its owner. *Loki* placed first in the PHS Overall (covering all yachts in the fleet), first in PHS Division A and won the new Logan Classic Division for classic yachts and those "which cruise in style."

Ainsworth's plans for 1998 were to do the Sydney to Mooloolaba, then cruise *Loki* back to Sydney. He then planned to compete in the Brisbane to Honiara Race on a Brisbane based Swan (of course). After he would race *Loki* in the Cruising Yacht Club's summer offshore series out of Sydney.

*Loki* was shipped from Finland to

## STATISTICS

Naval architect:	German Frers
Builder:	Nautor's Swan, Finland
LOA:	13.75m
LWL:	10.56m
Beam:	4.18m
Draft (light):	2.18m
Draft (loaded):	2.23m
Ballast:	3,800 kg

Displacement:	
Light:	11,000 kg
Loaded:	12,400 kg
Fuel:	250 litres
Water:	380 litres
Service power:	12 volt
Engine:	Volvo Penta MD22L, 36.5 kW





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 1st Max Mike Grout/Steve Wilton  
 2nd Buck Peter MacNamara  
 3rd Addiction Richard Perini

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Left: Owner Stephen Ainsworth and a drooling Offshore publisher Larry Jamieson aboard *Loki*. The helmsman's position is separated from the large cockpit from where the crew can access the massive sail lockers. (Pic - Ian Mainsbridge). Right: Looking for'ard in the main saloon of *Loki* ... illustrating the quality comfort of the Swan yachts. To port is the spacious galley, to starboard the chart table. (Pic - Ian Mainsbridge)

Sydney and Ainsworth retained Hugh Treharne, the America's Cup winning tactician, to supervise the yacht's preparation and working up for the Mooloolaba race. Although rushed, the preparation was obviously thorough as *Loki* was a clear winner in its division. Stephen had an experienced crew on board including Tony Kirby, Peter Antill and the Swan Australia agent Michael "Zapper" Bell.

Treharne tweaked the boat in a number of areas. Including working with Norths Sails' Peter Antill on sails and deck layout. He re-led and doubled the mainsheet to provide the mainsail trimmer with considerably more purchase.

Stephen Ainsworth plans to give the boat much more of a work-out than would the average Swan owner who cruises around the Mediterranean with Dacron sails. The new North sails are of the high tech, low

stretch variety.

Treharne pointed out that these sails would load up the boat considerably more than normal cruising sails. The result was that they found that halyards were being stripped and jammers failing under load.

Owner Stephen Ainsworth at the chart table in his new Swan 44 Mk II cruiser/racer, *Loki*, which made its racing debut on a winning note in the Mooloolaba race. (Pic - Ian Mainsbridge)



The message is clear. If you are going to buy even the best produced cruiser racer in the world and then upgrade the loads on the sails, give a thought to upgrading the running rigging and deck gear that holds it. A set of new Harken jammers quickly fixed *Loki's* small problem.

The cruiser racer division of offshore racing is where the fun is. It is also where the growth is. While the grand prix racers will always steal the limelight, more and more people are discovering the joys of being at sea in a comfortable, well found yacht.

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Expect to hear more of *Loki* (Norse god of mischief and trickery) during the summer offshore season. ▲

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# Cavalier 350SL a breeze to sail

The offshore and harbour racing success over the past two seasons of *Sommerbreeze*, owned and skippered by CYCA Rear Commodore Hans Sommer, has placed the production Cavalier 350 SL cruiser/racer high on the yacht buyer's guide, writes Peter Campbell.

New Zealander Laurie Davidson, an innovative yacht designer whose creative input to yacht design has ranged from dinghies to IMS cruiser/racers to maxis and America's Cup challengers, designed the Cavalier 35 back in the late 1980s as a comfortable but fast cruiser for New Zealand sailing conditions.

It's popularity there quickly caught the eye of Australians and Cavalier 35s have been built here since the early 1990s. However, the first most significant move came in 1994 when the then Australian builders asked Davidson to upgrade the boat's performance to become the Cavalier 350SL.

While the original hull remained unchanged, Davidson gave the keel a bulb, re-designed the deck, while the interior was also modernised. The result was a fast cruiser/racer with excellent all-round performance and good sea qualities that make it a very satisfying boat to race inshore and offshore, in light airs to heavy weather offshore.

The second most significant move came 18 months ago when the well-established boat-building company, Pacesetter Yachts, bought the Cavalier moulds, including the 350 SL and the 395. Pacesetter, which also build Interna-



Cavalier 350SL, *Sommerbreeze*, in action on opening day of the BMW Sydney Winter Series on Sydney Harbour. (Pic - Ace Marine Photography).

tional Etchells, International One-Designs, and Elliott 5.9 sports boats is currently building a new Cavalier 395 and also modernising the internal layout of both the 350 SL and the 395 with the emphasis on open space. Pacesetter is also building a new Etchells for Dennis Conner - the second boat they have built for the former America's Cup and world champion yachtsman.

Since 1994 some 24 Cavalier 350 SL's have been built in Australia and several, including *Sommerbreeze*, owned by Cruising Yacht Club of Australia Rear Commodore Hans Sommer, have achieved excellent racing success. In her first season, after being

Hans Sommer, Rear Commodore of the CYCA and owner/skipper of the successful Cavalier 350SL, *Sommerbreeze*. (Pic - Ian Mainsbridge).



launched in March 1996, *Sommerbreeze* won the PHS Division 2 and placed second in IMS Division 2 of the Cruising Yacht Club's Short Ocean Pointscore (SOPS) for 1996-97, then went on to place second in Division 3 of the Winter Series, as well as winning the 1997 Cavalier Regatta. This past summer season (1997-98) she won the SOPS Division 2 pointscore under both IMS and PHS, the Kay Cottee Sailability Regatta and the Rubber Kellaway Trophy.

Sommer has nothing but praise for his Cavalier 350 SL and for most of his crew of "amateur" sailors who have raced with him for several seasons, including on his previous yacht, a Northshore 33. Most of them came into club racing after completing courses with the Pacific Sailing School.

However, much of the yacht's success is due to Sommer's own efforts. Apart from his own skill as a helmsman, Sommer looks after his boat with great personal care and attention to detail. The boat and its Hood Sails inventory look as immaculate as the day the boat was launched.

"Apart from being fitted out so well below, the Cavalier 350 SL is an excellent boat for Australian conditions where we spend 95% of our time on deck enjoying our good weather," Sommer says. "We have a huge cockpit that can seat up to ten people out for a day's cruising - that's more than you can accommodate on some 45-footers.

"With its fractional rig, it's an easy boat to handle in all conditions. When we race



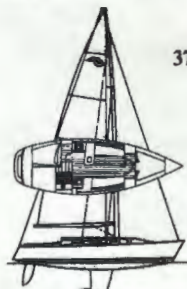
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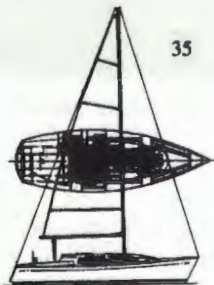
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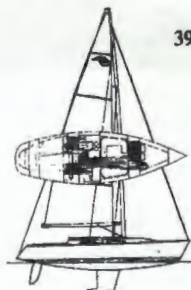
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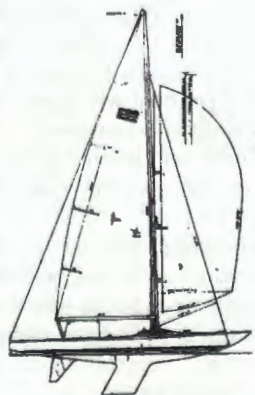


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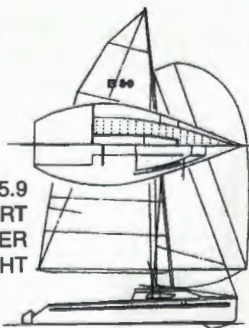
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Below decks on the Cavalier 350SL, showing the high quality finish and the spacious saloon and galley. (Pic - Ian Mainsbridge).

offshore we sail with a crew of seven or eight, yet in twilights we can handle it comfortably with three or four. And just out for a day's cruising on the Harbour, two people can sail it with ease.

"In every way, *Sommerbreeze* is a delight to sail, a most rewarding boat to own," Sommer added.

While *Sommerbreeze's* racing has been confined to short ocean races, several other Cavalier 350 SLs regularly compete in long ocean races, including Warwick Sherman's *A Crewed Interest* and George Waldhausen's *Superfine*. *A Crewed Interest* has raced to Lord Howe Island several times and competed in races from Sydney to Southport and to Mooloolaba, placing in her division of these races. *Superfine* won her PHS division in the 1996 Sydney-Gold Coast race.

The Cavalier 350 SL combines a high aspect rig with triple sweptback spreaders and the latest in keel and rudder configurations to deliver an excellent performance. This is aided by the uncluttered deck layout and, in particular, the large open cockpit. At the same time, accommodation below includes a large galley, enclosed bathroom, a comfortable saloon, sleeping for up to seven crew, and voluminous sail storage.

Pacesetter Yachts, based at Bilpin in the Lower Blue Mountains west of Sydney, is marketing the Cavalier 350SL through Maurice Drent Boat Services, based at the CYCA. A basic fully-rigged yacht with two sails, fitted with a Volvo engine and a Letrosan toilet, and now with a modernised accommodation layout, costs \$178,500.

East Sail at Rushcutters Bay has five Cavalier 350SLs in its fleet, giving potential buyers the opportunity for a half day "drive before buy" sailing test. ▲

## STATISTICS

Designer	Laurie Davidson (NZL)
Builder	Pacesetter Yachts, Bilpin, NSW
LOA	10.6m
LWL	8.77m
Beam	3.36m
Draft	2.11m
Displacement	4560kg
Ballast	1914kg
Price (fully fitted with 2 sails)	\$178,000.



### AYF to assist with Club web sites

The Australian Yachting Federation is planning to provide clubs and class associations around Australia with a generic Internet web site format on a floppy disk to assist them in setting up and maintaining their own web site.

Prepared by technical consultant and sailing enthusiast Paul Pascoe, the floppy disk will be available at a nominal fee to clubs and class associations throughout Australia. It will include a spreadsheet for results.

While many clubs and associations already have their own sites, Pascoe, who wrote the internet results program for the Atlanta Olympics and the Hobie Worlds, believes an Internet web site is a must for every club in Australia.

Pascoe stressed the importance of the Internet in improving communications and results services in the sport of sailing at the Australian Yachting Federation's inaugural annual conference in May. As he pointed out, placing regatta and club results on the web is an accepted part of club services in Britain, Europe and the USA. In Australia, several clubs are now placing weekly results on their web site, including the Cruising Yacht Club of Australia with results being uploaded as quickly as

they are printed out at the club after weekend racing.

"Sailors have more access to the Internet than most others involved in a sport, with the heaviest use being Monday to Friday," Pascoe told delegates. "The Internet is being heavily supported by the International Sailing Federation (ISAF) with its own site that is linked to sites around the world."

Surveys had shown that the primary information that sailors want is results, results and more results, followed by race reports, news releases and photographs. Pascoe said a club website should comprise: general information about the club; membership; a calendar of events; dates and details of major events; club news; club merchandise; and results and immediate results. The club home page should be linked to other sailing sites such as the AYF and local state yachting authorities and the ISAF site.

"The contents of your home page are the important part; don't worry about flash graphics," he suggested. "Don't let a 'prop head' run your page - start with an editor who is prepared to write the text and maintain the club news and results. Then get someone to press the buttons."

### CompuServe's sail racing

The Sail Racing Forum, the latest project of The Sailing Forum, is CompuServe's home for sail racers.

If you have questions or comments or need to research sailing competition you should find your answers here. This is the forum for sailboat racers. For subjects like seamanship, navigation, safety at sea, and other areas of general interest to all sailors, you should visit The Sailing Forum [GO SAILRACE]. For an overview of all Sailing Forums' activity, GO SAIL.

This forum opened in January, 1995 as the America's Cup Forum. You will still find CompuServe's America's Cup files here in the America's Cup Library. Since, the forum broadened its approach to encompass all sailing competition.

The Sailing Forum celebrated its tenth anniversary in May last year and has masses of information for all sailors. Both forums count many individuals from the sport and sailing industry amongst their memberships. If you've got a question or a problem, CompuServe's Sailing Forum probably has an answer for you.

A quick navigation briefing. Like all CompuServe forums, Sail Racing Forum is divided into three areas: Messages, Libraries, and Conference Rooms.

**MESSAGES** -- This is the "bulletin board" where members exchange ideas and compare notes. Follow the threads, jump in with your questions and comments, and take advantage of the community of common interest that is available here.

**LIBRARIES** -- Look here for files that have been archived for retrieval. All daily race reports, photos and press

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reports will be found in the appropriate libraries. For a complete list of library sections please refer to the Library Announcement.

CONFERENCE ROOMS – Several conference room areas have been opened and are available for on-line discussion. These can be informal spur-of-the-moment gatherings, or formal conferences arranged by the Forum Sysops.

If you're a newcomer to CompuServe all this may seem a little intimidating. Just remember ... all of us were new at this only a few short months or years ago. We haven't forgotten the electronic fog and we're all willing to help you sharpen your online navigation skills.

## Ride software wave to sea on a PC

The popularity of marine software is enormous throughout North America and is enjoying unprecedented growth in Australia and New Zealand. Boating enthusiasts can take advantage of a growing range of titles for fun as well as skills and knowledge development.

According to Mark Miller of Seasoft Marine Software, the most popular titles are Sail 2000 Yacht Racing Simulator, Hands-on Powerboating, the Racing Rules for Sailors (the number one seller at present) and Tactician Magician that covers more than 2000 techniques on improving sailor race tactics.

The full range of Seasoft Marine Software can be seen on its Internet site: <http://www.seasoft.net>

## Sailing Web Sites

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

Australian Maritime Safety Authority	<a href="http://www.amsa.gov.au">http://www.amsa.gov.au</a>
BT Global Challenge	<a href="http://www.btchallenge.com">http://www.btchallenge.com</a>
Whitbread Round the World Race	<a href="http://www.whitbread.org">http://www.whitbread.org</a>
Compuserve Sail Racing Forum	GO SAIL or GO WHITBREAD
Offshore Yachting magazine	<a href="http://www.merlin.com.au/offshore/">http://www.merlin.com.au/offshore/</a>
International Sailing Federation	<a href="http://www.sailing.org">http://www.sailing.org</a>
Cruising Yacht Club of Australia	<a href="http://www.cyca@cyca.com.au">http://www.cyca@cyca.com.au</a>
Telstra Sydney to Hobart 1997	<a href="http://syd-hob97.telstra.com.au">http://syd-hob97.telstra.com.au</a>
Sail Melbourne '99 Worlds	<a href="http://www.99worlds.org">http://www.99worlds.org</a>
Penta Comstat Marine Radio	<a href="http://www.ozemail.com.au/~penta">http://www.ozemail.com.au/~penta</a>
Australian Yachting Federation	<a href="http://www.ausport.gov.au/yachting/home.html">http://www.ausport.gov.au/yachting/home.html</a>
Yachting Association of NSW	<a href="http://www.yachting.nsw.org.au">http://www.yachting.nsw.org.au</a>
Queensland Yachting Association	<a href="http://www.qldyachting.org.au">http://www.qldyachting.org.au</a>
Victorian Yachting Council	<a href="http://www.ozemail.co.au/~vicyacht/index.html">http://www.ozemail.co.au/~vicyacht/index.html</a>
Brisbane to Honiara Race	<a href="http://yachting.thehub.com.au">http://yachting.thehub.com.au</a>
1999 Melbourne-Osaka Race	<a href="http://www.pacwow.com/osaka/index.html">http://www.pacwow.com/osaka/index.html</a>
Bureau of Meteorology	<a href="http://www.bom.gov.au">http://www.bom.gov.au</a>
CSIRO Marine Laboratories	<a href="http://wwwdmr.csiro.au">http://wwwdmr.csiro.au</a>
Sydney-Mooloolaba race 1998	<a href="http://www.mhyc.com.au">http://www.mhyc.com.au</a>
Brisbane-Gladstone race 1998	<a href="http://www.qldyachting.org.au">http://www.qldyachting.org.au</a>
The Royal Yacht Club of Tasmania	<a href="http://www.tased.edu.au/tasonline/ryct">http://www.tased.edu.au/tasonline/ryct</a>
Sailing New Zealand magazine	<a href="http://sailing.co.nz">http://sailing.co.nz</a>

### Marine industry information sites:

BMW Australia	<a href="http://www.bmw.com.au">http://www.bmw.com.au</a>
Coursemaster Autopilots	<a href="http://coursemaster.com.au">http://coursemaster.com.au</a>
Fraser Sails	<a href="http://www.frasersails.com.au">http://www.frasersails.com.au</a>
Seasoft Marine Software	<a href="http://www.seasoft.net">http://www.seasoft.net</a>
Marine Products Catalogue Australia	<a href="http://www.marineproducts.com.au">http://www.marineproducts.com.au</a>
North Sails	<a href="http://www.au.northsails.com">http://www.au.northsails.com</a>
Oceantalk	<a href="http://www.oceantalk.com.au">http://www.oceantalk.com.au</a>
Scott Jutson Yacht Design	<a href="http://www.south.com.nf/sjyacht/">http://www.south.com.nf/sjyacht/</a>



**On his last voyage...**

## **PETER RYSDYK - CYCA Life Member**

**P**eter Rysdyk had a zest for life in Australia and an unbounded enthusiasm for long ocean racing and its adherent skills of seamanship and navigation. His organisational ability and persuasiveness in obtaining sponsorship funds for yachting saw him as the founder and race director of several of the most popular events on the Australian East Coast and in the South-West Pacific.

The CYCA and the Gosford Sailing Club will honour his memory in two great ocean races he founded - the Sydney to Gold Coast Classic in August and the 25th Sydney - Lord Howe Island Yachting Classic in October.

Both clubs were strongly represented among the overflowing crowd of mourners at the Memorial Service held at Palm Grove, near Gosford, where members of his family, closer friends and sailing colleagues spoke of his contribution to the life of so many people.

Peter began sailing as a boy in The Netherlands where, as a youth, he was a member of the Dutch Resistance during World War II. Migrating to Australia with his wife and two daughters, he became enthused with offshore yachting and navigation after settling on the Central Coast where he established a highly successful building company. Offshore racing and the organisation of offshore races remained his passion for the rest of his life.

His earliest yachts were trimarans and he made several cruises in the Pacific, but he then turned to monohulls and ocean yacht racing.

Peter's first venture into ocean racing came in the mid-60s when he joined the CYCA, bought a steel yacht and sailed in his first of 14 Sydney to Hobart races. Over the years Peter owned many yachts, which he always named either *Onya* or *Onya of Gosford*. *Onya* is aboriginal for "meeting place".

Not long after joining the CYCA in 1965, Peter became actively involved in club committees and his organisational skills saw him elected to the Board and as Rear Commodore for two years. Not only was he active in race organising but also in raising sponsorship - something like one million dollars over two decades.

On the Central Coast, where he lived



Peter Rysdyk...has sailed his final voyage.

Peter Rysdyk, a Life Member of the Cruising Yacht of Australia and one of Australia's best known yachtsmen and yachting administrators, has died at his home at Gosford on the New South Wales Central Coast at the age of 77. Long-time friend and Offshore editor Peter Campbell gave the eulogy to a remarkable sailor at the Memorial Service.

all his life in Australia, Peter is best remembered in sailing as the co-founder with Lloyd Pryke of the Gosford to Lord Howe Island Yachting Classic in 1973, winning the inaugural race in his Gosford-built East Coast 31 class yacht, *Onya of Gosford*.

Peter's enthusiasm for organising yacht races extended much further afield and included the Cruising Yacht Club of Australia's one-off race from Sydney to Rio de Janeiro. He was Race Director for many years of the Sydney to Noumea Race which was revived by the CYCA as a direct result of his efforts. As well he organised races to Port Vila in Vanuatu.

Perhaps his greatest effort, indeed it was a yachting coup, was in establishing the Sydney to Gold Coast Classic - more often called the Sydney-Southport and now one of the major ocean races on the Australian East Coast.

Peter learned, while on a visit to the University of Delft in The Netherlands, famous for its hydro engineering department, that the Queensland Government planned a major engineering project to open the infamous Southport Bar to deep draft vessels. Back home, he convinced the CYCA to immediately plan for a race to the Gold Coast and Peter was Race Director of the inaugural event which attracted a record 90 starters and a major sponsor.

The Cruising Yacht Club honoured Peter Rysdyk by electing him a Life Member of the

club for his services to yachting.

Peter Rysdyk competed in 14 Sydney to Hobarts and in most other major races off the Australian East Coast, including surviving the dramatic Cyclone Emily in the 1972 Brisbane to Gladstone race - a tribute to his seamanship and navigation skills, and that of his crew.

Celestial navigation was one of Peter's passions. While he welcomed the advent of satellite navigation and, more recently, the GPS (Global Positioning System) with its added accuracy and safety, he continued to promote traditional navigation methods and was a member of the Institute of Navigation.

Outside of sailing and organising sailing, he was a successful businessman on the Central Coast, a prominent Rotarian, and an avid ham radio enthusiast, with many regular contacts around the world.

Peter Rysdyk - the sailor, the yacht race organiser, the businessman, the family man - was a man with an amazing zest for life and a drive for success in every sphere.

He will be remembered for his contribution to the sport of yachting whenever yachts race North to the Gold Coast, North-East to Lord Howe Island, and further afield to Noumea and Port Vila. His foresight and hard-working efforts made those races the bluewater classics they are today.

To we who sailed with him, or worked closely with him on his many projects, or enjoyed his company over a good meal and



a glass of wine in places around the world, we will remember him as a fine friend, a great mentor and a seaman who loved the sea. Farewell Peter - may you have fair winds on your last voyage.

## Peter, Onya and Emily - 1972

Cruising Yacht Club of Australia member John Dawson sailed with Peter Rysdyk aboard *Onya of Gosford* when they survived Cyclone Emily in the dramatic Brisbane to Gladstone race of 1972. Shortly after Peter's death, John wrote this story for Off-shore.

Peter Rysdyk joined the CYCA in 1965, which was the year I first crossed Bass Strait in the yacht *Southerly*.

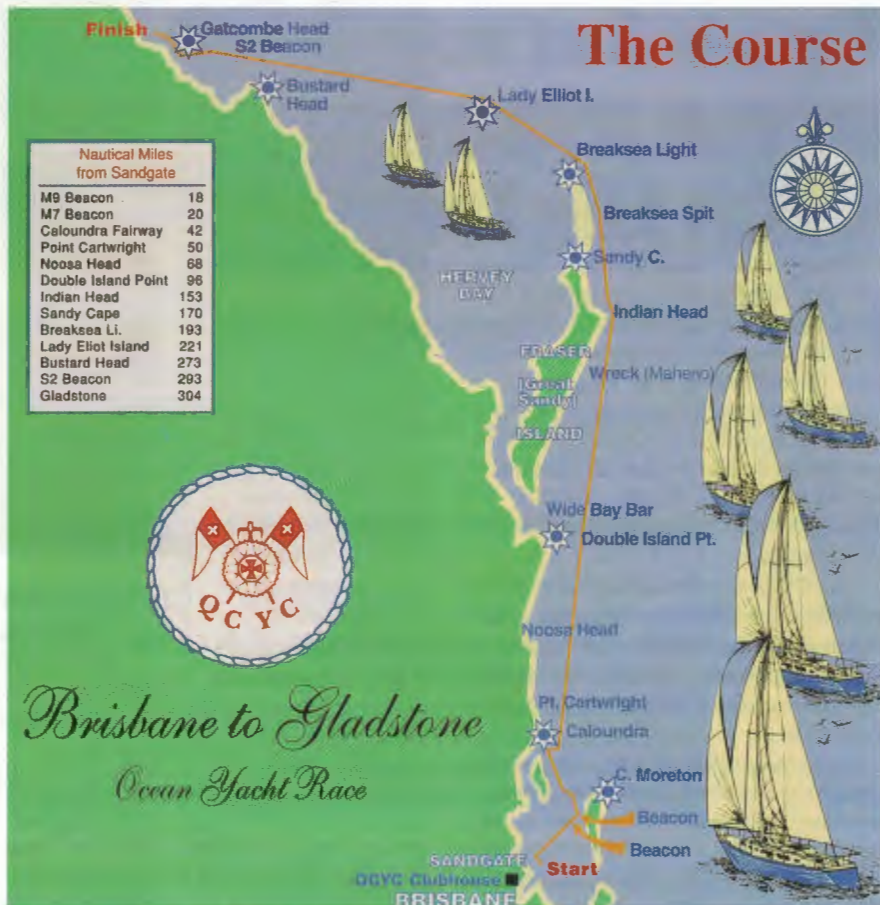
I went on to do Hobarts in the late sixties before sailing with Peter in his new 42 foot, Maas-designed, steel, burgundy *Onya of Gosford* in the 1971 Sydney to Hobart.

It is interesting to reflect that the Hobart race before this, in 1970, was to become a yardstick for heavy weather sailing. After a great nor'easter start and a fast run down the NSW coast (in which Alan Bond's *Apollo* clocked 240 miles in the first day) the fleet eventually became involved in a 70 knot south-easterly gale. It blew for 36 hours and caused the largest number of race retirements until that time. The start and ongoing details regarding the 1972 Brisbane to Gladstone race were similar, except that the fleet was sailing north.

I joined *Onya of Gosford* at Brisbane for the Easter start of the Gladstone race after she had completed the Sydney leg. There was a problem in that we were a crewman down with only one day to the start. I knew that my friend Billy Wright (and a good hand in Sydney) was looking for a ride. Contact was made and, as a bachelor, he flew to Brisbane in time.

The Thursday night before the Good Friday start, Billy and I toured a few of the pubs around the Sandgate area. We bumped into the crew of the monohulls which had their own division in the race. They were confident they would and should beat us by so much that they challenged us to bet a few beers on the outcome. We agreed, but unfortunately these bets were never to be settled.

The 1972 Brisbane to Gladstone started on a beautiful sunny morning and *Onya* looked a picture on the blue sparkling waters of Moreton Bay. For the record, the crew comprised: Peter Rysdyk (captain and navigator), Peter Kurts (sailing master), Alan Brown, Barry Robinson, Ted Davies, Bill



The course of the Brisbane to Gladstone race which has just celebrated its 50th anniversary - courtesy the Queensland Cruising Yacht Club.

Wright and myself, John Dawson. It is interesting to note that Peter Kurts had his famous S&S-designed *Love and War* under construction at the time.

We reached the open sea and eventually, in a pleasant east-north-easterly breeze, set course past Caloundra and hoisted a spinnaker. I was running the foredeck and after we set the kite thought "we will probably have this gear on all the way, apart from a gybe or two. What a way to go in a pair of shorts with the breeze up you burn and the temperature rising. Life is so good."

As we headed north the breeze was still picking up and backing south. We wondered what Captain Cook called a good trade wind. During the evening we changed to a heavier kite, and later still to a heavy 3 ounce spinnaker. Conditions were fresher than we had anticipated and colder than I had imagined. The night sky was different, too. Eerie! Perhaps it was just because we were sailing north towards the tropics.

Approaching Double Island Point light just after midnight on Easter Saturday morning the seas were becoming bad and the wind was gusting to 40 knots. Surely more than a tradewind?

Out of the cot for the Saturday 0600

hours sked, I saw the wind and seas were still building, grey seas and grey skies as dawn broke. Over comflakes the sked came through as *Onya* sped downhill through steep seas towards Gladstone.

"Saycuritay (Securite), Saycuritay, Saycuritay" came the call as the sked began. All of us aboard *Onya* stopped eating to listen intently. The radio report advised that a large depression that had been stationary in the Coral Sea was now of destructive proportions, and was headed for the Queensland coast with winds of 150 to 250 kms per hour. It was expected to pass over Gladstone in the next 24 hours.

The low had been code-named Cyclone Emily.

The sked with the fleet also advised that anyone at sea in that area should "get off the road." We were in a yacht race with a record 25 starters. We soon got a lonely feeling when we found out that the bulk of the fleet of some 20 local boats had heard a much earlier radio report of the situation and had turned back to Brisbane or Mooloolaba.

The seven racing yachts still at sea faced a different situation. Although Emily came in from the north-east, the seas and wind were from the southern quadrant. To turn back



would mean heading straight into the gale-force winds and large seas - impracticable and impossible, with the sheltered ports so far away.

On board *Onya of Gosford*, Peter Rysdyk called a brief crew meeting, explaining the situation. We voted to continue the race to Gladstone and try to beat Cyclone Emily.

At 0945 Saturday we passed Waddy Head. The ship's log records that not long afterwards a small sloop and a trawler were sighted. This was a cruising yacht with four on board - it was its last voyage, down to the bottom of the sea!

That evening, coming on dusk, the seas were enormous. A coastal steamer, heading south, made an incredible spectacle as she passed by in winds of 80 knots and 40 foot seas. Her bow would dive into the swell, the stern rising into the air with her propeller spinning in the air. Then the swell would push the stern down, with the bow and half the hull pointed skywards.

As darkness fell, reports from locals said they had never seen seas this size off Breaksea Spit. Earlier in the evening Alan Brown suggested to Peter Kurts that perhaps we should, under the circumstances, take the storm jib and reefed main off in preparation for the worst. Kurts replied that we were still racing.

Another thing that happened, and deserving a lot of merit, was that late that afternoon, amongst all the turmoil and salt water, Barry Robinson got into the galley and prepared some steak sandwiches. Salt was not needed. The wind was so strong and the rain pelting down so heavily that when he handed them to us in the cockpit you had to eat them quickly or they were simply washed through your fingers.

At this stage, six other yachts still racing shared the stormy conditions and the wild sea with us:

*Pilgrim* (Graham Evans)  
*Markaretu* (Neville Gosson)  
*Rival* (Alby Burgin)  
*Harmony* (Peter Hopwood)  
*Kintama* (Bob Geroge)  
*Mary Blair* (Peter Riddle)

All were Sydney yachts, except *Mary Blair*. We actually sighted *Makaretu* and *Pilgrim*, heading out to sea before visibility was reduced to 200 metres.

As we sailed into Saturday evening, Peter Rysdyk was sure that we were on course for Lady Elliott light and that we were to pass this mark of the course later. At the same time, however, two red flares were sighted and, of course, our own situation was not that flash.

With the wind increasing to more than 80 knots, the wind instruments let go and the seas continued to rise. Visibility - we found it impossible to open our eyes as with the rain and spray the wind would blow your eyelids

up and you could not bear the pain for long. By now, conditions were so severe that paint was being peeled off the mast.

Matters got worse on Saturday night and into Sunday morning. The wind was still increasing and the seas now rising to 50-foot in height. I recall the boat being under bare poles and wallowing at the top of a swell at 2-3 knots, then hitting 13 knots as she swept down the face of the sea.

Eventually Sunday dawned. We were wet, very wet, but alive. However, first light gave little hope for an improvement in our situation. The barometer was still falling - 28.45

Our navigator and captain had tried to check our position from depth soundings, but this was now not possible. As well, we were in the reef area and had missed Bustard Head Light. Wind and sea were intensifying and we could see broken water ahead to starboard.

We had no choice but to prepare to abandon ship. The life raft was made ready, water and food rations gathered, and down below cleared of obstructions for the safest departure.

I believe I did the first deck watch that day, tied across the cockpit for obvious reasons. As the wind became unbelievable, I yelled out to Billy Wright down below: "Aren't you pleased you came, Billy?"

The sea was just a confusion as we looked Emily right in the eye!

Then the eye of the cyclone passed, the wind and sea dropped quickly and visibility improved dramatically. Soon the wind had dropped to a mere 50 or 60 knots and we were able to resume sailing - at least with small gear. Bill sighted land and then we saw a lighthouse, but could not identify it.

It must have been Bustard Head and our captain asked Gladstone Radio for the light to be turned on. No light and eventually we found that it was not Bustard Head but Capricorn Light, nearly 40 miles to the north of the entrance to Port Curtis and Gladstone Harbour. We had somewhat overshot the mark, but perhaps this unplanned tactic may have saved our boat and our lives.

Sailing master Peter Kurts was "mentioned in despatches" for his great contribution to the voyage.

So in 1972 there were no line honours for *Onya of Gosford*, perhaps a little too much to ask over the distance she eventually travelled - 426 nautical miles compared with the official distance of 308 miles.

However, like *Kintama* (first home), *Harmony* (first on handicap), *Pilgrim*, *Makaretu*

and *Mary Blair*, there was the honour in finishing in what could be called "difficult circumstances."

Of the seven yachts left racing into the teeth of Cyclone Emily, *Rival* did not quite make it after being rolled 360 degrees at the height of the storm. She lost her mast and her well known skipper, Alby Burgin, went over the side, breaking his arm but fortunately being retrieved by the crew when the yacht finally turned rightside up.

It was still wet and windy when *Onya of Gosford* finished about 2200 hours on Sunday evening, with a large crowd of wellwishers on the dock at Gladstone. In typical fashion and tradition, we were taken home by a Gladstone family for a "hot tub", tucker and a couple of cold beers. After 26 years, their names escape me, but thank you once again on behalf of *Onya*.

Statistics for the 1972 Brisbane to Gladstone race during Cyclone Emily were:

\* Maximum wind gust recorded at Bustard Head - 112 knots or just under 200 km per hour.

\* Wave height in excess of 42ft.

\* The barometer fell to 28.32.

\* Minimum visibility was less than 100m.

Unfortunately, eight people lost their lives. Two from a trimaran (the crew with whom we had had a bet before the start); four aboard the small cruising yachts which was never sighted again; and two from a fishing trawler which foundered.

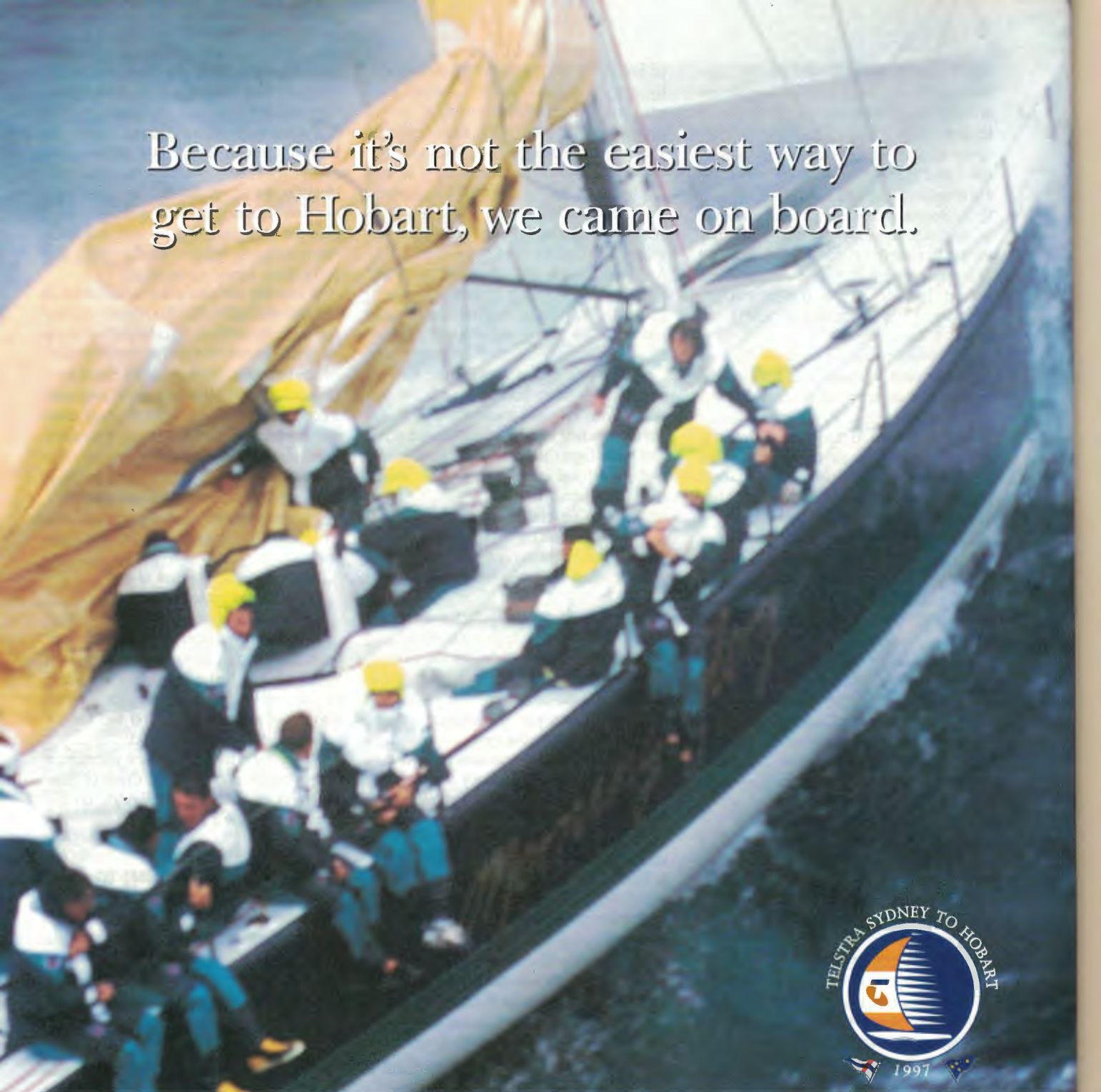
This story is dedicated to the yachtsman Peter Rysdyk and his boat, *Onya of Gosford*, and to a lady called Emily - on the occasion of Peter's final voyage.

**"With the wind increasing to more than 80 knots, the wind instruments let go and the seas continued to rise. Visibility - we found it impossible to open our eyes as with the rain and spray the wind would blow your eyelids up and you could not bear the pain for long. By now, conditions were so severe that paint was being peeled off the mast"**

*"Stand aside you shallow draft men and let a true deep blue swell pass you by."*

Written by John Dawson, with his thanks to Alan Brown and Billy Wright for their help and research in jogging old memories of a race to be remembered by all who took part, and survived through good seamanship. ▲





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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# GPS developments bring benefits for yachting

Free to air differential GPS has been available for 120 miles around Sydney since August 1997, bringing unprecedented position [ $\pm$  4 meters], speed [ $\pm$  0.05 knots] and [to a lesser extent] heading accuracy to GPS. A lesser accuracy is available well beyond this - under good conditions.

External beacon receivers costing around \$1000 dollars can feed the differential corrections to existing "differential ready" GPS receivers, and integrated DGPS receivers can be had for under \$2000 - nearly half the price ordinary GPS receivers were only a decade ago.

The Australian Marine Safety Authority (AMSA) which is installing and operating the D beacons, plans to have virtually the whole of Queensland's East Coast covered by the end of this year, and Bass Strait is already mostly covered. Many sailors would consider just one benefit of DGPS worth the whole asking price - being able at last to use their GPS's anchor alarm to monitor for wind shifts or dragging at anchor.

The second area of development has been in offshore communications. The year has seen the advent of much smaller Mini-M satellite antenna systems, bringing fax, phone, and e-mail to seas within a few hundred kilometers of the Australian Coast, and to many other regions including almost all the northern hemisphere.

Virtually simultaneously the Optus/Westinghouse Wave Talk System became operational, using the Optus B satellite and an antenna smaller than a pith helmet to bring phone, fax, and e-mail to the offshore Australian area. These satellite systems particularly suit corporate mariners and folk who are prepared to pay a premium to set up two way on-demand communications.

For those with a more laid-back attitude to communications this year also saw the much cheaper Seamail (HF e-mail) system introduced by Penta Comstat. Yachts fitted with a computer and almost any modern synthesised marine HF transceiver need only buy a suitable modem cost-

ing around \$600 to avail themselves of this convenient system, which covers most of the Pacific and even reaches into the Indian ocean.

Seamail is catching on steadily among cruising sailors, and must also be giving a boost to Penta Comstat, whose membership has been eroded by competition from cell-phones and VHF Sea-Phone.

This use of computers brings us to the third major development, which I consider to be the final release by the Australian Hydrographic office of most Australian charts as digital "Seafare" charts on CD-ROM.

This was held up for many months by protracted negotiations over encryption, but has resulted in our system being fully comparable with the British Admiralty's ARCS system, but much cheaper than their chart - although not quite as cheap as originally predicted.

This compatibility means that our

The past twelve months have seen several electronics related developments with broad implications for yachting, reports Aubrey Gowen.

Navigator Marcel van Trieste at the computer onboard on Whitbread Round the World Race competitor *Innovation Kvaerner*.



THE ELECTRONICS SAFFLOAT



**"MOST OF THIS WHITBREAD TECHNOLOGY WAS BEYOND THE NEEDS AND FINANCES OF ORDINARY SAILORS, BUT THE RECEPTION OF FREE-TO-AIR APT SATELLITE PICTURES ONLY REQUIRES A COMPUTER, AN ANTENNA, AND A SMALL BOX OF ELECTRONICS COSTING LESS THAN \$1500."**

home-grown Endeavor Navigator program can be used overseas, and also allows other ARCS sanctioned navigation software to be used and marketed here.

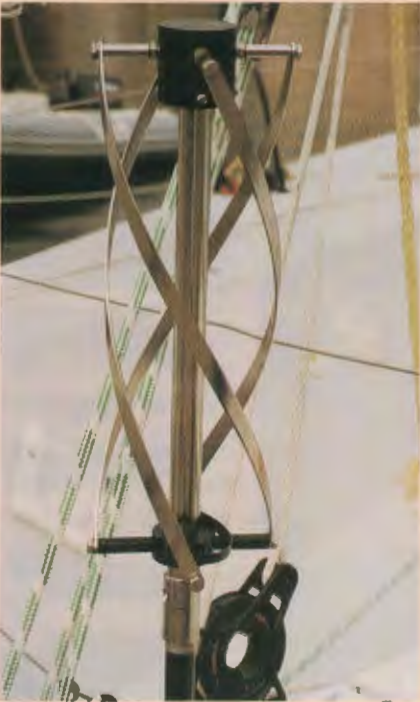
The potential application of computers on racing yachts continues to grow, with the recent visit of the Whitbread fleet being a prime example. Most of the fleet carried at least three computers. One was dedicated to Inmarsat communications and image processing that, among other things, transmitted dramatic photographs from each yacht several times daily.

The other computers were used for a variety of tasks, including rig and performance monitoring [against archived polar diagram type data] that could alert crews to below optimum performance for the course and conditions.

The very courses that the yachts sailed were decided in conjunction with weather routing programs such as MaxSea, using wind field data supplied via satellite.

Relatively stale satellite images and other information could also be downloaded from the Internet, but all yachts also carried APT satellite reception equipment [either

Most antennae for APT weather satellite receptions are the distinctively spiraled "quadrifilar" type.



Quorum or Dartcom gear]. This allowed them to receive real-time cloud photos showing the present position of fronts and localised developments.

Most of this Whitbread technology was beyond the needs and finances of ordinary sailors, but the reception of free-to-air APT satellite pictures only requires a computer, an antenna, and a small box of electronics costing less than \$1500. It includes software that superimposes latitude/longitude grids and can use colours to highlight distinctive cloud formations such as cold fronts and thunderstorms. In cloud free areas the images may also reveal currents by distinguishing sea surface temperature differences as small as one Celsius degree.

Another area in which electronics has made significant progress is in the application of phased array technology to depth sounders. This allows an array of small fixed transducers [typically four] to behave as if they were one transducer being physically scanned back and forth through an arc.

If the arc is arranged athwartships we have fish-finders that can reveal the bottom and the range and depth of target fish well to the sides of the boat. Of more relevance to yachtsmen is to arrange things so that the transducer scans for and aft - or more specifically, from the surface ahead, through to vertically beneath the yacht. This results in a display that shows the depth at known ranges, well ahead of the yacht.

A prime application is in navigating among unmarked shoals in rivers and estuaries - particularly at night or in murky water. They should also be useful in tropical cruising where they may provide advance warning of isolated coral heads.

Indeed, with forward detection ranges beyond 350 meters in deep water, one can't help but wonder if their alarms could be used to warn of floating objects such as a semi-submerged shipping container.

An area where the year has brought evolution rather than revolution is the matter of personal EPIRBs. Miniature EPIRBs or PLB's [personal locator beacons] operating on 121.5 MHz have been available overseas for many years but only a couple were ever approved locally. Part of the problem was that the signal stability of cheaper and smaller units was not good enough for location by the polar satellites, and their battery



Image of the Australian east coast received real time via a Quorum Voyager receiver, and displayed on this Rocky notebook computer.

life was also considered too short.

This year saw the release of several Australian built EPIRBs that are small enough to be worn on a life-jacket/harness, are satellite compatible, have a 48 hour duration, and are designed to comply with a combined Australian and New Zealand Standard which incorporates features to reduce the likelihood of accidental activation.

Internationally, false alarms continue to plague even the 406 MHz digital EPIRB system, and are often traced to problems with automatic water activation features. Their digital caller ID has eliminated most hoax alerts, but even more sophistication is in the offing.

The present system relies on polar satellites to both detect and determine the 406 MHz EPIRBs location and in remote areas a significant time delay may still occur before the alert is downloaded to an LUT ( local user terminal), and in some parts of the world the LUT may not be manned 24 hours a day.

Trials in 1997 confirmed that geostationary satellites, despite being 22,000 miles up, can reliably receive a 406 MHz EPIRB's caller ID, and could be used to raise the alarm immediately. This improvement is to be implemented in the near future, but determining the beacon's location will still usually involve the polar satellites and LUTs, with attendant delays.

The solution to this is obvious to everyone - incorporate a GPS receiver in the EPIRB so that it can broadcast its position as well as its ID. INMARSAT has had such a system for years on ships, so the main technical trick will be to build the units small enough and cheap enough to reach a wide market.

Unfortunately, or fortunately, depending on how you look at it, this proposal may well have its potential market siphoned away by events foreshadowed for the next 12 months.



In September, 1998 the IRIDIUM global satellite cell phone system, which already has its 66 low orbit satellites "up", is scheduled to also have them "running", making available voice, data, e-mail, facsimile, and paging from any two places on earth, using just a handheld phone.

This will inevitably globalise the problem that coastal SAR authorities already experience with people using cell-phones for emergency reporting, and must have profound implications for the GMDSS system too. I can hear it now "Thank you for calling the international marine emergency hotline. If you are sinking press 1, if you have a fire on board press 2, if you are being boarded by pirates press 3, ....."

## Telstra Satcom-C reports on Mooloolaba race

"We are flying a spinnaker shy and currently are positioned at 29 52 153 18 (Wooli). We are travelling close along the coast with our next headland being Yamba. *Rapsallion* and *Yendys* can be seen behind with *Christine Jay* who carries a masthead kite up ahead..."

This is part of one of the regular e-mail messages transmitted, courtesy of Telstra, from the ocean racing yacht *Atara* during the recent Sydney to Mooloolaba race up the NSW coast.

Navigator Denise Richards sent e-mail reports using an onboard Satcom-C to media director Peter Campbell twice a day, giving an insight into what was happening at sea throughout the race.

"Receiving an e-mail message from a competing yacht at sea enabled us to provide a better coverage," Campbell commented. "Although it was a relatively quiet race, Denise's reports were valuable in compiling reports to the media."

Telstra plan to provide at least 20 Satcom-C's for yachts competing in this year's Telstra Sydney to Hobart following successful trials aboard yachts such as *Atara* and the Swedish maxi *Nicorette*.

Their reports will be used as part of regular news releases to the media but also on the Telstra Sydney to Hobart Internet web site that attracted 2.2 million "hits" during last year's event.

It is hoped that several MiniSat units, with the capability of voice and video transmission in addition to data, will be set up aboard selected yachts in the Hobart race.

Meanwhile, yachts in the Whitbread Race Around the World for the Volvo Trophy continue to successfully use the state-of-the-art satellite telephone service, marketed in Australia by Telstra as Satcom-B, to maintain constant contact with Whitbread HQ and obtain the best ever weather and navigational data.

Satcom-B is primarily for commercial shipping, offering minute-by-minute voice, fax, positioning data, television and Internet coverage. It has been specially adapted for the nine yachts competing in the Whitbread Race.

Race organisers claim the Whitbread is the seventh most watched sporting event in the world with an estimated television audience in excess of 2.6 million, yet most of the action takes place in the middle of the world's oceans. The needs of the media are being met by each yacht's three video cameras, with two crew members trained to operate the cameras and edit footage using the boat's onboard video editing suite before transmitting the footage to the media via Satcom-B.



The ocean racing yacht *Atara* competing in the recent Sydney-Mooloolaba race - regular e-mail reports were sent to the media, using the Telstra Satcom-C. (Pic - Ian Mainsbridge).

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# What's new in marine electronics?

## The Endeavour Navigator

HSA Hydrographic Sciences Australia Pty Ltd has released a Raster Chart Display System (RCDS) integrating a number of key navigation components into a single system. The chart, the ship's position (using GPS/Differential GPS), chart work, route planning and route monitoring have been combined to simplify navigation and provide real information to the mariner.

In keeping with HSA's active development of the Endeavour Navigations system, two new versions had been released supporting changes to international standards and adding new authorised data formats. All three versions - Standard, Pilot+ and Professional - support input from GPS and Differential GPS units and allow navigational objects to be created by the mariner, such as routes, alternative routes, notes, bearing lines and manual corrections.

When a vessel moves off one chart, the next chart is automatically selected and displayed. The Pilot+ version also allows NMEA sentencing to be sent from the computer to Auto-pilot/repeater.

Endeavour Navigator used authorised data provided by a national hydrographic authority. In Australia, this data is provided by the Royal Australian Navy Hydrographic Service. HSA is also a licensed developer with the United Kingdom Hydrographic Office and can support the Admiralty Raster Chart Service (ARCS).

The Endeavour Navigator system is based on the proposed Raster Chart Display System (RCDS) that has been put for-

ward to the International Hydrographic Organisation and the International Maritime Organisation (IHO/IMO). Endeavour Navigator is one of the first systems to be built using this standard as a guideline.

For further information on the Endeavour Navigator or a demonstration disk, contact Boat Books Australia, ph: 02 9439 1133 or fax 02 9483 8517.

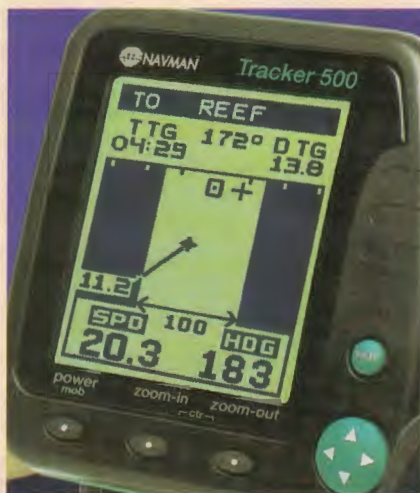
## More technology yet less cost

True to its slogan "more technology, less cost", the New Zealand based Talon Technology has released its new Navman Tracker 500, a 12 channel fixed screen GPS trackplotter, and at the same time upgraded its CP900 6" LCD GPS chartplotter, now known as the Tracker 900.

Talon, the Southern Hemisphere's only full range marine electronics manufacturer, has reduced the RRP of the updated Tracker 900 to \$16000 and launched the Tracker 500 GPS at a market leading RRP of \$600, including a 12 channel receiver.

The Tracker 500 GPS provides the big picture on a 100 x 64 pixel variable contrast screen with continuous positioning on a 12-channel remote receiver, powered by a Rockwell 'Jupiter' chipset for faster and more accurate information processing.

The Tracker has all the features found in more expensive units such as a 500 point plot mode, 210 alpha numeric waypoints, an "Overview" waypoint steer screen, a quick-save screen for instantly marking fishing hot spots, and a one touch man overboard func-



Navman 500 trackplotter from Talon Technology Australia.

tion.

Further information from Mark Michel at Talon Technology Australia, ph 02 9818 8382 or toll free fax 1300 303105.

## B&G Hydra 2000 for millennium & beyond

Brookes & Gatehouse's Hydra 2000 navigation and instrument system has been upgraded for the millenium and beyond with a host of easy to use features that make Hydro 2000 such a flexible and expandable system.

The latest features include new FFD (Full Function Display) for exceptional clarity, day or night; new soft touch backlit buttons - for ease of use under all conditions; new calibration software - simply ensuring information accuracy; and a new manual that is informative and easy to follow.

B&G systems are renowned for providing highly accurate and reliable information, using the exceedingly fast "FastNet" communication system. Introduced more than a decade ago, "FastNet" allows instant access to the sensors and the transmission of their data to the cen-



Radar



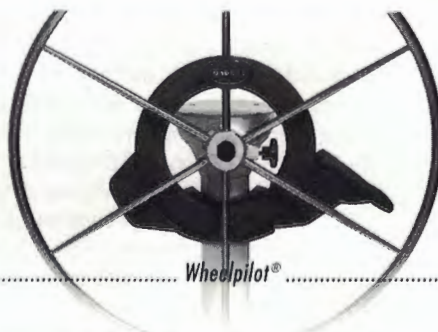
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tral processor and the displays.

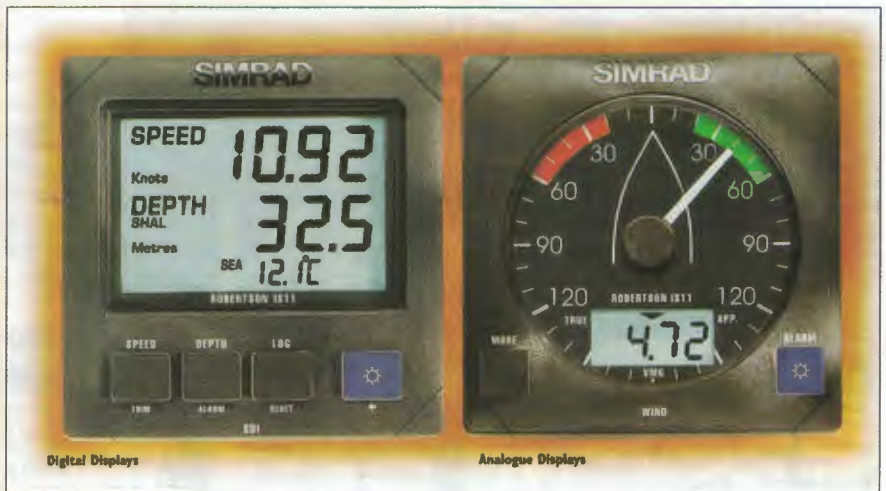
B&G's Hydra 2000 three "Smart Buttons" give easy access to nine pre-set pages of the most frequently required information on speed, depth, wind, course and heading.

The improvements in design and specification do not carry any price increase. B&G are giving existing Hydra owners the opportunity to upgrade their equipment. All they have to do is check with their nearest B&G dealer/distributor for interface and upgrade details.

Further information from Mainstay Marine Electronics, phone 02 9979 6702 or fax 9999 3181 or e-mail: remojen@mpx.com.au

## Micrologic tunes in To Differential GPS

Over the past 12 months, the Australian Maritime Safety Authority has activated DGPS (Differential Global Positioning System) broadcasting stations in Sydney, Melbourne, Mackay, Cooktown, Torres Strait



Robertson IS11 instruments in digital and analogue displays.

and Port Hedland. While most standard GPS units are accurate to within 100 metres, the DGPS system can be accurate to within 5 metres, so long as you have a DGPS receiver and are within range of a DGPS broadcasting station.

Boat owners can take advantage of this improved navigation with the new ML-9200 DGPS receiver from Micrologic. This unit is designed for installation inside the Micrologic ML-250 GPS received to provide this 5m accuracy at an affordable price. It can be included as an option with a new ML-250, or it can be installed in an existing ML-250. New AMSA DGPS broadcasting stations to be activated this year include Gladstone, Ingham, Lockhart River and Nambour.

Further information from Coursemaster Autopilots, phone 02 9417 7097, fax 02 9417 7557 or email cmsales@coursemaster.com

Left: B&G systems are renowned for their large digits and outstanding clarity and the Hydra 2000's three "Smart Buttons" give easy access to the most frequently required information on speed, depth, wind, course and heading.

## Robertson IS11 Instrument system

The Robertson IS11 instrument system is part of the successful Simrad Marineline range of integrated marine electronics.

Distributed in Australia by Quin Marine of Port Adelaide, the Robertson IS11 instrument system features a sophisticated computer control box with each instrument display unit simple to use with tactile push button controls for primary and secondary functions.

Fully waterproof, each instrument has been manufactured with ACS, a unique anti condensation system. Each display unit is dry nitrogen filled, with the viewing port then given a patented anti-mist coating. The instruments can be read under all weather conditions, even pouring rain.

The IS11 system can also be integrated with other systems such as GPS, providing a whole range of additional features. When linked to an autopilot, it transfers information in both directions, compass data to the instrument system, speed and wind to the autopilot. Connection to a chart plotter pro-



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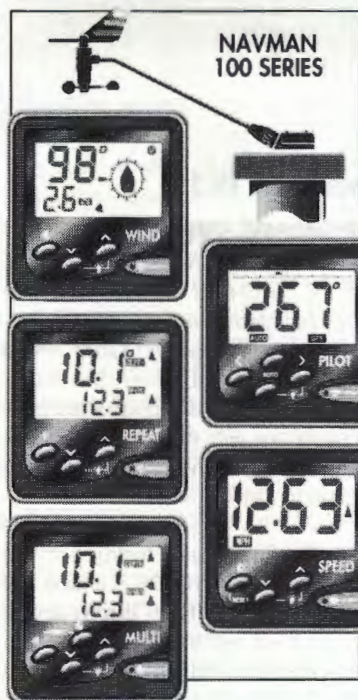




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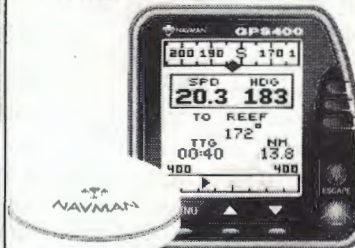
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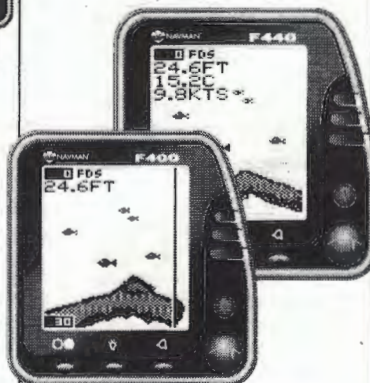
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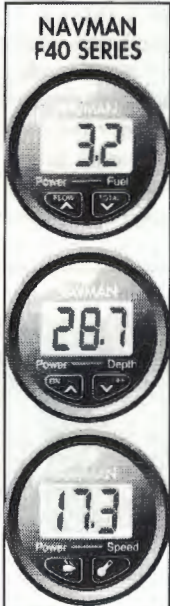
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duces a flow of information including position and instrument data on the NMEA box.

The instruments in the range include combined speed and depth, speed in three different displays, depth in two different displays, wind, track, helm, 360 degree compass, a three line multifunctional display with a large character display, waypoint+ - GPS repeater for cockpit and rudder angle indicator.

Further information from Quin Marine of Port Adelaide, phone 1800 811 303.

## "No-Go Zones" for laptop computers

Yachtsmen needing to use their portable PC in even the harshest environment have been given peace of mind with the Australian release of the Laptop Safe-T-Suit. Made of the latest submersible materials, nitrogen-blown neoprene, the Laptop Safe-T-Suit is a watertight, airtight attaché for today's portable PC users who want the ultimate protection for their laptop against water, dust, and other elements.

More everyday uses of Laptop Safe-T-Suit are on board boats and yachts, for the mining industry and oil exploration.

The Laptop Safe-T-Suit is available direct from the distributor, Seafoft Marine Software. Further information: phone 1800 621938, fax 02 9973 1946, or email mawsoft@ozemail.com.au

## New Geonav 6 charter plotter

Oceantalk's new Geonav 6 all-in-one chart plotter has a built-in GPS antenna and receiver, can be fixed mounted, yet is completely portable, and only requires a cigarette lighter socket to operate the unit.

Thanks to a sturdy suction cap bracket, this multifunctional, bright yellow charter plotter can be mounted on any hard, flat surface - which makes it perfect if you hit the bush as much as the water.

This facility also makes it one of the most "theft-proof" GPS units on the market as it can be quickly dismounted from the boat and stored safely in the cabin.

From boat to boat, from boat to car, car to 4-wheel drive, the Geonav 6 will display your position and chart your immediate area in an extremely user-friendly way. It will provide a complete, easy to follow run-down of your surrounding terrain, coastal features, event what facilities are available at your nearest port.

Further information from Oceantalk Australia, phone 02 9905 7199, fax 02 9905 3456 or 1800 029 948.



Geonav 6 chartplotter - fixed, mounted, portable with built-in GPS receiver and antenna, marketed in Australia by Oceantalk.

## Scanning sonars now available





Interphase Probe from Coursemaster uses revolutionary technology to scan ahead of your boat, showing water depths, shoals, reefs and underwater obstacles before the boat passes over them.

Interphase Technologies, a leader in affordable LCD scanning sonars and depth sounders for recreational boat owners and light commercial marine operators, has appointed Coursemaster Autopilots as Australian distributor.

Using revolutionary phased array technology - similar to medical ultrasound - Interphase products now available from Coursemaster include:

**Sea Scout** - which scans up to 360m ahead of the boat, like an underwater radar. With a single transducer, Sea Scout scans a moving beam back and forth horizontally across the bow, scanning for fish up to 360m ahead.

**Probe** - Scans forward vertically from the surface to the bottom. The Probe scans a moving beam vertically from just below the surface to directly under the boat to show changing water depths, shoals, reefs and underwater obstacles well before the boat passes over them. This can be critical when entering a strange inlet, harbour or anchorage, especially at night.

**Twinscope** - combines all Probe and Sea Scout features.

**EchoScan 8** - Scans up to tens of metres on either side of the boat. With this rugged and compact scanner, fishermen and drivers can use the acoustic beam to scan from side to side like a searchlight, looking for schools of fish, changing water depths, shoals, reefs and underwater obstacles.

Further information: Coursemaster Autopilots, phone 02 9417 7097, fax 02 9417 7557 or email: cmsales@coursemaster.com

## Marine catalogue on the Internet

Ever had a problem finding just the widget you want? Ever wondered who it was that sold those widgets, and where they were? Ever wanted to check out some widgets without running all over town? We bet you have.

Then use your Internet link to look up Marine Products Catalogue Australia, a compilation of Australian marine wholesalers' catalogues, including all your boating products and services in one, easy-to-use, cross-referenced information system.

It is a system designed to be used by retailers and the general boating public. Publication of the catalogue is via the Internet and also on a CD-ROM which includes four quarter updates of the catalogue per early subscription.

Available are all the details of the products you want, including specifications, pictures and supplies. You can browse through the pages at your leisure, or you can use the powerful search facilities that are built into the catalogue.

The Internet version is free to both retailers and end users; just log onto the Internet and type in <http://www.marineproducts.com.au>

Further information from David Edmondson, phone 0412 469 958, fax 9977 4780 or email: [info@marineproducts.com.au](mailto:info@marineproducts.com.au)



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## Some Fun Things To Know About Your New IMS Rating

Come the end of the financial year and your new IMS certificate will be issued for the next twelve months. While most things are of no great consequence (do we really care about refinements in the already absurd cruiser/racer regulations?) three things fall under the category of news.

First and foremost is how does your handicap move? I have created a sample fleet from 31 to 75 feet with all the boats being contemporary IMS racing division designs. Let's see how they move:

### SPEED CHANGE BETWEEN 1997 AND 1998 IMS VPP IN SEC/MILE

SIZE	GPH	sec/mile	WW/LW 14
31ft	faster by 4.3		faster by 7.2
36ft	faster by 2.1		faster by 3.9
43ft	faster by 2.5		faster by 4.8
50ft	faster by 0.6		faster by 1.8
Maxi	faster by 0.9		faster by 1.0

Aside from the obvious fact that we are all going faster this year the most glaring truth is that the small boats are getting hammered again for the fourth year in a row and the big boats are looking better all the time. Given the dominance of the 50 ft and over size range in last year's Telstra Southern

Cross Cup, you can expect to see that magnified further this year. No doubt our illustrious AYF Keel Boat Technical Committee is on to this.

The next issue worth noting is the movement in the Limit of Positive Stability or LPS. This will be of great relevance to those who have found that they are edging on up to the next race category but can't quite get there. As a result of changes to the LPP you will now see an across the board increase in LPS values approximately as follows:

### 1998 LPS INCREASE BY SIZE

31	+1.3 degrees
36	+0.7 degrees
43	+0.5 degrees
50	+0.7 degrees
Maxi	+0.9 degrees

**"It only takes a few kg/m to move your upwind figures by a second a mile or more. This input has the strongest effect in upwind mode gradually diminishing as the wind moves onto the beam."**

These will vary depending on the style of boat so wait to see how your boat fares individually. As I see it the bonus to the small end of the fleet which generally have lower values anyway due to lower beam/length

ratios. It has no effect ratings.

The final item of note is one that I have mentioned before, rig weight. Rig weight is a strong driver in the VPP's gyradius calculations. As the program needs this input it calculates a default value for an aluminum mast using input data off the certificate. Unfortunately this is a very low value somewhere around 70% of a real figure. As a result, your rating will suffer badly if you do not have your rig weighed for input.

Furthermore, the number is so sensitive that I really cannot overemphasize the importance of getting the best result on the day. It only takes a few kg/m to move your upwind figures by a second a mile or more. This input has the strongest effect in upwind mode gradually diminishing as the wind moves onto the beam. The following gives you some idea of the impact of this issue. The relativity between sizes is not so important here as it may reflect on the aggressiveness with which the rig was made (or measured!):

### 1998 RIG WEIGHT Effect on VMG Using Actual vs Default Weight

	6	12	16	20
	(kts Wind Speed)			
31ft	10.2	10.4	12.3	13.9
36ft	5.2	6.5	7.7	8.8
43ft	3.5	4.2	4.8	5.5
50ft	3.4	4.0	4.6	5.3
Maxi	1.9	2.4	2.5	2.8

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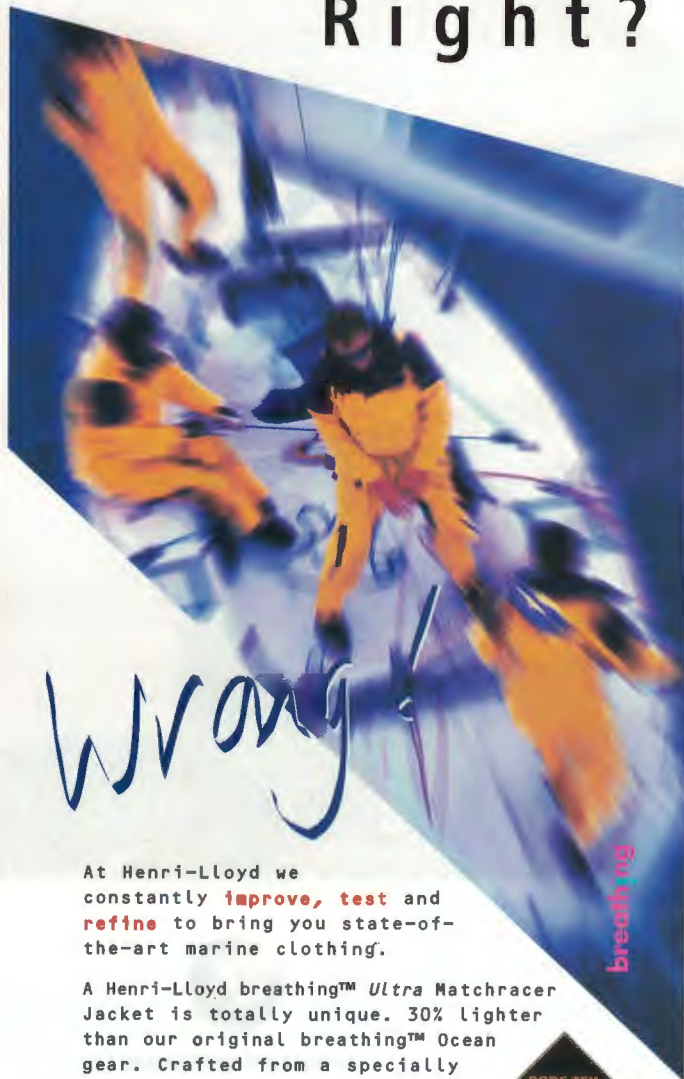
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# Ateco Suzuki sponsor CYCA Youth Academy

Support for the Cruising Yacht Club of Australia's Youth Sailing Academy is not just on the water, with Ateco Suzuki's sponsorship in the form of a Suzuki Grand Vitara wagon playing a vital role in the activities of coach Dayne Sharp.



CYCA Youth Sailing Academy coach Dayne Sharp with the golden Suzuki Grand Vitara wagon, supplied to the Academy by Ateco Suzuki. Since this picture was taken, the wagon has had signwriting on each of the front doors, officially recognising the support of Ateco Suzuki,

**S**harp uses the Suzuki to visit schools and yachting clubs up and down the NSW coast to actively promote the Youth Sailing Academy. The car is also used to transport sails and equipment used in the day-to-day operation of the Academy. "Having a dedicated car offers great independence and complements the professionalism of the sailing program conducted by the Academy," says Sharp.

Over the past 12 months, the CYCA Youth Sailing Academy has enjoyed significant growth with many secondary schools regularly enrolling in weekly sailing programs. The increase in numbers has come from making schools aware that sailing can be an inexpensive sport that is accessible to all.

Over the past five years more than 2500 young people have sat on the decks of the 10 Elliott 5.9 sports yachts used by the Academy. Representative youth teams from the Academy have won many National and International Regattas in that time, while many of the youngsters have gone on to crew aboard ocean racing yachts in the Telstra Sydney to Hobart and other major events.

For more information about the Youth Sailing Academy (and the Suzuki he drives) call Dayne Sharp on 02 9363 9731. ▲





## BMW Sydney Winter Series

# Winter Series in overdrive

The Cruising Yacht Club of Australia's BMW Sydney Winter Series got away to a spectacular opening day with more than 130 yachts blasting around Sydney Harbour in the first of the autumn westerlies on Sunday, April 26.

Feature event of opening day was the Great Veterans Race, with victory going to the famous cutter *Winston Churchill* which contested the inaugural Sydney to Hobart back in 1945. Now owned by Richard Winning, *Winston Churchill* won handsomely from Ian Kieman's yawl *Canon Maris* and *Lorita Maria* (Paul Smith).

The fresh westerly conditions from the start favoured the front markers in most divisions with winners including *Icefire* (Richard and Pat Goldstiver) in Division A, *Styx* (Geoff Lee) in Division B and *Mercedes IV* (Peter Stronach) in Division C. The classic 8-metre class yacht *Erica J* (Les Goodridge) won Division D while *Macadam* ((Damian Banks) took out Division F and *Crackerjack* (David Lister) Division G.

CYCA Youth Academy coach Dayne Sharp steered *Bayview Plaza* to victory in Division H while Division G saw a win by *Brief Encounter* (Onya syndicate) which revelled in the fresh conditions.

The BMW Sydney Winter Series is continuing every Sunday through to late July. ▲



The classic 8-metre class sloop *Erica J* (Les Goodridge) on her way to victory in Division D of the BMW Sydney Winter Series opening day on Sydney Harbour. Astern of her is *Wings Three* (John Messenger) flying the sponsor's spinnaker for a fourth in Division C. (Pic - Ace Marine Photography).



BMW Sydney Winter Series Division B opening race winner *Styx* (Geoff Lee) heads down the Harbour under spinnaker ahead of Division C competitors *Sommerbreeze* (Hans Sommer) and *Bin Rouge* (Darryl Hodgkinson). (Pic - Ace Marine Photography).



The fresh breeze on the opening day of the BMW Winter Series certainly favoured Carl Sribber's veteran S&S-designed *Suraya*, but *Hi Fi* (Wayne Cummins) was having some problems at this stage. Nevertheless, *Hi Fi* went on to place second in Division F. (Pic - Ace Marine Photography).



## 10th Boat Show at Darling Harbour

The 1998 Sydney International Boat Show will this year celebrate its 10th anniversary since moving into the waterfront complex at Darling Harbour, on the city's western doorstep. It's been a harmonious relationship, bringing the industry attendance figures well in excess of the "bad old days" at the Sydney Showgrounds.

This year's show opens officially on Thursday, July 23 and runs through to Tuesday, July 28. Opening hours are varied; the show will be open 11am to 9pm on the Thursday, Friday, Monday and Tuesday, 10am to 9pm on the Saturday and 10am to 6pm on the Sunday.

The Darling Harbour Authority which administers the popular facility rates the boat show as second only to the Sydney International Motor Show in terms of its importance to the complex.

Show organiser, the Boating Industry Association of NSW, is yet to finalise place-

ment and positioning of the popular floating marina exhibit, but is examining a number of options. The final adaptation for the marina has been held up because of the new semi-permanent berthing facilities installed around Cockle Bay by the authority.

Different operating hours have been set for the marina exhibit. It will be open 10am to 8pm daily, except for the Sunday when it will cease operations at 6pm.

However, Ian McAndrew, president of the Boating Industry Association of Australia, said the marina would be a major attraction, as befits the show he describes as "the biggest and best in the Southern Hemisphere".

Offshore readers will find attractions of interest at every turn, highlighted by the Strictly Sail exhibit, supported by radio 2KY's High Tide and the Novotel Hotel, which has drawn many of the sport's best-known names. Musto Australia, Beneteau, Catalina Yachts, Ronstan, Barlow, Hood Sails, Helly Hansen, Harken, East Sail, RFD, Stormy Seas and Burke Pty Ltd are just some of the major displays which will appeal to keen sailors.

For further information regarding the show, contact the Boating Industry Associa-

tion, telephone (02) 9438-2077. - Bob Wonders.

## WA Regatta Week proves success

Run for the second year in its current format, the West Australian Regatta Week was a great success, mixing good sailing with a well thought out social programme. Six heats were sailed, varying from inshore triangles to the Bunbury and return offshore race.

A very consistent performance gave the overall trophy to Steve Ward's *Windward*, a customized Farr 36, with a scoreline that contained all top three places.

Although he only scored one first place, while two other boats had two wins in the series, he had no double figure results that the others carried.

The regatta opened with a short offshore race up the coast from Fremantle to Hilarys, where the fleet stayed overnight on the Saturday, before racing the return trip on Sunday. Mid week saw two short inshore races on Tuesday, and the Bill Lucas night race on Thursday. The series concluded with the 50th Bunbury race.

Mark Lovelady and his crew, in the S 97 *Skallagrigg*, started the series well in Division A, by taking the first two races, but a 14th in the third heat knocked them off the top of the leader board. The Humphries 50 *Neftenga* finished a poor 15th in the opening race, but despite winning the last two races, were never able to make up the deficit.

Division B was dominated by father and son team Mike and Merv Finn, and their S & S 30 *Huckleberry*, putting three firsts on the scoreboard, along with two seconds and a third. Merv Finn, now 80 years old, has competed in every Bunbury race, and has his name on just about every offshore trophy in Western Australia.

The series was blessed with good weather, which saved the organisers, Royal Freshwater Bay Yacht Club, a lot of problems, and meant that a number of less experienced crews, doing this sort of series for the first time were able to complete all races.- John Roberson.

### RESULTS - CHS

Division A:

1. *Windward* (Steve Ward, RFBYC) 3-2-2-1-3-3.
2. *Skallagrigg* (Mark Lovelady, RFBYC) 1-1-14-2-4-5.
3. *Neftenga* (Trevor Taylor, CYCWA) 15-6-8-3-1-1.

Division B:

1. *Huckleberry* (Mike & Merv Finn, RFBYC) 2-3-1-1-1-2.
2. *Impulse* (Lance Woods, RFBYC) 3-6-3-6-2-3.
3. *Meltemi* (Jim Shannon, RPYC) 4-2-2-5-3-6

## Merv Finn sails his 50th Bunbury race

Back in 1948, when 17 boats started the first Bunbury race down the coast of Western Australia, *Maid Marion* owned by G.K. Stevenson, took line honours in what was then a "one way" race, taking 23 hours and 29 minutes for the voyage.

This year, in the 50th Bunbury race, which is now a "there and back" affair, the Rob Humphreys designed 50 footer *Neftenga* took line honours in a time of 22 hours and 58 minutes.

*Neftenga*, owned by Trevor Taylor of the Cruising Yacht Club of WA, also took handicap honours this year, while back in that first race it was R. Luck's *Argosy* from Royal Perth, which collected the handicap trophy.

One yachtsman who sailed in both those races, and every one in between, is Merv Finn, this year taking second place in Division B with his S & S 30, *Huckleberry*.

Merv, who gets a little help these days from his son Mike, has won the race three times, in 1958, 1969 and 1970, but then there aren't many races on the west coast that he hasn't won in his long and distinguished offshore sailing career.

However the most numerous winner of the Bunbury race is that well known WA sailor Rolly Tasker, with six wins to his credit, four of those in successive years from 1972 to 1975.

Royal Freshwater Bay Yacht Club conducts the Bunbury race and this year it was the final heat in the WA Regatta Week, which on this occasion the club also ran.

30 boats contested this year's golden anniversary race, in conditions that were comfortable, though never likely to produce a record run, so *Syrenka's* time of 18 hours, 57 minutes and 18 seconds from 1995 still stands. - John Roberson.

**RESULTS: Division A:** 1 *Neftenga* (Trevor Taylor, CYCWA); 2 *Heatwave* (Brad Hiles, RFBYC); 3 *Windward* (Steve Ward, RFBYC).

**Division B:** 1 *Cappoquin* (Stephen Parker, RFBYC); 2 *Huckleberry* (Merv Finn, RFBYC). 3 *Impulse* (Lance Woods, RFBYC).





Melbourne to Grassy IMS winning crew of Hijack, from left, Col Mason, Roger Spatt (at rear), John Parkinson, Greg Croaker (at rear) and Charles Cox with their trophies at Grassy Harbour. (Pic - Ed Featherstone)

## Bass Strait ocean race surprise

Short ocean races in Bass Strait are always full of surprises, and the Melbourne to King Island race in March was no exception, as Ed Featherston reports.

Sandringham skipper John Parkinson and his crew have had their faith restored in the theory of contrary behaviour.

After a dramatic, moonlit 3am start to the 110 nautical mile race from Queenscliff, just inside The Rip at Port Phillip, to Grassy on King Island, the 37-boat fleet thrashed out of the bay into 3m to 4m seas in Bass Strait.

Race start was delayed 15 minutes for an outgoing ship, then as the already depleted fleet plunged and bucked its way south into the teeth of a moderating 25 knot southerly, another ship was

brought in through the middle of the scattering yachts. Its wake or bow wave reinforced the swell in The Rip and gave race leaders, *Spirit of Downunder* (Laurie Ford) and *Prowler* (Joe Westerlo) a few scary moments as their yachts climbed over the near vertical wave wall.

Once clear of The Rip, the bulk of the fleet kept sailing west towards Cape Otway. However, Parkinson elected to take his Cavalier 395, *Hijack*, on a long, three-hour tack from Lorne into mid Bass Strait. When Parkinson laid back to the west, *Hijack* benefited from the dying breeze clocking to the south-east.

*Hijack* made its landfall at Councillor Island, well down the King Island east coast, and a short beat from the finish line. The crew - Parkinson, Col Mason, Charlie Cox, Greg Croaker and Rager Spatt - slipped into Grassy Harbour to celebrate a convincing win in both the

premier IMS division and PHD.

Under the Ocean Racing Club of Victoria rules, *Hijack* was ineligible to win both divisions, allowing Royal Melbourne Yacht Squadron's Ken Simpson to take out the PHD trophy with his Adams 43, *Ocean Road Uni-Pro*.

"We crossed tacks with them, but broke a gooseneck 10 miles from the finish," Parkinson said later. "*Hijack* is a Laurie Davidson design - they made 16 Cavalier 395s, and this is No 12 - and although it's got half a tonne of teak work in it, it goes like the clappers."

Parkinson, a pilot who flew Neptures for the RAAF with his navigator Charlie Cox 30 years ago, was a 727 pilot with Australian Airlines before the pilots' strike. He then spent six months flying for Compass Airlines before it went belly up, and flew services to King Island.

His win with *Hijack* was no flash in the pan. The yacht had a second and a win in the Melbourne to Burnie race across Bass Strait, won the Grassy race two years ago, and was second overall to *Granny Apple* in the PHD division of the 480 nautical mile Melbourne to Hobart last Christmas.

Placings in the AMS division went to Sandringham yachts with Graeme Ainley and John Williams' *Bacardi* and Geoff Henderson's *Rum Beat*, with PHD placings going to Ken Simpson with *Ocean Road Uni-Pro* from Angus Fletcher's *Trevake* from Hobson's Bay Yacht Club and Chris Bradbury's *Copper Guard Simply Red* from Royal Brighton Yacht Club.

The line honours battle was a ripper. Sandringham skippers Jo Westerlo in *Prowler* and Laurie Ford in *Spirit of Downunder* staged a 30 mile, boat-for-boat tacking duel to the finish after their



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yachts closed in on one another off Cape Wickham, 80 miles into the race. *Spirit of Downunder*, a 40-footer, clawed into the lead twice before being chased down by *Prowler*, a 47-footer.

As the night breeze lightened off, *Prowler's* overlapping headsail gave it the edge and the two yachts hit the line just two minutes apart after 21 hours of sailing.

Bass Strait turned on another of its surprises as the fleet, loaded up with King Island cheeses and lobster, headed home on the long weekend Sunday afternoon. A 20 knot sea breeze and low swell provided perfect running conditions before the breeze eased to motor-sailing conditions later that night.

## Pittwater yachtsman to get first Sydney 40 1D

Prominent Royal Prince Alfred Yacht Club owner/skipper Ron Jones will take delivery of the first Sydney 40 One-Design, the new "middle boat" for the 1999 Champagne Mumm Admiral's Cup teams.

Jones, who has had considerable success with his Sydney 41 cruiser/racer, *Christine Jay III*, hopes to take delivery of the yacht in June or July. He will then begin a strong racing program culminating with a bid to represent Australia at the 1999 Admiral's Cup.

The Sydney 40 1D comes from the design team of Iain Murray, Ian Burns and Andy Dovell and is being built by

## Astern of the first three to finish, the remaining six boats ran into strong winds and heavy seas off the New Zealand coast, an aftermath of a tropical cyclone Yali.

Bashford International at Nowra on the NSW South Coast. Bashford International announced in late April that the moulding of the first Sydney 40 hull shell had been completed, with the project running according to schedule.

## Kanga Birtles slashes TransTasman record

Kanga Birtles has slashed an amazing two days off the monohull record and



Kanga Birtles, skipper of *Jarkan* which he will sail in the Around Alone solo race around the world later this year.

one day from the multihull record in winning the Short-Handed Sailing Association of Australia's 1998 TransTasman Challenge race from Sydney to New Plymouth, New Zealand.

Sailing his Open 60, *Jarkan*, designed by Murray, Burns and Dovell for his Around Alone challenge later this year, Birtles completed the 1145 nautical mile crossing in 5 days 15 hours 36 minutes. His crew was young Spanish sailor Unai Basurco.

*Jarkan* has been built by Birtles for the Around Alone Challenge solo circumnavigation race later in the year. For the first time ever, yachts competing in single-handed events, must have an engine installed, following the numerous incidents in the Vendee Globe Challenge. Birtles has opted again for a Nanni Diesel 27 horsepower engine, citing its international acceptance and his need for reliability.

90 minutes astern came the only multihull in the nine boat fleet, the Chamberlin-designed catamaran *Inside Multihulls Magazine*, sailed by magazine editor Terry Travers and the designer, Robin Chamberlin.

Third to finish was smallest boat in the fleet, the Mount Gay 30 *County Flyer*, sailed by David Ferrell and Steve Corrigan, taking

7 days 13 hours 24 minutes.

Astern of the first three to finish, the remaining six boats ran into strong winds and heavy seas off the New Zealand coast, an aftermath of a tropical cyclone Yali.

*Suntuf Marara*, sailed by Jamie Hocking and Don Parker, and *Aurora*, sailed by David Pryce and Teresa Michell were rolled 360 degrees by huge waves. *Aurora*, an Adams Cruising 10, limped into port after losing all its masthead instruments and her GPS. *Marara*, an S&S 34, was hove to, but was dumped by a huge wave, breaking her mast and crushing in the cabin top.

Her crew were subsequently lifted to safety by a New Zealand marine safety helicopter off Cape Farewell at the north-western tip of the South Island.

"We had snugged the boat down, just put up a storm jib and hove to, waiting to see what the weather would do," Parker said ashore at Wellington. "We were just down in the cabin having a cup of Milo and whammo!"

## AYF announces National Youth Championship

The Australian Yachting Federation has announced that the 1998 Australian Youth Championships will be held at Rockingham, Western Australia, from



September 28 to October 1.

Classes will be: Laser (single-handed boys) Laser Radial (single-handed girls), 420 (double-hander for boys and girls), Mistral (sailboard boys and girls) and the Hobie 16 (open multihull).

Results from the championship will be used as the basis for selecting crews to represent Australia at the 1998 ISAF World Youth Championships to be held at Simonstown, South Africa, from December 28, 1998 to January 6, 1999.

## Melbourne Boat Show premier market forum

Melbourne's Club Marine National Boat Show and Fishing Expo is fast becoming the industry's pre-eminent marketing opportunity, according to a 1997 survey of visitors to the event.

The 1998 Show will be held at the Melbourne Exhibition Centre from July 2-7, providing the largest display for recreational boating and fishing enthusiasts under the one roof in Australia.

A 1997 exit survey conducted by the Boating Industry Association of Victoria revealed that of the 58,000 visitors to the show, 34% intended to make a purchase and 22% were ready to enter the market.

New features this year will be an outdoor marina on the adjacent Yarra River which can accommodate between 15 and 20 larger powerboats and yachts.

## Broken mast wrecks Round-the-World Bid

*Royal & Sun Alliance*, the 92ft catamaran skippered by Tracey Edwards with an all-female crew of ten, including Australian Adrienne Cahalan as navigator, has been forced to abandon its attempt on the Round the World non-stop record for the Trophee Jules Verne.

Disaster struck the huge catamaran, pictured in the last issue of OFFSHORE, in pitch darkness on her 43rd day at sea, March 18, after sailing some 15,200 nautical miles since setting sail from Ushant in north west France on February 3.

In 40-foot seas and with winds gusting from 30 to 50 knots, a huge wave from behind them, lifted the stern and buried both bows in the wave ahead, bringing the boat to a shuddering halt. About five minutes later, creaking could be heard from the top of the mast and the whole thing just crumpled over the port side, breaking as it hit the hull.

Beyond any assistance, the crew then sailed the boat under jury rig to the nearest land, South America, where they reached port in early April.

At the time of the dismasting, the boat had covered about 350 miles in the previous 24 hours. They had averaged 435 miles a day over the previous nine hours in the relentless pursuit of the record of 71 days 14 hours 22 minutes and 8 seconds set in 1997 by Frenchman Olivier de Kersauson. ▲

**"In 40-foot seas and with winds gusting from 30 to 50 knots, a huge wave from behind them, lifted the stern and buried both bows in the wave ahead, bringing the boat to a shuddering halt"**

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### Soling champions in Sail Sydney duel

Australia's world champion sailors in the Olympic Soling keelboat class, Hobart's Nick Rogers and Neville Wittey from Sydney, fought out a close match racing final at the Sail Sydney '98 Regatta held on Sydney Harbour over Easter by the Yachting Association of NSW.

**R**ogers, the current Soling world fleet racing champion, beat Wittey, the Soling world match racing champion, 2-1, with third place going to Colin Beashel, the Atlanta Star class bronze medallist in the Star class.

Sail Sydney attracted big fleets in the Olympic and International Youth classes, with Atlanta Olympians Michael Blackburn from Sydney (Lasers) and Christine Bridge



One of the two Australian crews which contested the women's keelboat match-racing class at the ISAF World Sailing Championships at Dubai in the United Arab Emirates. (Pic - Sport.The Library)

from Brisbane (Europes) both winning their classes.

World champions in the new 49er class, Chris Nicholson and Daniel Phillips, came from behind to win three races on the final day to snatch victory from Gary and John Boyd from Perth and Adam Beashel and Teague Czislawski.

Young Australian champions Nathan Wilmot and Daniel Phillips continued their success in the Olympic 470 class with an almost perfect score, winning six of the eight

races in which they sailed to clinch the title with a day to spare.

### Strong competition for Neville Wittey

Neville Wittey will face strong competition when he defends the Infanta Cristina Soling world match racing championship in The Netherlands in July, with 11 of the 12 invited nations already nominating their helmsmen.

Wittey (AUS) who recently won the Australian selection series for the Olympic

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three-man keelboat class, will face Jochen Schumann (GER), Torben Grael (BRA), Luis Doreste (ESP), Georgi Shaiduko (RUS), Andy Beadsworth (GBR), Philippe Presti (FRA), Rod Davis (NZL), Bill Abbott (CAN), Herman Horn Johannessen (NOR) and Stig Westergaard (DEN) with the USA yet to nominate its representative.

## Australia's silver & Bronze at ISAF worlds

Australia won silver and bronze medals in the seven classes that the team contested at the International Sailing Federation's 1998 World Sailing Championships held at Dubai in the United Arab Emirates in March.

Michael Blackburn from Sydney underscored his Sydney 2000 Olympic medal prospects by winning the silver medal in the single-handed Laser class, his best ever international result outside of his fourth at the Atlanta Games, sailed at Savannah.

Brad Sumner and Amy Johnstone from Terrigal on the NSW Central Coast, won the bronze in the Open multihull class, sailed in Hobie 16s.

## 49er champions win Australian award

World champions in the new Olympic 49er

class, Chris Nicholson and Daniel Phillips were named the 1998 Nortel Australian Sailors of the Year (male) with the female category going to Laser Radial world women's champion, Sarah Blanck.

The awards were announced at the Australian Yachting Federation's annual awards dinner at Sydney's Darling Harbour, attended by International Sailing Federation President Paul Henderson and other prominent administrators and sailors.

The award culminates an outstanding year of sailing in the new Olympic class for Newcastle, New South Wales, sailors Nicholson and Phillips who are regarded as one of Australia's outstanding prospects for a gold medal at the Sydney 2000 Games.

Blanck, the current Laser Radial women's world champion from Melbourne, is also in an Olympic class, having recently changed to the Europe women's single-handed class.

The Nortel Australian Youth Sailor of the Year Award went to Brisbane schoolgirl Lauren Jeffries, the first female ever to win the Sabot dinghy open Australian championship.

The Modern Boating magazine Services to Yachting award went to International judge and umpire Graeme Owens from Perth, the Volvo Yachting Media Award to

well known yachting journalist and editor, Bob Ross, the editor of Australian Sailing magazine.

The Australian Yachting Awards date back to 1993 when the late Jock Sturrock, the skipper of Australia's first challenger for the America's Cup, *Gretel*, became the first winner.

The five Sailor of the Year (male) finalists, all world champions, were:

Roger Blasse (Vic)- OK dinghy world champion; Chris Nicholson and Daniel Phillips (NSW)- 49er dinghy world champions; Robbie Radis (WA) -

Windsurfing Formula 1 world champion; Nick Rogers (Tas) - the Soling world fleet racing champion; and Neville Wittey (NSW)- the Soling world match racing champion.

Finalists for the Sailor of the Year (female) including one world champion, are:

Sarah Blanck (Vic) - Laser Radial dinghy world champion; Adrienne Cahalan

(NSW) - navigator of the maxi catamaran *Royal & Sun Alliance* in the Around the World Challenge; Melanie Dennison (Vic) - 3rd placegetter, Europe dinghy world championship; Lauren Jeffries (Qld)- Sabot dinghy Australian champion (first female to win this title); Courtney Lawrence (WA)- 2nd place, 420 dinghy world championship.- Peter Campbell.

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Saturday	25 July 10am-9pm	Tuesday	28 July 11am-9pm

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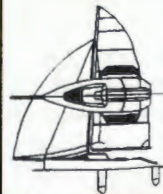






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### MAJOR OFFSHORE & INSHORE EVENTS IN AUSTRALIA AND OVERSEAS

#### AUSTRALIA

##### 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

- 4 BMW Sydney Winter Series, Sydney Harbour, CYCA.
- 10 BMW Sydney Winter Series, Sydney Harbour, CYCA.
- 17 BMW Sydney Winter Series, final pointscore race, Sydney Harbour, CYCA.
- 24 BMW Sydney Winter Series Prizegiving, CYCA.
- 25 Perkins Shipping Darwin to Ambon ocean race, Darwin SC.
- 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.
- 16 Hogsbreath Mooloolaba to Airlie Beach Race, Mooloolaba Yacht Club, Qld.
- 15-20 Joico-TAG Heuer 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.
- 11 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).
- 26 Sydney offshore racing season opens, CYCA, MHYC, RSYS, RPAYC.

##### OCTOBER

- 3 Sydney Harbour inshore racing season opens, RSYS, RPEYC, MHYC, SASC.
- 24 Fujitsu 25th Gosford to Lord Howe Island Race, Gosford Sailing Club.

##### NOVEMBER

- 28-29 Ord Minnett Regatta IMS/TPHS/JOG short ocean racing championship regatta, MHYC.

##### DECEMBER

- 16-20 Telstra Cup IMS/TPHS/JOG regatta, Sydney Harbour and offshore, CYCA.
- 17 Canon Big Boat Challenge, Sydney Harbour, CYCA.
- 26 Telstra 54th Sydney to Hobart, 630 nm, CYCA.
- 27 Strathfield Car Radios Pittwater to Coffs Harbour Race, RPAYC
- 27 Melbourne-Devonport Bass Strait Race, ORCV.
- 28 Melbourne-Hobart West Coaster Race, ORCV.

##### INTERNATIONAL

###### JUNE

- 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

- 17-27 Pre-Olympic Test Regatta, Sydney Harbour, SOCOG
- 24-27 San Francisco Big Boat Challenge, St Francis Yacht Club.

###### DECEMBER

- 16-20 Telstra Cup, Sydney Harbour and offshore, CYCA.
- 17 Canon Big Boat Challenge, Sydney Harbour, CYCA.
- 26 Telstra 54th Sydney to Hobart, 630 nm, CYCA/RPACT.

###### JANUARY 1999

- 2-19 1999 World Sailing Championships, Port Phillip, Melbourne. Olympic classes, Victorian Yachting Council.

###### APRIL 1999

- 16 Melbourne to Osaka double-handed race, Nippon Ocean Racing Club, Japan.

###### JULY 1999

- 12-26 Champagne Mumm Admiral's Cup, Royal Ocean Racing Club, UK.

*pic: Ultimate Challenge heads to sea in the 50th Brisbane to Gladstone ocean race at Easter. (Pic - Richard Bennett)*

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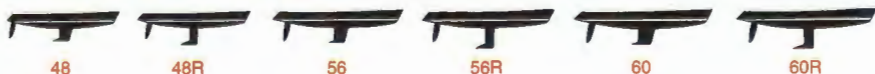
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