AUSTRALIA'S TOP YACHTING MAGAZINE Sebruary/March 1991 NZ \$6.50 (inc. GST)

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NORTEL SYDNEY-HOBART -

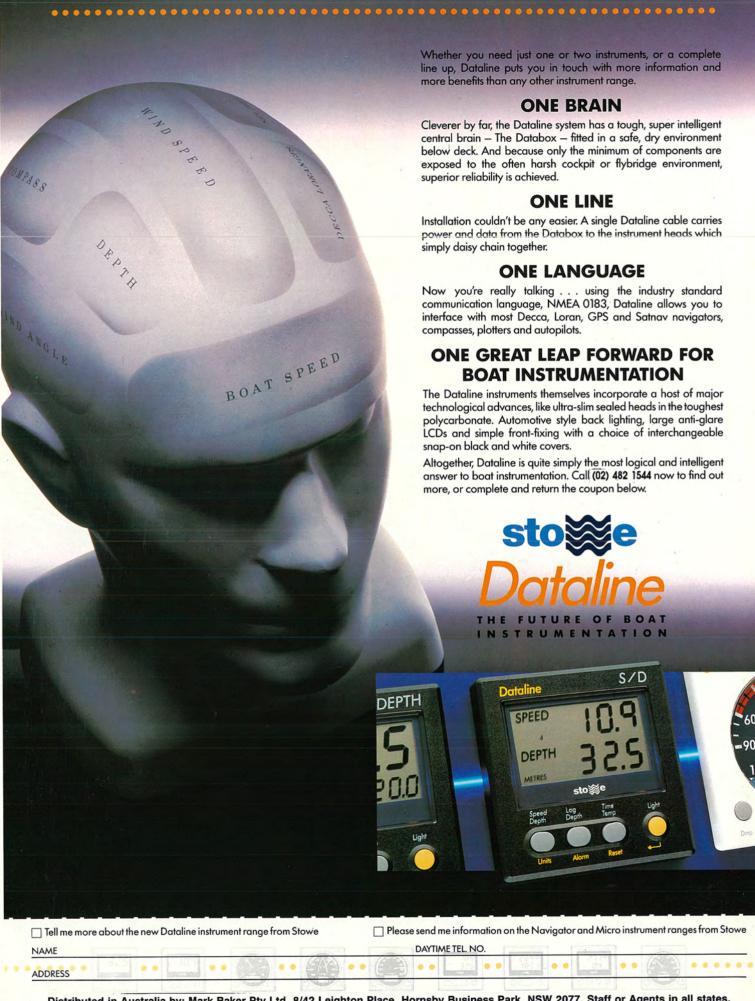
ROTHMANS' SENSATIONAL HOBART LOSS!

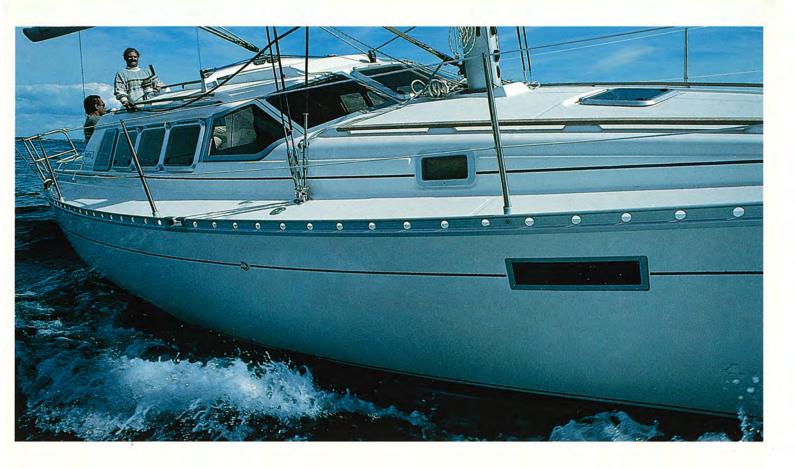
SCOOP - ON-BOARD REPORT BY OFFSHORE

PLUS: -

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The Magazine of the Cruising Yacht Club of Australia





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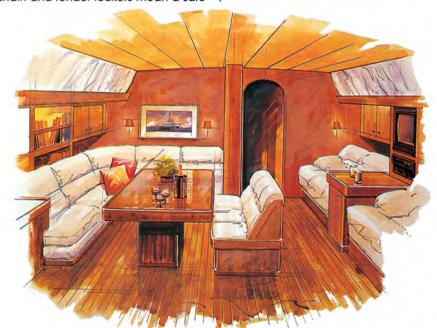
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The Magazine of The Cruising Yacht Club of Australia

Ragamuffin off the East Coast of Tasmania.

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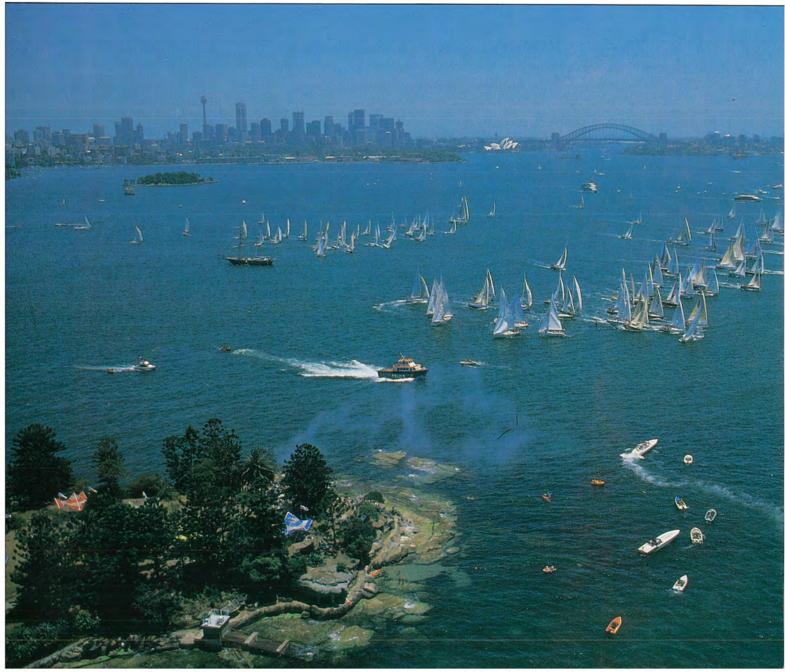
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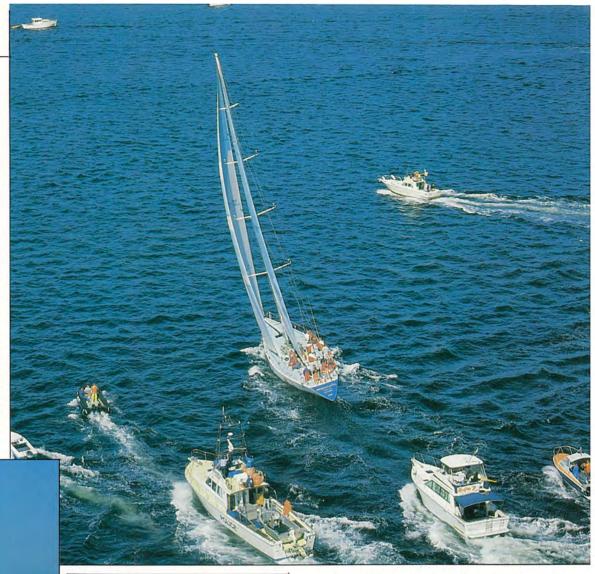
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by Peter Campbell

NORTEL Sydney-Hobart
Race 1990. BELOW: The
spectacular two-line start
between Shark Island and
Bradley's Head, while at
right, the finish as
Ragamuffin sails up the
Derwent to claim line
honours with the penalising
of Rothmans. BELOW
RIGHT: Overall winner,
Sagacious, sails to victory
on IOR corrected time. (Pics
— David Clare)





ARRY Appleby, the jovial and bearded epitome of an old time sailing sea captain, summed up the 1990 NorTel Sydney-Hobart ocean races as "the hardest — and, of course, the best" of his eight races to Tasmania.

His helmsman, Steve Kulmar, agreed — and he has sailed in 10 Hobarts and now been aboard three winners.

In one of the finest sailing efforts in the 46 year history of the race, Appleby and his crew sailed his one Tonner, Sagacious V, through near galeforce

weather to take overall first place overall in Class I (IOR) and also clinch the inaugural NorTel Asia Pacific offshore championship. It was a well-deserved and popular victory for Appleby, who has been one of the strongest ongoing supporters of Australia's involvement in international ocean racing.

It was a victory overshadowed, as is almost always the case in daily media reports of the Sydney-Hobart, by the line honours winner. Last year it was Alan Bond's arrival with *Drumbeat* to hear the news that the receivers had made their move on Bond Brewing. This year it was smokescreen surrounding and puffed up by the British maxi, *Rothmans*, and the subsequent penalty imposed on the tobacco-sponsored 80-footer for flying a spinnaker with a Rothmans logo, in contravention of Rule 26. That is dealt with in a separate story in this issue of OFFSHORE.

It was an indiscretion that cost Rothmans line honours, second place overall in IOR Class I and first in the Maxi division on corrected time. The end result of two days of race committee and protest committee hearings, interpersed with some emotional rhetoric by antismoking groups, was that the official line honours winner of the 1990 NorTel Sydney-Hobart race was Syd Fischer's veteran maxi, Ragamuffin.

Ragamuffin, which crossed the line about two hours after Rothmans, took line honours for Fisher in 1988 while

back in 1979 she also got the gun when racing as *Bumblebee 4* and owned by John Kahlbetzer. The official line honours result was: 1. *Ragamuffin; 2. Condor; 3. Brindabella;* with the NSW TAB paying out more than \$140 for \$1 on its firstever Yacht TAB trifecta.

Although Ragamuffin became line honours winner by default, with skipper Fischer commenting "well, they really did win the race" it was a fine effort by the veteran yachtsman and his equally veteran maxi. This was Fischer's 22nd Sydney-Hobart and his crew included many yachtsmen who have sailed with him for many years, among them Tony Ellis who was sailing his 23rd Sydney-Hobart, Mike Summerton on his 20th, John Noakes his 19th race.

Fischer said he was an unlikely starter in the 1991 race because of his commitments as one of Australia's two challengers for the America's Cup, with the challenger eliminations starting off San

Diego in January, 1992.

For Gary Appleby, a Sydney-based businessman who now lives at Budderim on Queensland's Sunshine Coast, first place overall in Class I (IOR) was the ultimate victory after some frustrating earlier races to Hobart. It was certainly his ultimate with the Farr One Tonner he built originally to represent Australia in the 1985 Admiral's Cup in England and which has since represented Australia with success in the Southern Cross Cup, the Kenwood Cup and the One Ton Cup.

He now plans to campaign the yacht in the autumn races to Queensland, including the Caltex Sydney-

Continued on page 11



MAXI-CHASERS
Bobsled from Sydney and
Helsal II from Adelaide cross
tacks as they head to sea in
the 1990 NorTel
Sydney-Hobart. (Pic—
David Claro), while further
into the 630 mile race, the
British Maxi Rothmans
plunges into a huge sea in
Bass Strait. (Pic—Rick
Tomlinson)



How Rothman's went UP IN SMOKE!

By Peter Campbell



ROTHMANS and the spinnaker that caused all the problems — not here in this promotional sail, but when flown illegally during the NorTel Sydney-Hobart. (Pic — Rick Tomlinson)

IN 46 years of racing in the Sydney-Hobart ocean classic, three line honours winners have lost that prestigious position because of penalties — the Tasmanian yacht Wild Wave after hitting a mark at the start of the 1953 race, the US maxi Nirvana after a Derwent River duel with Condor in 1983, and in the 1990 race, the British maxi Rothmans.

None has created such a public furore than the *Rothmans* incident as it also brought before the general public, via the front pages and the electronic media, the highly controversial and emotional issue of tobacco advertising.

Although the Race Committee of the NorTel Sydney-Hobart Yacht Race was fully aware of the controversy, its decision to penalise *Rothmans*, and the subsequent ruling of the Protest Committee, were made simply under international yacht racing rules and the clauses of the notice of race and the sailing instructions.

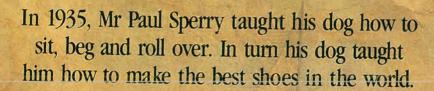
The subsequent public controversy was much the making of Rothmans

Yachting, owners of the 80-footer, with the cynics pointing to the old adage "any publicity is good publicity". Rothmans certainly got that, worldwide media reports including the front page of the "Sunday Telegraph" in London.

Four hours after crossing the finish line off Hobart's Battery Point, a clear first in the 1990 NorTel Sydney-Hobart ocean race, the Race Committee had stripped Rothmans of this prestigious line

Continued on page 14

The authentic original boat shoe.



It was the winter of 1935, and as Mr Paul Sperry took his dog "Prince" out for a morning walk, he was suddenly overcome by the dog's incredible sense of balance and

stability on the frozen pavement.

He quickly returned home and examined the bottom of the dog's paw, where he found a pattern of deep grooves. Using a razor blade, Mr Sperry then reproduced this multi-directional pattern on a piece of

crepe rubber. The boat shoe was born.

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Mooloolaba race and Ansett-XXXX Hamilton Island Race Week.

Appleby actually won the 1985 Sydnev-Hobart with his previous One Tonner, Sagacious, but as the result of a controversial protest which Appleby would prefer to forget, and in which he had no real say. Then, in the 1989 race, he won a remarkable boat-for-boat duel all the way from Sydney to Hobart against Lou Abraham's Ultimate Challenge but lost to the Victorian One Tonner by three minutes on corrected

This year Sagacious and Appleby's outstanding crew made no mistake about winning - in fact, they were in front on handicap on the second day of the 630-nautical-mile race as they sailed on "the razor's edge", as Steve Kulmar described hurtling downwind before a 45-50 knot "black" nor'easter. Their main opposition fell by the wayside, firstly Peter Kurts' 44-footer Madeline's Daughter, then rival One Tonners Prime Factor (Bob Brady) and Ultimate Challenge — the first two resulting from spectacular "chinese" gybes, the third an unlucky rudder-breaking collision with a basking sunfish off the NSW South Coast.

The second and third days of the race saw the 45-50 knot nor'easter sending the fleet charging down the South Coast towards Bass Strait into a wild westsou'wester which hit the maxi with winds up to 60 knots. Reports to race headquarters at the Cruising Yacht Club of Australia told of 60-knot westerlies hitting the big boats with tonnes of greenwater sweeping over decks and filling cockpits. Back in the main fleet, their out-of-control gybes and broaches that laid boats flat, crew members being washed overboard, a trail of damage, in particular to rigging and rudders. Not to mention a few broken ribs, cut hands and at least one fractured arm - suffered by well known Sydney yacht optimiser Don Buckley sailing aboard Rothmans, which put him out of the Etchells worlds in Fremantle.

Sagacious crossed the final line shortly after two o'clock in the morning of Sunday, December 30 to record the best corrected time in Class I (IOR) and beat the then provisional first placed Rothmans by a commanding three hours 10 minutes on corrected time. The only remaining threats were the two threequarter tonners, Chutzpah and Illusion from Melbourne, but they were more than three-and-a-half hours off the pace to beat Sagacious.

However, in a great finish between the near identical Davidson 34s, Chutz-pah (Bruce Taylor) beat Illusion, Gino Knezic's 1988 Sydney-Hobart winner, by a mere 18 seconds for second in Class I (IOR) on corrected times.

Sagacious also won the inaugural Nor-Tel Asia Pacific championship series



with placings of 1-3-3-1 and the Australian One Ton level rating championship with three wins out of four races.

It was a superb climax to three remarkable years of racing by the Farr 40 - representing in two Admiral's Cups (once for Australia and once part of the US team), a Kenwood Cup, a One Ton Cup, and a second and a win in the Sydney-Hobart.

Apart from an early threat from the Sydney One Tonner, Prime Factor. another rudderless casualty of Thursday's wild spinnaker run down the NSW Coast, Sagacious was always in command of a handicap victory.

Appleby described conditions sailing down the South Coast of NSW and across Bass Strait as one where "survival of the yacht and the people aboard was

certainly at risk."

"We were sailing on a razor's edge all day, carrying a spinnaker before a 45-50 knot nor'easter," said helmsman Kulmar, a former world 18-footer champion who has been sailing since he was a

"One mistake in the steering or sail trimming and we could have been his-"Kulmar recalled as the crew celebrated in Hobart's Constitution Dock. "In fact, for the first time ever with this boat we did a 'chinese' gybe and layed the boat flat."

Kulmar steered John Eyles' Indian Pacific to victory in the galeswept 1984 race which saw three-quarters of the fleet retire, but has sailed with Appleby since 1985. "It was much harder sailing

downwind before 45 and 50 knots than it was beating to windward in 50 knots as we did to win with Indian Pacific,' Kulmar added.

Although Appleby lives in Queensland, he still sails from the Cruising Yacht Club of Australia. He is a former Australian Ocean Racer of the Year, awarded for being a member of Australia's winning teams in the 1987 Southern Cross Cup and 1988 Kenwood Cup as well as representing Australia in the 1978 Admiral's Cup.

Members of the winning crew were Gary Appleby (owner/skipper), Steve Kulmar (principal helmsman), Fraser Johnson, (tactician and helmsman), Carl Crawford (navigator), Brad Stephens, Toby Richardson, Jann Schoulton, Peter Messenger, Kevin Bloxall and Chris

Stephens, chief sail designer with Fraser Sails in Sydney, was the 1988 Australian Ocean Racing Crewman of the Year while Messenger, a yacht rigger and optimiser, received the same award on the eve of the 1989 Sydney-Hobart.

The first 10 places overall in Class I (IOR) saw a real mixture of boats, with a One Tonner winning and Threequarter Tonners second and third. Fourth overall was the recently optimised Anduril, the former Hong Kongowned Bimblegumbie, now owned by David Kennedy in Sydney and recently optimised by Ron Jacobs and Scott Jutson.

Then came Peter Grant's Western Port Venture from Melbourne, John Eyles' Davidson 36, Fujitsu Dealers, the British chartered One Tonner, Beyond Thunderdome, with three big boats, Brindabella (George Snow), Rothmans (Lawrie Smith) and Ragamuffin (Syd Fischer) filling the next three places on corrected time.

BOBSLED tail-gating Rothmans down Sydney Harbour after the start of the NorTel Sydney-Hobart. (Pic - Peter Campbell)





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Singapore Girl, a Davidson 34, owned by Peter Steigrad but skippered by Singaporean Siew Shaw Her who came to Australia with three other Singaporeans under sponsorship from Singapore Airlines, originally placed 10th overall. However, a protest against Impeccable arising from a luffing incident soon after the start, backfired and Singapore Girl was found at fault and penalised 40 per cent of placings.

IMS Divisions

The Cruising Yacht Club divided the IMS entries for the 1990 NorTel Sydney-Hobart into two divisions.

Class II (IMS) was a cruiser/racer category for yachts which complied fully with the "spirit and intent" of IMS measurements and rules. It attracted 60 starters — more than half the total Sydney-Hobart fleet.

Class III (IMS) was for racer/cruiser yachts which fell into a "Minimal Accommodation Requirement" (MAR) category and thus did not fully comply with the true IMS description, but whose owners wished to race under IMS handicapping rather than IOR. For this class there were 17 entries, but four yachts did not start and three retired from the race.

Class II saw a fine win by the Tasmanian yacht *Doctor Who*, skippered by veteran Royal Yacht Club of Tasmania member Roger Jackman. *Doctor Who* is a Davidson 51 which originally raced as *Doctor Dan*, being brought to Australia by Rod Muir and then later raced by Canberra-based George Snow, who now owns *Brindabella*. Present owner Roger Jackman won the Illingworth Maxi division of the 1989 race and the heavy running and reaching conditions of the 1990 race enabled him to have the 50-footer well placed throughout the race.

Doctor Who had a close race most of the way to Hobart with the powerful



Cotton Blossom II, another former New Zealand yacht now owned by Melbourne yachtsman Eddie Barron. Both excelled in the heavy weather sailing and although Cotton Blossom II finished an hour and forty minutes ahead, Doctor Who won by more than four hours on corrected time.

Third overall was Never a Dull Moment, a Jarkan 12.5, designed by Australian John King and built by Kanga Birtles, the BOC Challenge solo sailor, at his factory near Nowra on the NSW South Coast. Never A Dull Moment was skippered by Kiama yachtsman Colin Wilson and sailed under the burgee of the Kiama Cruising Yacht Club.

Never a Dull Moment won Class II (IMS) of the NorTel Asia Pacific Series, with a win, a second, and a third in the lead-up races and first place in Sydney-Hobart among the yachts which entered the complete series.

A disappointing performance came from the J35 Haupia, skippered by Roger Hickman for owner Tom Johnston. One of the pre-race favourites, Haupia, slipped back being in the top six boats midway through the race to finish 14th overall in Class II. However, Haupia still took second place overall in the Class II of the Asia Pacific series.

Fourth place overall went to the British-designed, Queensland-owned Lightwave (Ron Lavett), followed by NSW yachts Dow Air (Farr Lap syndicate) and Big Schott (Peter Bush), Bob Francis' Renegade from South Australia, John Bennetto's comfortable Mirrabooka from Tasmania and another SA yacht, Suelan, skippered by John Buckland from the Port Lincoln Yacht Club.

Division winners in the IMS Class II were *Doctor Who* (A), *Lightwave* (B) *Dow Air* (C) and in Division D the Tasmanian S&S 34 *Solandra*, skippered by Craig Escott who has yet to miss out on a division win at least in the Sydney-Hobart.

Competition was keen in IMS Class III which included overseas yachts Sweet Caroline from Hong Kong and Rattle & Hum from Japan, most of the fleet being lightweight flyers or older IOR boats. Computer predictions estimated that the lead changed several times during the hard race, but in the end it was victory for the Davidson 36 Fujitsu Dealers, skippered by Sydney yachtsman John Eyles, who won the gale swept 1984 Sydney-Hobart with his previous boat, the One Tonner Indian Pacific.

Fujitsu Dealers was the 100th boat to be measured at the CYCA by Gordon Marshall after an outstanding career of racing under IOR. She also competed under her IOR rating, placing sixth overall in Class I (IOR). She took out Class III (IMS) comfortably from Sweet Caroline, the powerful Dubois 46 skippered by Steve Ellis from The Royal Hong Kong Yacht Club with third place going to George Snow's Farr 66, Brindabella, sailing for the Canberra Ocean Racing Club.

Rattle & Hum, a radical-looking 40footer designed and built in New Zealand and sailed by a largely Kiwi crew
for the Japanese owners, looked to be in
the running early in the race but ended
up fourth in the Sydney-Hobart.
However, two seconds and a fourth in
the lead-up races gave Rattle & Hum
second place overall to Sweet Caroline in
Class III (IMS) of the Asia Pacific
championships. Fujitsu Dealers, which
retired from race two of the series,
finished fourth overall.



CREW of Freight
Train pack the weather
rail of the 62-footer as
they head to sea, bound
for Hobart. (Pic — Peter
Campbell)

UP IN SMOKE

Continued fom page 9.

honours victory. The Committee acted swiftly after receiving a declaration from *Rothmans'* skipper Lawrie Smith admitting a breach of Rule 26 (Advertising) by flying a spinnaker bearing the company logo during the race.

Nevertheless, the 10 per cent of placings penalty, applying to both line and handicap results, was the lowest the Race Committee could apply. In the light of subsequent events, it could have been 40 per cent or even complete disqualification from the race and perhaps even sterner action under the IYRU rules.

The 1990 NorTel Sydney-Hobart was sailed under Category D of the Australian Yachting Federation's amendments to Rule 26 (Advertising), which allowed yachts to be named after a commercial sponsor and to carry that name on the yacht's hull. Any commercial emblems on sails were specifically banned.

on sails were specifically banned.

Apart from losing line honours, the penalty also cost the British maxi second place overall in Class I (IOR) and first in the Maxi division, along with a swag of prestigious trophies. Her final places were 12th on line honours, ninth on corrected time.



The saga over the alleged breach of Rule 26 began on Friday, December 28, as *Rothmans* was leading the fleet down the East Coast of Tasmania and did not end until the King of the Derwent Race on January 2. This is how it all went: **Friday, December 28:**

A photographer from the Hobart "Mercury" takes a photograph of Rothmans, 20 miles off Tasmania's East Coast, flying a spinnaker with a Rothmans logo on it. A television crew also films the yacht. The Race Committee is told of the incident and asked for comment. The Race Committee looks at the photograph and a television clip.

Saturday, December 29:

Rothmans crosses the finish line at 8.07am to take provisional line honours in the 1990 NorTel Sydney-Hobart. Race Director Greg Halls and CYCA Vice-Commodore Leigh Minehan go aboard Rothmans and after congratulating skipper Lawrie Smith on the yacht's performance, advise him that they had information which could indicate a breach of the racing rules. They refer him to the sailing instructions.

In an informal, onboard press conference, Smith admits he flew the offend-

ing spinnaker, defends his action by saying that other non-logo spinnakers had been blown out. Had he not flown this spinnaker, he says, *Rothmans* would have lost its fleet lead. He denies it was a publicity stunt.

Smith lodges a declaration within two hours in which he admits that *Rothmans* had broken the rules by flying a spinnaker with a Rothmans logo on it.

Just after midday, the Race Committee announces that it has penalised *Rothmans* 10 per cent of placings, thus denying the British boat line honours. The decision is made in accordance with Sailing Instruction 29.3 after *Rothmans* infringed IYRU Rule 26, Appendix 14 (Annexure 2) of the NorTel Asia Pacific Ocean Racing Championship Notice of Race

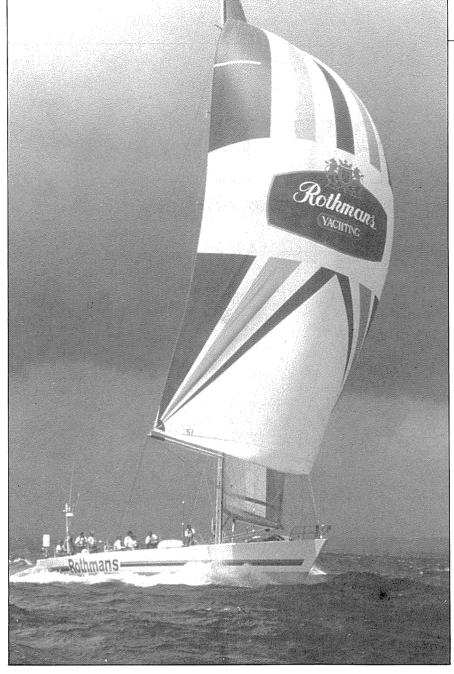
Smith's immediate reaction is to accept the penalty, but later a statement from Rothmans Yachting describes the penalty as "a harsh decision" for a "minor infringement of the rules".

Rothmans lodges a protest with the Royal Yacht Club of Tasmania seeking redress from the decision of the race committee.

Sunday, December 30:

Protest Committee, under chairman Neville Whitty, convenes at Hobart's Sheraton Hobart, with navigator Vincent Geake presenting the *Rothmans* arguments and race director Greg Halls the Race Committee's.





ROTHMANS and that advertising spinnaker which not only offended the anti-smoking lobby but the NorTel Sydney-Hobart Race Committee as well. One newspaper covered the logo with the anti-smoking emblem as things hotted up in Hobart.

Rothmans presents four grounds for re-opening the case:

1. They had a letter from the CYCA saying the Race Committee would not protest under Rule 26.

2. They felt the spinnaker was not an infringement of Rule 26 because it was not a Rothmans logo spinnaker.

3. The Race Committee had "coerced" them into lodging a declara-

4. That the notice of race and the sailing instruction had erred because the Race Committee had changed the applicaton of Rule 26 and were not allowed to do so.

The Race Committee defence is based on:

1. The letter was a personal one from the Sailing Secretary of the CYCA, Bob Brenac, to Rothmans shore manager David Powys, and not from the sailing committee.

2. The Race Committee drew the analogy of using an oversize spinnaker because they had blown everything else. The Race Committee also claimed that Rothmans had infringed the spirit of the law — even though they were 20 miles offshore the whole world had seen the spinnaker. Although Rothmans had referred to the huge cost (£600,000) of building new spinnakers, the existing ones could have been altered at a cost of \$800-\$1000 per spinnaker.

3. When they went on board Rothmans, the Committee members, as they would have for any vessel finishing the race, had congratulated Rothmans and added: "We believe you may have infringed a rule; if so, read the sailing

instructions.

4. Rule 26 allows the Race Committee to make the addendums stiffer - while it had allowed two sponsor logos on hulls the Race Committee had limited it to one only.

At 12.10pm the Protest Committee of the NorTel Sydney-Hobart Yacht Race announces that it has elected not to open a hearing seeking redress by K100 (Rothmans), with the comment:

"K100 failed to convince the Protest Committee that the NorTel Sydney-Hobart Race Committee had erred in their deliberations re the imposition of a penalty on the yacht and hence the request by K100 for redress will not be heard."

The Race Committee announces Ragamuffin as line honours winner and Sagacious V as IOR overall winner, confirming other top placings.

Commenting on the decision of the Protest Committee, Lawrie Smith tells the media: "It is a pity the Protest Committee felt that they were unable to hear and see the evidence which we believe would have explained the case, but we accept the umpires' decision and are looking forward to racing on the 2nd January in the King of the Derwent Race.

Tuesday, January 1:

The Victorian Health Promotion Foundation buys into the issue as the major sponsor of the Life. Be In It Sovereign Series of Races which includes the Melbourne-Hobart Race and the Wrest Point King of the Derwent. The Foundation and the Sovereign Series Committee chairman Trevor Huggard come out strongly in opposition to Rothmans being accepted as an entry in the King of the Derwent race.

They claim Rothmans will use the opportunity and the lesser Category B restrictions of Rule 26 for this race to fly its advertising spinnaker during the race. They also say the name must be covered up during the race. There is concern that they may withdraw from future yachting sponsorship in Victoria over the issue.

Rothmans give an undertaking not to fly any advertising spinnakers, but point out that legally the yacht must race as Rothmans because it is the internationally registered name of the yacht.

After protracted meetings, the Derwent Sailing Squadron which conducts the King of the Derwent, reaches a compromise with Rothmans Yachting the yacht will enter and be recorded in results as K100, but will sail with its name on the hull. The DSS also amends the rules to restrict the use of advertising on sails - which upsets other sponsored yachts which had planned to fly their spinnakers with logos.

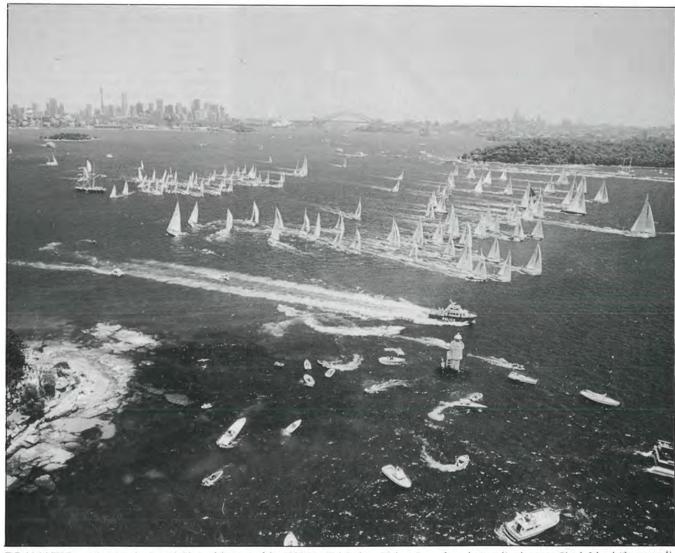
Wednesday, January 2:

Rothmans races in the King of the Derwent and takes line honours, but this is recorded as: Line Honours - K100. The King of the Derwent handicap trophy goes to another sponsored yacht, Fujitsu Dealers.

The Rothmans Saga of 1990-91 is closed.

Rothmans, which on Friday, December 28, looked set for a unique race treble — line honours, a race record, and first on corrected time - has now lost all.

DAYBYDAY



DRAMATIC aerial picture by David Clare of the start of the 1990 NorTel Sydney-Hobart Race, from the new line between Shark Island (foreground) and Bradley's Head.

ROM an original entry list of 120, a fleet of 105 yachts from all States of Australia, New Zealand, Japan, Britain and Hong Kong, along with crews from Singapore and France, lined up on Sydney Harbour for the 1990 NorTel 46th Sydney Hobart Yacht Race. It was the second to be sponsored by NorTel Australia Pty Ltd, the Australian subsidiary of the giant North American telecommunications company, Northern Telecom.

More than 2000 spectator craft packed the harbour to follow the fleet while other boats waited outside the Heads and thousands of people lined the foreDAY 1

The Start

shores to watch yet another spectacular start unrivalled by any ocean race any-

where in the world. On Shark Island, 500 invited guests of NorTel saw the NSW Premier, Nick Greiner, fire a replica of an 18th century muzzle-loading cannon to send the fleet on its way.

This was the first time the race had been started from the land and saw the two-line start moved up-harbour to between Shark Island and Bradley's Head. The line provided spectacular viewing for spectators on Bradley's Head, Point Piper and Darling Point as well as the traditional headlands downharbour and at North Head and South Head.

While the start was from Shark Island, the Royal Australian Navy continued its traditional role in Sydney-Hobart races with HMAS Fremantle on station to fire recall guns and the STS Young Endeavour marking the windward end of the second start line. At the leeward end of the two lines were two historic yachts, the Sydney Maritime Museum's schooner Boomerang and the cutter Winston Churchill which raced in 14 Hobarts, including the inaugural race in 1945.

With a 12-knot east-sou'-easterly seabreeze coming in half an hour before the one o'clock start, there were high hopes of a colourful spinnaker start — the first in several years. However, with a lot of east in the breeze, it proved a shy reach and only about half the fleet carried spinnakers to the rounding marks at the Heads. From there it was a fetch to the seamarks before turning south or south-east towards Tasmania. Most of the fleet headed well out to sea looking for the southerly set (there was little) and with the hope that the breeze would eventually swing to the nor'east (as it did but not until next day).

It was a clean start with no recalls and although there was considerable crowding at the weather end of the line, with some "bargers" being forced above the front line, the start was relatively incident-free. There was one collision noted, between the Darwin entry Australian Maid and Rattle and Hum from Japan at the Heads mark and a luffing incident between Impeccable and Singapore Girl. The latter went to the protest room with Singapore Girl penalised a 40 per cent of placings in a decision strongly disputed by the crew of Singapore Girl.

Peter Kurts' Madeline's Daughter, with Chris Harmsen at the helm, got one of the best starts at the weather end of the line and was one of the first to set a shy kite, but the British maxi Rothmans, steered by Lawrie Smith, quickly powered to the lead, two-sail reaching towards the Heads. Setting a kite, Geoff Bush and Nick Feros' ULDB, Bobsled, went snapping at Rothmans' transom, but could not win the dash to the Heads—and a case of champagne.

Once the leaders rounded the marks at

the Heads and came on the wind, Rothmans powered away to seaward, with downwind flyer Bobsled being overtaken by the other maxis, Tony Paola's Condor and Syd Fischer's Ragamuffin, with George Snow's Brindabella and Damien Parkes' Freight Train also powering past.

Rounding the seamarks that was the order of the fleet, with Madeline's Daughter leading the pack with the three One Tonners, Prime Factor, Sagacious V and Western Port Venture all well placed.

Within an hour the 1990 Sydney-Hobart had suffered its first casualty—the smallest boat in the fleet, the 9.12m Einstein, built by the Purtell brothers from Melbourne, breaking its mast as it bounced through the choppy waters just outside the Heads. An hour later, the other new Half Tonner from Melbourne, Harry Hertzberg's Zumdish, also lost her rig off Malabar.

As the fleet sailed into their first night at sea, the sou'-easter eased away and backed to the east, placing most of the fleet on the rhumbline course for Tasman Island.

DAY 1

Sked One (22.00/26 Dec.)

PASSING the seamark off Sydney Heads, Illusion (SM80), Beyond Thunderdome (5500) and Mirrabooka (A-8) head for Hobart. (Pic — Peter Campbell)

WITH no afternoon position reports, the first sked was at 2200 hours. Reports to the radio relay vessel, Geoff Hammond's Mia Mia, placed Rothmans already abeam of Jervis Bay and already 80 nautical miles down the track, averaging 8.7 knots in the light to moderate headwinds. The British maxi was one mile ahead of Condor which was another mile ahead of Ragamuffin, with more than two miles back to Ragamuffin, followed by Brindabella, Helsal II, Hammer of Queensland, Freight Train, the new Lake Macquarie sloop Oz Fire, Helsal III and Madeline's Daughter. Prime Factor was leading the One Tonners, Illusion the Three-quarter Tonners.

On corrected times overall Class I (IOR) leader was Peter Grant's One Tonner, Western Port Venture while in Class II (IMS) the handicap leader was the Tasmanian 40-footer Dry White and in Class II (IMS) Brindabella was in top place on handicap.



PROGRESSIVE POSITION REPORT Schedule: 1 Date: 26 Dec 1990. 22.00 HRS:

CLASS 1 (IOR)	Overall	State/ Divisional Position						
Yacht	Posn.	Country	MAX	A	В	C	D	Dist. To Sail
WESTERN PORT VENTURI	E 1	VIC			1.			568.8
DRY WHITE	2	TAS			2			570.4
PRIME FACTOR	3	NSW			3			570.4
MADELINE'S DAUGHTER	4	NSW	1					568.3
SAGACIOUS V	5	NSW			4			571.4
ROTHMANS	6	UK	1					552.1
ULTIMATE CHALLENGE	7	VIC			5			571.9
ONCE A JOLLY SWAGMAN	8	WA			6			571.9
CONDOR	9	NSW	2					553.1
ILLUSION	10	VIC				1		576.8
CLASS II (IMS):								Corr Speed
DRY WHITE	1	TAS			1			9.7
HAUPIA	2	NSW				.1		9.3
DOW AIR	3	NSW				2		8.9
DOCTOR WHO	4	TAS		1				8.8
INCH BY WINCH	5	NSW			2			8.7
CLASS III (IMS):								
BRINDABELLA	- 1	ACT		1				9.1
OZ FIRE	2	NSW		2				8.7
RATTLE & HUM	3	JAPAN		3				8.6
SWEET CAROLINE	4	HONG		4				8.5
		KONG						
NADIA IV	5	ACT		5				8.4

VERNIGHT, most of the fleet maintained good boatspeed in the light 8 to 10 knot sou'easter with Rothmans averaging 8.7 knots and opening up a 4.5-mile lead from the two Australian maxis, with Ragamuffin edging ahead of Condor, with the 66-footer Brindabella well in touch in fourth place.

On corrected times, Madeline's Daughter had moved into first place overall in Class I, ahead of Prime Factor and Rothmans while in the IMS Class II, Tasmania's Doctor Who led from fellow Tasmanian Mirrabooka. In IMS Class III, the powerful Hong Kong yacht Sweet Caroline took over first place from Brindabella and Nadia IV.

From dawn on the second day the nor'easter began to build up, with the entire fleet setting spinnakers and lifting their speeds. Rothmans was already close to Kialoa's position at this stage of the 1975 race when she set the race record and during the day she surfed downwind to pass Kialoa's position by the 1500 hours sked.

Not only did Rothmans power away towards Bass Strait, but she also took over first place overall on handicap, leading from Western Port Venture, the improving Sagacious V and Prime Factor—all three One Tonners virtually sailing boat-for-boat.

During the day the nor'easter increased from 15 knots to 20 and by early afternoon it was more than 30 knots. By late afternoon it was a real black nor'easter, the seas building up and those yachts still carrying big spinnakers sailing "on the razor's edge".

Morning sked leader Madeline's Daughter was the first of the favourites to go. She did a big wipe-out, damaged her rig and veteran owner Peter Kurts had lost the chance to win his third Sydney-Hobart.

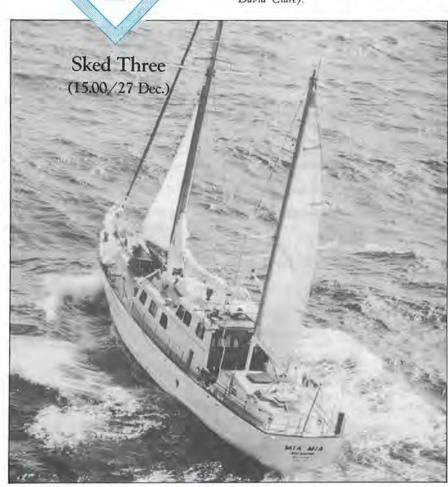
As the wind built up to near 50 knots many yachts got out of control as they ran downwind and two crew members of the Tasmanian entry *Northern Secur-*



DAY

ities were washed overboard in one wild moment. By early evening the retirements had reached 13 boats, including the leading One Tonner, Bob Brady's Prime Factor, and the 1989 winner, Ulti-

RADIO relay vessel, Mia Mia, skippered by Geoff Hammond, heads for Hobart after the start of the NorTel Sydney-Hobart. (Pic — David Clare).



PROGRESSIVE POSITION REPORT Schedule: 3 Date: 27 Dec 1990. 15.00 HRS:

CLASS 1 (IOR)	Overall	State/	Di	vision	al Po	sition	1	
Yacht	Posn.	Country	MAX	A	В	C	D	Dist. To. Sail
ROTHMANS	1	UK	1					387.6
WESTERN PORT VENTURE	2	VIC			1			447.6
SAGACIOUS V	3	NSW			2			448.5
PRIME FACTOR	4	NSW			3			448.2
ANDURIL	5	NSW			4 5			457.0
ULTIMATE CHALLENGE	6	VIC			5			450.9
ILLUSION	7	VIC				1		466.0
CHUTZPAH	8	VIC				2		467.0
ONCE A JOLLY SWAGMAN	9	WA			6			452.7
BEYOND THUNDERDOME	10	UK			7			453.9
CLASS II (IMS)								Corr Speed
DOCTOR WHO	1	TAS		1				9.5
NEVER A DULL MOMENT	2	NSW		2				9.4
TURKEY SHOOT	3	TAS				1		9.2
MIRRABOOKA	4	TAS		3				9.2
NORTHERN SECURITIES	5	TAS					1	9.1
CLASS III (IMS):								
FUJITSU DEALERS	1	NSW		1				9.7
BRINDABELLA	2	ACT		2				9.6
RATTLE & HUM	3	JAPAN		3				9.5
FIRST LIGHT	4	NSW		4				8.9
NADIA IV	5	ACT		5				8.8

mate Challenge whose owner/skipper, Lou Abrahams, had been named Ocean Racer of the Year only days before the race began.

Ultimate Challenge was running downwind when it struck a large sunfish, smashing off all but about two feet of the rudder. Chutzpah also hit a sunfish but escaped with a few bumps and scrapes.

As Prime Factor and Sagacious V, only 300 metres apart and driven by their crews to limit in the 45 knot nor easter, hurtled down the waves under spinnakers, Prime Factor lost it and rolled over in a wild "chinese gybe". As the crew tried to regain control the rudder snapped in half.

Only minutes before Gary Appleby and his crew had decided to drop the kite on *Sagacious*, deliberately broaching the One Tonner to drop the spinnaker behind the mainsail. They kept going on to victory.

SOUTH Australian sloop Helsal II, skippered by Keith Flint to sea off Tasman Island as she enters Storm Bay. (Pic — David Clare).



A S the maxis were dashing across Bass Strait overnight, into the path of a "low" that had earlier played havoc with the fleet setting sail in the races from Melbourne to Devonport and Hobart, the wounded were heading for Eden. The casualty list by the 0600 sked had reached 14.

In the early hours of Day 3, Rothmans was continuing her record-breaking bid, with every chance of making it the ultimate race — taking line honours and bettering Kialoa's long-standing record winning overall on corrected time.

By morning a fast two-sail reach across Bass Strait with the 35-knot south-wester on her starboard beam had taken *Rothmans* to a 30-mile lead over the Australian maxis and placed her well ahead of *Kialoa's* record-breaking position.

At the 0600 sked, Rothmans was abeam of Lady Barron on Flinders Island, just off the north-east tip of Tasmania, and 211 miles from Hobart. At that stage, the 80-footer needed to average 10.3 knots and reach Hobart by 3.30am the next morning (Saturday) to break the record — it looked well within her reach.

There was also a new overall leader, Sagacious V, with Rothmans second, Beyond Thunderdome third (but not for

long), followed by Western Port Venture, Anduril and Fujitsu Dealers.

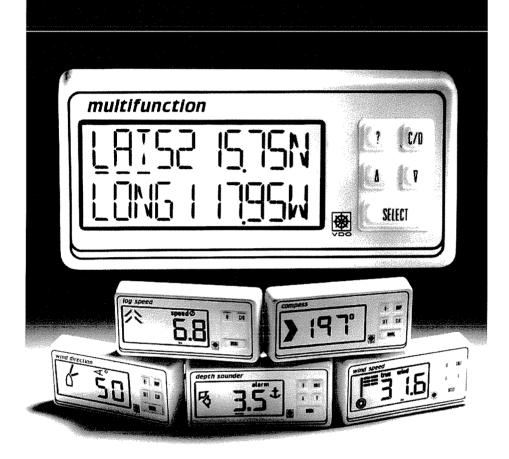
The retirement list now read: Ariel (USSR), Einstein (Vic), Firetel (NSW), Inch by Winch (NSW), Insatiable (NSW),

Leroy Brown (NSW), Madeline's Daughter (NSW), Northern Securities (Tas), On the Beat (NSW), Oz Fire (NSW), Prime Factor (NSW), Ultimate Challenge (Vic) and Zumdish (Vic).

PROGRESSIVE POSITION REPORT Schedule: 5. Date: 28 Dec 1990. 06.00 HRS:

CLASS 1 (IOR)	Overall	State/	Di	vision	al De	eition		
Yacht	Posn.	Country	MAX			C	D	Dist. To. Sail
SAGACIOUS V	1	NSW			1			314.6
ROTHMANS	2	UK	1					211.6
BEYOND THUNDERDOME	3	UK			2			319.9
WESTERN PORT VENTURE	4	VIC			3			322.9
ANDURIL	5	NSW			4 5			337.3
FUJITSU DEALERS	6	NSW			5			341.3
BRINDABELLA	7	ACT	2					244.4
ILLUSION	8	VIC				1		353.0
CHUTZPAH	9	VIC				2		354.0
KINGS CROSS SYDNEY	10	NSW			6			349.4
CLASS II (IMS):								Corr Speed
DOCTOR WHO	1	TAS		1				10.7
NEVER A DULL MOMENT	2	NSW		2				10.2
LIGHTWAVE	3	QLD			1			10.1
EMMA	4	NSW					1	10.1
MIRRABOOKA	5	TAS		3				10.1
CLASS III (IMS):								
FUJITSU DEALERS	1	NSW		1				11.2
RATTLE & HUM	2	JAPAN		2				10.9
SWEET CAROLINE	3	HK		3				10.7
BRINDABELLA	4	ACT		4				10.5
HAMMER OF QLD	5	QLD		5				10.0

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2/91 A



DAY



Sked Seven (22.00/28 Dec.)

DASH for the Heads after the start with Ragamuffin and Oz Fire (M16) leading this group. Note Sagacious V, with block and spinnaker, close astern of Madeline's Daughter (KA 3000). (Pic — David Clare)

S Rothmans sailed out of Bass Strait to make landfall on the East Coast of Tasmania, she also sailed out of the heavy westerly airstream. Her average boatspeed for the course dropped from 10.2 knots to 9.3 as she covered only 114 nautical miles in the 16 hours between the early morning and late night skeds.

the early morning and late night skeds. In addition both Ragamuffin and Condor closed her lead, with Ragamuffin less than 12 miles astern. Condor had been close to Ragamuffin earlier in the day but problems with her mainsail battens and then a headfoil slowed her progress.

It was during this day that an aircraft with a Hobart "Mercury" photographer aboard took the subsequently damning picture of *Rothmans* flying a spinnaker with advertising on it. As *Rothmans* was reporting her position at 2200 hours, the race committee were viewing this picture and planning what action should be taken against the British maxi.

Just before midnight Rothmans ran out of wind off Wineglass Bay, with Ragamuffin making up 20 miles during the

By this stage the chances of the British maxi breaking *Kialoa's* record had all but gone and Royal Yacht Club of Tasmania officials were predicting a realistic finish time of between six and eight o'clock next morning.

On corrected times, Rothmans had slipped to 10th overall, with Sagacious holding first place from the improving Anduril and Fujitsu Dealers, followed by Beyond Thunderdome and the two Victorian Three-quarter Tonners, Illusion and Chutzpah, still sailing less than a mile apart.

At this stage any one of a dozen boats could take overall handicap honours in Class I (IOR) of the 46th Sydney-Hobart. Similarly, Class II (IMS) was wide open, with Tasmania's Mirrabooka placed first ahead of Continental and Never a Dull Moment, both from NSW. Fujitsu Dealers, the last boat to be measured for IMS before the start of the Sydney-Hobart, had moved to top spot in Class III (IMS) ahead of the Japanese entry, Rattle and Hum.



PROGRESSIVE POSITION REPORT Schedule: 7. Date: 28 Dec 1990. 22.00 HRS:

	Overall	State/		Divisi	ional l	Positio	n	
Yacht	Posn.	Country l	MAX	A	В	C	D	Dist. To. Sail
SAGACIOUS	1	NSW			1			188.6
ANDURIL	2	NSW			2			225.3
FUJITSU DEALERS	3	NSW			3			224.4
BEYOND THUNDERDOME	4	UK			4			207.6
ILLUSION	5	VIC				1		243.6
CHUTZPAH	6	VIC				2		248.0
MIRRABOOKA	7	TAS		1				191.0
SHERATON HOBART	8	TAS			5			226.6
KINGS CROSS SYDNEY	9	NSW			6			244.4
ROTHMANS	10	UK	1					97.6
CLASS II (IMS):								Corr Speed
MIRRABOOKA	1	TAS		1				11.0
CONTINENTAL		NSW		2				10.5
NEVER A DULL MOMENT	2							
WOOLLY JUMPER	4	NZ		4				10.3
COTTON BLOSSOM II	5	VIC		5				10.3
CLASS III (IMS)								
FUJITSU DEALERS	1	NSW		1				11.4
RATTLE & HUM	2	JAPAN		2				10.8
NADIA IV	3	ACT		2				10.1
BRINDABELLA	4	ACT		4				9.9
HAMMER OF QLD	5	QLD		5				9.7





ROTHMANS two-sail reaches to Sydney-Heads ahead of the spinnaker carrying rivals, Bobsled, Condor, Ragamuffin and Brindabella. (Pic — David Clare)

THE predictions of the experienced officials in the plot room at the RYCT proved correct and at the 0600 sked, Rothmans was still in Storm Bay, the race record standing firm for yet another year. However, there looked little doubt that the British maxi would become the first British-registered yacht to take line honours in the Sydney-Hobart since Crusade in 1969.

She swept into the Derwent just before 7am and with an escort of about 30 spectator craft and police boats twosail reached up the river, with her crew working hard to maintain maximum



PROGRESSIVE POSITION REPORT Schedule: 8. Date: 29 Dec 1990. 06.00 HRS:

CLASS 1 (IOR)	Overall	State/	State/ Divisional Position					
Yacht	Posn.	Country	MAX	A	В	C	D	Dist. To. Sail
SAGACIOUS	1	NSW			1			136.3
WESTERN PORT VENTURE	2	VIC			2			128.5
BEYOND THUNDERDOME	. 3	UK			3			140.2
ANDURIL	4	NSW			4			172.7
FUJITSU DEALERS	5	NSW			5			163.1
CHUTZPAH	6	VIC				1		185.8
SHERATON HOBART	7	TAS			6			
KINGS CROSS SYDNEY	8	NSW			7			189.1
NADIA IV	9	ACT			8			173.6
ROTHMANS	10	UK	1					20.4
CLASS II (IMS):								Corr Speed
DOCTOR WHO	1	TAS		1				11.1
NEVER A DULL MOMENT	2	NSW		2				10.7
CONTINENTAL	3	NSW		3				10.7
WOOLLY JUMPER	4	NSW		4				10.7
MIRRABOOKA	5	TAS		5				10.7
CLASS III (IMS)								
FUJITSU DEALERS	1	NSW		1				11.6
RATTLE & HUM	2	JAPAN		2				11.1
NADIA IV	3	ACT		3				10.3
BRINDABELLA	4	ACT		4				10.1
HAMMER OF QLD	5	QLD		5				9.9

speed to the finish. They even made a headsail change less than a mile from the line as sharp wind "bullets" swept down from Mount Wellington.

With expat Australian Kym ("Shag") Morton at the wheel, Rothmans crossed the finish line at 8.07.02 on December 29 to record an elapsed time of 2 days 19 hours 7 minutes 2 seconds — the third fastest in 46 years. Ragamuffin came in two hours later, followed by Condor, Brindabella, Bobsled and Hammer of Queensland. Within two minutes of Rothmans crossing the line, race director Greg Halls had boarded the maxi and informed skipper Lawrie Smith that he believed that there may have been an infringement of Rule 26.

Smith later admitted in his declaration that *Rothmans* had indeed flown a spinnaker with advertising on it during the race, thus breaching Rule 26 (advertising). Within four hours of the yacht crossing the line the race committee had imposed a 10 per cent of placings penalty and the British maxi had been stripped of line honours and a possible first or second overall on corrected time.

Meanwhile, back on the track, Sagacious was still holding first place overall in Class I, with the Victorian One Tonner Western Port Venture moving into second place from the British chartered One Tonner, Beyond Thunderdome. In Class II (IMS) the Tasmanian boat Doctor Who had regained first place, according to the computer, with Fujitsu Dealers holding first place in Class II (IMS).

DAY
4

Sked Nine (15.00/29 Dec.)

BY mid afternoon Syd Fischer's Ragamuffin had been declared the line honours winner of the 1990 NorTel Sydney-Hobart, following the 10 per cent of placings penalty imposed on Rothmans for her breach of Rule 26.

Lawrie Smith at first said he would accept the penalty but late in the day announced that he would seek redress with a protest, claiming that *Rothmans* wanted to place all the facts before the protest committee.

By the 1500 sked, six yachts had finished with Rothmans followed by Ragamuffin, Condor, Brindabella and Bobsled, all breaking the three days for



the 630-nautical-mile race. Hammer of Queensland with its French crew, was the sixth to finish.

At this stage Rothmans was provisionally first on corrected time of the finished boats and to beat her time Sagacious had to finish before 0600 next day. With less than 60 miles to sail the race looked in her keeping with the only threats being the two Davidson 34s from Melbourne, Illusion and Chutzpah which had until about 13.30 next day to finish and win.

PROGRESSIVE POSITION REPORT Schedule: 9. Date: 29 Dec 1990. Time: 15.00 HRS

Overall State/ Division					osition	n		
Posn.	Country	MAX	A	В	C	D	Dist. To. Sail	
1	NSW			1			58.5	
2	NSW			2			108.0	
3	VIC				1		124.1	
4	NSW			3			101.9	
5	VIC				2		124.1	
E 6	VIC			4			81.3	
E 7	UK			5			83.3	
8	TAS			6			96.1	
9	UK	L.				lap 7	Fime 2.19,07.02	
10	SING				3		147.8	
							Corr Speed	
1	TAS		1				10.9	
2	NSW		2				10.6	
3	QLD			1			10.4	
4	NSW		3				10.4	
5	TAS		4					10.3
1	NSW		1				11.5	
2	HK		2				10.8	
3	JAPAN		3				10.4	
4	ACT		4				10.2	
5	ACT		5		C	orr 7	Fime 2.15.25.30	
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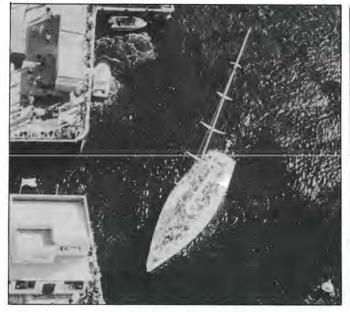
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CROWDS line the dockside at Hobart to welcome Rothmans after the British maxi yacht had crossed the line first in the NorTel Sydney-Hobart. (Pic - David Clare)



Winning skipper Gary Appleby (right) with some of the crew aboard Sagacious V, including Steve Kulmar, Chris Jones and Kevin Bloxall. (Pic - Peter Campbell).

SAGACIOUS crossed the finish line at one minute past two on the Sunday morning, December 30, to clinch provisional overall first place in the 1990 NorTel Sydney-Hobart, a magnificent and popular victory following her close second to Ultimate Challenge in 1989.

Results were still provisional, with Rothmans still placed second overall as she had lodged a claim for redress against the decision of the race committee in penalising her 10 per cent of placings for breaching Rule 26 (advertising).



Sked Twelve (15.00/30 Dec.)

PROGRESSIVE POSITION REPORT

Schedule: 12. Date: 30 Dec 1990. Time: 15.00

CLASS 1 (IOR)								
	Overall	State/		ivisio	n Pla	cings		
Yacht	Posn.	Country	MAX	A	В	C	D	Corrected
								Times
SAGACIOUS	1	NSW			1			2.19.44.32
ROTHMANS (1)	2	UK	1					2.22.55.22
CHUTZPAH	3	VIC				1		2.23.18.20
ILLUSION	4	VIC				2		2.23.18.28
ANDURIL	5	NSW			2			2.23.29.11
WESTERN PORT VENTURE	E 6	VIC			3			2.23.29.50
FUIITSU DEALERS	7	NSW			4			2.23.31.37
BEYOND THUNDERDOMI	E 8	UK			5			2.23.53.24
BRINDABELLA	9	UK	1.					3.00.03.17
SINGAPORE GIRL	10	SING				3		3.00.52.51
CLASS II (IMS):								Corr/Time
								Speed
DOCTOR WHO	1	TAS		1				2.10.06.28
SOLANDRA	2	TAS					1	10.4
COTTOM BLOSSOM	3	VIC		2				2.14.44.02
MARARA	4	NSW					2	10.0
DOW AIR	5	NSW				1		9.8
CLASS III (IMS)								Corrected
02:100 111 (1111)								Time
FUITSU DEALERS	1	NSW		1				2.12.15.10
SWEET CAROLINE	2	HK		2				2.13.49.23
BRINDABELLA	3	ACT		3				2.15.25.30
RATTLE & HUM	4	JAPAN		4				2.17,55.17
HAMMER OF QLD	5	QLD		5				2.17.57.43

However, it was clear that unless either Illusion or Chutzpah could finish by early afternoon Sagacious could not be beaten for first overall in Class I (IOR) - giving owner/skipper Gary Appleby his second win in the Sydney-

It also gave Sagacious first place overall in the inaugural NorTel Asia Pacific championship and in the Australian One Ton level rating championships, both four-race series ending with the Sydney-Hobart.

Neither of the Three-quarter Tonners made it time to displace Sagacious or, for that matter, Rothmans on provisional corrected times.

However, as they were sailing up the Derwent, the Cruising Yacht Club of Australia announced that the protest committee had declined to hear Rothmans' case and that the official placings for the 1990 NorTel Sydney-Hobart Yacht Race were:

LINE HONOURS:

- 1. Ragamuffin (Syd Fischer, NSW)
- 2. Condor (Tony Paola, NSW) 3. Brindabella (George Snow, ACT)

CLASS I (IOR):

- 1. Sagacious (Gary Appleby, NSW)
- 2. Chutzpah (Bruce Taylor, Vic)
- 3. Illusion (Gino Knezic, Vic)

CLASS II (IMS):

- 1. Doctor Who (Roger Jackman, Tas)
- 2. Cottom Blossom II (Eddic Barron, Vic) 3. Never a Dull Moment (Col Wilson, NSW)

CLASS III (IMS):

- 1. Fujitsu Dealers (John Eyles, NSW)
- 2. Sweet Caroline (Steve Ellis, Hong Kong)
- 3. Brindabella (George Snow, ACT).



The Winner

AILING agacious

By Steve Kulmar, principal helmsman, Sagacious V

THE starting line was very crowded as the weather end (Shark Is.) was heavily favoured by all but the maxi boats on the front starting line.

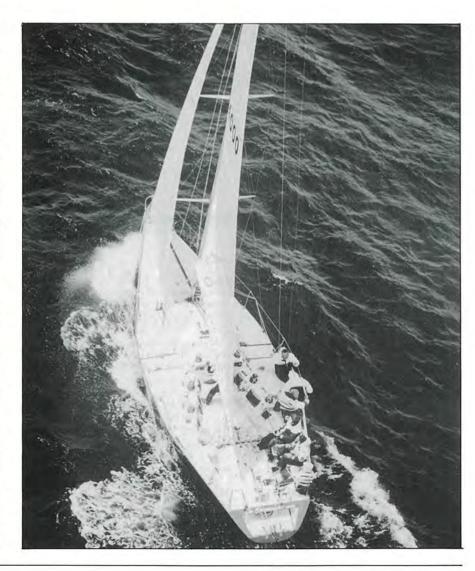
From this chaos we managed to achieve a good start by hitching a ride on *Madelines Daughter* leeward stern wave. This pulled us clear of the mayhem behind and within a few minutes we'd established ourselves clear ahead and to weather of our main competitors.

The breeze on the harbour was SSE at 12 to 14 knots. This permitted us to set a reaching spinnaker to the North Head clearance mark, which we reached in a creditable 14th position — and first of the One Tonners. However, Western Port Venture and Prime Factor were right on our stern.

The three boats then tight fetched to the sea mark two miles due east. It was here that the strategies of *Prime Factor* and *Western Port Venture* were revealed as *Prime Factor* sailed on past the sea mark with ourselves — while *Western Port Venture* tacked away to sail her own race and protect the shore side of the course.

The breeze remained steady in the SE at 15 to 19 knots, but with a slight southerly set favouring the boats to sea. Sagacious and Prime Factor stayed on the starboard tack until able to clear Botany Bay by two miles, and when finally tacking to port both boats crossed Western Port Venture easily.

Sagacious and Prime Factor then settled down to drag race each other on the long port leg to Wollongong and the potential of a shift to the south in the breeze as we closed on the shore. With



some smart use of the wind shifts Sagacious established a lead of half a mile on Prime Factor and a mile on Western Port Venture.

Soon after dark the breeze, as forecast by Roger Badham, backed into the ESE and lightened. This enabled us to sail free sheeted over Cape Perpendicular which we cleared by approximately midnight. At around 2am the breeze had freed us far enough to set a spinnaker, but this made for difficult sailing as the sea was still coming from the SE and the breeze had lightened even further to five to eight knots.

Again Sagacious and Prime Factor in close company sailed tight shy to sea at approximately 155 to 165. Western Port Venture, who was approximately one mile behind, chose to sail flat and get inside of us to sail his own race. Once again the boats further to sea (Sagacious and Prime Factor) benefitted from the increased breeze and slight advantage with the set.

By dawn on the 27th the breeze had established itself in the NE and continued to build to whereby 11am it was blowing at between 30 to 37 knots. It was here while sailing in very close company with Prime Factor that Sagacious encountered her only major catastrophe of the race. To detail, the decision was made to pull down the .75 oz and set the 1.5 oz spinnaker. This was done as a drop set as opposed to the traditional peel and it was while rehoisting the 1.5 oz spinnaker that the boat violently chinese jibed and was knocked flat until we took up the leeward runner and pulled the spinnaker off. No damage, apart from our prides, was sustained and a decision was made that to win the race we had to finish the

Our policy from this stage on became one of caution and safety. Never pushing the boat too hard and being mindful of crew safety.

This strategy was soon to pay dividends as the breeze first abated then strengthened in the afternoon to over 40 knots and it was during this stage of the race that a number of yachts retired with rigging and rudder problems, *Prime Factor* being one of them. As we'd been sailing in close company we observed her perform the most violent and ferocious chinese jibe (we were later informed by her crew that the rudder broke, losing control and causing the involuntary chinese jibe).

The situation was so extreme that Prime Factor lay on her side for two to three minutes before recovering, and we expected to see a flare or call for assistance, as she had to drop her mainsail to help right the boat.

Just prior to this calamity we'd elected to call a halt to gamesmanship of seeing who could hang onto a spinnaker the longest and had elected to pole out a No. 3 headsail. Incidently, we found it to be almost as fast, and a damn sight easier as we could sail 15° to 20° flatter.

Shortly before nightfall on the 27th with the forecasted shift to the north



then north-west, we jibed on to starboard with the objective of making our way back to within 15 miles of the rhumbline before the next change from the west-south-west (which was expected around midnight to 2am on the 28th).

Our progress in the first 36 hours had been amazing, as at midnight on the 28th we were 60 miles into Bass Strait and only 18 to 20 miles east of the rhumbline, with all our competition

"We sailed with seven to eight crew on deck and a reduced rig of storm headsail and two reefs in the main . . . to sail the boat as upright as possible with the minimum load on the rigging."

astern and to leeward. The expected change gradually eventuated with the breeze moving into the west at around 11pm then into the south-west by 3am and freshening to 35 knots.

It was the period of dawn to midday on the 28th that we really consolidated our lead. This, I believe, was done by firstly choosing to sail to close the rhumbline and by rigging the boat for minimum leeway in the 35 knot WSW breeze with corresponding sea pattern. We sailed with seven to eight crew on deck and a reduced rig of storm headsail and two reefs in the main. Our objective was to sail the boat as upright as possible with the minimum load on the rigging. This made it easy to sail through the huge swell.

With each sked on the 28th Sagacious put three to four miles on her rival One Tonners. By mid afternoon we became aware of an altering sea pattern, suggested that we were now to the east of the Furneaux Islands group. I believe this easier sea pattern, as opposed to the sea our competition were sailing in, 30 miles to our east, was of great assistance to us.

The breeze gradually abated to 15 knots and backed to the west after dark. This made for pleasant two-sail reaching. Just prior to dawn on the 29th the breeze moving into the WNW and we set a shy spinnaker and enjoyed a fast sail down the Tasmanian coast, and by the 7am sked on the 29th we were abeam of Freycenet Peninsula and within 100 miles of the finish.

At around 11am the breeze lightened to 15 knots and headed making it a beat to Tasman Light. It was here that we felt the first real influence of the land on the breeze and its direction, as the further we headed to sea on starboard we knocked and the further we headed to port and towards the shore we knocked.

We elected to sail towards the shore once we cleared Maria Island in anticipation of the forecasted SW change. This eventuated around 5pm as we approached Tasman Island and indeed it was an eerie sight looking down the coast from Cape Pillar to Tasman Island to the huge rolling seas pounding onto the island that had quickly built with this latest change.

We rounded Tasman Island at 6pm with a storm headsail and two reefs and we were left with a beat to Cape Raoul which we cleared at 7.30pm with the No. 2 and a full main.

The breeze from here gradually abated but we managed to make it to the 'Pot' by 10pm with one tight leg from the Raoul and then a few short tacks to get into the river.

The last 12 miles were the lightest of the race, and the first time we'd set the No. 1 light for the entire race. We finished at one minute past 2am in a breeze that was barely more than drift.

Our sailing time had been three days and 13 hours. In a 40 foot yacht. The next One Tonner to finish was Western Port Venture, more than four and a half hours later.

Our eventual winning margin to Chutzpah was in excess of four hours (or three hours to Rothmans before her penalty).

When asked in Hobart my opinion of the conditions we'd sailed — I expressed them as being "very tough, often harrowing and exhausting because of the continual strength and consistency of the wind". After reading this article I am sure you'd understand my opinion.

As way of comment on why and how we won the race I think you'd firstly say that we sailed to finish the race. Then you'd have to say that we used the weather forecasts and briefing to a greater advantage than any of our competitors.

So it gets down to having the boat, the crew, the correct preparation and knowledge of how to use the prevailing and forecast weather to your advantage.





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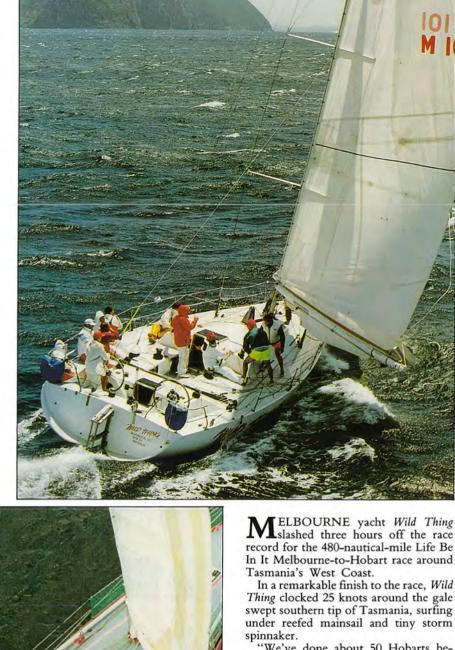
GREASE SPRAY

Wild **Thing** Slashes West Coaster Record

By Peter Campbell

RIGHT: Line honours winner of the Life. Be In It Melbourne-Hobart Race, Bolle Wild Thing, nears the finish of her record breaking run around the West Coast.

RISKY BUSINESS, an Adams 13 from George Town on the Tamar River of Northern Tasmania hurtles towards the finish of the West Coaster. (Pics - David Clare)





MELBOURNE yacht Wild Thing slashed three hours off the race record for the 480-nautical-mile Life Be In It Melbourne-to-Hobart race around

Thing clocked 25 knots around the gale swept southern tip of Tasmania, surfing under reefed mainsail and tiny storm

"We've done about 50 Hobarts between us, but we looked at each other and said 'this is unbelievable' — it was the best ride we've ever had," an elated Wharington said after finishing the course in 2 days 20 minutes and 19 seconds.

"From Maatsuyker Island to South-East Cape it was extraordinarily wild sailing for *Wild Thing*," the 26-year-old Melbourne builder and developer

The victory not only underlined Wild Thing's great boatspeed but also proved that her design and construction could weather the worst storms at sea. Wild Thing, a light displacement Inglis 47 owned and skippered by Wharington, led the fleet from early in the race.

"When we headed out into Bass Strait in Thursday's gale we decided to ease our way through the first 24 hours until we turned south down the Tasmanian West Coast," Wharington said. "When

Continued on page 40

ABEL TASMAN MELBOURNE-DEVONPORT RACE



LINE honours winner of the Abel Tasman Melbourne-Devonport race, Fuji Logitech, did more than dip the ensign as she sailed past the Bass Strait ferry Abel Tasman — her mainsail halyard broke and down came the sail, but by then the race was all over with the Geelong yacht breaking the race record. (Pic — Peter Campbell)

Bass Strait Dash Lead-up to Osaka

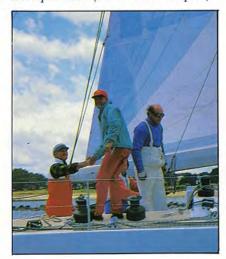
By Peter Campbell, who covered the race aboard the TT Line's Bass Strait Ferry, Abel Tasman

GEELONG yachtsman Ron Spence, who smashed the 14-year-old Bass Strait sailing record with his "unknown" 15.88m sloop Fuji Logitech, is heading for Japan with the yacht in March. Spence, 64, and his son, Murray, 34, have entered the big sloop in the near 6000-nautical-mile two-handed race from Melbourne to Osaka.

Fuji Logitech surfed across the finish line under spinnaker to take line honours in the 1990 Abel Tasman Melbourne to Devonport race. The big cutter's time of 20 hours 17 minutes 45 seconds for the 197-nautical-mile overnight dash slashed 59 minutes 28 seconds from the race record set by former America's Cup challenger Gretel in 1976.

A late entry for the historic race across Bass Strait — the first was in 1907 — Fuji Logitech was not even listed in official entries issued by the Ocean Racing Club of Australia. The name of

SKIPPER Ron Spence and his crew aboard Fuji Logitech after their record-breaking line honours win in the Abel Tasman Melbourne to Devonport dash. (Pic — Peter Campbell)



the boat is the Japanese sponsor of the yacht for the Osaka race.

"Actually, we had our first sail in Australia aboard the boat for an hour and a half on Corio Bay last Friday," an elated Ron Spence said at Mersey Yacht Club after getting the gun. "Apart from a short-handed race as part of the Geelong Australia Day regatta our next long race will be the near 6000 nautical-mile-race to Osaka in March," Spence added.

Ron and son Murray sailed in the inaugural race to Osaka three years ago in the cruising ketch *Dugong*. "We decided we wanted a faster yacht for the 1991 boat and heard that this boat, designed by Tony Castro and built specially for short-handed race, was for sale in Britain." Ron Spence added.

"She is obviously fast and well suited

Continued on page 41





T is one of the greatest enticements of ocean racing that there is uncertainty in what one is likely to face; the elements have a definite captivating fascination for sailors who go offshore. While all will study all the meteorological data available prior to the race, they can never be sure that they will receive the promised wind. Would the crews of the 303 boats which set out from Cowes for that fateful Fastnet Race of 1979 have gone if they had known for certain that there would be force 11 winds and huge waves in the Celtic Sea?

The Sydney-Hobart is one of the world's three classic ocean races and each year more than a hundred boats with a thousand yachtsmen on board take up its challenge. When the invitation to compete in this year's race came, it was short work to accept. Every race has its attractions and while ocean racing has been described as providing the breaks between parties, the Sydney-Hobart has, to my knowledge, the biggest party of them all at the end of it—the QLD (Quiet Little Drink); it also has, probably, the greatest of uncertainties of the elements.

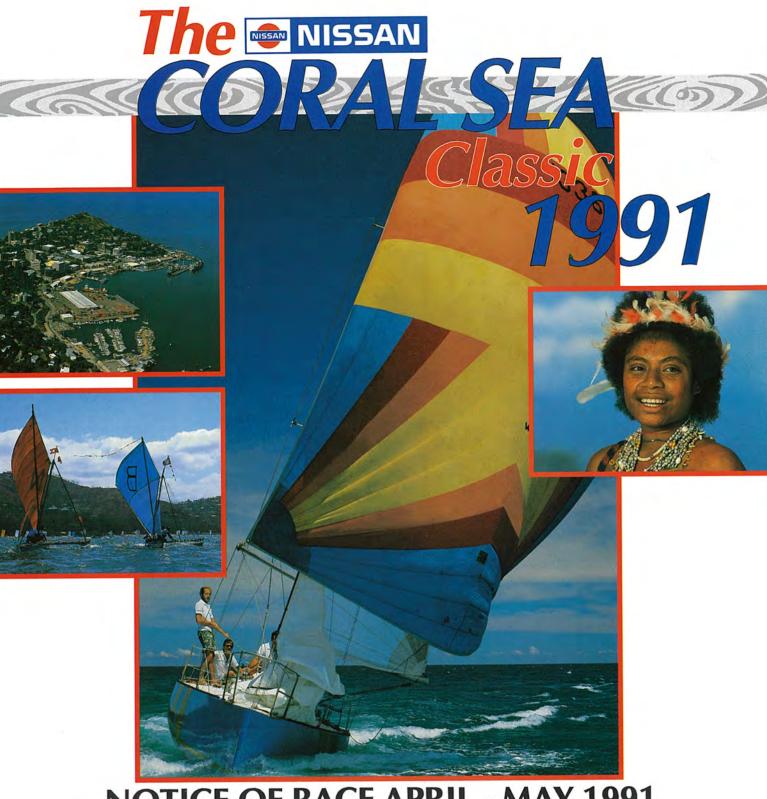
Continued on page 46

Aboard Rothmans To Hobart

by Bob Fisher



ABOARD Rothmans
to Hobart, photographer
Rick Tomlinson shot the
crew in action as they
headed down the Harbour
on a pleasant Boxing
Day afternoon but at sea
there was not another
yacht in sight.



MAY 1991 NOTICE OF RACE APRIL -

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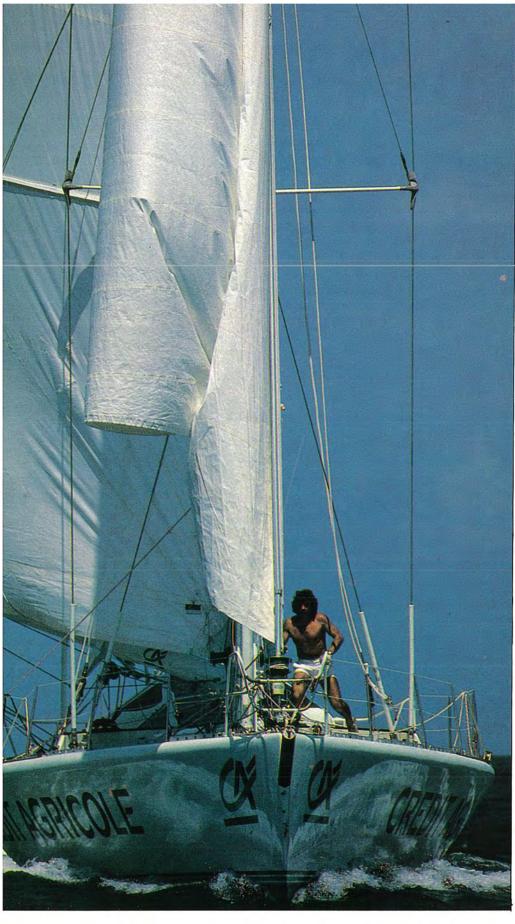
Entry forms available from:

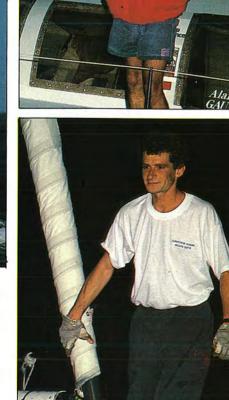
The Race Director, Royal Papua Yacht Club, P O Box 140 Port Moresby, Papua New Guinea.

Organised by Royal Papua Yacht Club in association with Cairns Yacht Club.

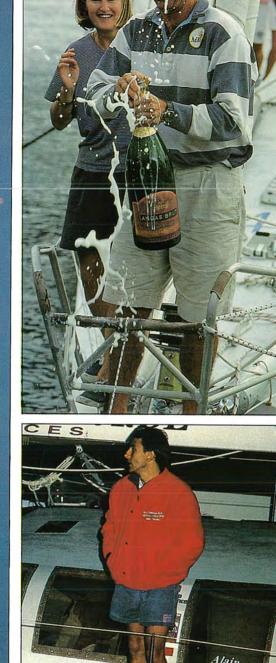








BOC Challenge fleet arrives in Sydney. ABOVE: Two-times past winner Phillipe Jeantot aboard Credit Agricole. TOP RIGHT: Australian David Adams celebrates arrival home with wife, Caroline. CENTRE: Late night arrival for Frenchmen Alain Gautier and BOTTOM: Christophe Auguin. They reached Sydney only three hours apart after a 7,000 mile voyage from Cape Town. (Pics — John Robeson)





McIntyre, Birtles Retain Top Places

by Peter Campbell



GALEFORCE winds, huge breaking seas and icebergs in the Southern Ocean, total knockdowns, men washed overboard, steering failures, emergency alerts and one dismasting those were the stories that unfolded at

Sydney's Darling Harbour as battered boats in the BOC Challenge sailed into Sydney Harbour to reach the halfway mark in the solo round-the-world ocean race.

Above all, however, it was a story of human endeavour — of these remarkable solo sailors, their endurance and their courage, and their tenacity to complete the world's toughest ocean

race, and win.

Line honours winner and recordbreaker John Martin blew up six of his seven auto pilots and hand-steered his 60-footer Allied Bank for hours on end SOLE solo woman competitor in the BOC Challenge around the world race, Frenchwoman Isabelle Autissier, sailed the disabled ketch Ecureuil P.C. to Sydney under jury rig. She sailed again for Punta del Este via Cape Horn on February 3. (Pic - Phillipe Schiller).

to win the leg. Isabelle Autissier broke the mainmast of her ketch, *Ecureuil Poitiou-Charentes*, 60 miles off the northeast tip of Tasmania and sailed the big yacht under jury rig to complete the voyage unassisted.

British yachtsman Josh Hall dislocated his knee when New Spirit of Ipswich was knocked down, his yacht being extensively damaged and his EPIRB washed overboard. He kept going to complete the 7000-nautical-mile leg.

Their yachts were something never seen in Australian waters before, the French, the South African and some of the American boats, radical light displacement sloops and cutters specially designed for short-handed long passage races — at great cost to their sponsors.

Compared with the boats being sailed by the three Australians, Don McIntyre, Kanga Birtles and David Adams, it was like matching a Holden with a Ferrari. Yet all three sailed exceptionally good races, using their inherent sailing skills and the sound design and rugged construction of their yachts against the lightweight flyers.

OFFSHORE VID

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Offshore Yachting magazine has combined with Maxwell's Video Collection to bring you outstanding videos on all aspects of sailing and other interests. Use the coupon (or photocopy it) to take advantage of these special videos. Please allow two weeks for delivery by certified mail through Australia



Kay Cottee — First Lady (90 mins)

The history making solo voyage by our own Kay Cottee - witness on the great sailing feats of the modern age! Kay's voyage covered more than 23',000 nautical miles across the world's most savage oceans. Alone at sea for 189 days, often in waves 30 metres high and in winds exceeding 80 knots, she survived all that nature could throw at her to return as a national hero.

Brunel's Great Britain (60 mins)

The SS Great Britain was launched in 1843 and then was the largest and most advanced ship afloat. Designed by Brunel, a genius, she ran aground on the east coast of Ireland and was stranded there for a year but saved in 1847, was sold and came to Australia many times eventually ending up in the Falkland Islands where, in 1970 she was towed back to England to be saved for posterity as a grand museum piece. Historical and highly fascinating.

Shipwrecked

The true story of one man's amazing struggle for survival after being shipwrecked on a reef off the coast of Australia. Bill Belcher a sixty six year old yachtsman spent 28 days in a tiny rubber raft in May, 1978. This is an amazing account of battles with the sea, starvation, threats of madness and of his wife who would not give up hope.

Understanding Radar

This video will greatly assist sailors to get the best results from their radar and covers set adjustment, calculating the radar horizons, position fixing, use in avoiding collisions, navigation including chartwork and many more practical working applications. Precise, clear and easy to understand.
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Adams, sailing his borrowed Steinman-designed 60-footer, Innkeeper, improved greatly on his first leg performance to finish fifth in Class I. Birtles sailing the John King-designed 60-footer, Jarkan, which he built at his factory near Nowra on the NSW South Coast, came in seventh but retains sixth overall.

McIntyre again finished second, with a tenacious effort, in Class II with his Adams/Radford-designed 50-footer Sponsor Wanted. He holds second overall after two legs.

Despite a near miss with a renegade mini iceberg, the failure of six autopilots, the smashing of his bow pulpit and the loss of two sails, John Martin slashed two days off the second leg record for the BOC Challenge.

Sailing his radical 60-footer, Allied Bank, the South African led the fleet into Sydney Harbour to complete the 7000 nautical miles from Cape Town to Sydney in 26 days 6 hours 47 minutes 23 seconds. As he crossed the line just after daybreak on December 21. Martin was more than 150 miles ahead of his nearest competitor, Frenchman Christophe Auguin.

His time sliced two days 25 minutes 59 seconds off the existing record for the 7000-mile leg, set in the previous BOC

Challenge.

Fresh southerly winds on Thursday had sent Allied Bank at a cracking 12 knots up the NSW South Coast from Bass Strait, pulling away from his French opponents who had elected to sail around the south of Tasmania.

Martin collected \$70,000 from his



Town to Sydney John Martin, celebrates with the customary Champagne Mumm at Darling Harbour. LEFT: David Adams arrives in Sydney Harbour aboard Innkeeper. (Pics -John Robeson and Phillipe Schiller).

sponsors for winning the second leg and was placed second overall as the fleet set sail from Sydney on February 3 for the third leg around Cape Horn to Punte del Este, Uruguay. He also won \$3000 from

CIG, the BOC host company in Sydney.

Martin made light of his dramas in the Southern Ocean as he relaxed at Sydney's Darling Harbour after the early morning arrival, although he did admit his concern when he passed within five boat lengths of a "growler", a breakaway mini iceberg.

He said his major problem during the voyage was the loss of all but one of his auto pilots about two weeks out of Sydney, forcing him to handsteer the yacht for up to 18 hours a day.

Designed by Angelo Lavranus, Allied Bank is one of the most radical yachts in the BOC fleet. The construction is complete pre-peg. The carbon fibre is pre-impregnated under laboratory conditions with a kevlar layer for impact.

She has carbon-fibre rudder stocks and a carbon-fibre mast. In overall length she is 60-feet, has a beam of 20-feet, a draft of 13-feet, carries a 70-foot mast and weighs around 10.5

tonnes.

Allied Bank was followed to Sydney by the two Frenchmen who had fought out the first leg from Newport, Rhode Island, to Cape Town. Christophe Auguin in Groupe Sceta crossed the line 18 hours later, with Alain Gautier



finishing three hours later in Generali Concorde. Both yachts also broke the record from Cape Town to Sydney.

After a close race over the final 1000 miles, the winner of the previous two BOC Challenges, Frenchman Philippe Jeantot, sailing *Credit Agricole IV*, beat Australia's David Adams into fourth place by a mere 46 minutes 44 seconds.

Innkeeper's arrival, close in the wake of the French boat, was rather a letdown for Adams and his supporters as the media and reception boats, largely packed with French journalists followed Jeantot all the way from Sydney Heads to Darling Harbour. It was not until Innkeeper had sailed on past Bradley's Head that officials and Australian media finally realised that Adams had finished, by which time he was under motor.

In particular, the domination of the race by the French, on the water and ashore, wrecked the opportunity of the Australian gaining much-needed public-

CADE TOWN

ity for an outstanding effort to finish so-close to the multi-million-dollar super 60-footers.

As Jeantot and Martin duelled almost boat for boat up the NSW South Coast, the only woman left in the fleet of the two female competitors, Isabelle Autissier, broke the mainmast of her big ketch off King Island. She radioed race headquarters at Darling Harbour to say she planned to sail on using the mizzen mast with a jury rig set on the stump of the mainmast — more than 300 miles to sail.

Kanga Birtles, who had done so well in the first leg with Jarkan, finished with a big group, arriving on Christmas Eve—just in time to fulfil his promise to his family that he would be with them on Christmas Day. Jarkan came in seventh for another creditable effort, the 60-footer's time for the leg being 30 days 3 hours 31 minutes 3 seconds.

This gave Jarkan a cumulative time of 69 days 19 hours 36 minutes 35 seconds, holding sixth place overall in Class I and only five hours behind American Mike Plant in Duracell who is fifth overall.

Don McIntyre crossed the line on December 29 to take third place in Class II with his 50-footer Sponsor Wanted. However, he still holds second place overall in Class II, with the radical French boat Servant IV (Yves Dupasquier) again winning the leg.

Servant IV was 10th boat to complete

Servant IV was 10th boat to complete the leg, with a time of 30 days 12 hours 2 minutes 13 seconds to give the Frenchman a total of 75 days 3 hours 46 minutes 20 seconds. McIntyre's time for the leg from Cape Town was 34 days 15 hours 7 minutes 31 seconds, with Englishman Josh Hall in New Spirit of Ipswich finishing second Class II boat into Sydney.

However, McIntyre's cumulative times of 80 days 16 hours 50 minutes 47 seconds placed him two days ahead of Hall going into the third leg.

McIntyre said he experienced four knockdowns during the voyage from Cape Town, three of them 300 miles south of Adelaide. "It was like being inside a washing machine," the Australian said at Darling Harbour.

The first knockdown came about halfway across the Southern Ocean, the others close together as he sailed through 60-knot winds and wild seas as he and Josh Hall approached Bass Strait. Both yachts suffered considerable damage with Don commenting that he wanted to be "110 per cent ready for the next Southern Ocean stage" around Cape Horn to Punta del Este.

By January 6 all but four of the 19 competitors left in the BOC Challenge had reached Sydney. Three were expected by the middle of the month, but veteran American author and sailor Hal Roth was not expected to reach Sydney before early February after returning to South Africa for repairs.

The fleet started from Sydney Harbour on February 3, but at the time of writing not all boats were expected to be ready for the third leg.

ACCUMULATIVE RESULTS

NEWDODT

	NEWPORT-	CAPE TOWN
NAME	ACCUMULATIVE	ACCUMULATIVE
Allied Bank (John Martin South Africa)	37-19-47-44 (2)	26-06-47-23 (1)
		64-02-35-07 (1)
Groupe Sceta (Christophe Auguin, Fr)	37-18-00-29 (1)	27-00-45-02 (2)
		64-18-45-31 (2)
Generali Concorde (Alain Gautier, Fr)	*38-03-42-39 (4)	27-03-55-14 (3)
		65-07-37-53 (3)
Credit Agricole IV (Philippe Jeantot, Fr)	37-21-11-45 (3)	29-15-32-08 (4)
STATUS TO STATE		67-12-43-53 (4)
Duracell (Mike Plant, USA)	39-11-41-40 (5)	30-02-36-33 (6)
	ar in arms and	69-14-18-13 (5)
Jarkan Yacht Builders (Kanga Birtles, Aust)	39-16-05-32 (6)	30-03-31-03 (7)
D	The last offer the law.	69-19-36-35 (6)
Ecureuil P.C. (Isabelle Autissier, Fr)	41-04-37-13 (7)	32-15-50-31 (1)
to to	05 00 55 10	73-20-27-44 (7)
Innkeeper (David Adams, Aust)	44-07-29-57 (9)	29-16-18-52 (5)
Chinalian (Bantia Band, CA)	14 07 10 05 100	73-23-48-49 (8)
Grinaker (Bertie Reed, SA)	44-06-19-25 (8)	30-08-34-47 (9)
BBV Expo '92 (Jose de Ugarte, Spain)	14 15 22 12 (14)	74-14-54-12 (9)
DDV Expo 92 (Jose de Ogarte, Spain)	44-15-32-13 (11)	30-04-31-86 (8) 74-20-03-39 (10)
Servant IV (Yves Dupasquier, Fr)	44-15-44-07 (12)	30-12-02-13 (10)
Servani Ir (I ves Dupasquiei, II)	14-13-44-07 (12)	75-03-46-20 (11)
Sponsor Wanted (Don McIntyre, Aust)	46-01-20-47 (14)	34-16-07-31 (13)
operator francia (con mentific, must)	10-01-20-17 (11)	80-17-28-18 (12)
New Spirit of Ipswich (Josh Hall, UK)	48-10-58-50 (15)	33-13-52-44 (12)
4 X 4	12.22 22 (12)	82-00-51-34 (13)
Project City Kids (Jack Boye, USA)	45-14-56-44 (13)	37-14-35-18 (14)
		83-05-32-02 (14)
Volcano (Paul Thackaberry, USA)	56-10-34-27 (18)	38-06-49-20 (15)
		94-17-23-47 (15)
Global Exposure (Robin Davie, UK)	57-09-40-44 (19)	40-02-51-25 (16)
		97-12-32-09 (16)
Shutendohji II (Minoru Saito, Japan)	63-19-20-07 (20)	
Koden VIII (Yukoah Tada, Japan)	50-22-45-16 (16)	
Nihau 4 (Robert Hooke, UK)	64-01-37-44 (21)	
Alba Regia (Nandor Fa, Hungary)	44-15-19-07 (10)	
Sehago (Hal Roth, USA)	54-21-40-09 (17)	

Retired: Kicullen (Enda O'Coineen, Ireland) Dismasted in collision; Interox Crusader (John Hiddlecombe, Aust) Retired with equipment failures; Tilley Endurable (Jane Weber, Canada) Retired with equipment failures and back injury; Zafu (William Gilmore USA) Retired.

* Includes 16.5 hour time penalty.

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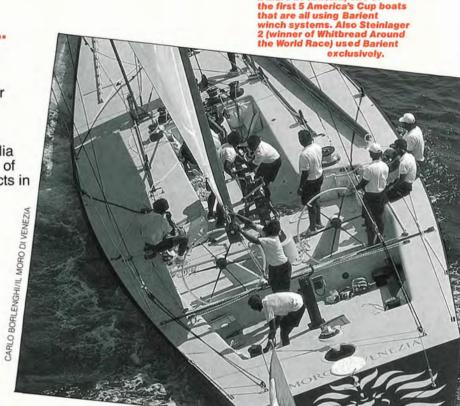
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SKIPPER Grant
Wharington (second from
right) and his victorious
crew of Bolle Wild
Thing after their
record-shattering run to
Hobart in the rugged
West Coaster Race. (Pic
— Peter Campbell).

West Coaster

Continued from page 30

we turned the corner we set a spinnaker and away we went," he added.

Wild Thing, with its Inglis 47 sisterships Scavenger and Vendetta, was the centre of a stability and construction issue a year ago.

Scavenger, skippered by Jo Westerlo, finished second in the fleet in the Abel Tasman Melbourne to Devonport race, sailed in the same conditions.

"People were saying we would break up in heavy seas, they really gave us a bad time," added Wharington, a former dinghy sailor and probably the youngest sailor ever to win the West Coaster race.

Wharington's crew of 12 men and one woman were: Lani Tomaszewski, Nick Crawley, Justin and Barry Strickland, Bob Sill, David Fisher, Jeremy Ray, Peter Stayte, Simon Rice, Doug Thorn, Roger Keys, Chris Jackson and Paul Shelton.

Former race record holder BP Flying Colours (John Lake) finished second, about an hour behind Wild Thing and she was followed that night by the Tasmanian yacht Risky Business, skippered by Richard Edmunds from George Town.

Astern came the Geelong yacht Pains Wessex (John King) followed by Bolle Trump Card (Michael Prendergast) and another Tasmanian boat, Adams Apple, sailed by Tamar River orchardist Denny Wiyell.

The Melbourne One Tonner Paladin sailed into Hobart, boat and crew bruised and battered after three days of galeforce winds and massive seas off the West Coast of Tasmania. But it was

worth the effort — *Paladin* was declared the overall winner of the Life. Be In It Melbourne to Hobart race.

Paladin, a One Tonner skippered by Nigel Jones, had been holed in the Cock-of-the-Bay race back in Melbourne's Port Phillip in a race-eve incident. Then in the 60 knot winds out in Bass Strait crewman Werner Firk crashed against the gunwale and broke several ribs.

But Paladin and her crew fought on and were rewarded with first place in the Channel handicap division, and first overall in the race, from Alan Collins' By Order of the Secretary and Michael Prendergast's Bolle Trump Card. In the Performance handicap division, Tasmanian yachtsmen, Richard Edmunds and Dennis Wivell, extended their many racing duels in Tasmanian waters to Hobart's Derwent River, taking out the two top placings in the Performance handicap division.

Edmunds, who lives at George Town, at the mouth of the Tamar River, sailed Risky Business to a comfortable victory from Adams Apple sailed by Wivell, who lives further up the river at Sidmouth. Both are members of the Port Dalrymple Yacht Club at Beauty Point and are regular competitors in races in and out of the Tamar in their Joe Adams-designed sloops.

SPECTACULAR aerial pic of Geelong entrant Pains Wessex (John Kint) as she sailed under mainsail and poled-out headsail towards finish of the Life. Be In It Melbourne to Hobart race. (Pic — David Clare).



Melbourne to Devonport

Continued from page 8

for a long, short-handed racing — in fact, she is like the current yachts in the BOC Challenge solo race around the world.

"The yacht arrived by ship in October and my wife and I, with a few friends, have been working on fitting it out for the Osaka race. We decided the dash to Devonport would be a good trial — and we are delighted with its performance. "In the 20-25 knot west-south-

"In the 20-25 knot west-south-westers we were able to set a kite just after daybreak and we hurtled towards Devonport, clocking 12 and 14 knots consistently."

As Ron Spence was crossing the finish line at the mouth of the Mersey River, son Murray was setting sail in Japan's annual race from Tokyo to Guam.

Second boat to finish, Joe Westerlo's Inglis 47, Scavenger, finished 35 minutes astern of Fuji Logitech, also broke the race record. Scavenger crossed the line with her rudder hanging on only by the top pintles.

Third to finish was Alf Neate's powerful sloop Morning Mist II, followed in by Ron Layton's newly launched Rockstar, which had steering problems overnight

lems overnight.

They were followed by Chasseur (Les Lough), Excalibur (Sam Doolan) and

Tevake (Angus Fletcher).

With many yachts damaged or demoralised by the galeforce conditions at the start, and several others retiring during the Bass Strait crossing, only 41 of the original fleet of 60 made the finish at Mersey Yacht Club.

at Mersey Yacht Club.

Most of these yachts either did not start or retired soon after the start in the galeforce westerlies. The Geelong yacht Outsider was towed into Devonport from 65 miles out to sea by a local fishing boat.

Victorian yachts yesterday were declared winners of all three divisions.

In the major division, for yachts sailing under Performance handicaps, the winner was Sandringham Yacht Club member Alf Neate with his powerful new Farr 46, *Morning Mist II*.

Morning Mist II won comfortably from Auctioneer, skippered by Kerry McGorlick from Royal Brighton Yacht Club and the line honours winner, Fuji Logitech, sailed by Ron Spence from Geelong.

In the IOR division Challenge 3 (Eddie Wall Smith) also from Sandringham, won from Thumbs Up (Philip Charles) and Peppercorn, skippered by the Commodore of the Mersey Yacht Club, Peter McNeill.

The Farr 1104, *Inxs*, skippered by Dan Hellier from Hobson's Bay Yacht Club, won the Channel Handicap Division from *Alibi* (Bruce Moore) and *Supertramp* (Ian McKenzie).

King of Derwent To Fujitsu

A SEA breeze which was very slow to build set up John Eyles' Fujitsu Dealers for 1991 King of the Derwent crown.

Fujitsu Dealers and the One Tonners Sagacious (Gary Appleby) and Sheraton Hobart (Ian Smith) matched it with the bigger boats up the first beat in only two or three knots of breeze and thereafter picked all the right shifts to finish only 18 minutes behind the maxi Rothmans.

The start was delayed for 15 minutes while the committee aboard the Navy patrol boat *Ardent* waited for the wind to settle after a calm morning. With a light nor-easter about to be replaced by the south-east sea breeze, there was still only three or four knots of wind when the gun fired.

Rothmans, entered as K100 to satisfy the Victorian Health Promotion Foundation sponsors of the race, quickly moved to the head of the pack from the middle of the line.

middle of the line.

However, Gary Appleby's NorTel Sydney-Hobart winner Sagacious still was matching her boat for boat half way up the leg. Sagacious, Sheraton Hobart and Fujitsu Dealers all started in clear air at the weather end of the line and trimmed for speed in the left over slop, driving down to be in a favourable position when the south-easter hit.

Rothmans was first to find solid air in the sea breeze and rounded the weather mark in the lead. BP Flying Colours was next closely followed by Fujitsu, Sagacious, Freight Train, Helsal III, Bobsled and Sheraton. With the first reach turned into a close fetch by the north-easter which died as the leaders closed the start

mark again, the little boats still held down the places after *Rothmans* with the race half over.

Rothamns took the gun after two hours on the course, but she never managed to break away from the fleet and was last on corrected time in IOR, two minutes behind Freight Train.

Fujitsu Dealers was ninth across, pipped on the line by the Japanese entry Rattle and Hum, but beat Sagacious by 2½ minutes on corrected time with Sheraton Hobart only nine seconds away in third. Results

IOR King of the Derwent: Fujitsu Dealers (J. Eyles) 2:06.30, 1:36.45, 1. Sagacious (G. Appleby) 2:04.31, 1:39.12, 2. Sheraton Hobart (I. Smith) 2:04.51, 1:39.21. Others: Singapore Girl, Western Port Venture, Northern Securities, Star Ferry, Intrigue, Zeus II, The Roperunner, Turkey Shoot, Freight Train, Rothmans.

IMS: Rattle and Hum (N. Kishimoto) 2:04.56, 1:26.24, 1. Haupia (T. Johnston) 2:15.55, 1:30.13, 2. Never a Dull Moment (C. Wilson) 2:12.18, 1:31.13, 3. Others: Solandra, Vendetta, sangaree, Mirrabooka, Emma, Hot Property, Witch Doctor, Veninde III, Woolly Jumper, Hyperdrive, Helsal III, Emerald City, Bobsled, Australian Maid, Southern Venture.

PHD: Ninda (R. Townley) 2:31.44, 1:53.21, 1; It's A Hit (J. Messenger) 2:24.52, 1:54.27, 2; Adams Apple (D. Wivell) 2:10.51, 1:56.27, 3. Others: Risky Business, Doris VI, Aggro, Wild Thing, BP Flying Colours, Yoko, Group Therapy, Pains Wessex.

CHS: By Order of the Secretary (A. Collins) 2:16.30, 2:17.03, 1; Paladin (N. Jones) 2:08.45, 2:18.17, 2; Noeleen III (K. King) 2:21.17, 2:25.06, 3. Others: Bacardi, Bolle Trump Card.

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A USTRALIA'S great ocean racing classic, the NorTel Sydney Hobart Yacht Race, never fails to create news above and beyond the normal coverage of a yacht race, outside of the America's Cup, of course. It clearly has become a media event of great magnitude in which the main players often figure in a much broader scale of news and publicity.

Having Alan Bond competing in the 1989 race certainly gave that event an added public interest, particularly when only minutes after sailing *Drumbeat* to line honours he was told that the liquidators had moved into Bond Brewing. That was front page news.

This year the presence of Rothmans, the British maxi yacht, certainly added international status to one of the world's three greatest ocean yacht races. As a racing yacht, Rothmans added glamour to what could have been a rather mundane race for line honours. In terms of yacht racing, Rothmans and her crew sailed a great race to cross the line first, at one stage looking likely to break Kialoa's longstanding race record.

Unfortunately, the publicity that centred on Rothmans, some seemingly contrived by Rothmans Yachting but much of it emotive rhetoric by the antismoking lobby, overshadowed what

was a great yacht race.

Rothmans' crew said the combination of winds, seas and current in Bass Strait was the wildest they had sailed in, including the Great Southern Ocean during the Whitbread round the world race. Steve Kulmar, helmsman of overall winner Sagacious V, said he had never sailed in harder downwind conditions during the "black" nor-easter of day two.

Perhaps the most unfortunate thing about the entire *Rothmans* affair was that the publicity for a sponsored yacht and the product it was promoting totally overshadowed the media mileage gained by the Sydney-Hobart race sponsors, NorTel.

Certainly, the race made the news pages of the newspapers and was upfront in television and radio coverage, but it was all Rothmans... Rothmans... Rothmans, although occasionally the media did call the boat "the British maxi yacht." Few took up the suggestion from the CYCA that they might prefer to call it "K 100" — which in itself was a somewhat controversial proposal.

After all, and this came out in the subsequent dispute over the yacht's entry in the King of the Derwent, Rothmans is the legal international name of a British registered ship. Unfortunately, the end compromise between the Derwent Sailing Squadron, Rothmans Yachting and Victorian-based Life. Be In It health foundation, a part sponsor of the Wrest Point King of the Derwent, that led to a change in the rules disallowing the flying of advertising spinnakers, discriminated against other sponsored yachts like Sheraton Hobart, Fujitsu Dealers, BP Flying Colours and others.

They did not fly spinnakers with logos during the race to Hobart and they



were prevented from doing so in the King of the Derwent because of the controversy created by *Rothmans* when they flew an advertising spinnaker as they headed down Tasmania's East Coast to the finish of the NorTel Sydney-Hobart. It's easy to see which yacht came out the winner in publicity for its sponsor.

There was more at stake there, too, as the Sovereign Series of Yacht Race Committee was very much concerned that Life. Be In It might withdraw sponsorship of the Sovereign Series, which included the King of the Derwent and the Melbourne to Hobart West Coaster Race.

"In my view, the Race Committee . . . handled the Rothmans issue very well."

In my view, the Race Committee of the NorTel Sydney-Hobart handled the Rothmans issue very well. They had seen pictures of the advertising spinnaker but offered no judgement, simply drawing the attention of skipper Lawrie Smith to the fact that it had been brought to the Race Committees attention that Rothmans may have infringed a sailing instruction and that the sailing instruction clearly covered such an event.

Smith submitted a declaration, admitting flying the spinnaker in breach of Rule 26. Within four hours of the yacht completing the course, the Race Committee had given its decision — the minimum penalty of 10 per cent plac-

Smith subsequently told the media a lot more than he put down in his declaration and his team subsequently claimed "we was robbed". In fact, I know that had the Race Committee been aware of Smith's expansive comments to the media they would certainly have been much more severe with their penalty — possibly to the extent of a disqualification.

Had the protest Committee found a way within the IYRU rules to hold a protest hearing, as requested by *Rothmans*, then a disqualification would have been very much on the cards. I understand that members of the Protest Committee and indeed the Race Committee were not impressed by Smith's public comments on why he flew the advertising spinnaker and the general attitude of the Rothmans teams towards the spirit of yacht racing.

Had the protest hearing gone ahead, Smith might well have found himself facing a most unfavourable personal charge under Rule 75 (Gross Infringement of the Rules or Misconduct).

There is no doubt that the Cruising Yacht Club of Australia will look long and hard at the future of Rule 26 when it holds its de-briefing for the NorTel 46th Sydney-Hobart Yacht Race, along with quite a number of sailing and technical areas which need changing.

However, just as major and support sponsorship from companies like Nor-Tel, Caltex, Digital, Australian Airlines and others is essential if the Sydney-Hobart is to continue as the one of the world's great ocean races, so, too, is individual sponsorship now becoming a vital part of ocean racing for the individual yacht owner.

There is no way that Australia can send teams of yachts overseas or expect teams to come here unless they are sponsored. And sponsorship means there must be an adequate return for the

sponsors.

Of particular significance is that this year will see the Southern Cross International teams series being sailed as part of the Sydney-Hobart regatta in December. Unless the CYCA is prepared to offer teams the chance to give their sponsors ample legitimate exposure during the racing, it is very doubtful we will get many overseas teams to Australia in these difficult economic times.

Greg Halls, the highly efficient Race Director of the recent NorTel Asia Pacific Championships and the NorTel Sydney-Hobart, believes the CYCA must look at expanding the scope of sponsorship while being careful not to prejudice the average club yacht owner who is not in a position to seek sponsorship or, for that matter, does not want sponsorship.

One suggestion that Greg plans to put

before the CYCA is that it looks at running the Southern Cross Cup series under a separate set of sailing instructions (and notice of race) to the Sydney-Hobart race, applying the AYF prescription C or E to IYRU Rule 26, which allow not only the name of the sponsor and its logo to be on the hulls but also to be on spinnakers flown during racing.

The recent NorTel Asia Pacific Championships and the NorTel Sydney-Hobart Race were sailed under AYF prescription D, limiting any advertising

to hulls and clothing.

Halls will also suggest that the CYCA might introduce a real grand prix class for IOR racing yachts, which would mostly be those competing in the South-

ern Cross Cup series.

The rules of IMS preclude any advertisin on yachts competing in this class to keep cruiser/racer yachts sailing within the spirit and intent of this handicapping rule, but Halls suggests that the yachts which sailed in the Class III of the recent series could be granted dispensation to sail under AYF prescription C or E of Rule 26. The alternative, he says, might be to add a Performance Handicap division which would also encourage yachts at present precluded from entering under either IOR or IMS rules.

ing under either IOR or IMS rules.
"There are still measurement problems which stop otherwise sound racing yachts entering the Sydney-Hobart and we are losing them to other races — yet their owners really want to sail in the Sydney-Hobart," Halls says.

He realises that with these changes there may have to be some significant rules on eligibility for certain perpetual trophies that have become a traditional part of 46 years of racing to Hobart. "But we must work to getting more yachts to race to Hobart each year—after all, we were down 30 per cent on our starters in the recent race," he adds.

"These are important issues and while they will be discussed by the NorTel Sydney-Hobart Race Management Committee and the CYCA Sailing Committee, they are issues which must be placed before Club members for their views," Halls stresses. "It is not our role to say what will be done for future Hobart races — it is the members who must indicate to us what they feel should be done."

Talking of other more racing-oriented aspects of the recent 46th race to Hobart, Halls has other worthwhile suggestions for streamling the race — and in my view it was the best organised and best conducted race in more than 30 years I have been closely associated with the event.

Halls believes there are some minor improvements needed to the generally successful rules allowing 720 degrees turns to exonerate yachts which may have infringed the racing rules at the start or during the dash to the Heads. However, at present this does not specify when yachts involved in protest-provoking incidents at the rounding marks should carry out their 720s.

Another anomaly concerned the time limit for a yacht to lodge a protest — two hours after the protesting yacht finishes the race. For example, Greg cites the protest between Singapore Girl and Impeccable over a windward-leeward incident in the Harbour. Singapore Girl had to lodge its protest two hours after reaching Hobart but it was 14 hours before Impeccable finished.

Unfortunately, once a protest is lodged it must go ahead, but if there had been an opportunity for the two skippers to meet and discuss the incident there may not have been any protest—which in the end cost *Singapore Girl* 40 per cent of placings. Greg feels a better rule would be that protests be lodged six hours after the protested yacht finishes.

Halls says the Race Committe was also disturbed at the number of yachts which retired from the race and did not advise the Radio Relay Vessel or the yacht clubs why they had retired, where they were heading and when they expected to reach port. "There were some prominent yachtsmen who should know better," says Halls.

Wonder what the major story of the

Wonder what the major story of the 1991 Sydney-Hobart will hit the head-lines? One thing for certain, it's not likely to be centred on a yacht with such a potentially controversial name as *Rothmans* — K100.

(The views of the Editor of Offshore expressed above are not necessarily those of the Publisher or those of the Cruising Yacht Club of Australia).

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FINAL RESULTS

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	LL				ION		ELAPSED		CORRECTED
YACHT PLA		COUNTRY	м	A	В	C	D-H-M-S	TCF	D-H-M-S
SAGACIOUS	1	NSW			1		3-13-01-43	0.7967	2-19-44-32
CHUTZPAH	2	VIC				1	4-01-21-32	0.7324	2-23-18-20
ILLUSION	3	VIC				2	4-01-05-14	0.7345	2-23-18-38
ANDURIL	4	NSW			2		3-21-45-09	0.7625	2-23-29-11
WESTERN PORT VENTURE	5	VIC			3		3-17-43-49	0.7968	2-23-29-50
FUJITSU DEALERS	6	NSW			4		3-21-31-26	0.7648	2-23-31-37
BEYOND THUNDERDOME	7	UK			5		3-18-03-14	0.7983	2-23-53-24
BRINDABELLA	8	ACT	1				2-22-33-07	1.0213	3-00-03-17
ROTHMANS (1)	9	UK	3				2-19-07-02	1.0567	2-22-55-22
(Penalty 10% - Was O/A 2)									
RAGAMUFFIN	10	NSW	2				2-21-05-33	1.0559	3-00-57-17
DOCTOR WHO	11	TAS	4				3-07-23-02	0.9261	3-01-31-03
SHERATON HOBART	12	TAS			6		3-20-42-42	0.7958	3-01-46-48
ONCE A JOLLY SWAGMAN	13	WA			7		3-20-41-15	0.7966	3-01-50-06
CONDOR	14	NSW	5				2-21-53-08	1.0574	3-01-53-49
NUZULU	15	NSW				3	4-10-11-30	0.7001	3-02-20-41
FREIGHT TRAIN	16	NSW	6				3-06-02-02	0.9559	3-02-35-33
KINGS CROSS SYDNEY	17	NSW			8		4-02-37-59	0.7627	3-03-13-39
BIG SCHOTT	18	NSW			9		4-00-07-50	0.7965	3-04-34-05
NADIA IV	19	ACT			10		4-01-05-13	0.7908	3-04-46-35
MIRRABOOKA	20	TAS		1			3-19-05-04	0.8537	3-05-45-32
THE ROPERUNNER	21	TAS			11		4-02-22-44	0.7909	3-05-48-28
SUREFOOT	22	VIC			12		4-02-26-01	0.7909	3-05-51-04
INDIAN PACIFIC	23	VIC:			13		4-02-20-48	0.7922	3-05-54-37
HELSALII	24	SA	7		00		3-03-27-50	1.0353	3-06-07-40
HAMMER OF QUEENSLAND	25	QLD	8				3-02-46-12	1.0455	3-06-10-19
MARK TWAIN	26	NSW			14		4-07-45-22	0.7555	3-06-23-16
TURKEY SHOOT	27	TAS			15		4-03-13-11	0.7928	3-06-39-41
DRY WHITE	28	TAS			16		4-03-06-38	0.7966	3-06-57-05
FIRST LIGHT	29	NSW			17		4-03-20-01	0.7951	3-06-58-49
BACARDI	30	VIC		2			4-00-40-28	0.8192	3-07-11-45
WITCHDOCTOR	31	NSW		3			4-02-26-20	0.8056	3-07-18-09
SAGACIOUS II	32	VIC		4			4-02-41-24	0.8036	3-07-18-26
KINGURRA	33	VIC		5			4-03-15-36	0.8016	3-07-34-01
SUELAN	34	SA		6			4-03-19-10	0.8063	3-08-04-53
MERCEDES IV	35	NSW		7			4-03-06-59	0.8082	3-08-06-21
ZEUS II	36	NSW				4	4-22-37-50	0.6768	3-0B-17-21
SOLANDRA	37	TAS				5	4-17-20-12	0.7114	3-08-37-40
SINGAPORE GIRL (2)	38	SP				11	4-03-19-11	0.7338	3-00-52-51
(Penalty 40% — Was O/A 10		91				11	4-03-13-11	0.7000	0-00-02-01
LA MONIQUE	39	NZ		В			4-03-22-54	0.8121	3-08-42-28
IMPECCABLE	40	NSW		0		6	4-15-45-34	0.7301	3-09-35-44
AGGRO	41	VIC		9		D	4-02-44-58	0.8330	3-10-15-30
GUMBLOSSOM	42	VIC		9		7	5-02-03-33	0.6794	3-10-15-30
	43	NSW			18	,	4-13-21-49	0.7608	3-11-12-14
STAR FERRY	44	NSW			18		5-00-43-28	0.7061	3-13-14-37
ITSAHIT		NSW				8	4-20-17-19	0.7061	3-13-14-37
VENINDE III	45					10		0.7480	3-14-59-02
WESTERLY	46	TAS				10	5-01-21-22		
ALEXANDER OF CRES	47	NSW		10			4-19-07-45	0.8109	3-21-21-30
SIR THOMAS SOPWITH	48	NSW	9				6-16-30-36	0.9318	6-05-33-48
ANACONDA II (3)	49	SA	10				4-21-52-16	1.0268	5-01-01-48

ANACONDA II (3) 49 SA 10 4-21-52-16 1.0268 5-01-01-48 (Penalty 10% — Was Ol4 48)
DID NOT START: EXTENSION, RELENTLESS, VENTURE ONE.
RETIRED: ARIEL, EINSTEIN, FIRETEL, HARBINGER, INCH BY WINCH, INSATIABLE, LARRIKIN, LEROY
BROWN, MADELINES DAUGHTER, NIMROD II, NORTHERN SECURITIES, ON THE BEAT, ONYA, OZ
FIRE, PRIME FACTOR, ULTIMATE CHALLENGE, ZUMDISH.

(1) Subject to 10% penalty imposed under Sailing Instruction 29.3.
(2) IYRU Rule 37.3 & 38.2(a)
(3) IYRU Rule 54

1990 NorTel Asia Pacific Ocean Racing Championships

Class I: Pointscore Results:	RACE 1	RACE 2	RACE 3	RACE 4	Total	
Yacht	Posn	Posn	Posn	Posn	Points	Pos
SAGACIOUS	1	3	3	1	216.0	1
WESTERN PORT VENTURE	2	1	4	5	205.5	2
ROTHMANS	9	5	1	6	194.0	3
ILLUSION	5	20	12	3	177.0	4
ANDURIL	16	10	В	4	172.5	5
CHUTZPAH	6	7	RET	2	163.5	6
ONCE A JOLLY SWAGMAN	10	11	10	12	162.5	7
BEYOND THUNDERDOME	4	6	RET	8	157.5	8
BRINDABELLA	24	21	6	9	143.5	9
SHERATON HOBART	15	18	17	11	142.0	10
PRIME FACTOR	3	2	5	RET	134.0	11
KINGS CROSS SYDNEY	20	19	13	14	131.5	12
SINGAPORE GIRL	14	16	14	24	125.5	13
FUJITSU DEALERS	17	RET	21	7	125.0	14
MADELINES DAUGHTER	12	4	2	RET	121.5	15
CONDOR	27	22	15	13	119.0	16
ULTIMATE CHALLENGE	8	8	7	RET	118.5	17
NADIA IV	19	29	20	16	114.0	18
FIRST LIGHT	18	25	27	17	109.5	19
VENTURE ONE	11	9	9	DNS	109.0	20
LEROY BROWN	7	14	.11	RET	109.0	20
BIG SCHOTT	22	28	24	15	107.5	22
RELENTLESS	13	13	18	DNS	92.0	23
WITCHDOCTOR	29	27	26	18	90.0	24
ITSAHIT	26	24	23	25	88.5	25
RAGAMUFFIN	DNS	15	DNS	10	85.0	26
LA MONIQUE	30	30	25	21	81.5	27
STAR FERRY	21	23	DNS	23	81.0	28

LARRIKIN ZUMDISH IMPECCABLE ZEUS II	23 25 28 31	17 12 26 31	16 19 DNS DNS	RET RET 22 20	76.0 76.0 69.5 65.0	29 29 31 32	
Class III: Pointscore Results:	Series.	22122	40.04	315			
	RACE 1	RACE 2	RACE 3	RACE 4	Total	1400	
Yacht	Posn	Posn	Posn	Posn	Points	Pos	
SWEET CAROLINE	1	1	3	2	78,5	1	
RATTLE AND HUM	2	2	4	4	71.0	2	
BRINDABELLA	6	3	1	3	69.0	3	
FUJITSU DEALERS	3	RET	5	1	61.5	4	
NADIA IV	5	6	6	5	56.5	5	
FIRST LIGHT	4	5	8	6	56.0	6	
RELENTLESS	7	4	7	DNS	33.5	-7	
OZ FIRE	RET	DNS	2	RET	17.5	В	

IMS	HAN	DIC	APS
CI	224	11 /11	121

SCRATCH ALLOWANCE 452.8 SECS/MILE						LE	COURSE LENGTH 630.4NM			
	0'	ALL	STATE/	DI	VIS	ON	AL	ELAPSED	ALLOWANCE	CORRECTED
YACHT	PLA	CE	COUNTRY	A	B	C	D	D-H-M-S	D-H-M-S	D-H-M-S
DOCTOR WHO		1	TAS	1		-		3-07-23-02	0-21-16-34	2-10-06-28
COTTON BLOSSOM II		2	VIC	2				3-05-42-21	0-14-58-19	2-14-44-02
NEVER A DULL MOMEN	T	3	NSW	3				3-20-13-19	1-03-20-05	2-16-53-14
LIGHTWAVE		4	QLD	3	1			3-21-18-09	1-04-24-11	2-16-53-58
DOW AIR		5	NSW			1		4-03-35-15	1-10-24-34	
BIG SCHOTT		6	NSW		2					2-17-10-41
RENEGADE		7	SA		2	-		4-00-07-50	1-05-57-41	2-18-10-09
						2		4-03-06-42	1-08-40-33	2-18-26-09
MIRRABOOKA		8	TAS	4				3-19-05-04	1-00-20-26	2-18-44-38
SUELAN		9	SA			3		4-03-19-10	1-08-12-11	2-19-06-59
TURKEY SHOOT		10	TAS			4		4-03-13-11	1-08-02-43	2-19-10-28
ARIANE	(1)	11	VIC			5		4-04-14-17	1-08-55-15	2-19-19-02
SOLANDRA		12	TAS				1	4-17-20-12	1-21-47-30	2-19-32-42
MARK TWAIN		13	NSW				2	4-07-45-22	1-12-07-32	2-19-37-50
HAUPIA		14	NSW			6		4-03-13-15	1-07-27-00	2-19-46-15
WOOLLY JUMPER		15	NZ	5				3-20-26-41	1-00-38-17	2-19-48-24
KINGURRA		16	VIC			7		4-03-15-36	1-07-21-45	2-19-53-51
HYPERDRIVE		17	NSW	6				3-21-41-16	1-01-17-10	2-20-24-06
SUREFOOT		18	VIC		3			4-02-26-01	1-06-01-54	2-20-24-07
MATANGI		19	NSW			8		4-03-09-18	1-06-39-43	2-20-29-35
INDIAN PACIFIC		20	VIC		4			4-02-20-48	1-05-42-59	2-20-37-49
WITCHDOCTOR		21	NSW		5			4-02-26-20	1-05-37-44	2-20-48-36
CONTINENTAL		22	NSW	7	0			3-21-34-07	1-00-43-32	2-20-50-35
SAGACIOUS II		23	VIC		6			4-02-41-24	1-05-40-53	2-21-00-31
MARARA		24	NSW		-		3	4-18-38-28	1-21-29-38	2-21-08-50
OVERDRAFT	(2)	25	QLD		7		~	4-03-29-23	1-06-15-33	2-21-13-50
ZEUS II	(-)	26	NSW				4	4-22-37-50	2-01-08-10	2-21-29-40
DRY WHITE		27	TAS		8			4-03-06-38	1-05-23-01	2-21-43-37
LA MONIQUE		28	NZ		9			4-03-22-54	1-05-34-35	2-21-48-19
MERCEDES IV		29	NSW		10			4-03-22-54		
AGGRO		30	VIC						1-04-59-54	2-22-07-05
WILD HONEY		31			11			4-02-44-58	1-03-43-12	2-23-01-46
HIJACKER			QLD	8				4-01-21-57	1-02-18-06	2-23-03-51
		32	NZ	9			200	4-00-36-16	1-01-17-10	2-23-19-06
GUMBLOSSOM		33	VIC				5	5-02-03-33	2-01-51-15	3-00-12-18
WESTERLY		34	TAS	152			6	5-01-21-22	2-00-25-06	3-00-56-16
EMERALD CITY		35	NSW	10			00	4-04-07-33	1-02-39-07	3-01-28-26
TERENCE J		36	TAS				7	4-22-35-22	1-20-30-48	3-02-04-34
AUSTRALIAN MAID		37	NT	11				3-19-41-55	0-17-24-22	3-02-17-33
MAHOGANY		38	NSW			9		4-10-33-29	1-08-07-58	3-02-25-31
MORE IMAGINATION		39	SA					4-18-50-44	1-16-16-32	3-02-34-12
MORNING TIDE		40	NSW				9	5-00-11-11	1-20-50-45	3-03-20-26
EMMA		41	NSW				10	4-17-48-36	1-13-46-17	3-04-02-19
TURKEY CONNECTION		42	WA				11	4-17-39-53	1-12-35-54	3-05-03-59
VENINDE III		43	NSW				12	4-20-17-19	1-13-56-48	3-06-20-31
NEW HORIZONS		44	NSW			10		4-19-07-14	1-09-53-02	3-09-14-12
SOUTHERN VENTURE		45	TAS				13	4-23-59-17	1-14-14-39	3-09-44-38
TRADITION		46	TAS				14		1-11-29-42	3-10-13-22
CASHFLOW		47	VIC			11		4-17-34-23	1-06-19-45	3-11-14-38
SCORPIO II		48	VIC			00	15	5-08-57-55	1-20-58-07	3-11-59-48
VENDETTA		49	NZ				16	5-07-05-45	1-15-26-06	3-15-39-39
EAGLE	(3)	50	NSW		12		14	4-11-02-58	1-04-36-47	3-06-26-11
(Penalty 10% — Was C			11011		12			4-11-02-36	1-04-30-47	3-00-20-11
ARIADNE II	- A	51	TAS				17	6-16-30-36	1-15-27-09	5-01-03-27
YARINDI III		52	TAS				18	7-14-00-00	2-01-13-25	5-12-46-35
	BOI			10	110	270			2-01-10-25	3-12-40-35
DID NOT START: GAMBOL, RUFF N TUMBLE, UPTOWN GIRL. RETIRED: FIRETEL, INCH BY WINCH, INSATIABLE, JACK GUY, NIMROD II, NORTHERN SECURITIES.										

RETIRED: FIRETEL, INCH BY WINCH, ONYA, TREVASSA. (1) Redress of 30 minutes (2) Redress of 40 minutes (3) IYRU Rule 54

IMS HANDICAPS CLASS III (IMS)

SCRATCH A	LOWAN	CE 452.8 SEC		E LENGTH 630.4NM	
	O'ALL	STATE/	ELAPSED	ALLOWANCE	CORRECTED
YACHT	PLACE	COUNTRY	D-H-M-S	D-H-M-S	D-H-M-S
FUJITSU DEALERS	1	NSW	3-21-31-26	1-09-16-16	2-12-15-10
SWEET CAROLINE	2	HK	3-17-34-41	1-03-45-18	2-13-49-23
BRINDABELLA	3	ACT	2-22-33-07	0-07-07-37	2-15-25-30
RATTLE AND HUM	4	JAP	3-18-58-47	1-01-03-30	2-17-55-17
HAMMER OF QUEENSLAND	5	QLD	3-02-46-12	0-08-48-29	2-17-57-43
NADIA IV	6	ACT	4-01-05-13	1-04-39-56	2-20-25-17
HELSALIII	7	TAS	3-04-29-58	0-07-50-42	2-20-39-16
FIRST LIGHT	8	NSW	4-03-20-01	1-05-03-03	2-22-16-58
BOBSLED	9	NSW	2-23-12-01	0-00-00-00	2-23-12-01
GROUP THERAPY	10	NSW	3-23-56-12	0-22-17-30	3-01-38-42
DID NOT START: AMAZON RETIRED: ARIEL, ON THE			D ASIDE, TOO	IMPETUOUS.	

Aboard Rothmans

Continued from page 32

It was Boxing Day at one o'clock in the afternoon when the New South Wales Premier, Nick Greiner, fired the starting gun for the 110 starters from Shark Island in Sydney Harbour and in 20 knots of south-easterly breeze, there was a veritable cavalry charge up the three miles of the Harbour to the turning mark at the Heads and there was a case of Champagne for the first around. That was sufficient reward for those aboard *Rothmans* to suggest to Lawrie Smith that he made the start of a lifetime and leave the rest to the crew!

Smith chose his place on the starting line for Rothmans with considerable care. Clear air and room to manoeuvre are all important and there was a great deal of traffic around the western end of Shark Island. There was also some confusion about the guns - the ten-minute gun was either 14 seconds early or the five-minute gun had been 14 seconds late (it was to prove the former!) - and to be early would have been disastrous, so we found ourselves with a space to leeward into which we bore off when there was no roar from the cannon when we felt there should have been. The 80 footer was up to full speed as the gun fired and shot into an early lead.

She was, however, challenged by the ultra-light Bobsled of Geoff Bush, a Kel Steinman designed downwind flyer which didn't quite make the breakthrough to windward - Smith gave a cheerful luff as she came up on the quarter - and could not find her way through the wind shadow to leeward. The call aboard Rothmans had been for a light Reacher at the start and it was a sail which we were to carry all the way to the first mark while others, Bobsled included, set very shy spinnakers with little benefit. The Champagne was ours and as we began to make our way south, Bobsled's challenge evaporated fast. She may be quick on the reaches and runs but she goes to windward like a brick built outhouse.

For twelve hours we beat dead into the wind, keeping an eye on the whereabouts of our closest rivals; Ragamuffin, Condor and Brindabella. There is no sense in going off on one's own and letting the others find better winds. The gaps began to grow to the proportion where covering the three was not easy and at that time the winds, too, began to change.

Early on the second morning of the race we had a three-quarter ounce spin-naker up and peeled to a 1.5 ounce at seven o'clock as the wind backed to the north and blew at more than 20 knots. The three-quarter ounce spinnaker was ripped during the peel, beyond the repair capabilities on board despite having Andy Halsey and Russell Pickthall on board who had made it in the first



LAWRIE SMITH at the helm of Rothmans during the wild weather of the NorTel Sydney-Hobart Race. (Pic by Rick Tomlinson who sailed aboard Rothmans to Hobart).

place; This was to prove our downfall as it was the only non-logoed spinnaker of that weight on board.

We kept about five miles to the east of the rhumbline course in anticipation of stronger north-easterly winds. We hoped they would come, but probably none of us on board wanted the full amount that we finally received. When the strong winds did arrive, in midafternoon, they were to provide us with the most exhilarating sleigh ride. The 38-ton Rothmans took off like a speed boat, surfing down the faces of the waves at more than 20 knots with a full sized 2.2. ounce spinnaker and no reefs in the main. The tension on board was electric - this was what we had all come for, the slithering charge of a maxi on the brink of control.

The seas of Bass Strait are not the long rollers of the Southern Ocean for which Rob Humphreys had designed Rothmans; they are short and more suited to smaller boats. Unbeknown to us, the One Tonners were having a great run behind us and no one was enjoying himself more than Gary Appleby on Sagacious, hoping to pull off the handicap win in the race. We had been assured by our skipper before the start that the main aim was to be first to Hobart and that anything else was a bonus, the chance of the double, with a handicap win as well was remote and the triple, with a course record even further away in fairyland.

The moment of truth was nigh. Rothmans was sliding down the face of one wave straight into the back of the next when she stuck her bow into the wave and endeavoured to become a submarine

The boat seemed to stop dead everything is relative - the speedometer which had read 23 knots, now showed just 10! A wall of water, three feet deep was brimming over the foredeck and the stern was lifting out of the sea. One couldn't see the instruments on the back of the mast as they went underwater. Rothmans was in danger of becoming a submarine or cartwheeling. We weren't too enamoured with either prospect.

The watch on deck were all clipped on with safety harnesses as well over ten tons of water hurtled towards them. It was a strangely horrifying moment. Suddenly, we were all waist deep and the smile that had been on helmsman Gordon McGuire's face had faded to be replaced by a clenched tooth mask. Mike Spics was trying to come up the companion hatch as tons of water cascaded down the steps. He said afterwards that he knows how a spawning salmon feels trying to get uphill.

This wasn't what we had come for; in those terrifying microseconds we all held on uncertain of what was to happen next. The rig was under serious strain. No one had told the top of the mast that it was no longer to be doing 23 knots if it wanted to remain in the game; neither had the new all-Kevlar runners been informed that the sea was no longer allowing the progress of the hounds at the previous pace and the hull and deck were as tortured as they had been at any time on the Whitbread Round the World Race.

The yacht continued to spear through the wave and come out the other side and accelerate again as more than ten tons of water poured out over the stern and off the sides of the deck. There was a lot down below to be pumped out but and the general consensus was that we had too much sail up, but we were on schedule for the race record and pushing the boat to its limits.

Time had come, however, for a reduction in sail and that led to another moment of horror. The wind had scampered further up the scale and was gusting over 50 knots and the spinnaker had to come down quickly, before we could give it the protection of the lee of a jib. It was a move fraught with peril but the risk was one which had to be taken. Everyone available was mustered and each knew his role as the manoeuvre began. The sheet was freed to take the weight out of the sail and the guy fired. Just as all seemed well, the sail tore on the end of the boom.

It was only a small tear at first but as the sail flapped viciously in the wind, the tear grew rapidly until it had gone right across the sail. Hauling it in became difficult and by then there was a great deal of it in the water. Everyone on deck was holding on to it, but were being dragged aft; the struggle was one sided and the decision came to cut the sail free and ditch it.

By then there had been another disaster - two crewmen had fallen on Don Buckley as the sail took charge and had fractured his arm. Nobody will deny this sport is dangerous. Even so there were reefs to take in the mainsail as the

wind was screaming.

The boat was in better control after that and for some time we charged on under a double reefed mainsail only, still peaking at over 20 knots. At dawn on the third day out, there was enough moderation in the wind for a number five jib to be hoisted for a while, then after another 40-knot blast, the wind began to fade away until it was down to a weak six knots. We changed headsails with appalling regularity, still aiming for the maximum progress.

By now we were more than 35 miles ahead of the pursuing pack of Ragamuf-fin, Condor, Brindabella and Bobsled. I couldn't help thinking how much Bushy and his crew must have been enjoying

the ride on Bobsled.

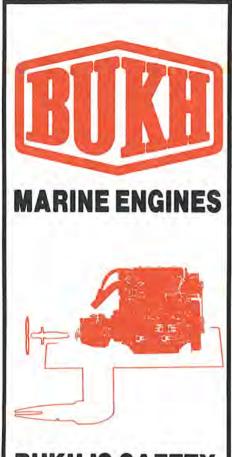
That was when any chance of breaking the race record went away and it wasn't until the day was over before we had any real wind again. During the day we had some light running and the three-quarter ounce spinnaker with the company logo on was hoisted. Its presence on the mast was noted in the Official CYCA Log Book as part of our declaration and the only reason it went up was because we needed that particular sail and we were 30 miles from land where its advertising effect was totally negated. We weren't to know that a camera-carrying helicopter was to fly out to check our progress.

We were slightly concerned about it ourselves, having identified Ragamuffin just eight to nine miles astern after we had been more than three times that amount in front at the start of the day. It wasn't that we had been in any way complacent, but we, most of us anyway, knew all about the lotteries of the past that had occurred late in the race.

The finish was eight hours away when we finally stopped chasing zephyrs and, in an increasing westerly, headed on course at eleven knots, rounding Tasman Island in the dark and arriving off Cape Raoul, with its famous fluted cliffs that resemble organ pipes, at first light.

When the wind continued as we passed the Iron Pot lighthouse at the entrance to the Derwent River, we all crossed our fingers, knowing the times when race leaders had 'parked' here and others had come up and passed them. This time, there was wind all the way to the finish.

The spectator fleet grew - close to 100 boats were around us as we crossed the line. There is no welcome at the end of any ocean race that matches the one given to the leaders at Hobart. It was only then that we learned that the Race Committee intended to penalise us for using an 'illegal' spinnaker, but we knew they could never take away the fact that we had finished first, and we smiled.



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DESIGNER Kell Steinman waits for his latest "Offspring" to reach Coffs Harbour, the 69-footer Amazon (above right) which took line honours after a duel with the Coffs Harbour sloop Siska, which eventually retired from the race. (Pic — Les Harbour Panorams)



TOYOTA

8886

THE lone figure at the end of the southern breakwater at the entrance to Coffs Harbour at 3am was pacing like a father awaiting a lost child. Every few minutes he'd stop and peer into the darkness again, searching for a hint of a light which would signal his offspring was nearing home.

But for the past two hours there had

been nothing, bar the bright lights on the Royal Volunteer Coastal Patrol vessel behind him.

It was decked-out like a Christmas tree, a homing beacon for the 103-yacht fleet in the CE Heath Pittwater to Coffs Harbour Yacht Race Series.

It was the second year in a row that yacht designer Kel Steinman had spent

his Christmas-New Year break in the mid-north coast town of Coffs Harbour, anxiously awaiting the arrival of his latest creation.

Last year it was the 66ft Bobsled which had been his concern. This year it was the latest creation from his stable — the 69ft ultra-light displacement yacht, Amazon.

Launched only the Friday before Christmas, owner Peter Walker and his crew had just five days to prepare her for her maiden race. All of this time was spent on fitting her out with mast, rigging and instruments.

On the eve of the race start, Walker still had the boat in Sydney Harbour and was awaiting the delivery of a vital

spinnaker pole.

Race morning, December 27, saw him leave for the start in Pittwater at 6am with the crew still busy screwing on fittings. Although carrying a full set of sails, a shakedown cruise of little more than an hour found that two jibs were too long in the luff and were useless.

It effectively left Walker with a main, a lightweight No 1, a No 1 and a No 4

Nevertheless, both Steinman and Walker were confident of taking line honours. From all accounts Amazon was close to a sister-ship to Bobsled which had taken line honours the previous

The main difference was a rig which stood two metres taller, she was 500mm longer and carried a dagger keel with a 4-metre draft. There were also some small changes in shape, designed to give her better windward performance. Steinman was quite sure she would be fast to windward, the only question was to be how fast.

Race morning saw a north-east breeze of about 10 knots with the forecast for more of the same for the 236-nauticalmile journey from Pittwater to Coffs Harbour.

It was to prove quite a test for Walker and his crew, a match race as well against the biggest boat in the fleet, Coffs Harbour's Siska.

The 77ft maxi had been chartered by Coffs Harbour sailor Ray Benson as head of a local 20-man yachting syndcate out to make the 10th anniversary of the race a double celebration.

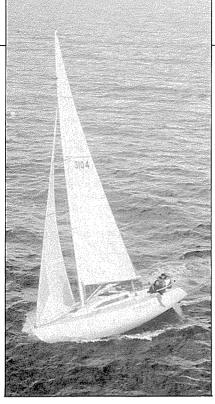
Not only were they getting ready to celebrate Benson's unique record of being the only skipper to have taken part in all races, they were out to get a Coffs Harbour yacht home first.

It promised to be a great match race between the new, yet untried, pocketmaxi and the old campaigner which had spent the past few years mainly on charter duty.

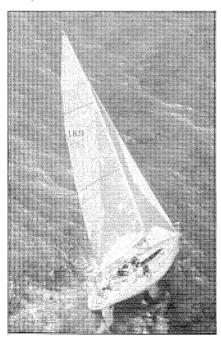
Siska, sporting a new mainsail and huge lettering along its hull, was easily recognisable and was certainly the sentimental favourite. Also distinctive was Amazon, her dark grey hull having her name emblazoned along each side in white.

A clean start by Amazon saw her jump immediately into the lead with Coffs Harbour's Śiska, electing for a safe start at the windward end of the line, well back in the fleet.

An hour after the start, it looked as if it was only a matter of how far with Amazon a clear leader. Her rig looked perfect, belying the fact that the crew had not had her sails up before!



OVERALL winner of the CE Heath Pittwater-Coffs Harbour race was again the RPAYC sloop Pemberton III (above), skippered by Richard Hudson, while Blue Max II (BELOW) won IOR Division 1 for owner Frank Williams. (Pic - Les Harbour Panor-



Second was Mandate, a Davidson 56footer, being campaigned for the first time by new owner Geoff Keato. Siska had moved into third position, two miles astern, and was being wound up slowly to make a charge at the lead.

At this stage none of the fleet was expecting the conditions that were moving in and attributed to tropical cyclone Joy, then a rain depression moving crratically over inland Queensland.

By mid-evening the leaders had passed Newcastle and spent most of the night working against fresh 10-15 knot northerlies which lightened as thunderstorms rolled in from the west.

It was to be the first of two such nights which brought local storms and gale force winds.

At about 3am, leaders Amazon and Siska were nearing Seal Rocks with Amazon planning to go inside the rock. But with the thunderstorms rolling in and with depth sounder and other instruments only working intermittently, skipper Walker elected to peel away and give the rock a wide berth.

It was a wise decision as they struck heavy squalls with winds up to 35 knots. Amazon was forced to run to sea for half an hour averaging 15 knots. By the time the crew had managed to put a second reef in the main and set a No 4 jib, they were 8 miles off the coast and well out in the southerly set.

By the 7am sked, they had worked back into the coast against an 18-knot northerly and virtually crossed tacks with Siska which had hugged the shore all night.

Leading on IOR handicap at that stage was the other Steinman design, the 30-footer *Pemberton III* skippered by Richard Hudson. They had been in the top three the previous evening and had held their position during the thunderstorm activity during the night. Minor placings were being held down by the bigger boats Swuzzlebubble, Witchcraft II and Queensland Maid. The rest of the day the fleet spent working against northerly breezes which had reached 20 knots by

Amazon and Siska had spent the morning in a tacking duel with the older boat finally holding the upper hand and leading by nearly a mile. But Siska blew a jib and Amazon slipped ahead, and still held the lead by the 4pm sked.

Handicap leader was Relentless, a new Davidson 34 skippered by John O'Brien from the Botany Bay Yacht Club. Pemberton was still running second with Queensland Maid holding down third spot.

But again, the thunderstorms began to roll in and they were to play a major part in the outcome of the race over the next six hours. The leaders had passed Port Macquarie and were more than halfway through the race when the first storms hit about 5.30pm.

Amazon, carrying a No 2 jib and a reef, was hit by gusts of 40-50 knots which carried the jib away. They then hoisted their No 4 but it also ripped immediately. A storm jib was eventually hoisted and another reef taken in the main. The boat was in complete chaos with the slides which held the main to the mast popping, battens breaking and spreaders sagging.

Walker immediately de-powered his boat as further "bullets" from the southwest rolled out from Korro Gorro Point. It was at that stage that Siska again powered past to take the lead

again.

Both boats were at full speed with Amazon reaching speeds of 21 knots before the south-westerly but taking a terrible pounding as they ran into a two-metre northerly swell. At one stage

C.E. HEATH PITTWATER TO COFFS HARBOUR YACHT RACE

green water was pouring over the decks

up to the mast step.

Inadvertently, someone had left open the front hatch and the two heads in the snake pit, so a lot of water was taken aboard. By the time it was noticed the crew were up to their ankles and pumping was the order of the day with at least a couple of hundred gallons in the bow.

The storm slowly moderated with bullets now lasting for only 2-3 minutes at a time with the boats left almost becalmed in between. By dusk, Amazon had regained the lead with Siska still in sight and farther to sea. But with Amazon under storm jib and reefed mainsail, Siska was again able to sail through them in the lighter patches.

The breeze then filled again, this time from the north, until it reached 25 knots. Amazon, with spitfire jib and double reef, found the conditions to her liking while Siska found trouble and headed to sea. She had already blown out one jib and a second, their No 3, went under the heavy northerly.

The telling crunch finally came when the big mainsail finally blew out. A disappointed crew found themselves well out to sea off Smoky Cape with no main in a breeze which faded over the next four hours. At midnight, after nearly four hours of calm, a disappointed skipper Benson decided to retire from the race and motor in.

Meanwhile, Amazon had hoisted a No 3 and had shaken out the reefs in the mainsail which had given them so much

trouble.

According to Walker, crewmen John Hickey and Mark McIllwain had been up the mast to rectify problems with rigging and main 17 times during the storms. At one stage they had to tie the main to the mast as the slides popped from the tack.

It was at this stage that Walker thought they were out of business and

would have to retire.

Amazingly, the extremes the leaders encountered during the thunderstorm activity did not strike the rest of the fleet. Nearest boat, *Mandate*, only 8 miles behind at one stage and no farther back than 17 miles, missed all the bullets although it experienced the strong north-easterlies.

Around 10pm, the breeze filled in from the south-east enabling Amazon to set a spinnaker for the first time. But it was short-lived with it switching back to the north-east half an hour later. By the time they reached Nambucca, 20 miles out from the finish and a call-in point for their estimated time of arrival, they were under No 1 light jib and full main and reaching to the finish.

It was a relieved designer in Steinman who watched Walker nurse his yacht over the line at 3.40am on Friday.

Siska motored in just after 5am with Benson straight on the phone to Sydney to try to arrange for a replacement main to be flown up. Leading on handicap at the 7am sked was *Pemberton III* with *Relentless* and *Scampi A* filling the minor placings.

The fleet now stretched almost 70 miles and again facing headwinds but of no more than 5 knots. By 5pm most had arrived, including handicap leader *Pemberton III* with only danger *Scampi A* still at sea and having to finish by 8pm if they were to win.

The breeze completely dropped out just on 6pm with 30 boats left bobbing outside, with the last boat within 15 miles of the finish. But it wasn't to be until noon the following day that Leven, skippered by Coffs Harbour's David Leach, brought up the rear of the fleet.

Final handicap standing on IOR went to Pemberton III from Relentless and Blue Max II, skippered by Frank Williams.

On IMS, final placing went to Seaquesta (Peter Nicholson), Boomalacha (John Stormon) and Rising Farrst (David Baker) while on PHRS the old Love and War (Simon Kurts) beat Rock n' Roll (Keith Williams) and Fred (David Rothery).

In the Cruising division Mr Christian (Alan Greenwood) beat home Weowna

Winna (Bob Markie).

The two short races to complete the series were both held on December 31. Again, fickle conditions greeted the fleet which set off on a southerly course in very light winds. But no sooner had the gun gone than a thunderstorm rolled in from the north-west bringing stinging rain and winds of up to 20 knots.

Amazon, only slowly out of the blocks, suddenly found her straps and led the fleet around the first mark. There was no Siska for the final two races as the mainsail they had flown in especially did not fit the mast so crew and supporters were forced to become spectators for the day.

Line honours in the second race again went to Amazon with Queensland Maid (Rob Robertson) second and Otago (Bill Allen) third. The Maid's performance was so good it took out the IOR handicap from Beach Inspector (David Fairfax) and Witcheraft II (Bruce Staples).

Third race in the series got away just after 3pm with a north-east breeze now in at 10 knots. But with the likelihood of another fading breeze, officials shortened the course to about 8 miles. First again was Amazon with Bright Morning Star (Hugh Treharne) second around the course.

IOR handicap honours went to Blue Max II from Beach Inspector, and Queensland Maid, also taking out overall IOR handicap honours from Blue Max II and Swuzzlebubble 6.

Overall honours in PHRS went to Amazon from Bright Morning Star and Gone With The Wind (Laurie Nicholls).

IMS honours went to Boomalacha (John Stormon) from Seaquesta (Peter Nicholson) and Lady Anne (Simon Kirkjian).

The special Half-Ton division was won by *Grasshopper* (Keith Nettle) from *Pep Talk* (Eastsail's Deborah McCawley) and *Micron* (Eastsail's Peter Franki).

RESULTS:

Race 1: Pittwater-Coffs Harbour: Line Honours: Amazon (Peter Walker).

IOR Div 1: 1. Blue Max II (Frank Williams); 2. Swuzzlebubble 6; 3. Queensland Maid. Div 2: Pemberton III (Richard Hudson), 2. Relentless, 3. Scampi A.

IMS Div 1: 1. Seaquesta (Peter Nicholson); 2. Mandate; 3. Otago. Div 2. 1. Boomalacha (John Stormon); 2. Rising

Farrst; 3. Kalina.

PHS Div 1. 1. Rock n' Roll (Keith Williams); 2. The First Eleven; 3. Wide Load. Div 2: 1. Love and War (Simon Kurts); 2. Fred; 3. Gone With The Wind. CRUISING: 1. Mr Christian (Alan Greenwood); 2. Weowna Winna. Navigator's Trophy Swuzzlebubble 6.

Race 2:

IOR Div 1: 1. Queensland Maid (Robert Robertson); 2. Witchcraft II; 3. Swuzzle-bubble 6. Div 2: 1. Beach Inspector; 2. Invader; 3. Public Nuisance.

IMS Div 1. 1. First Class (Peter Baird); 2. Seaquesta; 3. Otago, Div 2. 1. Maid Rosalinde (Steve Merrington), 2. Boomalacha, Lady Anne.

PHS Div 1. 1. Amazon (Peter Walker); 2. Pacific Breeze; 3. Bright Morning Star. Div 2. 1. Audacious (Dale Cuthbert); 2. Grasshopper; 3. Micron.

Race 3:

IOR Div 1: 1. Blue Max II (Frank Williams); 2. Queensland Maid; 3. Swuzzlebubble 6. Div. 2 1. Beach Inspector (David Fairfax); 2. Relentless; 3. Public Nuisance.

IMS Div 1. 1. Fast Buck (Neil Stewart); 2. Wahoo; 3. Dynamite. Div. 2. 1. Boomalacha (John Stormon); 2. Lady Anne; 3. Maid Rosalinde.

PHS Div 1: 1. Bright Morning Star (Hugh Treharne); 2. Fast Buck; 3. Pacific Breeze. Div 2: 1. Naiad (Brian Northcote); 2. Gone With The Wind; 3. Audacious.

First overall IOR: Queensland Maid (Robert Robinson)

First overall IMS: Boomalacha (John Stormon)

First overall PHS: Amazon (Peter Walker)

First overall Cruising: Mr Christian

(Alan Greenwood) First Half-ton division: Grasshopper

(Brian Nettle)
First IOR teams: RPAYC (Witchcraft,

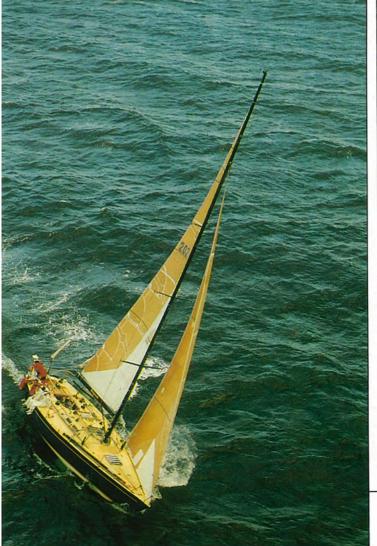
Seaquesta, Blue Max II) First IMS teams: RPAYC (Kalina, Fast

Buck, Rising Farrst)

First PHS teams: CYC (Love and War, Amazon, Wahoo)

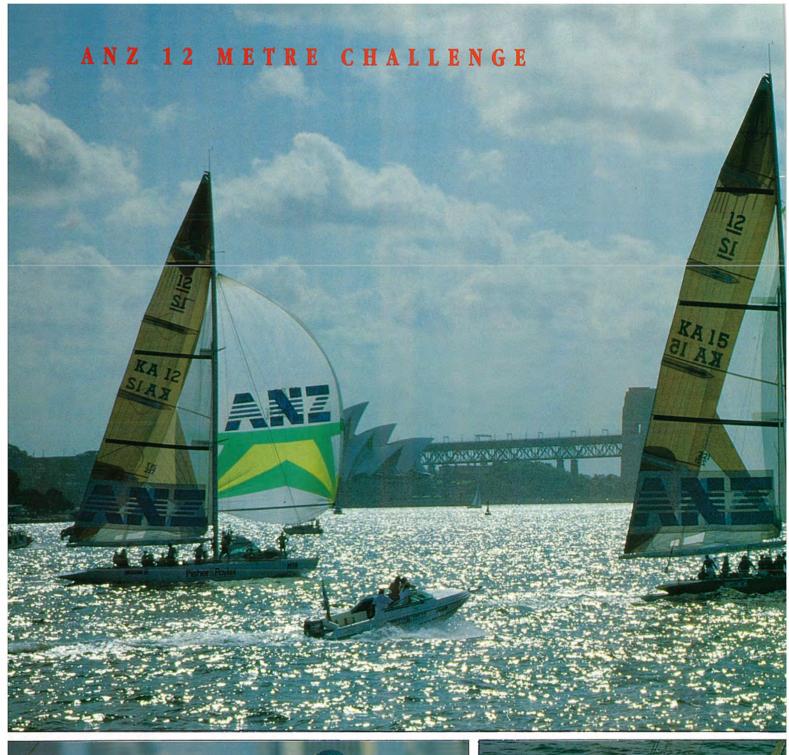
First entry: Kalina (Geoff Johnson) Most colourful: Musketeer (Peter Watts) Last finisher: Leven (David Leach)





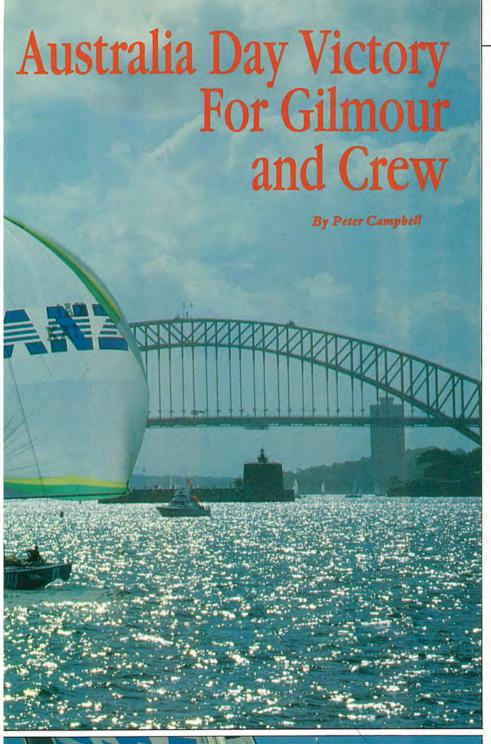


HEADING for Coffs Harbour in the CE Heath Race from Pittwater—TOP, Line honours winner Amazon, skippered by Peter Walker; ABOVE, Swuzzlebubble 6 (Michael Stephenson), 2nd in IOR Division 1; and LEFT, Seaquesta (Peter Nicholson) winner of IMS Division 1. (Pics — Les Harbour Panoramas).











THE Australian National flag was flying high and proud from the forestay of *Kookaburra II* as hundreds of spectator craft escorted the veteran 12-metre class yacht up Sydney Harbour on the Monday holiday of the Australia Day weekend 1991.

Back at Darling Harbour the crew hoisted another flag — the Spirit of Australia flag — the emblem for their 1992 challenge for the America's Cup in the yet-to-be built new International

America's Cup Class yacht.

Ashore, in the America's Cup Bar at Cockle Bay hundreds of supporters stood and toasted Peter Gilmour and Iain Murray and the crew they will take to San Diego in 1992 to win back the America's Cup.

Peter Gilmour, match-racing champion of the world, was again champion of Sydney Harbour in the ANZ 12-

Metre Challenge.

The final score of three days intense match-racing in the two 12-metres, Kookaburra II and Kookaburra III, saw Team Australia beat Team America 4-3, the Australians winning \$65,000 in prizemoney, the Americans \$40,000 in the "skins" concept.

John Bertrand won two of the three hard-fought final races, but from down 3-1 going into the last day, the Californian needed to repeat the performance of his Australian namesake aboard *Australia II* in the 1983 America's Cup.

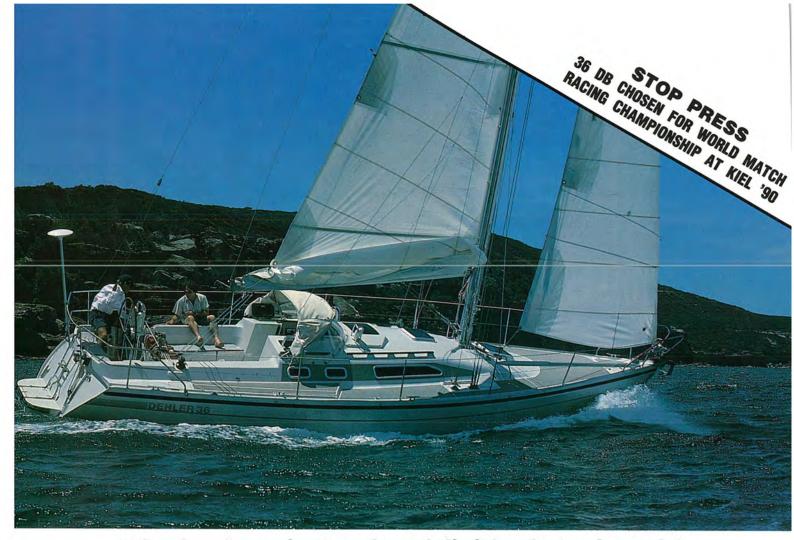
The former US America's Cup helmsman and tactician sailed a brilliant series, underscoring the skills that have made him a world champion and Olympic silver medallist. In fact, against a crew that has been sailing the *Kookaburras* for years, the Americans did an exceptional job.

In fact, but for the funding collapse of the US Beach Boys defender syndicate,

Continued on page 57

SPECTACULAR panorama of Sydney Harbour as rival Australian and American crews gybe downwind in the ANZ 12-Metre Challenge over the Australia Day weekend. (Pic—Peter Campbell). Opposite left: International model Christie Brinkley at the helm of Kookaburra II with US skipper John Bertrand beside her, during Celebrity Race. Opposite right: Bertrand eyes off his Australian opponent Peter Gilmour during pre-start duel. Below Left: Iain Murray and Chris Harmsen in tactical discussion while below right, international elimination match between Japan and Italy. (Pics - Howard Wright).





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NORTEL OCEAN RACER AWARDS

OU Abrahams, still one of Australia's most active ocean racing yachtsmen at the age of 63, has been named the 1990 NorTel Ocean Racer of the Year.

The award presented at a lunch at Sydney's Cruising Yacht Club of Australia, came on the eve of Abraham's 28th Sydney to Hobart race, his 26th as owner/skipper.

Unfortunately, Abrahams' bid for his third overall Hobart win ended on day two with a broken rudder.

Last year, the popular yachtsman from Melbourne's Sandringham Yacht Club became the first Victorian to twice win the 630-nautical-mile ocean classic, sailing his One Tonner *Ultimate Challenge* to victory in a hard fought race. His previous win had been with *Challenge II* in the race of 1983.

Abrahams followed last year's victory with an outstanding win in the Kaula Rock Race, the long ocean race of the Kenwood Cup series in Hawaii last

August.

Abrahams has sailed in the Sydney Hobart Race since he was a a young man, initially as a for'ard hand on the famous old schooner Winston Churchill, but for the past 26 years he has raced as the skipper of his own yachts — Odin, Vittoria, Challenge II, Challenge III and then Ultimate Challenge.

In 1983, he became the first Victorian to win a Sydney Hobart, taking out overall handicap honours with *Challenge II*, a S&S 46. Last year, he became the only Victorian, and only the second owner/skipper in two decades, to win

two races.

Abrahams has represented Australia in the Admiral's Cup in England, the One Ton Cup in San Francisco, and in the Clipper and Kenwood Cups in Hawaii.

Ultimate Challenge has maintained Abrahams' tradition of racing strong, durable boats that are still fast, crewed by competent sailors with the vital endurance for long ocean races. Abrahams and his crew are noted for their skill in long races.

"Nothing ever breaks — you have to be able to drive them hard," Abrahams said today. "It's all built on being absolutely dedicated to winning and having consistent, experienced crews." In fact, the rudder broke this year when Ultimate Challenge hit a sunfish or a

basking shark.

Apart from racing his yachts, Lou Abrahams has been a yachting administrator, as a former Commodore of Sandringham Yacht Club, a member of the board of the Ocean Racing Club of Australia and in 1979 team manager of the winning Australian team in the Admiral's Cup.

Other nominations for the award were West Australian Bruce Staples,

Ocean Racer Award to Lou Abrahams



OCEAN Racer of the year, Lou Abrahams, receives his award from NorTel Group Vice-President, Brian Baynes at a luncheon at the CYCA. (Pic—David Clare)

Tasmanian Craig Escott and New South Welshmen Jamie Wilmot and Max Ryan

It's a measure of Abrahams' stature that two of *Ultimate Challenge's* crew also were nominated for Ocean Racing Awards. Mainsail Trimmer John Gash won the Rookie of the Year award for the yachtsman in his first year of racing. A former Etchells sailor, John has competed internationally in the Flying Dutchman and Soling classes, but his first experience of ocean racing was a winning ride on *Ultimate Challenge* in the 1989 NorTel Sydney Hobart.

The other nomination for Rookie of the Year was Holly Johnston from the highly successful Sydney IMS competi-

tor, Haupia.

Sagacious V crewman Peter Messenger denied Ultimate Challenge the trifecta when he edged out Glen Ferguson for the Crewman of the Year Award. Messenger was a helmsman and trimmer on Sagacious, which went on to win the 1990 NorTel Sydney-Hobart.

He also sailed aboard the 50 footer Heaven Can Wait in the Australian Kenwood Cup team in Hawaii. Peter Mes-

senger has more than a decade's experience in ocean racing.

Other nominations were Victorian Ross Lloyd and Sydney's redoubtable Phil Thompson.

The fourth NorTel Ocean Racing Award was for a lifetime of contribution and involvement in the sport. The Veteran of the Year was Perth's Merv Finn, a 78-year-old with almost half a century of offshore miles behind him.

The former Commodore of the Royal Freshwater Bay Yacht Club represents the highest standards of seamanship, and Merv holds the unique distinction of sailing in every Fremantle to Bunbury and Return Ocean Race, Western Australia's first major offshore race and still one of the most significant events in the state's sporting calendar.

Other distinguished yachtsmen nominated for the Veteran Award were New South Welshmen Peter Green, Max Tunbridge and John Walker, and Tasmanian Roger Jackman.

The NorTel Ocean Racer Awards were sponsored by NorTel Australia Pty Limited, the sponsor of the Sydney Hobart Yacht Race.

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Only your personal inspection can possibly reveal the privacy and prestige of ownership of the last remaining waterfront vestige of Sydney's Federation heritage.



ANZ 12 Metre

Continued from page 53

he may well have been the likely defender of the America's Cup at San Diego in 1992. Adding further status to Gilmour's 4-3 victory was the fact that Bertrand had eliminated two other America's Cup challenger skippers in the international series last week — Chris Dickson, who will head the Japan's Nippon Challenge, and Rod Davis, the skipper of Sir Michael Faye's New Zealand challenger.

Most significantly, Peter Gilmour and Iain Murray's second victory over an American team in an ANZ 12-Metre Challenge — they beat Dennis Conner in 1989 — will give the Spirit of Australia a vital boost in public fundraising for the 1992 America's Cup challenge. "This has been a good week for us — another notch in the scoreboard towards our challenge in San Diego," said Iain Murray, Gilmour's tactician in the ANZ Challenge and head of the Spirit of Australia challenge, at

the post-race press conference.

"This hard-fought victory shows that the Spirit of Australia team has the determination and the ability, and that we are serious in our bid to win back the America's Cup at San Diego in 1992," Murray added.

The opening day of the series, Austra-

lia Day, was cut short when two violent thunderstorms, with severe lightning, torrential rain and winds gusting to 40 knots, swept the harbour. The first race, from Manly to Farm Cove, via a couple of short windward-return legs inside the Heads, was sailed in light and flukey winds with Gilmour coming from behind by picking a 20 degree windshift to score a runaway win.

The storm hit as the yachts were sailing in a Celebrity Race and Darling Harbour Yacht Club officials cancelled this and the subsequent race of the series

Three races were sailed on the Sunday, with Bertrand levelling the score one-all by winning a closely-fought postponed race two. However, he could not match the Australians with their local knowledge of Sydney Harbour's light easterly winds in the next two races and ended the day down 3-1.

Bertrand was pleased with the change of boats on Monday, and the prospect of freshening and more constant nor'easters. The Americans made the score 3-2 in Race 5, sailed in an 8-12 knot nor'easter, leading all the way after cleverly manoeuvring the Australians over the line 10 seconds before the starting gun.

Both yachts were over, but the Americans were able to dip back and re-start much quicker, crossing the line with a vital seven second advantage. They opened this lead to 27 seconds at the first weather mark and held a comfortable cover over the Australians from there

on, although the Australians closed the gap to 38 seconds as the breeze increased to 12 knots on the final spinnaker run to the finish.

Race two saw aggressive starting tactics by both skippers, using the media boat as a focal point, they swung around it half a dozen times, so close that at times I could have reached out and touched the sails.

This time it was a real boat-race, with two skippers throwing in 15 tacks each on the first windward leg, the Australians leading around the first mark by a mere 13 seconds. For the next four legs the Americans hung in, throwing desperate tacks and gybes in a bid to win this vital race, with the margin never more than 19 seconds — something like two boat lengths.

On the final run to the finish, with the nor'easter freshening to 15 knots, they closed the gap to 10 seconds — but it was all over for the ANZ 12-Metre Challenge 1991.

The seventh race had no bearing on the final outcome — except for \$20,000 in prizemoney — and this race saw Peter Gilmour twice penalised by the on-thewater umpires, forcing him to turn Kookaburra II through 270 degree penalty turns.

The previous week, Bertrand, the bearded 34-year-old yachtsmen from San Francisco, eliminated last year's winner Rod Davis (New Zealand) in two straight races to earn the right to challenge Team Australia.

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BOAT TEST

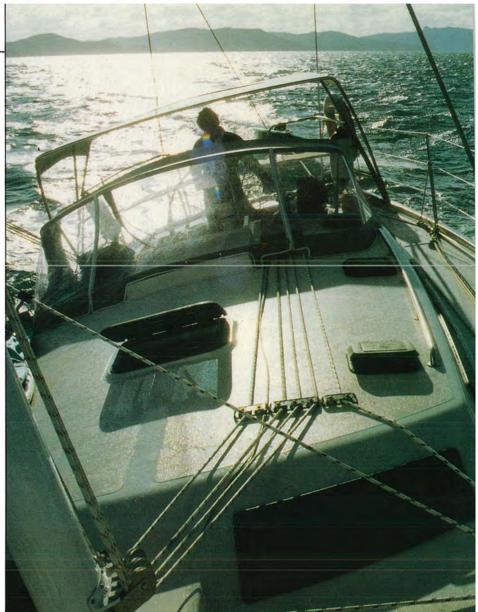
NORTHSHORE

Attractive Aussie Allrounder

By Rob Williams



NORTHSHORE 46 (right) shows her sea-going ability in test sail, while, (BELOW) cutaway shows cabin layout and powerful rig. (Pic - Max Press)



NORTHSHORE Yachts have consistently shown the ability to ascertain the requirements of the Australian market and to manufacture a quality product to meet these needs - the Northshor 46 is no exception.

If nothing else, the volume of the market dictates that production yachts in this size range are expected to meet both the racing and cruising require-ments of the 'average' yachtsman. The Northshore 46 does this admir-

ably combining excellent handling characteristics, a good turn of speed and a high standard of functional accommodation with reference to both space and quality.

Her live aboard comfort, strength of manufacture and performance capabilities provide an ideal vessel for the owner who wishes to cruise for reasonable periods without prejudicing too much speed around the race course.

On The Water

OFFSHORE had the opportunity of sailing the Northshore 46, in both fitout configurations offered, on two separate occasions. The first was on a three day 'liveaboard' trip in the Whitsundays in a variety of weather conditions and the second on a fresh and gusty day on Pittwater.



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Under Power

Both yachts were easily controlled under power and steered precisely with little effort on the helm required to make even the tightest turns.

Both responded well to throttle adjustments although one seemed to lack the others ability to stop quickly due to a slowness to build engine revs.

One marked factor when berthing the yacht in tight spaces was the centre-board's position, which, when raised increased the yacht's susceptibility to fresh cross winds noticeably.

Even in this latter situation, the yacht displayed excellent predictability which was characteristic throughout both tests.

In reverse the yacht tracked and turned efficiently and did so with a very 'balanced' helm — it showed no tendency to bang from lock to lock.

A particularly impressive example of the boats handling was its ability to hold head to wind when raising the anchor.

In gear on idle she showed no tendency for her head to blow off when the anchor lost its hold; negating that awful feeling, when short-handed sailing, of being on the bow with 20 feet of chain out as you blow around the anchorage.

Overall the Northshore handled so well that one gets the impression it's is a lot smaller than its 46 feet.

Under Sail

Both yachts sailed were rigged with furling headsails and 'stowaway' mains which, thanks to the weather, we were able to test in a variety of conditions.

At all times the yacht was light on the helm with the only slight loss of feel exhibited when drastically under powered.

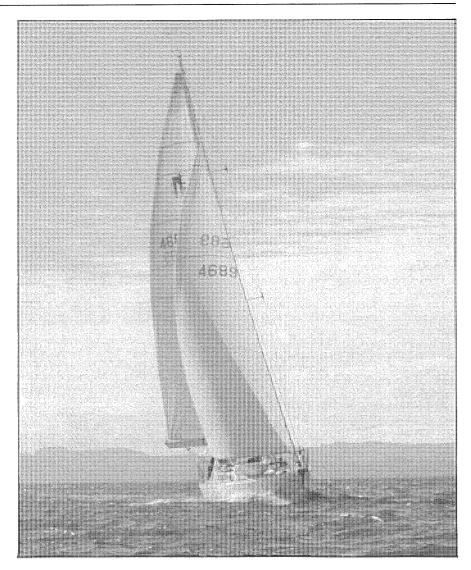
In very light airs the yacht felt a little sticky but got moving well upwind as soon as the breeze increased to about 5 knots. In above 10 knots it really starts hitting its straps.

Upwind she carried her full rig effortlessly with 20 knots over the deck and didn't really feel pushed until the breeze got over 25, when a little judicious furling of both main and headsail relieved the pressure.

Even when overpowered the boat tracked straight with relatively small helm corrections and without the necessity for brute strength on the wheel. She would only round up when excessively pressed and then did so gently enough to be easily limited with helm adjustments.

Coming off the breeze we tried the centreboard in a few positions which as expected made considerable difference in the amount of leeway the boat carried. What was surprising was the lightness of the board resulting in the ability to handle the board with very limited, or in somecases without, use of winches; another consideration when sailing short-handed.

Reaching, from just cracked to fairly broad, she showed excellent speed and



POWERFUL rig of Northshore 46 under full mainsail — both main and headsail are "stowaway" for short-handed cruising. BELOW: Northshore 46, Eagle has ample protection for helmsman from both sun and spray. (Pics — Max Press)



was easily controlled. In the Whitsundays, a 15 mile passage took us only an hour and a half and was completed, with quite a reasonable beam sea, dry and comfortably.

Broad reaching and running in the fresher conditions was equally effortless with the yacht displaying excellent control and an eagerness to get on waves.

At all times her motion through the water was comfortable and the cockpit remained dry.

The sails were very easily handled in the test format but I would suggest the more performance oriented skipper would probably be better served with a conventional main and lazy-jacks for cruising.

The Rig

The rig on both boats was simple and efficient.

The mast is supported by a twin in line spreader rig with a bridle and tackle backstay adjuster.

The stowaway main and furling headsails fitted to both yachts ensured effortless sail handling with minimum equipment and energy being required to shorten sail.

As I indicated earlier, the yacht could use a conventional main for racing which would enable the use of a rod or strut vang.

For the more performance oriented yachtsman, I would suggest that the main be of the conventional type with a solid vang and lazy jacks being fitted for cruising considerations.

On Deck

The Northshore 46 gives a tremendous feeling of uncluttered space both on deck and in the cockpit, due in no small way to the lack of control lines usually associated with this size of yacht.

The anchor stows neatly in the bow fitting with its chain running, via a power anchor winch, to an easily accessed and well drained below deck locker.

Numerous well placed hatches on the deck and cabin top enable ease of access and excellent ventilation.

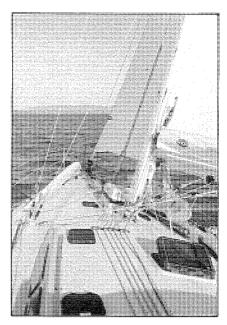
The rig of the test yachts necessitated only one winch being placed on the aft end of the cabin with the relevant control lines running through a bank of clutches in front of it. On first glance this gives the deck a lop-sided appearance but was compensated for by the additional deck space provided with no lack of efficiency.

One yacht had her main traveller set well aft with a fine and course sheet set up rigged.

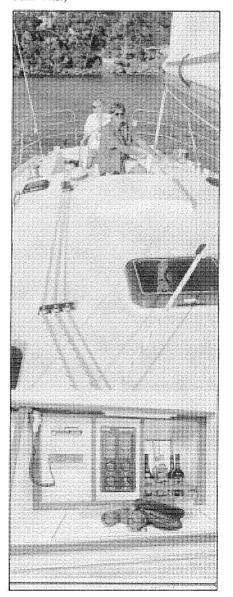
The other yacht had the traveller mounted forward in the cockpit and her sheet running along the boom and returning aft to the winch. A boom brake was also fitted.

While I found both systems were easy to use, the former is more applicable for the performance inclined and the latter a definite advantage for cruising.

Generous wide combings protect the ample deep cockpit that provides good seating for helmsman and crew alike.



ABOVE: Clean cabin-top of Northshore 46, looking for'ard, with life-raft neatly stowed inside inner forestay. BELOW: Looking aft to large cockpit and BOTTOM, neat chart table and radio console (and bottle locker). (Pics — Max Press)



Aft in the cockpit an ice box is located under the starboard side of the helmsman's seat with another locker on the port side.

The bridle backstay and removable stern rails give easy access to the aft boarding platform, via moulding transom steps, which is neatly fitted with a lift up boarding ladder.

Below Decks

The interior of the Northshore 46 is excellently equipped and well finished. The amount of quality accommodation provided combined with a general feeling of spaciousness is testament to the planning of her designers and builders.

Two internal layouts are offered with the primary difference being the cabin arrangements forward.

Both have a V-berth cabin forward, but differ in that one offers optional fitment of double bunks on the starboard side just aft of this cabin whereas without this the cabin bulkhead is extended aft. This results in extra space being provided in the cabin and the provision of additional stowage between this cabin and the main bulkhead.

A well fitted and comfortably proportioned bathroom is situated on the portside forward of the main bulkhead and includes vanity unit, shower and toilet

The 46's main saloon is attractive, functional and is designed to make life on board easy and enjoyable.

An eight seat dinette is located on the portside with cupboards and bookshelves above. The solid teak table can be loweed to form a large double bunk.

Situated aft of the dinette is a fully enclosed bathroom with the same features as that forward.

Opposite this, the galley runs along the port side. This location affords a surprisingly high amount of working surface with an abundance of easy to get at stowage. The standard galley is fitted with a stove/oven, pressure hot and cold water into twin S/S sinks and eutectic refrigeration.

Three features that illustrate Northshore's care in the completion of this boat are most obvious in this area.

The cupboard latches operated externally with a S/S button which is easy to operate, very positive and attractive.

Sliding cupboard doors move within an alloy track that negate the stickiness often associated with those running in grooved timber.

Stowage areas are terminated to enable additional lighting from windows in the hull topsides.

Aft of the saloon, and either side of the engine, are double with changing space and stowage provided. On one of the test boats a nav station had been included into the starboard of these cabins utilising an extremely neat slid out chart table.

Summary

The Northshore 46 combines the live aboad comfort and performance characteristics that are required by the majority

of production boat buyers in the market for this type of yacht.

Her builders and designer are to be complemented for their thoughtful approach to the boat.

The combination of material usage, quality of fittings and finish, the practical approach should ensure long life and resale value for the yacht's owners.

A good club racer and comfortable cruiser, the Northshore 46 represents excellent value in our Dollar depleted times.

DETAILS

Designer: H. Kaufman

Builders: Northshore Yachts Pty Ltd

2 Polo Ave,

Mona Vale, NSW 2103 Ph: (02) 997 2944 Fax: (02) 997 3499

DESIGN MEÀSÚREMENTS

LOA	14.02m
LWL	11.90m
Beam	3.86m
Draft	1.73m
Displacement	9500kg
Ballast	4400kg
Sail Area	92sq.m
Mast Height	16.30m

SPECIFICATIONS

Hull: GRP/Balsa Deck: GRP/Foam Keel: Lead

Rudder: S/S shaft, GRP blades

Engine: Volvo 2003 Saildrive

Three cyl. turbo diesel 43hp

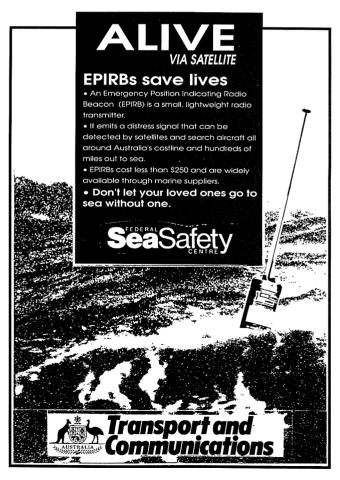


INTERNAL pics show comfortable and spacious layout of Northshore 46.

Prop: Two blade 18'' dia.
Winches: 2 x Barient 32ST
2 x Barient 24ST
1 x Barient 21ST
Electrics: 12V — 2 batteries
18 circuit switch panel
Water: 500 ltr in 2 tanks
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ENGINE PERFORMANCE Sea Calm. Wind Gusty 15-20 knots Revs Speed (kts) 750 (idle) 2.65 1000 3.30 1500 4.25 2000 5.60 2500 7.15







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QUESTION 1: I am going to have my boat IMS measured by the end of this season and consequently have read all I can to familiarise myself with the rules and the various handicapping options. Can you explain the method the CYC is using for events like the Asia Pacific Championship?

Answer 1: The method used by the CYC is a combination of approaches that is meant to be understandable to the average yachtie while not being overly simplistic (as in using the General Purpose Handicap) or overly complex (as in the Performance Curve Scoring approach). It works as follows:

1. The course and the distance is determined in advance, for example, Olympic 6 leg with a 20 nm distance.

2. Each boat has the Olympic six leg

2. Each boat has the Olympic six leg table on their certificate with wind speeds from 6-20 knots.

3. After the race is sailed the race committee posts the wind strength they feel most accurately represents the race, for example, 16 knots.

4. At this point you need the following data to determine your position in the race: the elapsed times of all competitors (or at least your relevant competition) and their Olympic 6 leg 16kt seconds/mile figure.

5. Taking the lowest Olympic 16 figure for the fleet to act as a scratch value perform the following math on each

boat:

((Olympic 16 ★ Distance) – (Scratch Olympic 16 ★ Distance)) = allowance. Elapsed – Allowance = Corrected Time

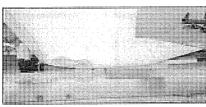
Fairly simple but not very useful for assessing yourself on the course. More important is its accuracy. Clearly on longer races the average wind will be harder to determine. However, on closed course day races it can be quite accurate. An example is the second race of the NorTel Asia Pacific Championships which was an 18.6 nm Olympic six leg course. After the race the 16 knot figure was chosen with Haupia the winner. Her predicted speed for the course was 18.6 ± 600.1 or three hours and six minutes. Her elapsed time was three hours and eight minutes. Dow Air, in third spot, had an elapsed speed 10 minutes slower than her predicted speed and was eight minutes off first on corrected time. This is an excellent correlation between reality, the VPP, and the race committee.

Question 2: Asking around the IMS fleet I have found few people actually use the performance figurs given on the IMS certificate. Are these figures of any value to us on the race course?

Answer 2: The so called "Speed As A Function Of Sailing Condition" figures printed on the bottom right hand corner of your IMS certificate is a tabulation of the VPP output for your boat. Optimum Beat and Optimum Run are the fastest sailing angles upwind and downwind and therefore constitute target speeds for those wind strengths. The Reach/Run figures are for specific angles. Note that Optimum Run is

OPTIMISING

with Scott Jutson







THREE types of bulbs used for improving stability — TOP — Farr 37 bulb, CENTRE, Eureka bulb and BOTTOM, 5.5 metre bulb. (Pics — Scott Jutson)

always faster than 180 degree run which is true in flat water but is not applicable in surfing conditions. How to use these figures is simple: you must meet or exceed them if you are going to win on a consistent basis. If you find that your best is not getting you there then it's time to look for reasons. There are many aspects of a boat's performance that are not assessed by the VPP such as sail trim, foil fairness, and helming ability to name a few but rest assured that the top placegetters will have sorted most things out and will be outsailing their targets if at all possible. That's the goal!

Question 3: I own a five year old yacht which was quick in her day but seems well underballasted by today's

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standards. In anything over 12 knots the traveller is well down and around 16 we have the No. 3 up. It has been suggested that a bulb is the cheapest most effective cure. Can you tell me what to look for?

Answer 3: A bulb is indeed the most effective cure to a stability problem. Three questions need to be answered before you act. First, how much weight do you need? This question can be answered by the experience of other boats in your class (easiest) to using a performance analysis simulation to determine the optimal weight required. We have used the latter approach successfully as well as making an educated guess. The option you choose depends on the level of accuracy required. If, for example, you need to increase your IMS limit of positive stability then a great deal of accuracy is required to achieve the desired result.

The second concern, once the weight is decided upon, is whether the boat's bottom and keel bolt structure is up to the job. This is a job for a qualified designer and should not be taken lightly, particularly if the vessel in question is a pre-ABS cored structure. A safety factor of two times the load of the keel at 90 degrees is a safe minimum standard for the keel bolts.

The third issue is one of shape. Keeping in mind that a bulb does not create any lift it is imperative that the amount of drag that is produced is as low as possible. Frontal area is only part of the issue as a bulb moves in all directions and it is for this reason that most bulbs end up circular in transverse cross section. The longitudinal section should be a high volume laminar flow section with a prismatic coefficient around 75%. That being said, there are other complications such as draft restriction. If this is relevant to your class or area you might choose to deviate from circular to an elliptical transverse section as this will concentrate more lead down low. A slight endplate effect may be gained with this configuration as well.

A final issue relating to shape is the placement of the bulb in relation to the leading edge of the keel. The general (though far from unanimous) consensus is that the leading edge of the bulb should not only not extend beyond the leading edge of the keel but also the point of maximum thickness of the bulb should be at or aft of the keels trailing edge. This suggests a bulb length in excess of the keel tip chord length. Be aware that this will induce stern down trim in a retrofit situation.

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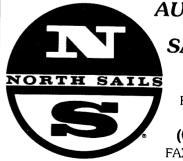
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GEOFF TYERS P/L

CYCA OFFSHORE RACING CALENDAR

IOR/IMS AND OTHER OFFSHORE REGATTAS 1991

MARCH

Dunhill San Fernando Race, Hong Kong to Manila.

Auckland to Suva (Fiji) Race. Yamaha Melbourne-Osaka Double-Handed Race, Australia to Japan, 5500nm.

MAY Two Ton Cup, IOR, Kiel-Schilksee,

Germany.
New Yorker One — One Tonners.

25

Kiel, Germany.
Week of the Straits — IOR, Porto Cervo, Sardinia

IUNE

Annapolis-Newport, USA-IMS. Kieler Woche — IOR/IMS, Kiel, Ger-

22-29

many. TransPac 91, Long Beach, California to

Honolulu, Hawaii. One Ton Cup, Nieuwpoort, Belgium.

30-6 July Round Gotland Race, Sweden.

Maxi world championship, IOR Maxis, Puerto Punta Portals, Mallorca, 10-16

11-21 Half Ton Cup, IOR, Jakobstad, Fin-

land. Cowes-St Malo, IOR/IMS — RORC.

12-20

Skaggerak Cup, Sweden. Aegean Sail Week, Aegean Sea, Greece. 19-26

Travemunder Woche, IOR/IMS, Lubeck, Germany.

19-23 Oracle IOR Regatta, Lymington, UK. Chicago-Mackinac Race, IOR/IMS.

28-16 Aug Champagne Mumm Admiral's Cup, Cowes, UK.

AUG

Channel Race (Admiral's Cup Race 3)

Cowes Week, Isle of Wight. Fastnet Race, IOR/IMS (Admiral's 10

Cup Race 6 and last).

Three-quarter Ton Cup, Copenhagen, Denmark.

SEPT

19

Westpac Australia-New Caledonia

Race, Sydney and Brisbane to Noumea, 1000nm.

1-11 Quarter Ton Cup and Mini Ton Cup,

Thessaloniki, Greece.

DEC

Southern Cross Cup International Teams Series, CYCA, Sydney, IOR 14-26

Sydney-Hobart Race, 630nm, CYCA.

NEW SOUTH WALES

FEBRUARY

Short Haul-IMS (Non Spinnaker) Passage Race to Port Hacking Start 1030.

RSYS Milsons Cup Twilight Race - Start 1800

Short Ocean Race — Race for Cancer

Research 1200.

Twilight Race — Start 1800 Tradewinds Trophy, Lion Island -16

Botany Bay, 65nm. Start 1000 hours. Twilight Race — Start 1800

23 Short Ocean Race. First of three races for the Royal Clubs Trophy, Start 1200.

27 Twilight Race - Start 1800.

MARCH

CYCA Short Ocean Race

CYCA Twilight Race.

CYCA I wilight Race.
Sail For Cancer Race, Sydney Harbour.
Woollahra Cup, 90-105nm, CYCA.
CYCA Final Twilight Race.
CYCA Short Ocean Race (end of

16

summer season). MHYC Caltex Sydney-Mooloolaba 19

Race, 480nm. CYCA Easter Cruise.

29-31

YANSW Easter Regatta for Olympic Classes, Sydney Harbour.

APRIL

CYCA Sunday Winter Series opening

day - Ladies Day Race for Jill McLay

CYCA Sunday Winter Series first 21 pointscore Race. CYCA Veteran Yacht

Race for former Sydney-Hobart yachts. 28 CYCA Winter Series. (Continues to

July 28).

AUG

Jupiters Sydney-Gold Coast Race.

1991 Southern Cross Cup

DECEMBER

14 Invitation Race

25 Miler

75-90 Miler 16-17

25 Miler 19

Spare 75-90 Miler 20-21 22

25 Miler

23 24

Briefing

25 Christmas 26 Sydney-Hobart start.

VICTORIA

MARCH

Yamaha Cup Melbourne-Osaka Race

5500nm.

QUEENSLAND 1991

MARCH

Caltex Sydney-Mooloolaba Yacht Race

APRIL

Easter

Australian Airlines Brisbane-Gladstone Friday

Yacht Race

XXXX-Ansett Hamilton Island Race Week Regatta

Nth Qld JOG Championships -

WESTERN AUSTRALIA

FEBRUARY

RPYC BP West Coast Series of four races:

1 Bill Lucas Night Race, 58nm — RPYC

Perie Banou Race, 32nm — RPYC BP Cup, 20nm — RPYC

Port to Port, 133nm - RPYC

FEBRUARY

Bunbury Return, 186nm - RFBYC

MARCH

Indian Ocean Race, 160nm — FSC Halls Head Race, 40nm — FSC/MYC

17 Point Robert Return, 40nm - MYC/

22

Albany Race, 335nm - RPYC/PRSC

APRIL

Stan West Race, 37nm — PFSYC 6 13

P&O Iberia Race, 28nm — RPYC

INTERNATIONAL/NATIONAL EVENTS:

Australia Cup Match Racing, Swan 13-17 River - RPYC

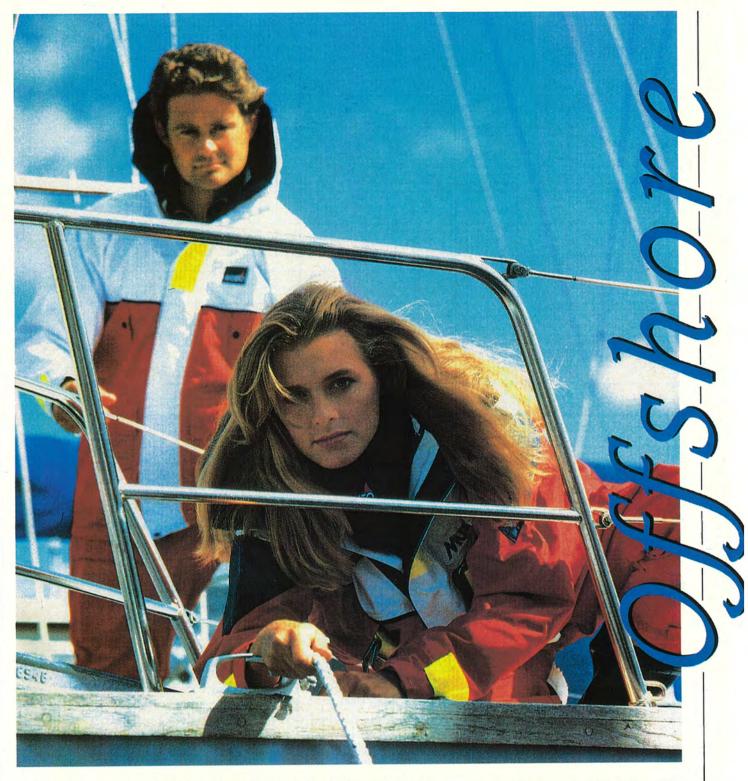
APRII.

21-29 Masters Yachting Champions, Albany -PRYC

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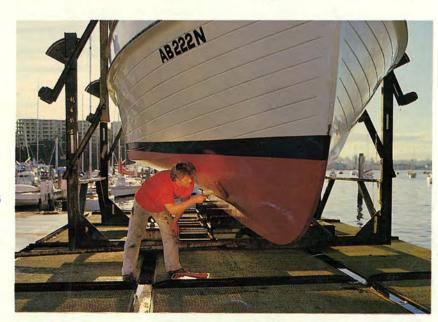
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