

AUG/SEPT 1995 \$4.95* (NZ \$6.50 inc. GST)
PP297537/00113

Offshore

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

Yachting

Wonderful
Winter
Sailing
Sundays
on Sydney
Harbour

**SYDNEY-
GOLD COAST
CLASSIC**

**Hamilton
Island
Race Week**



FOR NEARLY 40 YEARS, WE HAVE BEEN SAILING WITH THE BEST SAILORS IN THE WORLD



...NOW WE CONTROL THE RACE.



B&G's "Classic" analogues available with carbon fibre effect bezels

Forty years ago it was the availability of transistors that allowed B&G to start the electronics revolution in performance marine instrumentation. Today it is the turn of the widely available PC laptop computer, coupled with the new Hercules 790 system, to keep B&G and the racing sailor at the front of the fleet.

B&G introduce the Hercules 790, featuring carbon fibre effect bezels for the instrument displays and a purpose designed Windows based tactical racing software package - B&G Tactician.

So whether you are preparing for the next Whitbread with a 60 footer or racing the Admiral's or Kenwood Cup with one of the new IMS classes, can you afford to sit still? Can you afford not to control the race?



Brookes & Gatehouse

Australian Distributors, Sales and Service
1/4 Taronga Place, Mona Vale, 2103.
Phone: (02) 979 6702, Fax: (02) 9999 3181



■ ZODIAC THE INVENTORS OF INFLATABLE BOATS ■ 5-YEAR MANUFACTURER'S WARRANTY ON BUOYANCY TUBES AND SEAMS ■

PATENTED FUTURA SPEED TUBES FOR STUNNING PERFORMANCE ■ WELDED RUBBING STRAKES FOR ALL-ROUND PROTECTION ■ HEAVY-DUTY ROWLOCK BLOCKS

HEAVY-DUTY 1100 DECITEX STRONGAN™ FABRIC ■ INFLATABLE V-KEELS FOR BETTER HANDLING ■ CARRY HANDLES

PERFORMANCE RIGID HULL MANOEUVRE



WITHOUT A RIGID HULL!

Today's state-of-the-art Zodiacs® incorporate amazing design advances and space-age technology other manufacturers only dream about, like the **rock hard air-floor**. That's right! Zodiac's *Fastroller* range of inflatables feature a unique high-pressure air-floor which provides all the structural stiffness and integrity of a rigid hull without the weight. Yet unlike a rigid hull, with *Fastroller* the whole boat can be deflated, rolled up, and packed away. **Lightness equals Speed.** This remarkable innovation also results in a much lighter boat which is far easier to carry and only needs smaller and much more economical motors to operate.

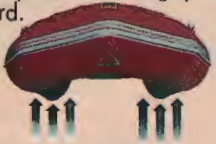
Cross-section of H₂P air-floor. Thousands of reinforced drop stitches allow extreme internal pressure, making the floor rock-hard.



For instance, the biggest 3.8m *Fastroller* achieves quite astonishing speeds with just a 25hp outboard.

Unique "Futura" hull for amazing performance.

The bigger *Fastrollers* also feature Zodiac's hydro-dynamic Futura®



Zodiac's patented "Futura" hull

hull. Their remarkable speed tubes provide positive lift and reduced drag, so the hull literally skims across the water on a cushion of air. It's just like riding on rails.



PLUS ZODIAC'S STYLISH "YACHTLINE" TENDERS

Even Zodiac's tenders demonstrate outstanding flair and technical innovation. **YL1 features beautiful timber floors that roll and stow.** *Yachtline's* ingenious floorboard design means these tenders can be deflated and rolled up into their storage bag without the floor being removed. Their varnished multi-section floors have moulded hinges which simply swing back on themselves, allowing the biggest YL1 (YL310) to fold down to a tiny 1.0m x 0.55m x 0.37m package. Just another example of Zodiac's world-leading design and superior technology.

- NSW** FENQUIN MARINE **Bayview**. Phone (02) 9997-7797
- FENQUIN MARINE **Chipping Norton**. Phone (02) 755-2933
- QLD** THE INFLATABLE BOAT CENTRE **Springwood**. Phone (07) 209-2977
- MAX SMITH MARINE **South Townsville**. Phone (077) 71-4288
- WILLIAMS EXTINGUISHERS **Cairns**. Phone (070) 35-2648
- VIC** SKIMAN INFLATACRAFT **South Melbourne**. Phone (03) 696-4955
- ZAKSPEED **Sandringham**. Phone (03) 521-0740
- TAS** GRAVELLY BEACH MARINE **Gravelly Beach**. Phone (003) 94-4271
- MAYNES MARINE **Hobart**. Phone (002) 28-0425
- W.A.** WILTRADING **Fremantle**. Phone (09) 335-9155
- TREND TENT AIRBOATS **Bayswater**. Phone (09) 271-7245
- S.A.** FITCH THE RUBBER MAN **Hindmarsh**. Phone (08) 346-5193



ZODIAC



CORRECTLY LOCATED ■

■ MACHINE-WELDED TRANSOMS FOR EXTRA STRENGTH ■ PERFECT SEAMS FROM THERMOBONDING

contents

columnists

- PETER GILMOUR ON THE ADMIRAL'S CUP** - Coaching the German team in their bid to retain the Admiral's Cup 36
- LYONS** - David Lyons considers the America's Cup & IMS changes 30
- JUTSON** - Scott Jutson looks at benefits of the Whitbread 30 41

other features

- NEWS FROM ALL PORTS** - Australian team for Pre-Olympic Regatta at Savannah, Lymington Cup match racing and other news from around Australia and overseas 10
- SHORT-HANDED TO NEW CALEDONIA** 35
- ADMIRAL'S CUP ABSENTEES** - For the first time in 30 years there is no team at Cowes for the 1995 Admiral's Cup, but there will be one Australian boat and plenty of our yachties competing with other teams . 37
- ON HIS FINAL VOYAGE** - America's Cup and ocean racing yacht designer Alan Payne dies in Sydney 42
- SYDNEY BOAT SHOW** - Darling Harbour will host the nation's biggest exhibition of boats and marine products from July 27 to August 2, with many new yachts and new yachting accessories 50

designs of the '90s

- BUIZEN 48 REVISITED** - Offshore talks to Tasmanian David Gough, a totally convinced owner of the comfortable but fast Buizen 48, Eclipse 44
- FREMANTLE 8** - Boat test of the Fremantle 8 sporty day-sailor, the Boating Industry Association's Sailboat of the Year 48



regular features

- FROM THE COMMODORE'S DESK - CYCA** re-elects David Fuller as Commodore, adds new faces to the Board 9
- OFFSHORE CALENDAR** - National and International calendar of events 66

next issue

Complete reports on the Canon Sydney-Gold Coast Classic, Hamilton Island Race Week, the Admiral's Cup, Pre-Olympic Regatta at Savannah, Georgia

COVER: Colourful action on Sydney Harbour as the big fleet rounds the Bradley's Head Cardinal Mark in the CYCA's Digital Winter Series. (Pic: David Clare)

There may be snow on the Alps and Mt Wellington, gales in the Tasman Sea, but Winter yacht racing has attracted big fleets around the nation, with maxi yachts and harbour racers competing together, their crews (and friends) enjoying the more relaxed and social atmosphere on the course and ashore.

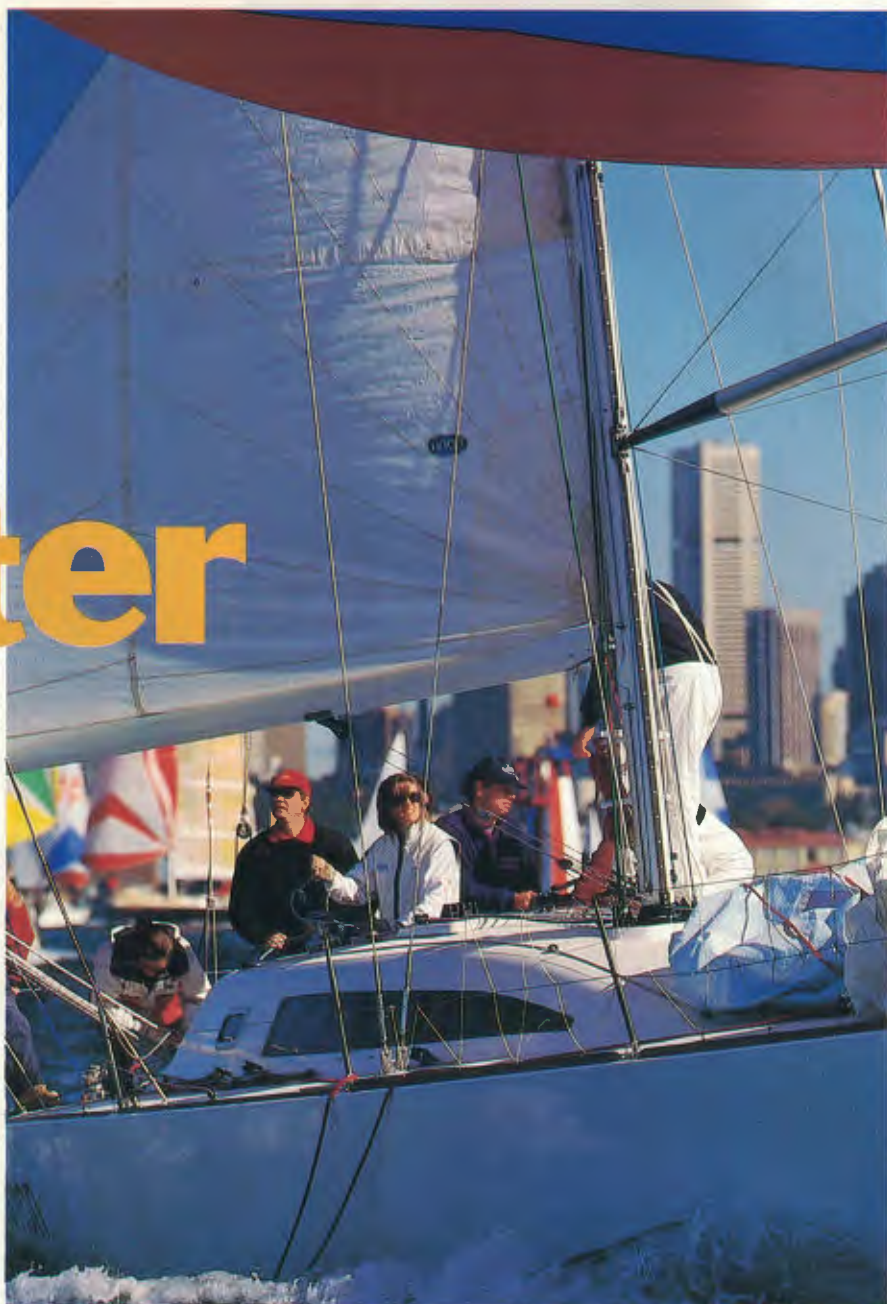
Winter in OZ

down at the Cruising Yacht Club in Sydney's Rushcutters Bay, more than a thousand people gathered on most Sundays to take part in the Digital Winter Series from May through to late July.

Sunday started with a hearty breakfast on the deck, a two to three hour race around the Harbour for the regular fleet of 100 to 130 yachts, then back to the club for lunch and a few drinks in the warm winter's afternoon sunshine.

Down in Melbourne, yachts from clubs around the bay are racing on Port Phillip twice a month for the National Business Directory Classic, the immensely popular (and highly competitive) series from July to September.

Offshore's editor took a Sunday off from steering his own boat to capture some of the action on Sydney Harbour while Kevan Wolfe had his camera at the ready on Melbourne's Port Phillip for the Big Boat Series.





This page - Top: *Mr Bojangles* and *Wildfire* crossing tacks in Digital Winter Series on Sydney Harbour (Pic: David Clare)

Middle: Spinnaker wineglass gets the crew into action aboard Alistair Saunder's *Wildfire* as the Farr 31 heads downwind in a fresh westerly. (Pic - Peter Campbell)

Above: A fresh westerley gave this crew plenty of work in the Sydney Harbour Winter Race (Pic: Peter Campbell)

Left: Bending moment as *Cavalier Express* hooks a runner around the Bradley's Head cardinal mark during a Digital Winter Race on Sydney Harbour. Result was a ripped mainsail and shaken rig for the yacht, no apparent damage to the mark. (Pic - Peter Campbell)

Opposite page - Top: Concentration by this crew in Digital Winter Series Race on Sydney Harbour (Pic: David Clare)

Bottom: On Port Phillip, Lou Abrahams' had his first race with his new Murray 41, *Challenge Again*, in the Big Boat Boat Series. (Pic - Kevan Wolfe)



Digital. One of the world's leading information technology companies and a proud sponsor of the CYCA Winter Sailing Series.

digital

David Fuller



From the Commodore's Desk

The Cruising Yacht Club of Australia's 51st annual general meeting, held on June 26, was well attended by an enthusiastic group of Members, including several Past Commodores of the Club.

Highlight of the evening was the election of "Boy" Messenger to Life Membership of the CYCA. "Boy", who is one of the great veterans of our sport, is still an active sailor and competed in our last Hobart Race.

I was pleased to be re-elected as Commodore for my second and final term and congratulate the following Members on their election to the CYCA Board:

Vice-Commodore: Peter Bush

Rear Commodore: Hugo Van Kretschmar

Rear Commodore: John Keelty

Treasurer: Ed Psaltis

Director: Maurice Cameron

Director: Hans Sommer

Director: Geoff Cropley

Director: John Kirkjian

Director: Kerry Roxburgh

Committee chairmen will be Peter Bush (Sailing), John Keelty (Yard & Marina), Hans Sommer (House) and myself heading up our Management and Finance Committee.

Following our disappointing financial result last year, I am sure that all Members are looking forward to much better times for our Club. Our new Board certainly has a good blend of experience amongst its members.

Strategic planning will be a major task for our Committees this year, particularly as we move towards our Olympic sailing commitment in the Year 2000.

Environmental issues will also need to be addressed as we plan for the redevelopment of our marina system over the next 10 years. The Boating Industry Association, of which the CYCA is a member, has launched Project Anchor which is a two-year environmental study on the effects of recreational boating on

Sydney Harbour and Pittwater.

The study, which is being funded by the BIA and carried out by Sydney University's Department of Marine Ecology, will identify biological problems around marinas and moorings, analyse the effects and recommend changes, if necessary, to the management of facilities.

I know that all our Members are very conscious of their responsibilities as boat owners, and we look forward to the completion of this study.

Meanwhile, our popular Digital Winter Series is attracting strong fleets and our wonderful deck area is the very best place to be on a Sunday afternoon.

David Fuller, Commodore

Cruising Yacht Club of Australia

Life Membership to "Boy" Messenger

"Boy" Messenger, one of Sydney's bestknown waterfront characters and a member of the Cruising Yacht Club of Australia for 48 years, was unanimously elected a Life Member of the CYCA at the annual general meeting.

"Boy" sailed in the inaugural Sydney-Hobart in 1945 aboard *Horizon*. Despite a double heart bypass operation, he recovered to skipper *La Tortuga*

"Boy" Messenger...elected Life Member of the CYCA
(Pic -Peter Campbell)



in the 50th Hobart, with several of his sons in the crew. They finished third in the Tasman Performance Handicap Division B in what was "Boy's" 20th Sydney-Hobart.

The meeting re-elected Commodore David Fuller and Peter Bush as Vice-Commodore. Peter, who was previously one of two Rear-Commodores, owns the fast ocean racing yacht *Rager*. The new Rear-Commodores are John Keelty, owner of the veteran yacht *Cherana*, and Hugo Van Kretschmar, who sails aboard the maxi, *Brindabella*.

New Honorary Treasurer is Ed Psaltis who races the 30-footer, *Hall Chadwick Nuzulu*. Ed is following in the footsteps of his father, Past Commodore Bill Psaltis, who took over the reigns of CYCA Treasurer 42 years ago.

New Directors for 1995-96 are Geoff Cropley, John Kirkjian and two Past Commodores, Les McClean and Kerry Roxburgh while Maurice Cameron and

Letter to CYCA Members

As students of the Youth Sailing Academy, we wish to express our gratitude for providing, supporting and encouraging youth sailing within the club.

It is wonderful to be part of such an effective facility and take the opportunity to learn, train and compete in a well-equipped and enthusiastic environment. We recognise and appreciate that without the foresight, and ongoing generosity of the CYCA board, sponsors and many club members, the opportunity for us to use this knowledge and experience would not be available.

Thank you for your valued support and for providing a venue to encourage sailing. It has been extremely beneficial to us all, preparing us well to further our many varied sailing endeavours.

Good sailing to you all
STUDENTS OF THE YOUTH
SAILING ACADEMY

news
all from
ports

Go for Gold in '96

Booth and Anderson Join Pre-Olympic Yachting

barcelona bronze medallist Mitch Booth and his new crew, Scott Anderson, will join

Australia's team as the second Tornado catamaran crew for the Atlanta Pre-Olympic Regatta to be sailed on the Olympic course off Savannah from July 29-August 6.

Sydneysiders Booth and Anderson, are both former World champions and Anderson was the bronze medal winning crew for Chris Cairns in the Tornado class at the Los Angeles Olympics in 1984. The other Australian Tornado crew for the Pre-Olympics will be Chris Nicholson and Greg Hollier from Belmont, NSW.

Booth and Anderson finished eighth in the Tornado class at the SPA regatta in Holland, a result which has lifted them to sixth in the IYRU World Sailing Rankings and followed this with 4th at Kiel Week.

Meanwhile Booth's former crew, John Forbes has joined forces with Darren Bundock and they also will compete in the Pre-Olympic Regatta, but sailing for Fiji.

In two other impressive lead-up performances to the Pre-Olympics, Queenslander Michael Blackburn finished equal fourth (fifth on a countback) in the Laser World championships at Tenerife in Spain's Canary Islands while at Marstrand in Sweden, the Sydney

Soling crew of Cameron Miles, James Mayjor and Chris Links finished third in the European championships. Both events attracted most of the world's top sailors in each class.

Australia's team for the Pre-Olympics, with two crews allowed in each class, comprises:

Finn dinghy (single-handed men): Paul McKenzie (Vic), Roger Blasse (Vic).

Laser dinghy (single-handed men): Michael Blackburn (Qld), Brad Anderson (Qld).

Europe dinghy (single-handed women): Christine Bridge (Qld), Genevieve White (SA).

470 dinghy (double-handed men): Tom King and Owen McMahon (Vic), Nigel Abbott and Chris Payne (Vic).

470 dinghy (double-handed women): ett and Addy Bucek (Vic), Kate and Anne Selby-Smith (Vic).

.....al sailboard (men): Lars Kleppich (NSW), Brendan Todd (ACT).

Mistral sailboard (women): Natasha Sturges (NSW), Fiona Taylor (NSW).

Star keelboat (double-handed open): Colin Beashel and David Giles (NSW), Brett James and Mike Hughes (WA).

Soling keelboat (three-handed open): Cameron Miles, James Mayjor and Chris Links (NSW), Michael Manford, Morris Levitzke and Richard Rowell (WA).

Tornado catamaran (double-handed open): Chris Nicholson and Greg Hollier (NSW), Mitch Booth and Scott Anderson (NSW).

Australia looks to have excellent medal prospects at the Pre-Olympics in the Soling and Star keelboats, Tornado catamaran, Laser dinghy and in both the men and women Mistral sailboard classes.-
Peter Campbell.

Soling skipper Cameron Miles from Sydney's Royal Prince Alfred Yacht Club came third in the European championship as part of his preparation for the Pre-Olympic Regatta.

National Gaffers Regatta On Sydney Harbour

The Sydney Amateur Sailing Club will host its 112th National Gaffers Day Regatta for vessels that hoist a spar on Sydney Harbour on October 22. The Regatta was originated to commemorate the centenary of the club, and has been held every two or three years since its inception in 1972.

This year a fleet of 85 yachts is expected to compete in the Regatta, but with up to 100 in attendance.

Some of the better known classic yachts taking part will be vessels from the Australian National Maritime Museum's collection, including the late Jack Earl's ocean racing and cruising ketch *Kathleen Gillet*, the pearling lugger *John Louis*, the 'couta boat *Thistle*, as well as the Endeavour Replica's whaling pinnaque and the elegant steam yacht *Ena*. Entrants will also be coming from Victoria's 'Couta Boat Club and from Perth.

A selection of vessels will be on display to the public at the SASC wharf at the bottom of Green Street, Cremorne from 10am on Sunday, October 22 - a



unique opportunity for people to view at close quarters a large collection of vintage yachts and their crews dressed in suitable period attire.

A ferry will follow the regatta fleet, leaving from Old Cremorne Wharf, Mosman Bay, at 1.15pm. Further information and the notice for race from Sydney Amateur Sailing Club - 02 953 1433.

Qld Etchells Title Won

By Peter Conde

Peter Conde added another title in the Etchells class when he sailed his new boat, *Gailforce*, to victory in the Queensland Etchells championship off Mooloolaba. The series attracted many of the top names in the popular one-design class including Ian Bashford, Noel Drennan, Jamie McPhail and Michael Coxon from interstate.

Consistency won the day for Conde, becoming the first Queenslander since Peter White to win the State title.

Final placings: 1 *Gailforce* (Peter Conde, Qld) 5-2-2-1-4-6-5 = 24.75 pts; 2 *Sesame Street* (Ian Bashford, NSW) 2-1-6-12-1-2-2 = 25.5; 3 *Dominator* (Noel Drennan, Vic) 8-3-2-5-1-7-11 = 36.75; 4 *Running on the Empty* (Doug Trott, Qld) 4-5-8-6-4-9-1 = 36.75; 5 *North Sydney Station* (Michael Coxon, NSW) 6-3-1-10-5-6-9 = 39.75pts.

Thierry Peponnet Wins His Second Lymington Grand Prix

In a best-of-five match final that went right to the wire, France's Thierry Peponnet has won his second Lymington Cup title with a 3-2 victory over Denmark's Jesper Bank, the Barcelona Soling gold medallist and winner of the Australia Cup in Perth earlier this year. The series was sailed on The Solent off the south coast of England.

Along with the trophy came a cheque for US\$7,500 and valuable points on the Omega World Rankings. It also put Peponnet in line for the US\$250,000 prize offered in the Brut by Faberge Sailing Series - he has to win two of the remaining three events, the next being in his



The beautiful steamyacht *Ena* which will be following the 11th National Gaffers Day Regatta on Sydney Harbour.

home town of Sete, France. His crew included Michael Maider who had "won" the Lymington Cup four times previously with Harold Cudmore.

Australia's Peter Gilmour, after a fine start, was beaten in the quarter finals by the aggressive young Englishman Andy Beadsworth, who then narrowly lost to Peponnet in their semi-final. In the other semi-final Bank eliminated American Ed Baird.

In a round robin sail-off for fifth place, Peter Gilmour won each of his races while the remaining competitors, Andy Beadsworth, Chris Law and Bertrand Pace tied for sixth place.

Blustery Winds For Dunk Island Classic

Blustery south-east tradewinds of 18-20 knots brought out the spinnakers for a colourful start to the 1995 Dunk Island Bluewater Classic, one the major events off the Far North Queensland Coast. The Townsville Cruising Yacht started the 37 boat fleet from the entrance to Breakwater Marina at 10am on Good Friday, giving the fleet a dead downwind spinnaker turn for a mile to the first mark off Kissing Point.

From there the fleet tacked off in different directions, the racing monohulls and multihulls heading around Magnetic Island towards Orchard Rocks, the cruising division sailed direct to Dunk Island by the shortest

possible route.

Out in front, Wayne Millar's *Decimator* was logging 15-18 knots while others were reaching 10-11 knots as the breeze lifted to 26 knots in the late afternoon. Several yachts blew out spinnakers, *Young Intender* broke its mast and *Wavelength* its rudder.

First yacht to finish was Col Jones' trimaran *Voodoo* which crossed the line at Dunk Island at 6.44pm with *Decimator* the first monohull to complete the course. The rest of the fleet finished during the night, the last home being the Adams sloop *Mistique*, owned by Townsville Motor Boat Club commodore, Mike Maloney.

Presentations on the Saturday night were done conjointly by representatives of three major sponsors, Moduline Kitchens, Powers Gold and Dunk Island Resort, all long time supporters of this popular race. - Margaret Thomas.

RESULTS:

Division 1: 1 *Bushwaker II*, Farr 1104 (Brian Bailey), 2 *Mayhem*, Farr 1104 (Clive Scott), 3 *Decimator*, Inglis 47 (Wayne Millar). Division 2: 1 *Manawai*, Custom 30 (Neil Benson), 2 *Rhumline*, Endeavour 26 (Rod Broad), 3 *Skybird*, Supersonic 27 (John Roberts). Division 3: 1 *The Boat*, Crowther Windspeed 32 (Graeme Etherton), 2 *Cliffhanger*, Nicol trimaran (Bruce Low), 3 *Voodoo*, Grainer Spoonbay (Col Jones). Division 4: 1 *Grapeshot*, Compass 28 (Stuart Tivey).

Bookings Being Taken For 1995 NSW Yachting Awards Luncheon

The New South Wales Yachting Awards luncheon for 1995 will be held at the Royal Sydney Yacht Squadron on Thursday, September 21, and table bookings may be made with Rory Grace on (02) 936 2330 or at the Squadron on (02) 955 7171. Tickets are \$90 a head or \$800 for a table of ten.

Sponsored by J.Farren-Price Jewelers and organised by the NSW Yachting Foundation, the luncheon is to announce the NSW Yachtperson of the Year and NSW Youth Sailor of the Year. However, it is also a significant fundraiser for grants to assist the State's most talented international and youth sailors in their pursuit of excellence - as well as being a great get-together of yachting personalities.

Australian Crew Win World Championship in Hobie 16s

Victorian sailors Aaron Worrall and David Sylvester have won the 1995 World championship for the Hobie 16, the world's largest and most keenly contested one-design catamaran class. The event was sailed from the exotic Club

Med Mexico Resort and attracted 120 teams from 29 nations, sailing brand new factory supplied Hobie 16s.

Worrall and Sylvester, the current Australian and South Pacific champions, led a strong Australian contingent, with six crews reaching the cut-off of 60 crews for the final series. Worrall and Sylvester sailed consistently well and capped off the series with a brilliant last race victory which gave them the World title by 1.25 points from Claudio Cardoso and Frederick Monteiro of Brazil. One point further back came the defending World champions, Shaun Ferry and Alison Lewis of South Africa.

Sailing Included in Melbourne Masters Games in October

Sailing has been included in the 1995 Masters Games to be held in Victoria during October and officials are predicting that entries will total around 160, sailing Laser, Sabre and Fireball dinghies, Flying 16 and Etchells keelboats and Hobie 16 catamarans.

Age classifications are 35-44, 45-54, 55-64 and 64 and over and entries close with the Victorian Yachting Council on August 1. The regatta will be sailed from Sandringham Yacht Club from October 8-13.

YA to Auction Advertising Rights on Harbour Marks

On Sydney Harbour every weekend for the next two years more than 5000 decision makers will focus their attention on just two things - one is probably the boat in front (or close astern), the other could be an eye-catching advertising name or logo on the Yachting Association of NSW's permanent rounding marks.

The 19 floating "YA" marks are situated on the main Harbour between Point Piper and Manly and are used each weekend by most clubs in their racing courses, including Royal Sydney Yacht Squadron, Middle Harbour Yacht Club, the Sydney Amateur Sailing Club and the Cruising Yacht Club.

The YANSW plans to use revenue from these valuable points of corporate and product exposure to meet the cost of maintenance and replacement of the marks, with the surplus going towards the NSW Yachting Foundation's program to promote youth sailing and our Olympic team.

The naming and advertising rights to each of these harbour marks for two years will be auctioned at an exclusive cocktail party at the National Maritime Museum, Darling Harbour, on Friday, July 28, during the Sydney Boat Show.

Cost of the function will be \$40 per head inclusive and bookings may be made through the YA (Di Pearson on 660 1266) while for more information about the auction of the YA rounding marks call our honorary auctioneer, John Leftwich at Pickles Auctions on 789 6211, or fax 718 2243, or mobile phone 018 223548.

Grand Prix 18ft Skiff Circuit for 1995-96

The spectacular 18-foot skiff Grand Prix Circuit will see racing in Adelaide, Perth, Hayman Island, Auckland and Sydney this coming season, with additional events in Canberra, Melbourne and Brisbane.

Close racing in the Royal Lympington Cup match-racing in England between Peter Gilmour and Bertrand Pace

(Pic - MAX)



First Grand Prix Circuit event of the summer will be sailed on Adelaide's Outer Harbour over the weekend of October 27-29. From there the big skiffs will go to Perth, racing on Fremantle Harbour from November 3-5.

A week later they will be at Hayman Island off the Queensland coast, racing from November 10-12. Then it's across the Tasman to race on Okahu Bay in Auckland Harbour from December 8-10. The final Grand Prix Circuit series will be Sydney Harbour in the week before Christmas, December 20-21.

This season will see the introduction of a regional series, starting on Canberra's Lake Burley Griffin over the weekend of September 16-17 and followed by Newcastle Harbour on Sunday October 15 and Port Kembla Harbour at Wollongong on Sunday, March 24.

National Business Directory Classic on Port Phillip

A record fleet is contesting Victoria's winter bay series, the National Business Directory Classic, which got under way on Port Phillip on Sunday, July 2. Conducted by the Ocean Racing Club of Victoria, the series comprises five races on the bay in July and August with the final event being the 46 nautical mile ocean race from Portsea to Hastings in Westernport in early September.

Among the top yachts competing is the new Murray 41, *Terrafirma*, owned by Scott Carlile, along with proven ocean racers such as Giorgio Gjergja's Farr 47, *Ausmaid*, and David Gotze's Davidson 53, *Indec Prime Example*. Both yachts achieved high placings in the 50th Sydney-Hobart and more recently the Royal Melbourne Yacht Squadron's Big Boat Series over the Queen's Birthday weekend.

Veteran two-times Sydney-Hobart winner Lou Abrahams is using the National Business Directory Classic to prepare his newly launched Murray 41, *Challenge Again*, for the 1995 Southern Cross Cup and 51st Sydney-Hobart. In between Classic races, Abrahams plans to truck the cruiser/racer to the Whitsundays in North Queensland for the XXXX Ansett Hamilton Island Race Week in late August.

Other leading contenders for the Classic's major trophy, the 123-year-old Lord Warden's Trophy, include Bruce Taylor's Hick 35, *JLW Chutzpah*, winner



Decimator leading *Kediri III* and the rest of the fleet to the first buoy after the start of the Townsville-Dunk Island race.

(Pic - Margaret Thomas)

of this year's Port Fairy Race, and *Stamperde*, Chris Gendala's Peterson 32 which won the Queenscliffe to Grassy race earlier this year.

No Announcement Yet On Whitbread Stopover

Despite strong support from potential competitors and officials, organisers of the 1997-98 Whitbread Round-the-World race have still not been able to confirm Sydney as the Australian East Coast stopover. Negotiations to secure use of the same marina at Darling Harbour used by the BOC fleet are still going on with the new NSW State Government. Nevertheless, Sydney appears on illustrated material showing the extended nine legs of the next event.

If Sydney gets the nod, the next Whitbread will certainly attract at least two or three Australian challenges with Whitbread 60s the sole class for the next event. Until now there has never been an Australian yacht in the round-the-world marathon. John Bertrand and David Adams have already indicated their interest in competing.

Meanwhile, a total of 28 syndicates have registered their interest with Whitbread Race organisers in London, including seven UK syndicates. Among the latest to go public is Synergy Racing from The Netherlands, headed by Dutch match-racing yachtsman Roy Heiner.

30th Anniversary Admiral's Cup Dinner at CYCA

To mark Australia's first challenge for the Admiral's Cup back in 1965, the Associates Committee of the Cruising Yacht Club of Australia is organising a 30th Anniversary Admiral's Cup Dinner at the CYCA on Friday, September 8.

Monica Geddes (President) hopes there will be representatives of every crew which has competed in the Cup, including some of the very earliest challenges. "We are trying to contact all members of the first challenge and would appreciate any assistance from those involved," she says. Monica can be contacted on (02) 929 6431 or fax (02) 957 1104.

For the record, the first Australian team comprised Trygve and Magnus Halvorsen's *Freya*, the 39-footer which is still the only yacht to win three Sydney-Hobarts on corrected time, *Camille*, designed, built and skippered by the late Ron Swanson, and Gordon Ingate's then 13-year-old *Caprice of Huon*.

The team finished a close second and in 1967 a CYCA-backed Australian team won the Cup this time with two brand new boats, Robert (later Sir) Robert Crichton-Brown's *Balandra* and Ted Kaufman's *Mercedes III*, designed by her owner in conjunction with the late Bob Miller (Ben Lexcen) with *Caprice of Huon* again in the team but skippered by Gordon Reynolds.

CYCA Youth Academy Yacht for Gold Coast

The Cruising Yacht Club's concept of its Youth Sailing Academy as a source of future young ocean racing sailors is certainly bearing fruit. Some 20 graduates and present members of the Academy will be sailing aboard yachts in the Canon 10th Sydney-Gold Coast Classic starting Saturday, July 29.

In fact, the Academy will have its own entry in the fleet, the former Hong Kong-based Dubois 50 *Sidewinder* now owned by CYCA members John and Karin Needham. They have made the yacht available to the Academy for the Gold Coast Classic and races further north in Queensland waters.

Academy youngsters sailing aboard *Sidewinder* with John Needham and one or two other adult crew will include Matthew Day, Kevin Gilroy, Adam Lavis, Alexandra Wood, Shane Wilson, Clinton Hart, Nick Dean and Mark Robinson, most of whom have already had offshore racing experience.

Other Academy members sailing in the Gold Coast Classic include Hugh Kerridge (*Hogsbreath Witchdoctor*), David McKelvey and Michael Bennett (*Evasive*), Brad Kellett (*Condor of Currabubula*) Chris Hosking (*Atara*), Euan McNicol (*Assassin*), John Jefferson, Owen Hart and Jenny Jauncey (*Never a Dull Moment*).

Yachties' Trash & Treasure Market at CYCA, August 27

The Cruising Yacht Club of Australia will hold its annual "garage sale, a Yachties' Trash & Treasure Market at the clubhouse, New Beach Road, Darling Point, on Sunday, August 27 from

9am through to 3pm. Members of all clubs and visitors are welcome to turn unwanted items into cash or buy others' offerings.

A special sales team will sell your gear for a 20 per cent commission and trestle tables are also available for hire for those planning a major sell-off. Charges for tables will be: CYCA members \$25, other club members \$35, commercial (club members) \$55, commercial (non club members) \$75.

Further details and registration forms are available at the CYCA, phone 363 9731. A barbeque, snacks and the bistro service will be operating throughout the day.

B.A.C. Yachts To Build Popular Adams 10s

B.A.C. Yachts have taken over the production of the Adams 10, the popular one-design day sailer. Managing director Andrew Bristow says he plans to refurbish the moulds and apply improved production techniques to produce high quality boats.

With their extensive boat-building experience in producing yachts such as the successful Cape 31, 25 and 40 yachts, B.A.C. Yachts say they will offer yachtsmen very competitive one design sailing at a competitive price with the Adams 10.

Aussie Champs Invited to Amsterdam Canal Regatta

At least eight current Australian world champion sailors have been invited to compete in the unofficial champion of champions regatta in September, but it will be the most unusual yachting event each will have ever sailed. They have

been invited to compete in the "Battle of Amsterdam", fought within the confines of a canal in the city centre and with the wind generated by huge fans.

Racing for the O'Neill Champions Trophy will be over a 150m by 30m course on the Keizergracht, a canal surrounded by some of Amsterdam's finest architecture. Ten huge blower fans positioned at the "weather mark" of the course will ensure winds of up to 30 knots for the fleet of 4m Jeanneau one-design (JODs) - mini America's Cup yachts.

The race organiser, Dutch sailing coach Henri van der Aat of World Sailing Management, has invited all current world champions, gold medallists from the past Olympics, America's Cup and Whitbread Round the World yachtsmen and women to compete in elimination races lasting about eight minutes each on windward/leeward courses over three days from September 1.

Already Australia's world champion Dragon sailor, Nick Rogers of Hobart, has accepted. Other Australians invited include world champions Mitch Booth (class A catamarans), Roger Perrett (420s), Tom King (Mirrors), Emmett Lazich (Moths), Chris Nicholson (505s), Anna Coxon (420 women) and Aaron Worrall (Hobie 16). Van de Aat said the others sailors would include New Zealander Chris Dickson and American Ed Baird.

Nick Rogers, who has campaigned long and hard in Hobart to make sailing more attractive to the general public, won the Dragon world championship in Fremantle in January, beating a fleet which included six Olympic gold medallists and four former world champions. Rogers has bought an Etchells, winning his first two winter races on the Derwent. - Bruce Montgomery. ▲



MAURICE DRENT BOATING SERVICES

CRUISING YACHT CLUB OF AUSTRALIA

New Beach Road, Darling Point NSW 2027 Tel: (02) 363 9945 Fax: (02) 327 8534

EXCLUSIVE BROKERS TO THE C.Y.C. AND AGENTS FOR



JEANNEAU



Buizen



Canon Australia continues its proud association with the prestigious Canon Sydney to Gold Coast Yacht Classic.



Canon prides itself on being involved in sporting events of this stature.

Canon

RELIABILITY

STRENGTH

INNOVATION

the mighty *Amazon*, Peter Walker's three-times line honours winner, will make a welcome comeback to ocean racing in the 1995 Canon Sydney-Gold Coast Classic, the 10th annual race to Southport conducted by the Cruising Yacht Club of Australia.

Amazon will be sporting a towering carbon fibre mast, now allowed under the rules, that was designed and built originally for 1992 America's Cup challenger, *Spirit*. *Amazon* is the first Australian maxi yacht with such a rig.

The Gold Coast Classic starts from Sydney Harbour at 1pm on Saturday, July 29, with the CYCA expecting a fleet of between 60 and 70 yachts from all Eastern States, many of them heading further north for the winter circuit in Queensland.

Unfortunately, the former US maxi *Matador 2*, recently bought by Sydney yachtsman Anton Starling and renamed *Fudge*, will not reach Australia in time for the Sydney-Gold Coast Classic but is expected to contest the XXXX Ansett Hamilton Island Race Week in late August.

Amazon has not raced since last year's Canon Classic when she was dismasted on the first night at sea. Walker bought and stepped the new mast late last year but the carbon fibre material was not acceptable under the rules of the Sydney-Hobart. These rules do not apply



Return of the Mighty Amazon

**CANON SYDNEY-GOLD
COAST CLASSIC**

By Peter Campbell



Yachts and their crew from the chilly southern States are about to begin their annual migration to the warmer climes of Queensland, at the same time enjoying the best of competitive racing from Sydney through to the waters of the Whitsunday Islands. Meanwhile, fleets are preparing to head across the South-West Pacific from Sydney and Brisbane in the biennial race to Noumea in New Caledonia. OFFSHORE will be there, too!

to the Performance Handicap System division for the Gold Coast race.

Until her dismasting last year, Walker had taken line honours in three successive races to Southport and the Kell Steinmann-designed 66-footer will again be a strong contender. However, competition will be keen against George Snow's bigger *Brindabella* which in the past year has set a race record and twice taken line honours in the Sydney-Mooloolaba, as well as finishing a close second to *Tasmania* in the 50th Sydney-Hobart.

The 1995 Gold Coast fleet will include last year's line honours winner *Condor of Currabubula*, along with the downwind speedster's *Rager* (Peter Bush) and *Innkeeper Petaluma Wines* (Andrew Short).

Sponsored for the second year by Canon Australia, this will be the 10th annual race conducted by the CYCA and hosted by Southport Yacht Club since the building of the Gold Coast Seaway opened up the Broadwater at Southport to deep keeled craft in all weather.

Over that decade the race has attracted most of Australia's best ocean racing yachts, starting with the famous maxis *Apollo* and *Sovereign* and in recent

years including *Amazon*, the previous *Brindabella* and *Condor of Currabubula*. Among the handicap winners (overall and in divisions) have been Sydney-Hobart winners *Indian Pacific*, *Wild Oats* and the 50th Hobart 30-year Veteran winner *Southerly* - with both *Wild Oats* and *Southerly* racing north again this year.

The most successful of all has been the Farr 40, *Witchcraft II*, now racing as *Canon Copiers*, which has sailed in every race since the inaugural event in 1986 and notched up a remarkable record of two wins, two seconds and three thirds under IOR and then IMS corrected time.

In addition to Don Mickleborough's *Southerly*, another entry is the former Admiral's Cup racer *Love and War* (Simon Kurts) which won the 20 Year Veteran Division of the 50th Hobart.

Also entered is David Gough's comfortable Buizen 48, *Eclipse*, from Hobart, Geoff Lavis' *Elusive*, Mike Kelaher's *New Horizons* from Lake Macquarie, Des Quirk's *Pilgrim*, Nigel Holman's *Cuckoo's Nest*, now racing as *Team Fujitsu*, and the Melbourne-based J35, *Wet 'n Infamous* (Kevin Wood).

Tasmanians Tackle Queensland Circuit

One of Hobart's most successful yachtsmen, John Fuglsang, will campaign his Mumm 36, *Hartz Mineral Water*, up the Australian East Coast over the next few weeks leading up to the 1995 XXXX Ansett Hamilton Island Race Week.

Fuglsang plans to ship *Hartz* to Syd-

ney in mid-July and take part in the 386 nm Canon Sydney-Gold Coast Classic starting on Saturday, July 29, followed by the XXXX Gold Winter Regatta at Southport from August 3-6, the 21st annual XXXX SCOR at Mooloolaba from August 8-12, and the Hog's Breath Mooloolaba to Airlie Beach passage race, starting August 13.

Hartz Mineral Water had mixed success in its first season on the Derwent last summer, proving itself one of the fastest boats on the river in running and reaching conditions. "I'm out to redeem myself in the Hamilton Island races," Fuglsang said.

He is hoping that the Mumm 36 will be selected in one of Tasmania's South-

"...the race has attracted most of Australia's best ocean racing yachts, starting with the famous maxis *Apollo* and *Sovereign*..."

ern Cross Cup teams at the end of the year. There is to be a Tasmanian team and a Royal Yacht Club of Tasmania team. Also contesting the Canon Sydney-Gold Coast Classic is prominent RYCT member David Gough with his comfortable Buizen 48 cruiser/racer, *Eclipse*, which finished second in the TPHS division of the 50th Sydney-Hobart.

Fellow Tasmanian Greg Prescott achieved considerable success with another Hobart boat, the J35, *J-Walkin' on Easy Street*, in last year's Queensland circuit, including winning the Southport Winter Regatta. - Bruce Montgomery. ▲

1995 CANON SYDNEY- GOLD COAST CLASSIC

ADDICTION SAIL NO: 5407
LOA: 11.7m CLASS: IMS
DESIGNER: David Lyons (Aust) YEAR BUILT: 1994
TYPE: Jalkan 38 IMS
OWNER/SKIPPER: Richard Perini
CLUB: Royal Sydney Yacht Squadron, NSW
This Jalkan 38 IMS was designed by David Lyons (designer of Sydney-Hobart winner Cuckoos Nest) and built at Nowra by Kanga Birtles. She placed 7th in IMS Div A of this race last year and 7th in IMS Div 2 of this year's Sydney-Mooloolaba race.

ADELSA SAIL NO: 632
LOA: 12.2m CLASS: IMS
DESIGNER: John Duncanson (Aust) YEAR BUILT: 1982
TYPE: Duncanson 40 ketch
OWNER/SKIPPER: Patrick Kline
CLUB: Royal Prince Alfred Yacht Club, NSW
Mostly used for family cruising and charter work, this beautiful ketch set sail for Hobart last year but gear problems forced her retirement in Bass Strait. Joining the yacht for the race north will be son Scott and daughter Annabelle, along with crew members of Patrick's previous yacht, the little half tonner Lollipop.

AMAZON SAIL NO: 8888
LOA: 24.75m CLASS: PHS
DESIGNER: Kell Steinmann (Aust) YEAR BUILT: 1990
TYPE: Pocket Maxi
OWNER/SKIPPER: Peter Walker
CLUB: Cruising Yacht Club of Australia, NSW
Returning to ocean racing after being dismantled in last year's Gold Coast Classic - with a state-of-the-art carbon fibre mast. Until the dismantling, she had been the outstanding line honours performer over the previous three years, leading fleets home in races to Mooloolaba, Lord Howe Island and in three Sydney-Gold Coast Classics, plus finishing 2nd in the 1992 Sydney-Hobart.

AMP WILD OATS SAIL NO: 4343
LOA: 13.10m CLASS: IOR
DESIGNER: Bruce Farr (NZ) YEAR BUILT: 1985
TYPE: Farr 43
OWNER/SKIPPER: Bruce Foye & Partners
CLUB: Cruising Yacht Club of Australia, NSW
Bruce Foye and his partners sailed Wild Oats to 1st overall under IOR in 1991 race, their first major race after buying the former Admiral's Cup contender. They followed this with two more 2nds under IOR, plus a great IOR win in the 1993 Sydney-Hobart. In this race last year they raced under an IMS rating and won IMS Div A. Wild Oats also won the 1994-95 CYCA Blue Water Pointscore in a hard-fought series.

ASPECT COMPUTING SAIL NO: 4826
LOA: 16.0m CLASS: PHS
DESIGNER: Adams/Radford (Aust) YEAR BUILT: 1984
TYPE: Adams/Radford 52
OWNER/SKIPPER: David Pescud
CLUB: Cronulla Sailing Club, NSW
David Pescud and his crew of physically challenged sailors have proven they can overcome their handicaps by competing in this race last year, heading on to Hamilton Island, then contesting the Gosford-Lord Howe Island race and then the 50th Sydney-Hobart. More recently they finished 2nd in the PHS division of the 1995 Mooloolaba race.

AUSSIE RULES SAIL NO: 984
LOA: 12.2m CLASS: PHS
DESIGNER: Joe Adams (Aust) YEAR BUILT: 1984
TYPE: Adams 12
OWNER/SKIPPER: John Edwards
CLUB: Cruising Yacht Club of Australia, NSW
Owner John Edwards sailed his first major ocean race last year, skipping Aussie Rules in the 50th Sydney-Hobart, placing 21st in TPHS Div B. The yacht has previously raced several times to Queensland waters but this will be the first Gold Coast Classic for owner and boat.

AUTODESK CAPE FEAR SAIL NO: 5406
LOA: 10.65m CLASS: IMS
DESIGNER: Andrew Cape (Aust) YEAR BUILT: 1994
TYPE: Cape 35
OWNER/SKIPPER: Andrew Bristow
CLUB: Cruising Yacht Club of Australia, NSW
Latest production yacht designed by Australian naval architect Andrew Cape, this fast 35-footer has had an outstanding record over the past year, finishing 2nd overall in IMS in this race last year and since then winning the Wollongong-Sydney race and Div 3 of the Sydney-Mooloolaba race. Andrew Bristow has the boat on the market.

BARTERCARD MORNING MIST III SAIL NO: M 250
LOA: 15.7m CLASS: IMS
DESIGNER: Bruce Farr (USA/NZ) YEAR BUILT: 1992
TYPE: Farr IMS 50
OWNER/SKIPPER: Alf Neate
CLUB: Mornington Yacht Club, Vic
Contesting this race last year on her way north to Hamilton Island, this powerful 50-footer finishing 4th across the line and place 3rd on corrected time in IMS Division A. Followed this with a fine 4th on handicap in IMS Division A of the 50th Sydney-Hobart race and will be one of the favourites this year.



BLACK MAGIC SAIL NO: 6137
LOA: 12.2m CLASS: IMS
DESIGNER: Ed Dubois (UK) YEAR BUILT: 1981
TYPE: Dubois 40
OWNER/SKIPPER: Barry Barnes
CLUB: Middle Harbour Yacht Club
First race to the Gold Coast for this former IOR one tonner. Originally owned in Melbourne and raced as Black Magic, she sailed in Tasmania as Fascination III before coming to Sydney. The boat was optimised in 1991 by Scott Jutson, including a new keel.

BLUE MOON SAIL NO: 2971
LOA: 11.3m CLASS: IMS
DESIGNER: Peter Joubert (Aust) YEAR BUILT: 1977
TYPE: Cape Barren Goose
OWNER/SKIPPER: John Colquhoun
CLUB: Royal Prince Alfred Yacht Club, NSW
The Colquhoun family sailed Blue Moon in last year's 50th Sydney-Hobart in honour of their late father, John Colquhoun, who competed in the inaugural Hobart race in 1945 as co-owner of Ambermerle which placed 2nd. Sailed by his sons and daughter and some of their children, Blue Moon finished a creditable 8th in Division H of the 50th Hobart.

BRAND X SAIL NO: 3966
LOA: 9.2m CLASS: IMS
DESIGNER: Doug Peterson (USA) YEAR BUILT: 1987
TYPE: Peterson 30
OWNER/SKIPPER: John Ewbank/Steve Barlow
CLUB: Cruising Yacht Club of Australia, NSW
Raced with the CYCA offshore fleet last summer but this will be the first major long ocean race for this 30-footer designed by American Doug Peterson who, incidentally, was co-designer with New Zealander Laurie Davidson of the Kiwis' America's Cup winner, Black Magic.

BRIGHT MORNING STAR SAIL NO: 1987
LOA: 15.50m CLASS: PHS
DESIGNER: Doug Peterson (USA) YEAR BUILT: 1987
TYPE: Cruiser/racer
OWNER/SKIPPER: Hugh Treharne
CLUB: Cruising Yacht Club of Australia, NSW
Much travelled 50-footer which former Australia II America's Cup tactician Hugh Treharne uses for offshore training courses for AYF certificate students. Bright Morning Star is a fast boat, too, and won PHS Division of this race in 1993, following it with a second in the tough Kodak 49th Sydney-Hobart. Placed 7th last year.

BRINDABELLA SAIL NO: C 1
LOA: 22.9m CLASS: IMS
DESIGNER: Scott Jutson (Aust) YEAR BUILT: 1993
TYPE: Jutson IMS 75 maxi
OWNER/SKIPPER: George Snow
CLUB: Cruising Yacht Club of Australia, NSW
Australia's fastest maxi yacht, designed, built and equipped here. Brindabella missed this race last year as she was in Hawaii for the Kenwood Cup. Since being launched she has taken line honours in the Gosford-Lord Howe Island race and twice got the gun in the Mooloolaba, breaking the 17-year-old record in 1994. Beaten by a mere seven minutes by Tasmania in the duel for line honours in the 50th Hobart.

CANON MARIS SAIL NO: 780
LOA: 11.2m CLASS: IMS
DESIGNER: Alan Payne (Aust) YEAR BUILT: 1958
TYPE: Tasman Seabird
OWNER/SKIPPER: Ian Kiernan
CLUB: Cruising Yacht Club of Australia, NSW
Owned by Ian Kiernan, head of Clean-up Australia, recent Australian of the Year and former round-the-world solo yachtsman, this classic yawl returned to ocean racing in last year's 50th Sydney-Hobart. She finished a close second to Southerly in the 30-Year Veteran Division. Maris was originally owned by the late Jack Earl, the famous marine artist.

CHARISMA SAIL NO: A 94
LOA: 13.0m CLASS: PHS
DESIGNER: Doug Brooker (Aust) YEAR BUILT: 1981
TYPE: Cavalier 43
OWNER/SKIPPER: James Lawler
CLUB: Sydney Amateur Sailing Club, NSW
This well-found yacht was designed and built by Doug Brooker and is owned by Jim Lawler who has now logged six races to Southport. Charisma has sailed three times to Southport, logging a 6th, a 10th and a win last year in the PHS division. In 1993 Charisma won the PHS Division of the rugged Kodak Sydney-Hobart.

CONDOR OF CURRABUBULA SAIL NO: KB 80
LOA: 24.5m CLASS: IMS
DESIGNER: Ron Holland (Ire) YEAR BUILT: 1981
TYPE: Maxi Yacht
OWNER/SKIPPER: Tony Paola
CLUB: Cruising Yacht Club of Australia, NSW
One of the great maxi yachts of the past decade, Condor of Currabubula had a major refit before making a comeback in this race last year, taking line honours in fine style. Over the years, Condor of Currabubula has taken line honors in every major ocean passage race in the world, including the Fastnet, Bermuda and Sydney-Hobart races.

ECLIPSE SAIL NO: 777
LOA: 14.5m CLASS: PHS
DESIGNER: Paul Stanton (Aust) YEAR BUILT: 1992
TYPE: Buizen 48
OWNER/SKIPPER: David Gough
CLUB: Royal Yacht Club of Tasmania, Tas
Comfortable, strong and seaworthy cruising yacht built by Mastercraft Marine in Sydney, this Tasmanian yacht has crossed Bass Strait 11 times in the past two and a half years. She sailed a splendid race in the 50th Sydney-Hobart, finishing 2nd in the Tasman Performance Handicap Div B and returns to race north after a break of two years.

ELUSIVE SAIL NO: 4525
LOA: 12.5m CLASS: IMS
DESIGNER: John King (Aust) YEAR BUILT: 1988
TYPE: Jalkan 41
OWNER/SKIPPER: Geoff Lavis
CLUB: Cruising Yacht Club of Australia, NSW
Previously raced with success as Continental, this yacht underwent a major refit in 1992 and was re-launched as Elusive under the ownership of Geoff Lavis. She placed 5th in IMS Division A of last year's Gold Coast Classic and has sailed consistently throughout the past year, including 7th in the very competitive IMS Div D of the 50th Hobart.

FIRETELL SAIL NO: A50
 LOA: 9.9m CLASS: IMS
 DESIGNER: Dick Carter (USA) YEAR BUILT: 1982
 TYPE: Carter 33
 OWNER/SKIPPERS: Robert & Michael Lawler
 CLUB: Sydney Amateur Sailing Club, NSW
 This much travelled Carter 33 has competed in every race from Sydney to the Gold Coast since the first race in 1986. Placed in Div C last year and followed with an excellent 4th in Div H of the 50th Sydney-Hobart race.

P.L. LEASE FUTURE SHOCK SAIL NO: KZ 6717
 LOA: 17.1m CLASS: PHS
 DESIGNER: Greg Elliott (NZ) YEAR BUILT: 1989
 TYPE: Elliott 55
 OWNER/SKIPPER: Peter Hansen
 CLUB: Sandringham Yacht Club, Vic
 Originally from New Zealand, Future Shock came across the Tasman for several excellent campaigns, including a close second for line honours in this race and top placings at Hamilton Island. Under her present ownership she has also raced to Osaka in the fully-crewed race but ran into problems in the 50th Sydney-Hobart, competing as Kodak Express.

GALAXY III SAIL NO: R 261
 LOA: 11.8m CLASS: IMS
 DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1982
 TYPE: S&S 39
 OWNER/SKIPPER: Barry Luxton
 CLUB: Royal Yacht Club of Victoria, Vic
 Another Victorian escaping Melbourne's winter chills in this well-built 39-footer from the drawing board of the famous New York naval architects, Sparkman & Stephens. These S&S 39s have done well in long ocean races and Galaxy III's crew should enjoy their race north.

HARTZ MINERAL WATER SAIL NO: 3636
 LOA: 10.9m CLASS: IMS
 DESIGNER: Bruce Farr (USA/NZ) YEAR BUILT: 1994
 TYPE: Mumm 36
 OWNER/SKIPPER: John Fuglsang
 CLUB: Royal Yacht Club of Tasmania, Tas
 The only Mumm 36 to contest the 50th Sydney-Hobart, Hartz Mineral Water placed 6th in the highly competitive IMS Div B. On the Derwent she has had a mixed season but Fuglsang plans to make amends with a campaign that will take him from Sydney right through to Hamilton Island Race Week, starting with the Gold Coast Classic.

HOGSBREATH WITCHDOCTOR SAIL NO: 2557
 LOA: 12.71m CLASS: PHS
 DESIGNER: Laurie Davidson (NZ) YEAR BUILT: 1979
 TYPE: Davidson 42
 OWNER/SKIPPER: Rum Consortium
 CLUB: Cruising Yacht Club of Australia
 Originally named Sweet Caroline, this powerful sloop sailed for Australia in the Clipper Cup in Hawaii and in Australia has won many offshore races over more than a decade. Over the past three Gold Coast races Hogsbreath Witchdoctor has notched up a 4th, a 7th and an 11th, skippered by CYCA director, Maurie Cameron.

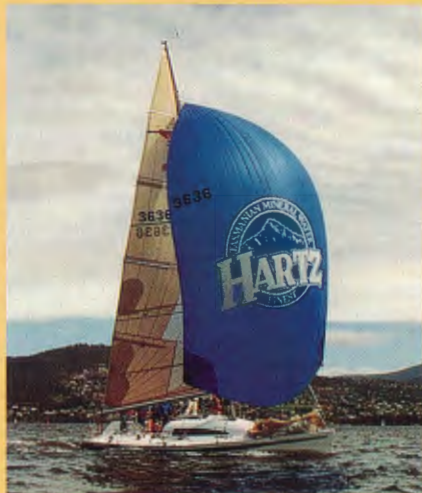
ILLUSION SAIL NO: 5356
 LOA: 10.24m CLASS: IMS
 DESIGNER: Laurie Davidson (NZ) YEAR BUILT: 1988
 TYPE: Davidson 34
 OWNER/SKIPPER: Mike Emms
 CLUB: Royal Prince Alfred Yacht Club, NSW
 Previously owned in Victoria, Illusion won many races including the 1988 Sydney-Hobart - only the third Victorian yacht to win a Hobart race. Now races out of the RPAYC and sailed in last year's Canon Gold Coast Classic, placing 28th overall and 12th in Division A under her new IMS rating. Should go better this year.

INNKEEPER PETALUMA WINES SAIL NO: 5462
 LOA: 18.28m CLASS: PHS
 DESIGNER: Kell Steinmann (Aust) YEAR BUILT: 1987
 TYPE: ULDB pocket maxi
 OWNER/SKIPPER: Andrew Short
 CLUB: Cruising Yacht Club of Australia, NSW
 Since being bought by Andrew Short in 1992, Innkeeper Petaluma Wines has taken line honours in the Pittwater-Coffs Harbour and the 1994 VB Brisbane-Gladstone race as well as finishing hard on the transoms of maxi yachts Brindabella, Amazon and Bobsled in other races. Certain to be one of the front-runners in this race if its hard downwind sailing.

KATINKA SAIL NO: 2837
 LOA: 9.2m CLASS: IMS
 DESIGNER: Peter Joubert YEAR BUILT: 1979
 TYPE: Currawong 31
 OWNER/SKIPPER: Des O'Connell
 CLUB: Cruising Yacht Club of Australia, NSW
 One of the smallest yachts in the fleet, Katinka is owned by one of the veterans of ocean racing, Des O'Connell, who sailed his first Sydney-Hobart back in 1948. Katinka placed 3rd in division of the 1992 Sydney-Hobart, battled through the gales of 1993 to place 7th in Division D, last year placing 3rd in TPHS C. First race to the Gold Coast.

KINGS CROSS SAIL NO: 621
 LOA: 10.95m CLASS: IMS
 DESIGNER: Laurie Davidson (NZ) YEAR BUILT: 1985
 TYPE: Davidson 36
 OWNER/SKIPPER: Ray Stone
 CLUB: Middle Harbour Yacht Club, NSW
 Three times winner of the CYCA's prestigious Blue Water Championship (a record) under IOR, Kings Cross has successfully made the transition to IMS, finishing 2nd in last season's BWPS, winning the Sydney-Wollongong race and finishing 2nd in IMS Div 3 of the Mooloolaba race. Always a strong campaigner, Ray Stone will be hard to beat.

LAHARA SAIL NO: 131
 LOA: 10.1m CLASS: IMS
 DESIGNER: Jock Muir (Aust) YEAR BUILT: 1951
 TYPE: Muir 33
 OWNER/SKIPPER: Phillip Ashe
 CLUB: Cruising Yacht Club of Australia, NSW
 Successful ocean racer back in the 1950s, Lahara finished 2nd in the 1951 Sydney-Hobart and 2nd in 1952 Hobart Auckland races. Made a comeback to ocean racing for the 50th Sydney-Hobart but was forced to retire on the way south. Could provide some keen competition for other veterans in this fleet, Southerly and Love & War.



LOVE AND WAR SAIL NO: 294
 LOA: 14.2m CLASS: IMS
 DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1973
 TYPE: S&S 47
 OWNER/SKIPPER: Simon Kurts
 CLUB: Cruising Yacht Club of Australia, NSW
 Famous former Admiral's Cup and two-times Sydney-Hobart winner (1974 and 1978) under the command of Simon Kurts' father, Peter, Love & War made a comeback in the 50th Sydney-Hobart, winning the 20-Year Veteran Division. The duel between Love & War and the smaller Southerly, the 30-Year Veteran winner, will be interesting.

MILLENNIUM SAIL NO: AUS 5419
 LOA: 18.2m CLASS: PHS
 DESIGNER: Scott Jutson (Aust) YEAR BUILT: 1992
 TYPE: Jutson 60
 OWNER/SKIPPER: John Clayton
 CLUB: Coffs Harbour Yacht Club, NSW
 Powerful 60-footer which Coffs Harbour yachtsman John Clayton sailed in last year's fully-crewed race from Brisbane to Osaka, Japan, finishing 3rd in Div A of the 4000nm race. Competed in the 50th Sydney-Hobart but had a mediocre race, finishing 82nd in fleet and 24th in TPHS Div A.

MORNING TIDE SAIL NO: 5488
 LOA: 10.1m CLASS: IMS
 DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1974
 TYPE: S&S 34
 OWNER/SKIPPER: Allan Fenwick
 CLUB: Gosford Sailing Club, NSW
 Another veteran entry, Morning Tide sailed in eight Sydney-Hobarts and many Lord Howe Island and Sydney-Southport races before being retired for two-handed cruising in 1991. Made a return to ocean racing in the 50th Hobart with a crew from Gosford Sailing Club, sailing in the 20-Year Veteran Division.

MRS BERYL SAIL NO: 5367
 LOA: 10.8m CLASS: IMS
 DESIGNER: R. Johnstone (USA) YEAR BUILT: 1993
 TYPE: J35
 OWNER/SKIPPER: Brian Jones
 CLUB: Middle Harbour Yacht Club, NSW
 Owner Brian Jones named his new yacht "Mrs Beryl" after his late mother-in-law - "a wonderful woman". The yacht made its racing debut in the 1993 Sydney-Mooloolaba and has not competed in a major ocean race since. Jones is a veteran of long races such as the Fastnet and the Bermuda and is now involved in the marine industry.

NEVER A DULL MOMENT SAIL NO: 4715
 LOA: 12.80m CLASS: IMS
 DESIGNER: John King (Aust) YEAR BUILT: 1989
 TYPE: Jarkan 41
 OWNER/SKIPPER: Colin Wilson
 CLUB: Cruising Yacht Club of Australia
 Kiama-based owner/skipper Colin Wilson has produced some excellent results with this production Jarkan 41, including finished 2nd in IMS Division A of the 1992 Gold Coast Classic, 2nd again the 1993 race, and 2nd in IMS Div B. A strong supporter of the CYCA's Youth Sailing Academy, Colin will again have several young sailors in his crew.

NEW HORIZONS SAIL NO: M 236
 LOA: 11.24m CLASS: IMS
 DESIGNER: Laurie Davidson (NZ) YEAR BUILT: 1985
 TYPE: Cavalier 37
 OWNER/SKIPPER: Mike Kelaher
 CLUB: Lake Macquarie Yacht Club, NSW
 Skipper Kelaher and his well-found Davidson-designed Cavalier 37 cruiser/racer have competed in every race to the Gold Coast, finishing 2nd in division in 1987, 3rd in 1989, 5th in 1991, 8th in 1992, and 5th in Div C last year. Kelaher lives at Long Jetty on the NSW Central Coast, but races on Lake Macquarie.

NYNJA GO SAIL NO: NYNJA GO
 LOA: 11.02m CLASS: IMS
 DESIGNER: Bruce Farr (USA/NZ) YEAR BUILT: 1982
 TYPE: Farr 1104
 OWNER/SKIPPER: Dennis Pomfret
 CLUB: Lake Macquarie Yacht Club, NSW
 Much sailed yacht from Lake Macquarie, Nynja Go figured in a dramatic rescue of the crew of a sinking yacht in the 1993 Sydney-Hobart. Hopes for a less eventful race last year ended when the yacht again forced to retire on the way south. They hope to complete this race.

OCEAN ROAD II SAIL NO: 6101
 LOA: 13.0m CLASS: PHS
 DESIGNER: Joe Adams (Aust) YEAR BUILT: 1986
 TYPE: Adams 13
 OWNER/SKIPPER: John Galloway
 CLUB: Royal Prince Alfred Yacht Club, NSW
 Built in Tasmania, this fast cruiser/racer will be competing in its first race to Queensland waters. Owner John Galloway races the boat regularly with the RPAYC offshore fleet as well as enjoying the more social sailing of twilight and winter racing. Will appreciate south westerlies on the way for a fast reach or run north.

PAYCHEQUE SAIL NO: 5183
 LOA: 11.9m CLASS: IMS
 DESIGNER: Joe Adams (Aust) YEAR BUILT: 1991
 TYPE: Adams 12
 OWNER/SKIPPER: Peter Williams
 CLUB: Port of Yamba Yacht Club, NSW
 A rare entry from a club on the NSW North Coast, Paycheque sailed in this race last year under the burgee of the Clarence River Yacht Club, placing 12th in PHS Div B after finishing 48th across the line. Owner Peter Williams has also raced Paycheque in the Sydney-Mooloolaba and other races.

PILGRIM SAIL NO: 5091
 LOA: 13.6m CLASS: IMS
 DESIGNER: Bruce Farr (USA/NZ) YEAR BUILT: 1990
 TYPE: Beneteau 44ft
 OWNER/SKIPPER: Desmond Quirk
 CLUB: Royal Sydney Yacht Squadron, NSW
 A regular competitor in long ocean races, Pilgrim's record includes line honours and 1st IMS in the 1993 Sydney-Noumea race, several placings on line and handicap in the Lord Howe Island race, and a 4th in division in the 1993 Sydney-Hobart, sailing in galeforce weather. Obviously, hard conditions suit this powerful Beneteau production boat.

POLAR BEAR SAIL NO: 158
 LOA: 12.8m CLASS: PHS
 DESIGNER: Jack Savage (Aust) YEAR BUILT: 1987
 TYPE: Oceanic 42
 OWNER/SKIPPER: Malcolm Levy
 CLUB: Royal Sydney Yacht Squadron, NSW
 Owner/skipper Malcolm Levy always gets some of his good mates to enjoy their race/cruise north on this comfortable yacht - with baked dinners, good wines, hot showers and doonas. Polar Bear has sailed in every race to the Gold Coast since 1986 except last year and the CYCA welcomes them back again in 1995.

RAGER SAIL NO: 5600
 LOA: 17.00m
 DESIGNER: Greg Elliott (NZ) CLASS: IMS
 TYPE: Pocket maxi YEAR BUILT: 1987
 OWNER/SKIPPER: Peter Bush
 CLUB: Cruising Yacht Club of Australia, NSW
 Line honours winner of 1989 Jupiters Yacht Classic, Rager has been a consistently good competitor in all major races north to Queensland over the past six years. Certain to be among the pace setters this year for CYCA Vice-Commodore Peter Bush after finishing a close second in line honours to Condor of Currabubula last year. Also placed 2nd on corrected time in PHS Div A last year.

RAMPAGE SAIL NO: 5355
 LOA: 11.00m CLASS: PHS
 DESIGNER: David Lyons/Hank Kauffmann (Aust) YEAR BUILT: 1992/93
 TYPE: IMS cruiser/racer
 OWNER/SKIPPER: Graham Farrell
 CLUB: Cruising Yacht Club of Australia, NSW
 The hull of this boat was originally designed and built by Hank Kauffmann as the timber plug for a planned production 35-footer with David Lyons to completing the concept of a fast 40-footer, designing keel, rudder, deck and rig. After successful winter racing, Rampage finished 3rd in the PHS division of last year's Gold Coast Race.

RUMBLEFISH SAIL NO: 3999
 LOA: 12.2m CLASS: IMS
 DESIGNER: Bruce Farr (USA/NZ) YEAR BUILT: 1983
 TYPE: Farr 40
 OWNER/SKIPPER: John Brown
 CLUB: Cruising Yacht Club of Australia, NSW
 Custom-built Farr 40 in which owner John Brown had planned to contest the Mooloolaba race earlier this year. He is now concentrating on a good effort in the Canon Sydney-Gold Coast Classic. Yachts of this type have an excellent record in the dash north.

RUTHLESS SAIL NO: 3303
 LOA: 12.1m CLASS: PHS
 DESIGNER: Bruce Farr (USA/NZ) YEAR BUILT: 1990
 TYPE: Phase 4 cruiser
 OWNER/SKIPPER: Peter Hill
 CLUB: Cruising Yacht Club of Australia, NSW
 Veteran ocean racer Peter Hill, a CYCA member for some 33 years and member of Australia's winning team at the 1967 Admiral's Cup with his famous Mercedes III, has gone for a more comfortable cruiser/racer with his latest yacht named Ruthless (named after his ever-patient wife, Ruth) but still enjoys hard sailing.

SAILAWAY SAIL NO: 2070
 LOA: 13.7m CLASS: PHS
 DESIGNER: Joe Adams (Aust) YEAR BUILT: 1980
 TYPE: Adams cruiser
 OWNER/SKIPPER: Robert Byrne
 CLUB: Royal Prince Alfred Yacht Club, NSW
 An appropriate name for a yacht that was designed as one-off cruiser by Joe Adams. Obviously her racing form is rather limited but the crew should enjoy a pleasant sail north, particularly if the winds are aft the beam off the NSW North Coast.

SEWINDR SAIL NO: 7333
 LOA: 15.5m CLASS: PHS
 DESIGNER: Ed Dubois (UK) YEAR BUILT:
 TYPE: Dubois 50
 OWNER/SKIPPER: John Rankin
 CLUB: Cruising Yacht Club of Australia, NSW
 Powerful former IOR 50-footer which raced out of Hong Kong until bought recently by CYCA members John and Karin Needham. They have made the yacht available to CYCA Youth Sailing Academy for the Canon Classic and other races north. Seven YSA graduates will sail in the race to the Gold Coast with John Rankin aboard Sidewinder.

SOUTHERLY SAIL NO: 38
 LOA: 10.57m CLASS: IMS
 DESIGNER: Charlie Peel (Aust) YEAR BUILT: 1939
 TYPE: Vintage sloop
 OWNER/SKIPPER: Don Mickleborough
 CLUB: Cruising Yacht Club of Australia, NSW
 The oldest yacht in the fleet, Southerly was lovingly restored by wellknown yachtsman Don Mickleborough for the 50th Sydney-Hobart, giving her owner an early reward by winning her division of this race last year. She went on to win the 30-Year Veteran Division of the 50th Hobart. This year she has also won IMS Div 5 of the Mooloolaba race.

SPEAKEASY SAIL NO: 3548
 LOA: 11.04m CLASS: IMS
 DESIGNER: Bruce Farr (NZ/USA) YEAR BUILT: 1982
 TYPE: Farr 1104
 OWNER/SKIPPER: Max Prentice
 CLUB: Royal Sydney Yacht Squadron, NSW
 Another of the still popular Farr 1104s lining up in this fleet, after placing 6th in IMS Div C of last year's Gold Coast Classic. Should have some keen racing north in the large number of yachts about this same length in this year's Classic, including several other Farr 1104s.

STRUTH SAIL NO: M 38
 LOA: 12.8m CLASS: IMS
 DESIGNER: John Green (Aust) YEAR BUILT: 1985
 TYPE: Green 40
 OWNER/SKIPPER: Vince Bezzina
 CLUB: Lake Macquarie Yacht Club, NSW
 Designed more than a decade ago by Victorian designer John Green for a Queensland yachtsman, Struth had done no sailing for a couple of years until bought by ocean racing newcomer Vince Bezzina and sailed down to Lake Macquarie. Unfortunately, Struth was an early casualty in the strong winds of the Sydney-Mooloolaba race but is heading north again.

SON OF A SON SAIL NO: MH 31
 LOA: 11.04m CLASS: IMS
 DESIGNER: Bruce Farr (USA/NZ) YEAR BUILT: 1977
 TYPE: Farr 1104
 OWNER/SKIPPER: Pat Nash & Bob Dempsey
 CLUB: Middle Harbour Yacht Club, NSW
 One of the popular Farr 1104s, this boat had its first major ocean race in the 50th Sydney-Hobart, finishing a creditable 8th in IMS Div G. Its owners are very experienced yachtsmen having sailed in most coastal races in Australia as well as overseas.

SPIRIT OF DEFIANCE SAIL NO: 4869
 LOA: 9.08m CLASS: PHS
 DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1986
 TYPE: Defiance 30
 OWNER/SKIPPER: Jens Rasmussen
 CLUB: Cruising Yacht Club of Australia, NSW
 Wellknown CYCA member Jens Rasmussen spent several years fitting out this Defiance 30 and the boat is certainly his pride and joy. He sailed Spirit of Defiance to victory in the 1994 Digital Winter Series and then set off north in the Gold Coast Race, third last to finish but still enjoying his first long ocean race with his 30-footer.

SPIRIT OF RANI SAIL NO: 5901
 LOA: 11.3m CLASS: IMS
 DESIGNER: Philippe Briand (Fra) YEAR BUILT: 1994
 TYPE: Jeanneau 36
 OWNER/SKIPPER: Craig Gillett
 CLUB: Army Sailing Club, NSW
 Members of the Australian Army have chartered Spirit of Rani to contest the Canon Gold Coast Classic and the XXXX Gold Coast Winter Regatta Southport. Skipped by Major Craig Gillett, the crew comprises a number of experienced ocean racing yachtsmen who are keen to demonstrate they can sail the boat better than a French military crew did in the 50th Sydney-Hobart.

SUNCHASER II SAIL NO: R 155
 LOA: 14.5m CLASS: PHS
 DESIGNER: Laurant Giles (UK) YEAR BUILT: 1980
 TYPE: Carbineer cruiser
 OWNER/SKIPPER: John Kirby
 CLUB: Royal Yacht Club of Victoria, Vic
 The Carbineer is essentially an ocean cruising boat, stoutly built and with all the creature comforts for extensive passages. The owner is obviously using the Sydney-Gold Coast Classic as part of a voyage to warmer climes away from the chill of a Melbourne winter. Certainly a pleasant way to sail north, particularly if the breeze is aft the beam.

SURAYA SAIL NO: 1295
 LOA: 11.3m CLASS: IMS
 DESIGNER: Sparkman & Stephens (USA) YEAR BUILT: 1967
 TYPE: S&S 37
 OWNER/SKIPPER: Carl Striber
 CLUB: Cruising Yacht Club of Australia, NSW
 Not long returned from her last voyage north, which took this classical timber sloop north to Papua New Guinea. During that voyage she beat the state-of-the-art Murray 41, Millennium, in one race of the Shell Coral Sea Classic. Back in Sydney, Carl and his crew have also notched up a win in the CYCA Digital Winter Series.

2KY RACING RADIO SAIL NO: 6336
 LOA: 10.8m CLASS: IMS
 DESIGNER: Scott Jutson (Aust) YEAR BUILT: 1994
 TYPE: NSX36
 OWNER/SKIPPER: Bob Mulkearns
 CLUB: Middle Harbour Yacht Club, NSW
 First of the new Scott Jutson-designed NSX 36, this boat was sailed by star-studded crew to Hobart, finishing a close 3rd in IMS Div C. Since then she has continued to sail competitively, winning IMS Division 1 of the National Business Directory Sydney Regatta. One of the boats to watch for a top handicap place.

TEAM FUJITSU SAIL NO: MYC2
 LOA: 12.19m CLASS: IMS
 DESIGNER: David Lyons (Aust) YEAR BUILT: 1993
 TYPE: Lyons 40 IMS
 OWNER/SKIPPER: Nigel Holman
 CLUB: Manly Yacht Club, NSW
 Previously raced as Cuckoos Nest but now sailing under sponsorship from Fujitsu Australia. In her first summer of ocean racing, Cuckoos Nest was second boat to finish and IMS overall winner in the rugged Kodak 49th Sydney-Hobart Yacht Race. Dismasted in this race last year. Won Div 1 of 1995 Air New Zealand International Regatta in Auckland and recently placed 3rd in Div B of the Sydney-Mooloolaba.

TOO IMPETUOUS SAIL NO: 3663
 LOA: 12.8m CLASS: IMS
 DESIGNER: Ron Holland (Ire) YEAR BUILT: 1983
 TYPE: Ex IOR two tonner
 OWNER/SKIPPER: R. Wynne
 CLUB: Cruising Yacht Club of Australia
 Originally designed as a two tonner under the old IOR rule, she was an unsuccessful contender for a place in the Australian Admiral's Cup team. Has handled the transition to IMS well, taking out 1st overall and first in division in the 1990 Gold Coast Classic. Continues to race actively under her new ownership.

WET 'N INFAMOUS SAIL NO: Sm 135
 LOA: 10.79m CLASS: IMS
 DESIGNER: Johnstone (USA) YEAR BUILT: 1994
 TYPE: J35
 OWNER/SKIPPER: Kevin Wood
 CLUB: Sandringham Yacht Club, Vic
 First race north for this Melbourne J35 which has been campaigned hard over the past year, including an impressive performance in the Melbourne-Devonport. Placed 4th on IMS in the race across Bass Strait, Wet 'n Infamous was overall winner of 1994 NBD Classic Winter series on Port Phillip.

YENDYS SAIL NO: MH2000
 LOA: 14.20m CLASS: IMS
 DESIGNER: Bruce Farr (NZ/USA) YEAR BUILT: 1989
 TYPE: Beneteau cruiser/racer
 OWNER/SKIPPER: Geoffrey Ross
 CLUB: Middle Harbour Yacht Club, NSW
 A relative newcomer to ocean racing, Geoffrey Ross has had great success since buying this Farr-designed Beneteau, placing 3rd in PHS Div 1 of this year's Mooloolaba race to clinch victory in the NBD Sydney Regatta. Yendys is maintaining this form with in the Digital Winter Series in preparation for the Canon Gold Coast Classic.

New! Compact Collection diesels from Volvo Penta.

Continuing a strong tradition



MD 2000 Series 10-40HP (8-29kW)
MD 22 Series 50-78HP (37-57kW)

Exceptionally quiet smooth running 2, 3 and 4 cylinder marine engines.
New advanced low emission technology.

- Ideal for Repowering and New vessels
- New smooth 2 cyl 10HP model
- All models fresh water cooled
- Choice of transmissions including super quiet S-drive
- Excellent low end torque
- 60 Amp alternator and electronic charging sensor
- Accessory range second to none



VOLVO PENTA

Please contact your nearest authorised Volvo Penta dealer:

Metro: **AKUNA BAY** VL Marine Services 02 450 2671 **BLAKEHURST** Hallberg Marine Services 02 547 2196 **BOTANY BAY** Botany Bay Marine Service 02 544 7079 **CARINGBAH** Tony Clapson Marine Service 02 523 1913 **CHIPPING NORTON** Fenquin 02 824 0411 **CHURCH POINT** Keith Francis Marine 02 9999 2894 **Pittwater Marine Service** 02 9997 2411 **DRUMMOYNE** Action Sterndrive Repairs 02 81 1923 **Gladesville Bridge Marina** 02 81 2014 **MOSMAN** Sailor Marine Engineering 02 969 6699 **NEWPORT** Heron Cove Marina 02 979 6166 **ROSE BAY** Rose Bay Marine Engineering 02 327 5612 **WOOLWICH** Hermann's Diesel Engineering 02 817 2952

Near Metro: **BROOKLYN** Holidays Afloat 02 985 7368 **CENTRAL COAST** Machan's Marina 043 41 3243 **MARMONG POINT** Hardy Marine Services 049 58 4588 **NEWCASTLE** Hamilton's Marine 049 62 3985 **PORT STEPHENS** Hardy Marine Services 049 82 2611 **SOLDIERS POINT** Soldiers Point Marina 049 82 7445

IMPORTER: EASTERN ENGINE PTY LTD TELEPHONE: 02 411 1868

AAA 1065/S

When You Build A Company Around What Sailors Really Want, It Shows.



And Shows.



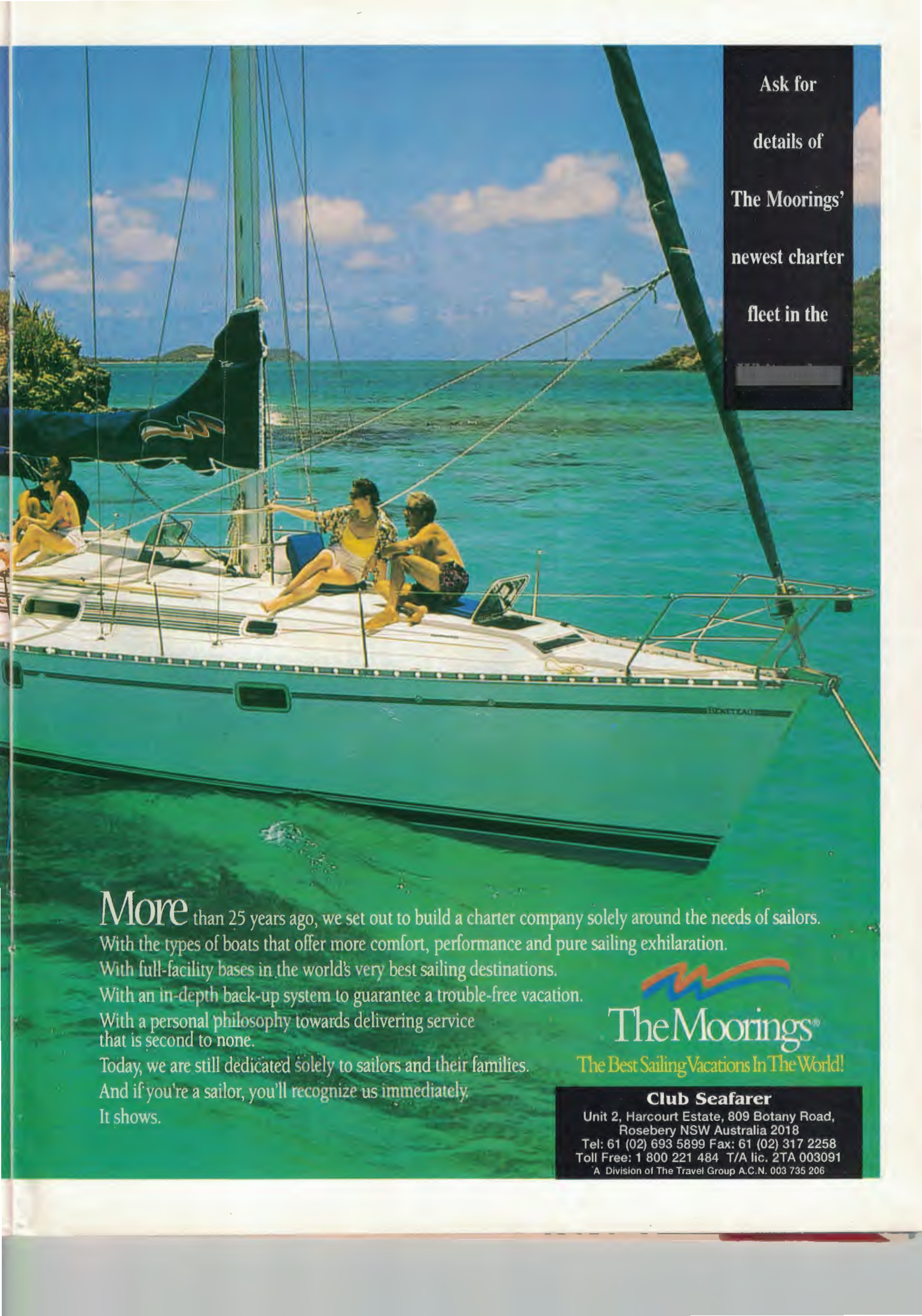
And Shows.



And Shows.



And Shows.



Ask for
details of
The Moorings'
newest charter
fleet in the

More than 25 years ago, we set out to build a charter company solely around the needs of sailors. With the types of boats that offer more comfort, performance and pure sailing exhilaration. With full-facility bases in the world's very best sailing destinations. With an in-depth back-up system to guarantee a trouble-free vacation. With a personal philosophy towards delivering service that is second to none. Today, we are still dedicated solely to sailors and their families. And if you're a sailor, you'll recognize us immediately. It shows.



The Moorings[®]

The Best Sailing Vacations In The World!

Club Seafarer

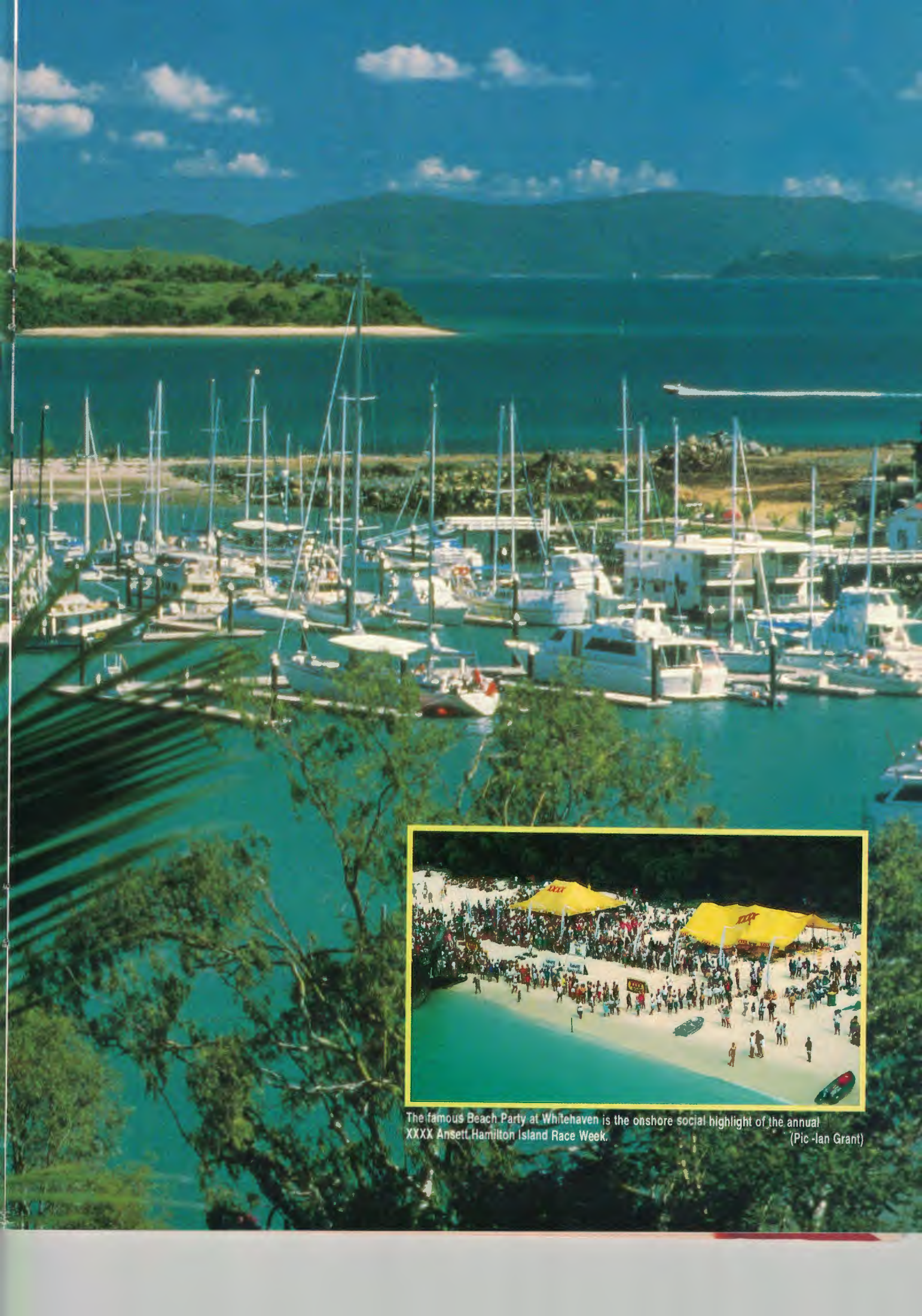
Unit 2, Harcourt Estate, 809 Botany Road,
Rosebery NSW Australia 2018
Tel: 61 (02) 693 5899 Fax: 61 (02) 317 2258
Toll Free: 1 800 221 484 T/A lic. 2TA 003091
A Division of The Travel Group A.C.N. 003 735 206



Offshore yacht racing in Australia's winter becomes a summer carnival when the southern fleets reach tropical North Queensland's spectacular Whitsunday Islands for the annual XXXX Ansett Hamilton Island Race Week from August 19-26.

Wonderful Whitsundays

By Ian Grant



The famous Beach Party at Whitehaven is the onshore social highlight of the annual XXXX Ansett Hamilton Island Race Week. (Pic - Ian Grant)

the tradewinds regatta has become an annual pilgrimage for a wide range of sailing folk and their boats, from the serious international campaigners to the more cruising-orientated folk soaking up the sun.

"It sure beats the hell out of sitting soaking up the sea on the weather rail as you bash your way to Hobart...but Race Week is still a test of physical endurance on the water...and even more so on the social scene ashore," is the comment of one devoted sailor heading north for his 11th successive Race Week.

While most yachts will reach Hamilton Island via a series of passage races north from Sydney, via Southport, Mooloolaba and Airlie Beach, a growing number of boats will arrive on the back of a truck. Among those expected via the coastal highways is Melbourne's most famous ocean racing yachtsman Lou Abrahams with his latest boat, *Challenge Again*, a sistership to Sydney-Hobart and Sydney-Mooloolaba race winners, *Raptor* and *Millennium*.

Hamilton Island Race Week was created by enthusiastic yachties who realised that Australian ocean racing needed an alternative to the traditional coastal passage races and the odd cruising holiday into exotic destinations. They convinced entrepreneur Keith Williams that his island in the Whitsundays was the ideal location and with excellent marketing the inaugural Race Week drew Australia's best sailors from around the nation.

One of the most significant reasons for the success of the regatta has been the willingness of the major sponsors, brewers Castlemaine Perkins of XXXX fame, and premier airline Ansett to give their total support to the event from its inception. Equally significant has been the role played by foundation members of the Hamilton Island Yacht Club, David Hutchen and Warwick Hoban, in promoting and managing a unique, high rating race series.

Each year Race Week has attracted some of the world's biggest and fastest maxi yachts, adding to the status of the event the resort hosts on Hamilton Island. Syd Fischer's *Bumblebee 4* and Jack Rooklyn's *Apollo* set the pattern in the first year, followed by Bob Bell's *Condor of Bermuda*, Hobart race winner *Sovereign*, George Snow's first *Brindabella* and many other big boats.



Hamilton Island is the place for soaking up the sun, finding a beach for two or as the base for exploring the Great Barrier Reef, or sailing...





Below: Hamilton Island Race Week fleet runs under spinnaker through the Dent Passage.
(Pic - Ian Grant)



"Resamax now has a superior, convenient, 1/1 mix fairing cream"

says Marion Manno. Australian marine craft building and supply identity and managing director of Resamax Australia



"and no filler you mix together yourself comes near it in performance and price"

Resamax Fairing Cream is designed for fine fairing of boat hulls but may be used in any filling application. Excellent bonding ability makes it suitable for most substrates, even below the waterline.

As the name implies, Resamax Fairing Cream goes on as smoothly as cream, giving an easily sandable finish – yet, it cures to a hard, resilient polymer with all the strength of an epoxy.

An equally exceptional product is **Resamax Epoxy Glue**

a superior, non-shrink, pregelled adhesive, in practical 1:1 mix ratio, aimed at all marine applications where high bond strength and gap filling qualities are required. Resamax Epoxy Glue will cure at low temperatures, even on damp surfaces.

For more information on the outstanding Resamax range of marine products, please phone or fax Mario Manno at

Resamax (Australia) Pty Ltd
10A Wilmette Place, Mona Vale 2101

Telephone (02) 9997 4066
Facsimile (02) 9997 4511
Mobile 018 023 088

RESAMAX



Quality products and good old-fashioned service

Among the maxis already confirmed for the 1995 regatta is the world's biggest maxi yacht, *Fudge*, the former US champion *Matador 2* now owned by Sydney yachtsman Anton Starling with David Kellett as sailing maser. Starling and Kellett raced the maxi yacht *Joico's Ragamuffin* at the 1993 Race Week and they are hot favourites to be top dog in 1995.

The racing will be magnificent in the fresh sou'easterly tradewinds of the Whitsundays, but as always there will be plenty of time and opportunity to play, with the resort night life on Hamilton Island and the world famous beach party on Whitehaven Beach.

THE RACES

Saturday, August 19 - Race 1: The South Molle and Daydream Island Trophy, 25nm windward/leeward course.

Sunday, August 20 - Races 2 & 3, XXXX Classics, 15nm.

Tuesday, August 22 - Race 4, Coral Sea Race, 85nm for IMS and PHS divisions; 17nm for Cruising division, trailable yachts and day sailers.

Friday, August 25 - Race 5, Ansett Australia Challenge, 25nm triangular course.

Saturday, August 26 - Race 6, Lindeman Island Trophy, 22nm Island passage race.

Racing in the Cruise mode

Hamilton Island Race Week, now a major event on the Australian yachting calendar, is said to have been inspired by Antigua Sailing Week in the Caribbean. Antigua Week started out as an event for cruising yachties and charter skippers who had nothing to when the yacht charter season finished. By Trevor Joyce

That spirit has carried through to today when this year's event all but 20 or so of the 280 entries were cruising yachts first and foremost. In fact, nearly 80 of the yachts entered this year were bonified bareboat charter yachts sailed without any extras.

The object of the exercise was and still is fun, and this spirit has definitely carried through to Hamilton Island Race Week where the onshore activities are almost as demanding as the racing. Every night, Front Street offers live entertainment, and the Whitehaven Beach party is accurately billed as the biggest beach party in the Southern Hemisphere. Then there is Dirty Nellys, numerous restaurants, and finally the yachts themselves offering refuge to the un-invited as well as to invited guests.

The perception may be that the racing is the exclusive domain of the grand prix yachtsmen. The Maxi and IMS Division 1 brigade will, of course, be prominent among the 100 plus regatta, but there is also plenty to enthuse the cruising sailor, or even the novices. The handicap class for cruising yachts offers a short course alternative to the 85 nm Coral Sea Race and the other races during Race Week are all 25 miles or less. Cruising yachties add the excitement of competition to the "easy as

she goes" routine of the cruising life, but if a mark rounding interferes with serving the refreshments then it's a fair bet that the drinks and nibbles will come first.

Maybe the expense of taking a yacht all the way to Hamilton is unjustified? Not a problem. Global leader in the yacht charter industry, The Moorings, recently established a charter base on Hamilton Island and its new fleet of Beneteau yachts are offered for racing in the cruising division of Race Week.

Although the yachts are not set up or tuned for racing, the chances are that the opposition will be similarly disadvantaged. So suddenly, you will have a match racing on your hands. The cost of chartering a Moorings 405 for the eight days of Race Week is \$5520, which split eight ways makes for some pretty cheap racing and a lot of fun into the bargain.

When the racing and the parties are over the obvious thing is to recover on a recuperation cruise through the magical islands of the Whitsunday Group. Drop an anchor in Nara Inlet, or Butterfly Bay (make sure you avoid damage to the coral). Drop a line over the stern and hook a coral trout for dinner, Call up Helijet on the VHF and they will fly you directly from your yacht out to the reef where you can hire scuba



Hamilton Island is the base for The Mooring's first operation in Australia

gear from Fantasea who operate a full service pontoon permanently moored at the very edge of the reef. Or just rig a hammock on the foredeck of your yacht and relax.

What better way to end a week of fun, excitement, endless story-telling and, of course, a little yacht racing!

August time is the tradewinds season and the south easterlies will be in the 15-25 knot range. Day temperatures will range between 21 and 26 degrees. That's a big difference from the frozen south in the 5-15 degree range with a southerly blowing your ears off.

The Mooring offers a comprehensive provisioning service from their base on Hamilton Island, so food preparation becomes a breeze. And with the base located in the heart of 70 odd islands, it's very easy to drop in for some more water or to top up on refreshments.

Moorings yachts are all custom built for cruising with design, specification and equipment aimed at simplicity, safety and comfort. With 25 years experience in the charter business, 30 based around the world and more than 700 yachts, it will not come as a surprise that just about everything that goes to make a successful sailing vacation has already been taken care of.

For more information, call The Moorings in Sydney on (02) 693 5899 or toll free on 1 800 221 484.



Everyone goes to Hamilton Island for race week – not always to go sailing

Original Clipper Cup Trophy for Queensland regatta

Cairns Yacht Club has confirmed that, together with Port Douglas Yacht Club, they will be running a new offshore series, the Cairns Clipper Cup Regatta, off the Far North Coast of Queensland in September. Major trophy for the regatta will be the international yachting trophy originally known as the Pan Am Clipper Cup, which was held in Hawaii from 1978 until the event became the Kenwood Cup.

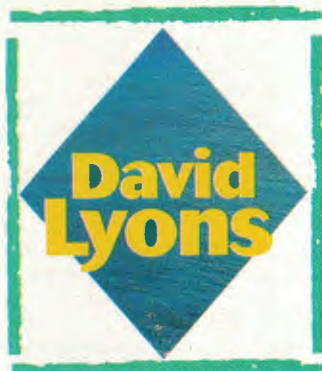
The Cairns Clipper Cup Regatta will be a series of seven races starting on Saturday, September 16 at Cairns and finishing at Port Douglas on Friday, September 22. The first three races will be sailed off Cairns, followed by a long

race to Port Douglas where the final three races will be held.

Hayman Island To Host Inaugural Big Boat Series

Hayman Island Resort, located on the fringe of the Great Barrier Reef in Queensland's Whitsundays, will stage the inaugural Hayman Island Big Boat Series from August 31 to September 1 this year. The five race regatta, which has TAG Heuer and Ansett among its sponsors, will be open to the 15 largest and most competitive yachts available.

Being held immediately following the XXXX Ansett Race Week at Hamilton Island, the new regatta will give owners of IMS race yachts an additional incentive to compete in the Whitsundays. ▲



A Designer's Viewpoint

Designing for the America's Cup and the IMS Rule

The speed superiority of America's Cup winner *Black Magic* was obvious, and we have all scrutinised the hull, rig, sails and appendages of the boat to try and reveal the causes. The yacht's design will in some ways become a benchmark for future defending and challenging designs, but not necessarily the most suitable strain of hull form overall because of the anticipated variation of Auckland weather and sea conditions compared to San Diego.

Black Magic enjoyed a speed and height advantage upwind compared to other competing designs, which is every skipper and designer's dream achievement. The ends of the yacht spent more time being in the water simultaneously with a clean motion through the sea-way, maximising waterline length more of the time, and the keel and rudder sizes were progressively reduced until control was just maintained, bulb drag was minimised and lift at design hullspeed was optimal. The yacht produced less leeway, so that when paralleling the opposition, the black boat was progressively drawing further to windward. Sound simple enough!

So, much credit for this dream run should be attributed to the "feel" for the right design direction that principal designers Doug Peterson and Laurie Davidson imparted to the design program for the New Zealanders under Peter Blake's steady hand. Tom Schnackenburg is already acknowledged as a superb sail designer, so his role was plain to see as well.

Although backed up by the ubiqui-

tous battery of scientists and design support technicians, albeit at a relatively low budget, the "yacht designer's designers", that were central to this success were also present in previous winning or notable efforts such as *America3* in 1992 (Doug Peterson) and *Kiwi Magic* in 1987 (Laurie Davidson). Designers get a lot of use out of computers these days, but computers don't design yachts. Doug Peterson spent hours using a Macintosh computer to fair the *Black Magic* hulls, but Laurie Davidson's efforts were contributed via a clutch of pencil, ship's curves and eraser!

What a relief that "real" yacht designers still have a place at the America's Cup!

IMS Developments

Whilst moving office recently and tidying up, I came across a 1984 article in *Seahorse* magazine by the late Gary Mull, who at the time was a member of the Offshore Racing Council's International Technical Committee. The IOR was at the time still the be-all-and-end-all. Gary reported on the ITC's latest deliberations on how to measure propeller installations so as to equitably rate them. He was confident that the latest research would soon result in an equitable situation.

Alas, here we are in 1995 and whilst now grappling with IMS, the propeller drag estimation scheme vis-a-vis strut drives versus shaft drives, is hardly any better. Recent changes in the 1995 IMS revisions go into the right direction but are generally regarded as not having gone far enough. A positive encouragement through rating advantage to use a strut drive in new installations is welcomed by builders and many owners due to the ease of installations and lack of hassles with shaft alignment and stern

gland leakages.

This creates an incongruous situation for existing boats, however. It is ludicrous that an owner should contemplate tearing out a shaft drive which is perfectly serviceable to seek a rating benefit, so perhaps a measure scheme based on age should be considered.

On the subject of 1995 IMS revisions and newly revalidated certificates, please remember to consider the following when searching for the reasons for rating shifts in your 1995 certificate:

1. Spinnaker area is now $0.94 \times \text{MXSL} \times \text{MXSMW}$; it was $0.60 \times \text{MXSL} \times \text{MXSMW}$.

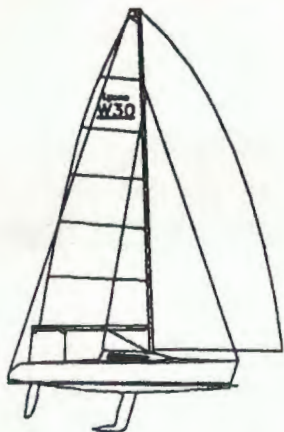
2. PIPA for strut drives independent of propeller type is now less, as a factor in the formula was reduced from 0.65 to 0.50.

3. Asymmetric spinnakers can be declared and are therefore legal and rateable, but their appeal is basically non-existent as, firstly, you can't even carry a spinnaker pole on board and therefore, secondly, you can't have a symmetrical spinnaker on board at the same time. However, 1996 will hopefully see "proper" W60 style asymmetric rating schemes in place.

4. Regrettably, some older IOR boats are still having Limit of Positive Stability (LPOS) problems, with a 1994 legal boat now illegal, for example, some Farr 37s. I think this situation stinks, particularly when some affected owners have already spent on modifications to become legal for Cat 1 or 2 racing, ORC/ITC wake up! These boats are accidental victims of your computer code changes.

In some instances, to be fair, a re-inclination without sails on board and a good clean out under the bunks and bilges will result in the necessary lowering of the boat's centre of gravity. ▲

Lyons W30 Whitbread 30



The Whitbread 30 sensation has arrived in Australia, courtesy of **David Lyons Yacht Design and International Yacht Racing Pty Ltd.**

The standard specification of the Lyons **W30** Whitbread 30 is extensive, including a high quality ABS Plan Approved female moulded vinylester resin/Divinycell sandwich hull and deck, cast lead/steel fixed keel, AYF Category One stability, Whalespars custom rig, fully finished interior with standing headroom, galley, four berths and navigation table, quality deck gear, all running rigging, inboard twin cylinder diesel saildrive, close factory weight control and the backing of the Lyons **W30** Class Association Rules.

A demonstrator will be available for test sailing in October this year, and up to four orders can be delivered before Christmas 1995. Prospective purchasers are invited to view the yachts under construction from July onwards and are invited to contact:

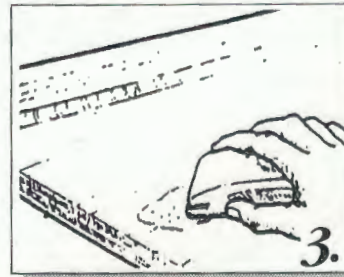
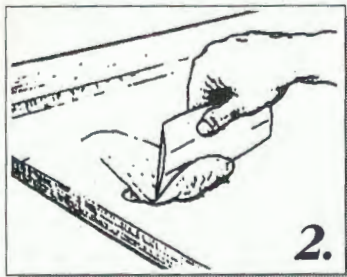
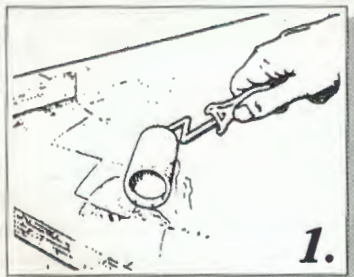
Priced in accordance with the basic specification at
\$108,000
 Including sales tax.
 Specifications and prices subject to change
 without notice.

David Lyons Yacht Design/International Yacht Racing Pty Ltd
 P.O. Box 637 Spit Junction NSW 2088
 Tel: (02) 975 5966 Fax: (02) 975 5976



WE MAKE IT AS EASY AS ...

WEST SYSTEM
BRAND



There are several important reasons why you should use **WEST SYSTEM brand** epoxy rather than the polyester resin or other materials for your next fibreglass repair.

- Polyester resin can shrink from 5% to 8%, creating stress concentrations in repair joints.
- **WEST System Brand Epoxy** is more effective as a moisture barrier.
- **WEST System Brand Epoxy** forms a superior mechanical bond with cured polyester in secondary bonding.
- **WEST System Brand Epoxy** is more durable than polyester, therefore the repair may be stronger than the original structure.

WHEN YOU ADD THIS TO...

- | | | |
|----------|----------------------------------------------------------|----------------|
| • Ease | • Practicality of Application | • Availability |
| • Safety | • Access to Technical Assistance and Informative Manuals | |

WEST SYSTEM Brand Epoxy Resin is an excellent choice for fibreglass boat repairs.

Call or write: **ATL Composites**, PO Box 2349, Southport Qld 4215. Phone (075) 5-377 636 Fax (075) 5-377 636



Boags Original Three Peaks RACE

Above: Easter Holiday crowd welcomes runners at Coles Bay.

Below: Veteran skipper Dennis Wivell led the fleet out of the Tamar (Pic: Peter Campbell)



Adams Apple

Below: Southern Cross Television nearing Lady Barron on Flinders Island (Pic: Peter Campbell)



Drama at & Sea Ashore

the rescue of the crew of a sinking yacht off Tasmania's East Coast, runners lost in rugged mountain terrain on Mt Freycinet, and a record-slashing win by a Tamar River yacht - those were the dramatic ingredients of the final day of Tasmania's unique 1995 Boags Original Three Peaks Race.

The Three Peaks Race is Tasmania's version of the original Three Peaks Race held each year in the UK, where yachts sail up the west coast, dropping runners ashore for climbs up the tallest peaks of Wales, England and Scotland.

In Tasmania, it comprises 317 nautical miles of ocean sailing and 133km of endurance running that takes the fleet from Beauty Point on the Tamar River to Flinders Island in Bass Strait, down the East Coast to Coles Bay, and finally to Hobart, with arduous climbs to the

summits of Mt Strzelecki, Mt Freycinet and Mt Wellington for the runners.

That drama happened only on the last day of the Easter long weekend ... earlier there had been a dismasting of a Queensland catamaran, a courageous mountain run by an injured runner, yachts breaking their steering on fast downhill spinnaker runs, crews forced to use the allowable pedal and paddle power in no wind and to beat racing tides.

And just for good measure, there was fog and driving rain on Mt Freycinet and snow on the peak of Mt Wellington left over from the previous week's cold autumn snap.

Tenacity appears to be the keynote to success, with ocean racing yachtsman Richard Edmunds finally notching up

Wales competed.

The start from the Tamar River is Tasmania's equivalent of the Sydney-Hobart start, attracting crowds of up to 5,000 along the river banks from Beauty Point to Low Head as well as several hundred spectator craft accompanying the fleet to sea.

At Lady Barron most of the island's population of 800 turned out to greet the fleet and cheer the runners on their way, with many locals playing a major role as marshalls. They even man the check point at the top of Mt Strzelecki, a chilly task where the winds howl between the massive boulders of granite - even blowing tents away in the early events. Now it's only a sleeping bag for the marshalls who also have to climb the mountain.

"Anything can happen in the Three Peaks ... and anything will happen," is the quotable quote from Hobart yachtsman and four-times competitor John Saul. "Anything" and everything certainly did happen in the 1995 event, as editor Peter Campbell found out in this unique Tasmanian combination of ocean sailing and endurance mountain running ...

victory after competing in all seven events, this time sailing his fast Radford 44, *Southern Cross News*, to overall victory, slashing more than six hours off the record held by well-known Victorian yachtsman Grant Wharington and *Ronstan Wild Thing*. A key factor in the win was the effort by endurance runners, John Jacoby, from Torquay, Victoria, who was a member of the winning team in 1994, and New Zealander Jim Cotter, who now lives at Wollongong.

The Three Peaks is a challenging event offering yachtsmen something entirely different from the normal long-distance offshore race and certainly attractive to the ever-increasing number of triathletes. This year 18 yachts, three of them multihulls, entered but two were forced out because of gales which prevented them sailing up from Hobart. Runners from Scotland, New Zealand, Victoria, Tasmania and New South

back as every yacht berthed and even waiting into the night to give the weary runners a cheer. It's the same at Hobart as the runners leap off the yachts at Waterman's Dock and set off along the historic streets of Hobart on the long run up Mt Wellington.

Run by an independent Race Committee, the Three Peaks is sailed under the International Rules for Preventing Collision at Sea, but it receives strong support from the Port Dalrymple Yacht Club at Beauty Point, the Tamar Yacht Club and the Royal Yacht Club of Tasmania, with most of this

year's participants being members of those clubs.

The rules of the Three Peaks allows yachts to be fitted with alternative means of human propulsion, eg oars or a 'Heath Robinson' device comprising bicycles pedalled by the crews to turn a propeller extending out from the yacht's transom. This year most yachts had to pedal or paddle their way across the starting line after Tasmanian Premier Ray Groom fired the gun on a windless Good Friday afternoon. And with the crew limited to five, including three runners, it can be hard work.

From there the fleet had a relatively fast sail with the first yacht, the Inglis 47 *MMI Insurance* (ex *Vendetta*) skippered by Hobart yachtsman and medico John Saul, finishing shortly after 8am to give runners Lindsay Webb and Gerry Oldfield an early break in their cross-country run to the base of Mt Strzelecki. Just over an hour later the second boat, *Southern Cross Television* (ex *Wildcard*) a Radford 44 skippered by Tamar River yachtsman Richard Edmunds, crossed the line with former King of the Mountains runner John Jacoby from Victoria and Jim Cotter from New Zealand setting off in hot pursuit.

Third to finish, only four minutes astern, was the Hobart yacht *Southern Cross Television*, Greg Prescott's J35 better known as *JWalkin on Easy Street*, with champion Tasmanian runners David Ross and Bruce Chetwynd also setting a fast pace.

Jacoby and Cotter turned in a powerful run to pass the *MMI* team, giving

Paddle power on *Newspaper Taxi* as they clear the Tamar River. The yacht later sank during the race (Pic: Peter Campbell)



Designing an eagle or a turkey?



Divinycell meets the design criteria for critical applications:

- Whitbread Round-The-World yachts
- RAN submarine decking casing frames
- Tangara train interior panels
- Foam radomes for Boeing aircraft
- Subsea oil pipeline insulation

The primary feature of Divinycell® is high strength and stiffness to low weight. Its uses are as varied as your imagination.

Divinycell® leads the world of composite sandwich foam core engineering with research engineers making periodic breakthroughs in air, ground, marine and submarine applications.

Our factory in Sydney and its team of engineers have the capacity to provide the solution to most critical applications on the spot.

Please call us.

DIAB

Divinycell International Pty Ltd ACN 060 682 822
6/4 Gladstone Road, Castle Hill, NSW
PO Box 535, Castle Hill, NSW 2154
Tel (02) 680 3388, Fax (02) 634 2460

Southern Cross News what turned out to be a winning break on the fleet. 'I think that was the critical point in the race for us, a good run to the top of Mt Freycinet enabled us to get away early before the wind eased,' said Jacoby who was a member of the winning team in 1994.

Southern Cross News's sailing time from Lady Barron to Coles Bay was 19 hrs 33min 47sec with the runners' time in the Freycinet National Park a fast 4hr 45min 55sec. When the yacht set sail in the early afternoon officials estimated the team was six hours inside the record set by *Ronstan Wild Thing*. With the north-easterly breeze holding, skipper Edmunds set course for the Denison Canal, cutting 30 nm off the course around Tasman Island.

The Radford 44 sailed the final 100nm to Hobart in 11hr 35min 33sec, with Jacoby and Cotter completing a pre-dawn Mt Wellington leg in 3hr 16min 15sec, giving the team a total elapsed sailing and running time of 2 days 16hrs 13min 15sec - cutting a remarkable six hours and nine minutes off the record.

After winning the first sailing leg, *MMI Insurance*, John Saul's *Inglis 47*, the former Victorian yacht *Vendetta*, and her team had a luckless race. Leaving

"Fortunately, a light nor'easterly seabreeze came sweeping in from Bass Strait, giving the fleet the start of a long windward leg to Lady Barron overnight"

Lady Barron they ran out of wind going through the Pot Boiler and had to paddle against the tide to reach the open sea. Halfway down the Coast, a steering cable snapped, sending the boat into a big broach. More than an hour and a half was lost in repairing the steering and then a spinnaker blew out in a sharp gust.

The major drama of the Three Peaks came in the early hours of Easter Monday with *Southern Cross News* already berthed in Hobart and most of the fleet well on their way to the finish in the Derwent. The tailender in the fleet, *Newspaper Taxi*, foundered off Wineglass Bay and two runners were 'lost' overnight in the rugged Freycinet National Park.

The five-man crew of *Newspaper Taxi*

were rescued by the tanker *Island Gas* after the Hobart sloop sank two nautical miles east of Cape Tourville near Wineglass Bay between 2am and 3am on Easter Monday morning and taken on to Westernport in Victoria, the ship's destination.

The yacht broke its rudder and began taking water as she ran south before a 25 knot northerly wind. After initially radioing a "pan pan" emergency call to race headquarters, skipper Angus Sprott, a Hobart computer expert and experienced yachtsman, upgraded this to a full "may day" as the crew realised they could not stem the flow of water. Race officials sent the Coles Bay based charter fishing vessel *Kahala* to sea and the yacht *Adam's Apple*, skippered by Dennis Wivell, on its way to Hobart also headed towards the area.

Meanwhile, the *Island Gas*, seven miles north-east of Cape Tourville and on its way from Hobart was directed by the AMSA to attempt a rescue and in a difficult manoeuvre on a lee shore she provided a shelter for the crew as they took to their liferaft.

"The water was up to our knees, then up to our waists in the cabin when we finally made the decision to abandon ship.

When We I jumped into the raft only the cabin top and the mast were above water,' skipper Angus Sprott, 26, told OFFSHORE later in Hobart. 'It was a copybook safety exercise because we all knew exactly what to do.'

No sooner had the crew of *Newspaper Taxi* been rescued that the race officials of Coles

Bay were faced with the fact that two runners were long overdue in their run through Freycinet National Park. With no report for 12 hours of the pair, Garth Foley and Dennis Clark, both from Launceston, who were running for Bruce Guy's 12.2m sloop *Niaid/Davies Shephard* from Launceston, race officials set up a search and rescue operation into the National Park.

Race director Alastair Douglas said that the strict requirement that each runner must carry emergency equipment, including a sleeping bag, plastic sheets, emergency rations and first aid equipment had played a vital role.

'We run this race under Category 2 at sea and Category 2 on land,' Douglas added. ▲

Short-Handed To New Caledonia

At least half a dozen short-handed entrants are among the 30-plus fleet of ocean racing yachts already entered for the 1995 Australia to New Caledonia race in September. As usual, there will be two starts, from Sydney on Saturday, September 16, with the Brisbane fleet heading for Noumea the following day.

This will be the first ocean race conducted by the Cruising Yacht Club of Australia to include a short-handed division, with each yacht being sailed by a crew of two only. Entries received by early July included *Alstar*, to be skip-

pered by that grand old man of ocean racing, Alby Burgin, together with *Airies* (Dal Harper), *Mistress Mercy* (James Murchison), *Pacific Breeze* (Bruce Hitchman) and *Windchase* (Peter Style). All will race from Sydney.

Other early entries for the Sydney fleet included 20.5m sloop *Four Seasons IV*, now owned by Harcourt Gough, the fast Victorian 17m sloop *Future Shock* (Peter Hansen), *Mandalay III* (David Beer), *Millennium* (John Clayton), *Myoti* (Todd Ekert), *Moana* (Stan Rankin), *Portobello* (Mike Matthews), *Silver Lady* (Wolfgang Fuegmann), *Yamanja* (Herbert Bender) and the French yacht, *Marine Corail Voilex* (Jean Esplaas).

Entries for the Brisbane division include the Brisbane-Gladstone race record-holder, *Colorado-Bobsled*, with an expected fleet of up to a dozen yachts.

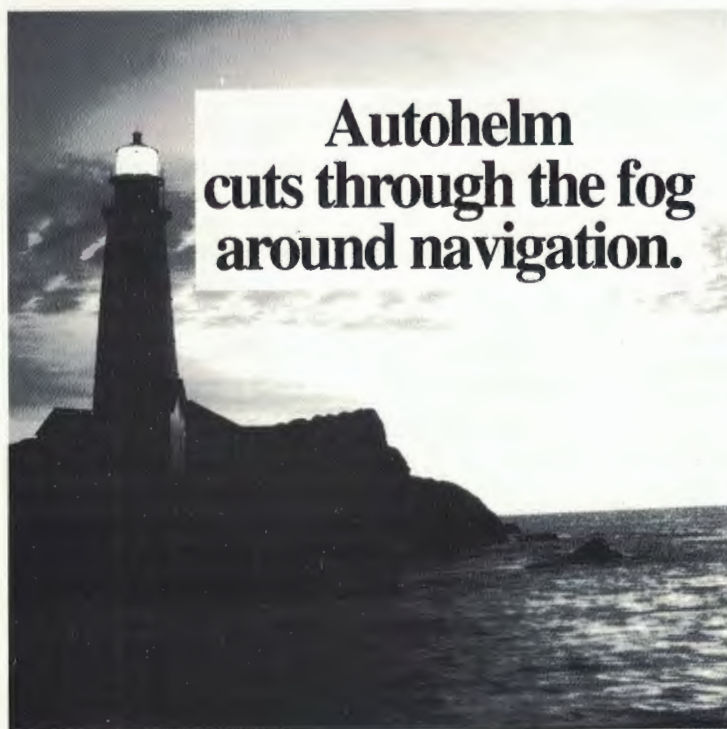
Fujitsu Lord Howe Classic Attracts Classy Fleet

Many of Australia's best ocean racing yachts are already lining up for a berth in the nation's most exclusive race, the 1995 Fujitsu Gosford to Lord Howe Island Ocean Yachting Classic which starts from Broken Bay on Saturday, October 28. The 409 nm race is limited to 25 yachts because of the sensitive environment of the World Heritage-listed island.

Heading the list of entries is George Snow's maxi yacht *Brindabella* and the 1993 Sydney-Hobart handicap winner, Nigel Holman's *Cuckoos Nest*, which is now racing as *Team Fujitsu*.

Snow has already won two Lord Howe Island races with his previous yachts.

Other boats among the 20 early entries received by Gosford Sailing Club include the Navy yachts, *Alexandra of Cresswell* and *Lady Penrhyn of Nirimba* and the Army's *Rising Sun*, along with former Admiral's Cup yacht *Margaret Rintoul II*, *Decimator* from Queensland, *Yendys*, *Impeccable* and the former Melbourne yacht *Flying Colours*. ▲

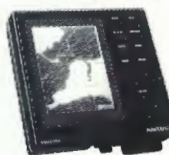


**Autohelm
cuts through the fog
around navigation.**



Autohelm's new ST 50 Radar and Navcenter 300 Chart Plotter make safe navigation easier and more affordable than ever.

Both units feature advanced LCD 'flat-panel' screens. Their high-resolution 320 x 240 displays provide crisp, sharp viewing even in the brightest sunlight – plus clear backlighting for night-time navigation.



Thanks to their waterproof, compact and easily demountable design, our new radar and chart plotter are just at home out there in the cockpit as they are at your nav-station. And, because they're from Autohelm, they instantly become part of your SeaTalk® instrument and

autopilot system, enabling you to call up instrument data on-screen at the push of a button.

The ST 50 Radar features a 4-greyscale display and a 16nm range (twice that of some comparable radars), while the Navcenter 300 uses the state-of-the-art cartography offered by C-MAP® mini-cartridges. And, like all Autohelm equipment, their intuitive, easy-to-use design won't fog your thinking in the slightest.

See your dealer, or write for more information.



Autohelm
A Raytheon Company

* To US Coast Guard CFR-46 standards. C-MAP is a registered trademark of C-MAP s.r.l. Autohelm and SeaTalk are registered trademarks of Nautech Limited.

Please send me your free catalogue on Autohelm autopilots, instruments and navigation equipment.

NAME

ADDRESS

POST CODE

Post to:
OCEANTALK AUSTRALIA

TEL.

Unit 35, 9 Powells Road, Brookvale NSW 2100 Telephone (02) 905 7199 or 1 800 029 948

USPOTV701



On the sailing circuit

"Mumm 36's, ILC40's, Admiral's Cup, Brut by Faberge Match Racing Series and the future..."

This year we approach the Admiral's Cup (July 24 - August 11) with the absence of an Australian team for the first time I can remember - in fact, the first we haven't been at Cowes since the first Australian challenge year back in 1965.

Many other countries have been preparing in earnest for the new format, comprising three new yachts - a Mumm 36, ILC 40 and an IMS rated Admiral's Cup boat, with the scores of all three yachts considered, rather than just the best two boats in each race.

I have just seen the conclusion of the German Admiral's Cup Trials (they were the winning team in 1993 over Australia by 0.25 points in over 600) and all three classes were hotly contested.

Winning in the Mumm 36 class, with tactician Glenn Bourke, was *Thomas I Punkt*, showing great light air performance.

In the ILC 40 class the winning skipper was Jochen Schumann (double gold medallists for East Germany in Finn/Soling) with the *Aerosail* project. The yacht they raced is a Heiner Meldner designed (*America 3* and *Mighty Mary* designer) called *Anemos*. The boat is quite a radical shape - blunt bow with America's Cup yacht lines, quite an interesting concept.

The racing in the 40's was extremely close and it came down to the last race of 12 to decide between *Anemos* and *Omen*, sailed by Russell Coutts and Team NZ boys.

Aerosail is funded solely by Daimler Benz which incorporates Mercedes Benz, Deutche Aerospace, Aeg, Debis. Overall they employ some 200,000 people and they are heavily involved and com-

mitted to this sponsorship, supporting both youth and grand prix sailing in Germany.

They raced two Mumm 36's and two ILC40's. With a contingent of approximately 60 people it was almost as big as an America's Cup project. My involvement as a strategist/coach is to help raise their level of performance. It has been a lot of fun, especially being able to assist their team testing program.

The German team is rounded out with Willy Illbruck's *Pinta*, a Judel/Vrollick 46.

Other strong countries are Italy with *Mumma Mia*, *Brava* - ILC40, *Capricorno* 46. The USA also has a good team with *Blue Yankee*, *Pigs in Space* and *No Problem*.

Interestingly most teams are opting for 50% nationals (mandatory by the rules) and professional sailors making up the remainder. I might add, most of them are New Zealanders!

One of the big reasons for a reduced number of competitors is the lack of the new yachts being built by owners. I wonder also whether owners are trying to send a message to regatta organisers to keep offshore racing in offshore-designed yachts. Can you imagine an owner/racer purchasing a new Mumm 36 and having to hang out on the lifelines all the way to Fastnet. Maybe leave the offshore stuff to the water ballasted Whitbread 60's that can quickly "pump" on board the equivalent of an extra 40 people.

Speaking of W60's, I recently teamed up with John Calvert-Jones and sailed the round Isle of Wight race in *Heineken*. We won line honours from a field of 1,200 starters. Our main opposition was *Longobarda*, an IOR maxi (now IMS), which slammed into the rocks off

the Needles doing considerable damage to the boat, not to mention skipper Chris Law's ego.

With the three events in the Brut by Faberge Sailing Series now completed (San Francisco, Lymington and Sete) the largest prize money in sailing history is still up for grabs. US \$250,000 is offered to any sailor who wins three of the five international events sponsored by Brut. Anyone who wishes can participate in the qualifying regattas to gain a berth in the main field and go up against the ranked guys. This has created a lot of new interest in the sport.

The Omega rankings currently show Russell Coutts, with his America's Cup win, taking over the number one spot from yours truly.

Australian Olympic sailors have been performing well with some notably strong results in the Solings at Kiel Week: Barney Walker and team winning the fleet racing, whilst Matt Hayes made it through to the final of the Match Racing, finishing second overall.

"Anyone who wishes to can participate in the qualifying regattas to gain a berth in the main field and go up against the ranked guys."

Having spent a considerable amount of time in the UK recently it is interesting to see new growth in yachting, especially in the commercial areas - 18 footers, Whitbreads, match racing, Ultra 30's.

The IYRU is still committed to improving the 2000 Olympics for sailing. It was interesting to meet with all concerned to discuss the various options for classes and courses.

It is also great to see Paul Cayard join the IYRU Marketing Commission working to promote and increase the visibility of sailing. Another positive move for yachting.

Aussie Yacht But No Team at 1995 Admiral's Cup

For the first time in 15 challenges since 1965 there will be no Australian team at the 1995 Champagne Mumm Admiral's Cup. Our representation at the world's premier offshore racing regatta will be one Australian yacht sailing for Hong Kong and plenty of Aussie sailors aboard other nation's Cup team yachts and sailing in Cowes Week.

The Admiral's Cup starts on The Solent on July 27 with eight teams representing Great Britain, Germany, Hong Kong, Italy, Ireland, Scandinavia, South Africa, and the United States. The six race series ends with the Fastnet Race, starting August 5 from Cowes and finishing at Plymouth.

Sailing for Hong Kong will the Syd-

ney-based Farr Farr 47, *Ninety Seven*, which owner Andrew Strachan has chartered to Hong Kong yachtsman Keith Jacobs. Half the crew will be made up of Australians including Andrew Strachan, tactician Bob Fraser, sail trimmer Brad Stephens from the Fraser Sails loft in Sydney, navigator Phil Morgan, tactician Steve Kulmar and Bowman David Blanchfield (and the other half expats now Hong Kong nationals).

Principal helmsman will be Hong Kong yachtsman Warwick Downes, a former champion Sydney dinghy sailor, but Fraser and Kulmar will be added to the steering team in the offshore races.

Ninety Seven, whose successes include line honours of the galeswept 1993 Sydney-Hobart race and winner of IMS Division B in the 50th Hobart, will sail as *Bimblegumbe Ninety Seven*, maintaining Jacobs' tradition in naming his yachts.

Fraser Sails have made a complete set of new lightweight scrim Plus sails for *Bimblegumbe Ninety Seven*, including two mains, four overlapping headsails, a number three and four spinakers.



German yacht *Pinta*, one of the countries very strong team seeking to retain the Admiral's Cup.

(Pic: Ivor Wilkins)

Other boats in the Hong Kong team are Neil Pryde's Mumm 36, *Corum Cup Hong Kong*, and the Farr designed ILC40, *Beau Geste*, owned by Carl Kwok.

Also closely involved in the Admiral's Cup is America's Cup and match race yachtsman Peter Gilmour who is coaching the German team, strong favourites to retain the Admiral's Cup they won by .25 point from Australia.

AWLCRAFT MARINE PAINT

Performance
Protection
Extended Life

AWLCRAFT ABC5



Antifouling provides a high performance TIN FREE ablative antifouling offering excellent protection and extended life. For use on hulls below the waterline and suitably prepared (not for use on Aluminium).

COASTAL COPPER antifouling is a high quality economy antifouling which retains the ablative antifouling properties of ABC5 but combines performance with economic factors to provide excellent value.

As co-sponsors of "True Blue" we congratulate David Adams on his BOC win.



Available for Chandlery Shops & Slipways.

RESENE PAINTS AUSTRALIA LTD

QLD/HEAD OFFICE:
457 Production Avenue
ERNEST JUNCTION QLD 4214
PH: (07) 5594 9522
FAX: (07) 5594 9093

NEW SOUTH WALES:
17/16 Loyalty Road
NORTH ROCKS NSW 2151
PH: (02) 890 1099
FAX: (02) 683 4060



Spikes, transients and overvoltages cause electronic failures.

STOP! acts as a barrier between your power source and your valuable electronics.

"On my own boat I have measured 80 volts out of a solar panel!"

"The **STOP!** represents a simple and elegant solution to the problem. Just bolt it in place, and you get perfect 12 volts output, almost irrespective of the state of your supply."

".. a \$269 device that protects thousands of dollars worth of delicate electronic equipment is a worthwhile investment.. If you suffer from overvoltage or transient problems you should certainly buy it."

Quotes from Jon Fairall

Modern Boating

March 1995

Instrument	Amps (Typical)
GPS	0.6
Depth Sounder	0.2
Fish Finder	0.3
Electronic Log	0.2
Wind Instruments	0.1
Laptop Computer	1.5
Total Amps	2.9

You can protect all these with just one 3 amp **STOP!**. Uses the same exclusive technology as in the larger models!

NEW! Only \$149
3 AMP MODEL

FOR A FREE INFORMATION PACK and nearest stockist write, call or fax us now!
THE AUSTRALIAN DISTRIBUTOR

Karl Sebastian & Partner,
Kaybank Plaza, 33, Scarborough St.,
PO Box 2566, Southport, Q. 4215
Ph 07 5588 0470 Fax 07 5591 2583
Mobile 015 141 545

3 YEAR WARRANTY
STOP!
Electronics Protector



New Zealand's America's Cup Win...

A Team Effort

Peter Blake and his New Zealand team went to San Diego with two obsessions, to win the America's Cup and to wallop Dennis Conner...and they did both. Kevan Wolfe, who covered the Cup Match for Offshore, spoke extensively to the Kiwis after their victory before writing this indepth assessment of how they achieved their goals.

team New Zealand took on the Americans on their home turf and beat them at their own game. And now the America's Cup, the "Everest of sport", has come Down-under for only the second time in its 144 years history. The last time was when John Bertrand won the Cup for Australia in 1983.

Team New Zealand's *Black Magic* dominated the challenger series and then the finals to beat Conner's, *Young America*, by a unprecedented five races to nil in the best of nine. It was the first time that a challenger had won the first race and then gone on to win without the defender winning a race.

Conner was able to get in front of the black boat only once in the five races



The America's Cup win by New Zealand was essentially a team effort by the Kiwis. (Pic: Kevan Wolfe)

and that was on the first leg of the fourth race. However, Team New Zealand rounded-up the American defender, picking the windshifts up the leg and rounding the first mark in front. They were never beaten around a mark in any of the five races.

Conner has dominated the America's Cup for 20 years and after John Bertrand won at Newport, Rhode Island, he boasted that it was the last time

the Cup would leave America. Conner's words had a hollow ring as a lonely *Young America* crossed the line one minute 50 seconds behind the Kiwis in the final race and he became the only skipper to lose the Cup twice.

For New Zealand the win was the culmination of more than eight years, four America's Cup Challenges and 176 Cup races.

Syndicate head, Peter Blake said that

even though the win looked easy it was not. "There was a lot of homework done and it has paid off in the end," he said.

For 46 year old Blake, who has been honoured twice in New Zealand for his sailing exploits, the win is the highlight of a lifetime of sailing. He is one of only four skippers who have achieved the elusive line and handicap double in the Sydney to Hobart, he set the race record for the storm-lashed Fastnet race in 1979, won the Bicentennial Round Australia race and has competed in all five Whitbread races, winning in 1989-90.

It was his unique management style and the experience in mounting Whitbread campaigns that was the key to the Kiwis' victory. It was a total team effort.

"The trophy will look great on the mantelpiece," said Blake. It's fantastic for everyone involved, not just the team, but for the thousands of New Zealanders here in San Diego. Even the Americans are going crazy, it's a very popular win."

Helmsman and crew coordinator, Russell Coutts, who won his Olympic gold medal, the World match racing championship and now the America's Cup all off the coast of California said: "California is not a bad place for me."

"Peter always said that if we got the concept right we would win it," said Coutts. "We did a lot of research before we chose our people, we spent a lot of time to make sure we made the right decisions."

Probably the most important departure from previous campaign methods was in the approach to the design of the boats and sails. Although Team New Zealand did not have the massive funding of some of the syndicates, Blake put together a formidable group.

The design team was headed by Laurie Davidson and Doug Peterson. Peterson, a native of San Diego and well known for his IOR yachts in the 70s, had been involved with *America3* in 1992 and when he made himself available for the 1995 Cup none of the US syndicates were interested.

Petersen said that San Diego is a tricky place to design a boat for, the seas are unpredictable, the wave patterns are quite large for the light wind strength and the seas are confused.

The day to day design control was the responsibility of Tom Schnack-



Above: The Kiwis embrace the America's Cup they had sailed so well to win at San Diego. (Pic - Kaoru Soeheta/PPL)

enberg who played a key role in *Australia 11's* win in 1983. Schnackenberg also designed the sails for the boats and tested them in a special wind tunnel he designed himself for the purpose. He also has the experience of five America's Cups behind him.

One advantage was the massive computer support available to the designers. They were able to develop design features and test them on 14 quarter-scale models, as well as a large number of keel and rudder combinations.

It was not just technology that won the Cup for the Kiwis, it was also good old fashioned "bums on gunwales" and the feel for a boat that only a crew of champion sailors has. Between the 16 man race crew they boast 32 world championships, two Olympic medals, four Olympic representatives and 24 America's Cup campaigns.

The race crew had a big input into the design and gave the technicians a wish list of what they wanted in the boat. Doug Peterson said that there was an interaction between the crew and the designers. "Sometimes what they wanted was not possible for structural reasons," said Peterson. "The crew also designed their own deck layout. The result was a boat everyone was happy with and the crew learnt a lot about design.

Doug Peterson, co-designer with Laurie Davidson of the 1995 America's Cup winner, *Black Magic*. (Pic - Kevan Wolfe).



"The more the crew became involved the more they learnt about design and that knowledge helped them to understand the boat and how to sail it well," he said.

Schnackenberg said that there was no secret breakthrough with the boat, in fact its design sounded boring. "We looked at a range of conditions and then decided on the size and weight of the hull and came up with a boat in the middle of the wind range of 8 - 13 knots," he explained.

"The shape of the cockpit was deter-

mined by structural considerations then we made a mock-up in plywood and drew circles for the winches and leads. The idea was to make it very simple.

"We built an honest boat so that we didn't have to say our conditions are coming tomorrow. The big secret was having the sailors working with the designers. Sailors and designers can be friends and the more both sides under-

"The more the crew became involved the more they learnt about design and that knowledge helped them to understand the boat and how to sail it well,"

stand each other the better they understand the boat."

Schnackenberg said that the team had not expected *Black Magic* to win consistently by two minutes or more. "We gained three to four minutes around the course from the first round robin in January and every time we made changes we could see improvements of a boat length or more," he said.

Black Magic, with its long narrow hull, proved to be fast upwind and accelerated out of tacks. Although it appeared

to go through tacks slowly, especially at low speeds, this could have been the result of the smaller than usual rudder. It could also explain why Coutts was reluctant to engage in tight tacking duels in the pre-start. Once at hull speed on the wind *Black Magic* pointed at least two or three degrees higher than *Young America* and footed faster.

Another aspect of the New Zealand win was Brad Butterworth's uncanny ability to pick wind shifts. The team weather man, 63 year old Bob Rice, also played a large part in predicting the tricky conditions off San Diego and was able to get it right more often than Dennis Conner and his locals.

Bob Rice doesn't believe in computers. He said that each morning he started with a clean sheet of paper. "I spent a lot of time on the water, that's where the energy is," he said. "I look at it and some 42 years experience told me what it was going to do. You can't plug the weather into a set of numbers in a computer and expect to get it right.

"It was highly subjective. Before each

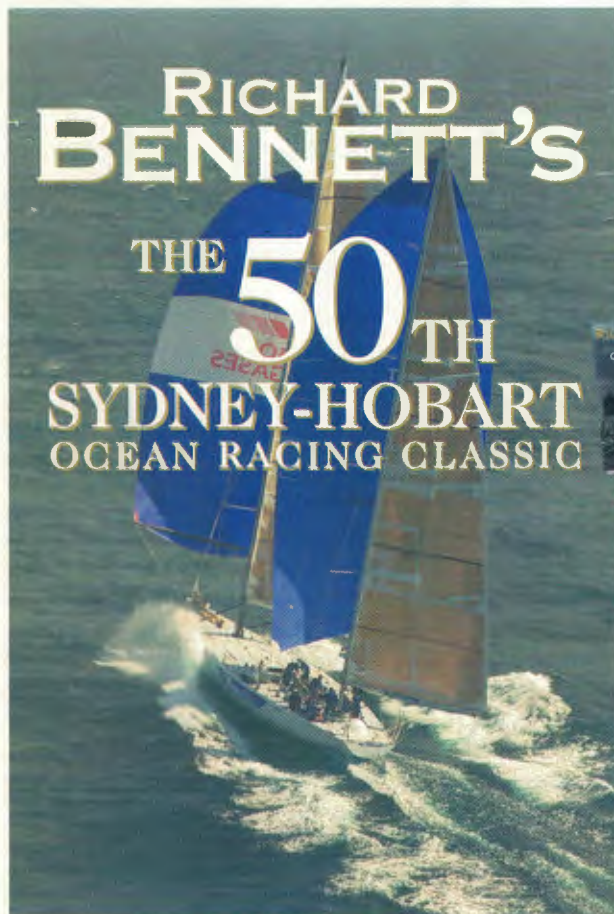
start we had three boats out on the course manned by sailors who were looking at the conditions as sailors. All the information was relayed back to the race boat for the afterguard to make a decision on which side of the course to start."

Compared to other nations New Zealand's entry into major keel boat racing is only in its infancy. It started just 25 years ago when New Zealand sailors first won the One Ton Cup in Europe and since then they have won every major yachting event in the world. They are currently ranked in the top three countries in the Olympic classes.

To a nation where sailing is second only to Rugby, the America's Cup was unfinished business. It was a sporting Everest in which New Zealand was determined to reach to the pinnacle - and did!

Victory in the America's Cup

The 29th America's Cup will go down as the Cup in which *One Australia* sank... the first yacht to ever do so in the history of the event. It will also be remembered for being one of controversy, dramas and disputes amongst the challengers and the defenders alike.



THE 50TH SYDNEY-HOBART OCEAN RACING CLASSIC

RICHARD BENNETT
TEXT BOB ROSS

\$39.95 plus \$7 postage and handling

Richard Bennett's first yachting book *Ocean Classics* has been reprinted - if you missed out, order your copy now.

Blood and guts sailing, wild southern cliffs, whales, the lonely ocean - from helicopter and light plane, Richard Bennett captured it all.

This book is a tribute to the 50th Sydney to Hobart Yacht Race by Australia's best yachting photographer. With 78 full-page colour photographs, a detailed account of the race by yachting writer Bob Ross, and a full list of race results, Richard Bennett's new book is even bigger than the runaway best-seller *Ocean Classics*. Order now - Richard Bennett's new book will sell fast.

Yes-I'd like to order copy/copies of *The 50th Sydney-Hobart Ocean Racing Classic* @ \$39.95. copy/copies of *Ocean Classics* @ \$39.95. Please add \$7 per copy for postage and handling. TOTAL \$.....

Name.....Phone.....

Address.....

.....Postcode.....

Please charge Bankcard Mastercard Visa

No.

Expiry date..... Signature.....

Please mail coupon to: Richard Bennett,
PO Box 385 Kingston 7051 Tasmania, Australia
Or phone direct: (002) 29 2559.

Dealer enquiries welcome. Opily 1442



Whitbread 30 rule analysed

the success of the Whitbread 60s in their debut race not only inspired those who sailed them but it also sent a breath of fresh air around the sailing world. This was the result of their outstanding performance which evolved out of a simple box rule which lifted restraints in several key areas primary of those being water ballast. Out of the W60 rule evolved several scaled versions the best known of these being the Whitbread 30. The first of this class was the Rogers designed *Sticky Fingers* which quickly reinforced the giant killing capabilities of the rule formula when she broke the course record in the last running of the Round Britain Race. This is the type of performance that handicap rules such as the IMS are unable to offer and this may just prove to be the avenue of satisfaction for those who like their fun with a few less hassles.

LENGTH and BEAM : Length works out to around 9.5 metres and beam is limited to 3.35 metres. The length measurement rule promotes a certain amount

of stem rake which might look a bit out of place now that we are used to vertical stems in IMS. However, the W60 rule where this was derived from used this as an aesthetic influence when vertical stems seemed a bit on the wild side.

DISPLACEMENT: Displacement minimum is 2300 kg which is moderately light but in line with the construction limits.

SAIL AREA : The sail area is limited as are certain critical rig dimensions which control proportionality. In essence the biggest jib is 30m² and the main is 66m². The main is fully battened with a roachy top and girths that are outside the conventional IMS / IOR limits. While the working sail is considerably greater than an equivalent sized IMS boat the real action starts off the wind where enormous spinnakers and gennakers may be set off either a 140% pole or a 150% (approx.) retractable bowsprit. The rule only allows 3 jibs and 3 spinnakers on board and you can only register one of a type of sail per year. Pre-race sail selection is obviously critical. Sail material is limited to Dacron and Mylar for working sails larger than #4s and nylon for off the wind sails.

Optimising



BALLAST : Keel weight is limited to 1150 kg maximum and 900 minimum with a vertical centre of gravity no more than 1500 mm below the DWL. Water ballast is limited to 300 kg per side and is manually pumped aboard with cross flow valves for tacking. Stability is very high as the keels designed to the rule limit are quite extreme. Combine this with the water ballast and the wide beam and you have a very powerful boat on all points of sail.

CREW WEIGHT : Crew weight is limited to 575 kg when water ballast is not used and 350 kg when water ballast is used. This works out to seven and four crew respectively. Imagine only having to organise four crew to race offshore each weekend!

CONSTRUCTION : Materials are limited to E glass, epoxy, and PVC foam cores at the top end with anything less upmarket also allowed. An interesting part of the rule is that the minimum panel weight in any part of the hull and deck shall not be less than 5.0 kg/m² which makes for a pretty lazy laminate schedule. A rough equivalent to this is 9 mm plywood with a layer of woven cloth either side. Rudders and spinnaker poles may be carbon. ▲

OCEAN WEATHER ROUTING SOFTWARE

FOR PC COMPATIBLES

AUSTRALIAN AGENT: SCOTT JUTSON YACHT DESIGN
PH: (02) 948 1512 fx: (02) 948 2392 cserve: 100353, 1666

On Their Final Voyage

One of Australia's most famous and influential naval architects, Alan Payne, the designer of Australia's first challenger for the America's Cup, died at his home in the Sydney suburb of Mosman on June 20 after a long battle against bone cancer.

aged 73, Mr Payne designed both *Gretel* and *Gretel II* for the late Sir Frank Packer's challenges through the Royal Sydney Yacht Squadron in 1962 and 1970. Sailing off Newport, Rhode Island, *Gretel* was the first challenger in 30 years to win a race against the Americans.

It is generally accepted that had the crew of *Gretel*, and *Gretel II*, been more experienced in international match racing either of the Alan Payne-designed challengers could have won the America's Cup.

Gretel, skippered by Jock Sturrock, won the one race and came within seconds of taking a second while *Gretel II*, with Sir James Hardy steering, won two races but lost one on a controversial protest.

Alan Payne's innovative interpretation of the International 12 metre class rules and attention to detail in designing *Gretel* and *Gretel II* certainly laid the ground work for subsequent America's Cup challenges, including the victory by the Ben Lexcen-designed *Australia II* in 1983.

His only other America's Cup challenger was *Advance*, which he designed for Syd Fischer's disappointing campaign in 1983, but his expertise was frequently called upon by younger designers in latter years.

Alan Newbury Payne was born in England, coming to Australia at early age, graduating in naval architecture and becoming involved as a young man in ocean yachting, sailing on *Horizon* in the inaugural Sydney-Hobart in 1945.

He designed many successful Sydney-Hobart ocean racing yachts, including the famous cutter *Solo*, which twice took line honours (1958 and 1959) and twice won on handicap (1956 and 1962) and *Cherana*, the overall winner in 1959. *Cherana* was one of the many Tasman Seabird class yachts designed by Mr Payne and in last year's 50th Sydney-Hobart, two Tasman Seabirds, *Canon Maris* and *Cherana*, placed second and third in the 30-Year Veteran Division.

Another highly successful ocean racer designed by Alan Payne was *Janzoon II*, the first fibreglass yacht to be built in Australia and twice a placegetter on handicap in Sydney-Hobart.

Although a designer of international status, Alan Payne had innate modesty and capacity for critical examination of every part of the great racing machines he had created. Many of his innovations in design and deck fittings were adopted worldwide.

Yachting author Lou d'Alpuget, in his book, *Yachting in Australia*, described Payne as "... earnest, softly spoken, with a hesitant manner that belied a tigerish sense of purpose."

On the eve of the 50th Sydney-Hobart last December, Alan Payne joined other "first fleters" at a reunion luncheon at the Cruising Yacht Club where he recalled how a Catalina flying boat had "found" the yacht *Horizon* off the Tasmanian East Coast after they been assumed missing in a storm in Bass Strait.

Mr Payne was awarded the Order of Australia Medal for his services to naval architecture, in particular, the America's Cup. He is survived by his wife, Wendy, and twin daughters, Sarah and Rosetta.

OFFSHORE joins with Alan's many friends, colleagues and his old sailing mates in saying farewell to a man who can best be described as the "architect of Australian sailing." - Peter Campbell.



Alan Payne enjoyed the "first fleters" luncheon at the CYCA last December. (Pic - Peter Campbell)

HYDRALIGN

Australia's largest range of feathering propellers for sailing yachts

255 mm dia (10") to 1000 mm dia (40")
shaft sizes up to 65 mm (2 1/2")

Original design includes:

Equal efficiency in forward and astern

Positive pitch indexing

Large blade area

2 point lubrication

Replacable anodes

Precision machined journals & gears

Electronically balanced

Constructed of high tensile manganese bronze
for corrosion resistance and strength

**Calculations for diameter and pitch
made to suit each yacht**

Ph: (02) 957 5123 Fax: (02) 957 5075

HYDRALIGN SALES PTY LTD

1 Bradly Ave, Milsons Point Sydney NSW 2061

A Winning Combination – Performance & Luxury

WELL-known Hobart yachtsman David Gough has rounded off a great performance by Tasmanian yachts in the 50th Kodak Gold Sydney-Hobart ocean race by sailing *Eclipse* into second place overall in the TPHS (Tasmanian Performance Handicap System) category.

The Cruising Yacht Club of Australia released final results for the TPHS division late yesterday, with detailed results hinging on several late finishers to the tough 630-nautical mile race.

Eclipse, a comfortable, strong and seaworthy ocean cruising Buizen 48, revelled in the heavy weather which much of the fleet encountered in what was her 10th crossing of Bass Strait in two years.

... Hobart Mercury



Invest in a luxury waterfront apartment.

The Buizen 48 offers all the luxury you could ever want in a motor sailer.

Or in a waterfront apartment for that matter. But unlike a waterfront



apartment, the Buizen 48 offers views you can change as often as you like.

The spacious upper deck saloon is finished in hand-crafted teak and has 180 degree wrap around tinted safety glass windows.

On the lower cabin level, the fully equipped



galley features a built-in freezer, fridge, gas stove and oven.

Four cabins provide ample sleeping accommodation for seven adults.

On deck, accommodation is similarly spacious. A large t-shaped cockpit



can seat at least ten people in comfort.

The masthead rig features an in-mast furling system with electric/ hydraulic drive. A head sail furling system takes care of the genoa.

And when the sails are furled away, there is a 100hp marine diesel, that will give a

cruising speed of 8-9 knots.

A superb combination of luxury fitout, with extensive equipment inventory and a performance oriented medium displacement hull have resulted in a truly remarkable craft.



If you'd like more information on the Buizen 48, call (02) 450 2170 and we'll send you a brochure.

Buizen 48

Manufactured in Australia by: Mastercraft Marine Pty Ltd • 57 Myoora Road Terrey Hills NSW 2084 • Phone (02) 450 2170 • Fax (02) 450 2472
Club Yacht Sales • (RPAYC) Mitala Street, Newport NSW 2106 • Phone (02) 997 1144
Maurice Drent Boating Services • New Beach Road, Darling Point NSW 2027 •
Phone (02) 363 9945 (03) 363 2653 • Fax (02) 327 8534

M&P MC002

The Buizen 48

Saloon Class

by James Hill

Sailing



david competed in the most recent Sydney Hobart classic in a 48 foot fibreglass yacht which can only be described in terms of sheer luxury. The yacht *Eclipse* has creature comforts ocean racing crews could only dream about such as heated sleeping cabins, cocktail bars and CD sound systems.

What is more, the eight man crew not only enjoyed the civilised benefits of doing their watches from the comfort of a luxury deck saloon, but ate hot meals from a home-style galley every night.

No grim battles on slippery foredecks either for these guys because they had a furl-away Spectra genoa which simply allowed them to sheet sail in, or out as conditions dictated.

The crew of *Eclipse* had it relatively easy, but rather than be relegated to the back end of the fleet as you'd expect for a cruising yacht they finished well up in good company. In fact *Eclipse* stunned many other competitors by scoring a very creditable second overall in the Tasman Performance Handicap division.

David, who is a highly experienced yachtie with many Hobarts and sea miles under his belt, is naturally very pleased with this result. He says it confirms his

Sheer unadulterated luxury and ocean racing are two aspects of boating one doesn't associate together in the same breath, least of all yachtsmen who compete in the annual Sydney Hobart race. However there are always exceptions to the rule and one yachtsman who has proved that it is possible to combine these two otherwise incompatible concepts is David Gough of Tasmania. James Hill interviewed the owner...

believe that ocean racing need not be a dreary, spartan experience, and modern cruising yachts like the Buizen can be competitive under IMS offshore.

"This is a brilliant design and the quality of construction is the equal of anything else in the world" said David when I recently joined him for a beer aboard in Sydney.

Certainly he would know because, apart from having owned a number of good Tassie yachts, he'd gone on a boat-buying tour of Europe and the USA before buying the Buizen.

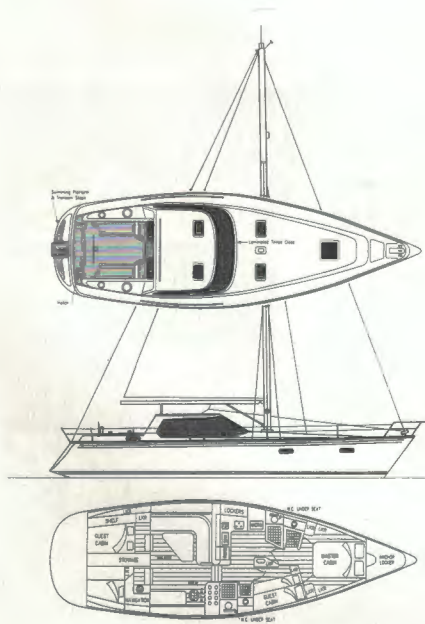
David looked over the big name brands like Swan and Baltic yet came to the conclusion that they didn't really have what he wanted. After years of racing and cruising up the east coast what he really wanted in later life was a

big, comfortable/reasonably fast yacht with a "shed and backdoor" for comfort.

With a deck saloon you can really enjoy living aboard the boat and you can also have an inside steering station as well, he says.

The Buizen 48 is particularly well designed in this regard, says David, because the builders have gone to extraordinary lengths to ensure the saloon cabin not only looks good, but has windows tough enough to withstand Bass Strait conditions.

"Its pretty awe inspiring during the Hobart going off watch and being able to watch the drama of the ocean from within a comfortable lounge" laughs David, yet apparently the crew soon got used to this. After all, the spacious sa-



loon is fully equipped with a cocktail cabin, CD sound system and few other creature comforts like a television and the more serious navigation aids like a Koden radar, Autohelm wind instruments and GPS chart plotter.

In fact *Eclipse* seems to have every conceivable electronic aid you can have on sailboat today including stuff you

can't use in a race, like remote controlled autopilot and electric sheet winches.

The latter are a big help to David when he sails the boat with his wife Trish. He also does a lot of single-handed sailing in this boat, even up from Hobart to Sydney which he did recently on one of his many trips.

David is an unashamed believer in technology and will add anything to his yacht if he believes it will make it easier for him to sail. He even has an cabin remote for his Muirelectric anchor winch so it can be controlled from the inside steering station of the saloon.

On the performance side of things he has also added a full battened mainsail from the Fraser loft which has given the boat a big speed edge over her sisters. This sail coupled with the 140 percent Hood Spectra furl-away genoa really make it a very easy yacht to handle offshore, says David.

This interest in racing naturally leads to the question as to whether this boat is really a special custom edition. The answer is no. Sure it does have two more metres of mast height to boost working sail, but otherwise it is stock standard.

Most of the Buizens have been given at least a metre more mast height since the first boat was launched so there isn't

a huge difference between *Eclipse* and the others. In fact when they all got together for a fun social day recently in Pittwater *Eclipse* won, by virtue of her fully battened mainsail.

There are now nine of these boats built and they are all actively used by their owners with several doing long cruises. The owners get along extremely well and are like an extended family who have a lot in common.

Builders Eddy and Fritz Buizen are part of this family and the owners are intensely loyal to the company and the brand. No doubt this will help a lot when the brothers launch the new 40 foot baby-sister of the range this summer.

The Buizen 40 will join a long, respected line of saloon deck yachts which the brothers have built over the last 15 years, including the earlier Zeston 40 and Zeston 35 which were taken over by the now defunct Northshore Yacht brand.

After the Zeston faded out of production they decided to do a new and more up-market brand of boat which would be world-class. They picked 48 foot as being just the right size for achieving a feeling of spaciousness and comfort without being too big for a hus-



David Gough in the saloon of his much travelled Buizen 48 Eclipse

band/wife crew to handle on their own. Others at the time thought they were crazy to do a GRP production boat this big, but the market proved them right. By concentrating on a the top end of

the market the Buizens have being able to survive very nicely whereas most of our production yacht companies have disappeared in the Nineties.

LUXURY INTERIOR

You really have to step aboard one of these yachts to appreciate the fine timber craftsmanship and luxury appointments. The teak panelling has a deep varnished lustre and moulded corners which you simply don't see in other yachts. In fact, I've only seen this sort of work in super luxury motor cruisers before.

The yacht features a full timber interior which must have taken many hundreds of man hours to complete as all exposed timber are all matched so there's no apparent breaks in the grain.

The interior plan is also very comfortable with a single berth navigator/skipper's cabin on the starboard quarter and a big double berth guests cabin to port. You walk at the same level from the cockpit into the saloon which has a large dining table to port and moveable lounge chairs, and inside steering station to starboard.

Stepping down to the lower for'ard cabin area you find the big galley, another double-bunk guest cabin, WC/shower and for'ard owner's stateroom with en-suite WC/shower.

There are big sail/rope lockers for'ard and aft in the cockpit, but the standard rigged boat has furl-away main and headsail so apart from storm sails and gennaker, there's not much to stow away. Electric winches, and even electric furlers are a standard feature of this boat, but left off in the race model.

Other features of note include a 100 hp turbo-charged Volvo diesel which drives either a folding, or feathering propeller. This gives the boat plenty of performance under power and with quite large fuel tanks it's possible to do fairly long legs under power alone.

The Buizen is also equipped with an Onan 6.5 kw generator which looks after all that electrical equipment and yacht's refrigerator and microwave oven.

SUMMARY

The standard of equipment level on this boat in fact can only be described as

Nothing outperforms
this
yacht partnership.



This is the smart way to become an owner of a stunning Sunsail Jeanneau 36.

This fantastic Sunsail partnership offer promises a guaranteed income from the yacht, positive tax consideration benefits, zero maintenance expenses, a mooring at the CYCA and worldwide sailing opportunities.

Call Sunsail now and we'll show you just how well this partnership will perform.



Phone: (02) 979 7117 Fax: (02) 979 8270

LOUD & CLEAR

BARRETT

HF Transceivers

OPTUS

Mobile Sat

ROYAL FLYING
DOCTOR SERVICE

TELSTRA
RADPHONE

AUST. NATIONAL
4WD COUNCIL

PENTA
COMSTAT



MOBILE
SATELLITE
TELEPHONE
FAX & DATA

Stay in touch, whether driving
in the Red Centre or sailing
the oceans of the world

Communication beyond
cellular phone range
is our business

Equipment for Land & Marine Applications

**Philip Collins
& Associates Pty Ltd**

02 416 8799

8a Moore Avenue • West Lindfield • NSW 2070 • Fax 02 416 8761



being the "best" gear available. The yacht really is built to world standards and would look good alongside any dock, anywhere in the world. You can see this in the super smooth exterior glass work, the crafted teak laid decks and the very expensive triple-layer amour glass window ports.

The Buizen looks like a class act and it is no exaggeration to say that it's really the best production yacht yet to come out of this country. Naturally this sort of quality doesn't come cheap, though it is probably good value at a sail away price these days of \$570,000.

There's no lack of orders for the boat and the factory at Terrey Hills, in Sydney, keeps at least one under construction at any one time. If the Mastercraft factory was closer to Miami Florida, or Porto Cervo it would certainly have a lot more orders, but the Buizen brothers are happy to stick to the Australian market and look after their local clients.

SPECIFICATIONS

Length Overall	14.6 m
Waterline length	12.2 m
Beam	4.47 m
Draft	1.85 m
Displacement	15 tonnes
Ballast	5.5 tonnes
Mainsail area	43.5 sq m
Genoa area	66 sq m
Auxiliary	Volvo TMD31B 100 hp
Generator	Onan 6.5kw
Berths	7
Water tankage	2 x 500 L
Fuel tankage	2 x 500 L
Designer	Paul Stanyon
Builders:	Mastercraft Marine, Terrey Hills NSW Ph (02) 450 2170

FREMANTLE *yachts*



FREMANTLE
Fast... &
Safe...
Exciting...



ROB HUMPHREYS ONE-DESIGN DAY RACER

Simple Deck Layout for Racing and Training
Four Adult Berths and Overnight Facilities
Retractable Keel for Easy Launching

Demonstration by Appointment - Contact details below

Range of Yachts
includes:

FREMANTLE 50

FREMANTLE 10



FREMANTLE *yachts*

Level 2 Deloitte Centre 553 Hay Street Perth Western Australia 6000
Telephone: (61 9) 325 6299 Facsimile: (61 9) 325 4280

THE Fremantle Eight

Sailboat of the Year at the Boating Industry Association's annual

Australian Boat of the Year awards

was the Western Australian-built sports sailer, the Fremantle 8. John Roberson wrote this enthusiastic report even before the awards were announced.



In these days of specialisation in so many areas of life, let alone in our sport sailing, it is exciting to find a boat with such a broad profile of usage. Particularly so when it fulfils its wide variety of roles so well.

The Fremantle 8 from Fremantle Yachts is that boat. Originally designed with the new "sports boat" genre, it has turned out - partly by design and partly by good fortune - to be multi-faceted. As well as providing the thrilling ride one expects from this kind of boat, it is also surprisingly easy to sail, and performs remarkably well in a wide variety

"Although the downwind ride, particularly in a healthy seabreeze, is fast and furious, it is surprisingly steady and dry, most of the spray being thrown away from the hull."

of wind strengths, and on almost all points of sailing.

A trailer/sailer with a lifting keel, it can also be a family outing boat, for day trips or overnight, a dive platform, a teaching and coaching craft and a charter vessel. One would say that it has state-of-the-art performance, with old-

fashioned values.

The concept from Rob Humphreys design office in Lymington, England, is claimed to pre-date the Melges 24 and J80, but was not acted upon until last year.

It was during Cowes Week '94 that Terry Newby of Fremantle Yachts decided to go ahead with the boat. The final product was fine tuned by Malcolm Runnalls of the Humphreys Australasian office in Fremantle in consultation with the client. The first boat was launched in October last year, and has since gone through a brief development period in the rigours of the fabled "Fremantle Doctor" seabreeze.

Minor alterations to fittings and layout have resulted in a boat that really works, and is easy to handle. The most significant of the improvements has been to lengthen the "prodder"

from which the asymmetric spinnaker is flown to 2 metres. This greatly improved the boat's offwind handling, and made gybing much easier.

Basically, the 8-metre LOA boat has a planing hull, from which is hung a high aspect ratio keel, with a torpedo bulb on the end. This also received

some extra lead after the sea trials.

The dagger style rudder is also tall, thin and efficient, fitting in a transom-hung stock.

The boat is driven by a tall, powerful rig that features a short-footed headsail that barely overlaps the mast, and a fully-battened mainsail. Off the wind there is a choice of asymmetric or symmetric spinnakers, the standard kite being flown on an over-length pole.

The boat is exceptionally easy to sail, being close-winded going into the breeze, although its high pointing ability seems to cost little in speed. Once cracked off, and particularly reaching under the asymmetric spinnaker, the boat is a blast, planing in little more than 10 knots of breeze, and leaving the opposition for dead.

The large symmetric spinnaker also gives a good ride, and selection of spinnakers could be an important tactical decision in a racing situation.

Although the downwind ride, particularly in a healthy seabreeze, is fast and furious, it is surprisingly steady and dry, most of the spray being thrown away from the hull. The very efficient rudder makes the boat responsive and easy to control if treated like a dinghy.

The simplicity of the rig and deck

BOAT Fremantle 8 TEST



Above: Blasting along on a reach in a healthy seabreeze. Though normally crewed by five, the boat is easy to handle with fewer people.

(Pic - John Roberson)

Left: The clean, uncluttered cockpit of the Fremantle 8 makes the boat easy to work and efficient to sail.

(pic -John Roberson).

layout is one of the big bonuses with the Fremantle 8, leaving an easy to work deck and a versatile rig. The mast is robust without being necessarily heavy, and is supported by uppers, lowers and a single, long pair of sweptback spreaders. The backstay is purely for mast bend control, while there is no forestay, the wire luff of the furling jib doing the job of holding up the mast.

The headsail sheeting has a two-part purchase, then via a block on a short fore and aft track, to a Lewmar 8 winch, though in general the sail can be sheeted in by hand, the handle only being necessary in strong winds, or for trimming the spinnaker.

The mainsail is loose-footed, and has all the usual controls like cunningham, vang, outhaul and backstay. It is sheeted off a full width traveller, using a six-part mainsheet to a central cleat.

A set of one-design rules has been created, and it is hoped to quickly establish fleets. There is already widespread interest in the Fremantle 8 in Australia, South-East Asia, and an order for five boats has been received from England.. This boat has the potential to become the J24 for the nineties.

While in Australia and England most of the interest is in the Fremantle 8's

racing performance, in Thailand, Singapore and other South-East Asian countries, it's other facets are drawing attention. The fact that it is simple and safe to sail makes it ideal for charter work or sailing schools, with eight boats already sold to the West Australian charterer.

For non-competitive sailing, the most obvious asset is the big clean cockpit, which is ideal for day sailing, lazing about or kitting up with diving equipment. Aft of the mainsheet traveller are two large lockers in which an outboard motor, boarding ladder and diving tanks can be stowed.

Below decks there is also more space than would be expected on a boat of this size, with four berths, a single-burner cooker, chemical toilet and other facilities. A boom tent is also available, and there is enough space for two adults to stretch out for'ard of the traveller. The keel is easily lifted with a purpose-made gantry, so that the boat can be pulled up to the beach.

For safe cruising and family sailing, lifelines are likely to be preferred, but in racing mode a set of the now popular "granny bars" are available. The full racing sails can either be reefed, or a set of cruising sails used for non-competitive sailing.

Apart from being on display at the Cruising Yacht Club in Sydney for the Boat of the Year Awards announcement, and at the Sydney Boat Show, the Fremantle 8 is expected to make its East Coast racing debut at the XXXX Ansett Race Week at Hamilton Island in August, where it will race in the trailable yacht division.

STATISTICS

LOA	8.0m
LWL	7.15m
Beam	2.50m
Draft	1.75m
Disp	1100kg
I	8.85m
J	2.60m
P	9.68m
E	3.85m
SPL	3.30m
Spi hoist	9.35m

Further information: Fremantle Yachts, Level 2, Deloitte Centre, 553 Hay St, Perth 6000, Ph 09 325 6288. Fax 09 325 4280.



Sydney Boat Show a Boomer

The 1995 Sydney Boat Show at Darling Harbour is set to be the biggest exhibition of marine leisure equipment in the nation and the biggest Show in Sydney in six years. In addition to taking up five halls, the Show will flow out on to the concourse and include an extensive floating marina in Cockle Bay.

Organised by the Boating Industry Association of NSW, the Show opens on Thursday, July 27 and runs through to Tuesday, August 1. Public hours will be 11am to 9pm every day except Sunday, when the Show will be open from 10am to 8pm. The marina hours will be 10am to 8pm each day.

Most of Australia's builders and importers of production yachts will be exhibiting their latest craft afloat at the marina while in the halls will be the most comprehensive range of electronics, engines, deck gear, sails, rigging and other equipment.

Beneteau will be presenting the Oceanis 321 and First 36 s 7 for the first time, together with the successful IMS First 42 s 7, designed by Bruce Farr and Philippe Starck. The First 36 s 7 derives from the First 42 s 7 and has already

Beneteau's new First 36 s which will be unveiled in Australia at the Sydney Boat Show.



sparked strong interest in Australia for owners looking for fast cruising yacht or a cruiser/racer. As with the larger 42 s 7, the 36-footer is available with a larger rig and deeper keel configuration for IMS racing.

Local boatbuilders Cavalier Yachts Australia will have on show a new version of the Cavalier 395 called the Cavalier Future 395. Cavalier commissioned Furio Valich to create a state-of-the-art interior for this boat, which includes saloon seating for up to eight people. The result is a yacht which is a fully functional ocean-going cruiser/racer in the Cavalier tradition, but which incorporates space, ideas and features not previously seen in Australian production yachts. The ex factory price is \$249,000.

Nanni Diesel Australia will be launching their new sail drive unit at the Boat Show, the result of four years of extensive research, including a full season in a 60-foot ocean-going trimaran.

Designed to be fitted to the lower horsepower range of Nanni diesel engines (10, 14, 21 hp), the new sail drive will set new standards with its outstanding power to weight ratio.

The Yachting Association of NSW will have an extensive stand sponsored by Musto/Line 7, including displays of various family dinghy classes including Sabots, Manly Juniors, Mirrors, Herons and Pacers. Also on display will be various sailboards and the more advanced classes such as Elliott 5.9s, Tasars, MG14s and Taipan catamarans.

The NSW Waterways Authority stand will bring together five key boating safety organisations - with the NSW Water Police, Australian Maritime Safety Authority, Australian Volunteer Coast Guard and the Royal Volunteer Coastal Patrol each participating.

Among on-the-water action will be a match racing by the CYCA's Elliott 5.9s on Cockle Bay on the Saturday of the Show.

Concept Windlasses From Barlow

The world's first and only complete range of truly dedicated, fully automatic rope/chain windlasses for boats from 6m to 22m (10'-70') LOA has been introduced by Lewmar Marine and distributed in Australia by Barlow Distributors in Sydney.

The range comprises three fully co-

ordinated sizes: Concept for boats 6m - 14.5m (20'-48'); Concept2 for boats of 12m - 18m (40'-58') and Concept3 for boats 16m - 22m (55'-70'). Each windlass automatically accepted rope and chain through the same gypsy in one simple, effortless operation and designed to complement the modern styling of today's motoryachts.

Bi-directional, lightweight and durable, the windlasses are available in gypsy/capstan (with needle-peened, high-grip drum) and ultra-low-profile gypsy-only version. Each model has a powerful, robust under-deck motor which provides fast line speeds combined with an impressive maximum pull for fast, smooth anchor handling.

Further information: Peter Shipway, Barlow Distributors (Australia) in Sydney on 02 318 2128 or fax 02 319 1858.

Concept2 windlass by Lewmar, part of a complete range of fully automatic rope/chain windlasses available through Barlow Distributors.



Resene Paints Introduce Two Marine Products

Following its success in the market place since the introduction of the Awlcraft Marine products, Resene Paints (Australia) have added two complementary products for the marine industry which, although specialised, are suitable for both commercial and pleasure craft use.

Awlcraft Antifouling Barriercoat is a single pack, primer/sealer barrier coat which may be used over single and two pack primers. It is an extremely versatile product, excellent for spot priming and suitable for use as a primer on steel, fibreglass and wooden hulls that have been suitably prepared below the waterline.

The product is specially useful when the type of previous antifouling is unknown, and when it is required to overcoat a known incompatible antifouling.



The Spinlock small Powervang, designed for performance cruisers and one-design racers under 30 foot LOA.

For the do-it-yourself painter, excellent re-coat times reduce slip usage and contribute to lowering the cost of the job. It is designed to be easily applied by brush, roller and spray.

Further information: Resene Australia on the Queensland Gold Coast, ph 075 945522 or fax 075 949093.

New Concept Hatch Launched by Lewmar

The new Concept hatch, launched by Lewmar and distributed in Australia by Barlow, represents a completely new approach to power boat hatch design. The latest bonding techniques are used to attach the handle and hinge directly to the acrylic lid, allowing clean stylish lines to be achieved without the usual external hinges and mouldings.

The Concept hatch has a sleek low profile of .75" above the deck. Its strong acrylic lid can be secured in a vent position or fixed in one of five opening positions up to 85 degrees. The innovative designs allows the hatch to blend into the deck.

Available in three sizes, it comes with a trim and easy stow elasticated flyscreen. It complies American and new ISO European safety standards. Further information: Barlow Distributors in Sydney 02 318 2128 or fax 02 319 1858.

Small Powervang Challenge to Conventional Systems

According to Spinlock, rigid vang are catching on quickly in the under 30-foot performance cruiser and one-design classes, in Europe such as high-profile newcomers like the Melges 24 to active established European fleets like the 300-strong Joubert-designed Surprise. The

benefits of positive boom control are firmly being taken on board in these classes while for the cruise yacht, mechanical rigid vang permit the replacement of the rope topping lift - a real bonus.

Spinlock have now announced a shortened version of their successful Powervang VX special for the smaller rig. Built inside the VX is a powerful and efficient 5:1 purchase of 5mm Spectra line, which can easily be added to externally. Spinlock's Powervangs are locked mechanically, with no coil springs or gas to overcome. At 1.8kg, the VX is less than half the weight of other solid vang.

Australian yachtsman Marc Michel who tested the VX over an intensive 4000miles in the 1994 TransAtlantic two-handed Figaro race, says that in heavier conditions particularly, it can make a huge difference; reefing becomes much safer and faster, so does the extra control of main power. "Just putting that little extra twist into the sail to balance the helm off the wind and getting the main really flat to keep control on the wind - the VX makes it all so much easier," was his comment.

B & G Win BT Global Electronics Race

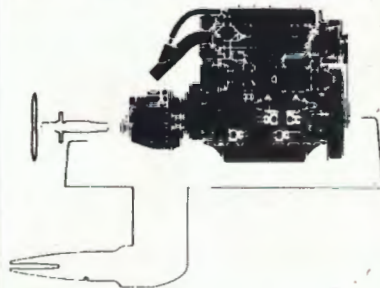
Brookes & Gatehouse, arguably the world's best known producer of marine electronic instruments for leading ocean racers and America's Cup yachts, has been chosen to supply all 15 yachts in the 1996-97 BT Global Challenge with its Hydra 2 instrument systems.

The BT Global Challenge, previously known as the British Steel Challenge followed Cay Blyth's original route when first held between 1992 and 1993. Blyth used B&G then and in many other subsequent round-the-world and long distance races.

B&G's Hydra system has been designed specifically for serious offshore racing. In fact, every Whitbread race winner has been equipped with B&G electronics. Stan Montgomery, managing director Mainstay Marine in Sydney, commented that "there is one thing every BT Global Challenge skipper can be sure of. No other marine electronic equipment in the world has been proven by so many experienced sailors, under such daunting conditions, and consistently emerged the winner."



MARINE ENGINES



AFFORDABLE

When you choose Bukh Diesel you have protected yourself as well as you possibly can.

Bukh has been approved by national authorities the world over for use in lifeboats and life capsules. This is the best recommendation you can get. Bukh Diesel has exclusive 2 years warranty.

Bukh engines are born and bred marine diesels. They are not converted tractor or industrial engines. They are built for a tough life in the salt water environment.

Choose between the traditional stern tube installation or Bukh's safe "Saildrive".

10 - 55 h.p.

BUKH DIESEL AUSTRALIA PTY LTD
4/181 TAREN POINT ROAD
TAREN POINT, NSW 2229
AUSTRALIA
PH: (02) 525-0011 FAX: (02) 526-1084

The past year or so has seen some major developments in the range of boating clothing and accessories, their design and quality. On the following pages Australia's leading companies specialising in boating clothing and personal gear report on some of their most recent releases on the market.



Above: Testing Henri Lloyd's Ocean Racer gear under tough conditions

Offshore's 1995 Guide to Boating Clothing and Accessories

What we wear sailing in Australia, an island continent blessed with relatively mild coastal and land and water temperatures which allows year-round sailing, varies enormously. While shorts and tee-shirts plus protective hats may suffice in the northern summer and winter, sailors in most other areas of

Australia will need protective warm clothing, even thermal gear, at some time of the year. After all, it does rain sometimes and there's always plenty of spray flying as you beat to windward in a fresh seabreeze or winter westerly.

WET WEAR - INSHORE & OFFSHORE

Musto Yachting

As yacht and sail design progress, so must the gear that the crew wear in order to get maximum performance while racing. Musto, one of the world's leading manufacturers of boating clothing, has maintained its status in research and development with design and fabric. Over the past year, developments

have included:

- the introduction of a breathable that works for ocean sailing;
- drop seat trousers for women and ocean racers;
- Light weight breathables for one-design sailing; and
- Windbloc fleece for the Musto Snug range.

Musto HPX Offshore

Until now, effective foulweather clothing has depended on a fabric with a non-breathing coating. Once it was oilskin, then man-made fibres and plastics made their appearance.

In association with WL Gore, the world's leading specialists in breathable membranes, Musto have designed and tested, and have now announced, the first range of breathable foulweather gear which promises a performance at sea equal to the best. The new Musto HPX Offshore has two notable advantages:

- Firstly, the special waterproof, breathable membrane is strengthened by a laminate system which will give years of successful performance under arduous conditions. The fabric has 9 million microscopic pores per square inch yet water and wind penetration is impossible.

- Secondly, HPX is flexible and light. Until now, the heavier material and construction, the more waterproof the garment. Musto HPX overturns tradition with this technical break-away heralding a new era of waterproof, breathable, lightweight, easy-to-wear foulweather gear which will stand up to the worst conditions.

Musto Drop Seat Offshore Trousers

Initially launched for women to wear in the 50th Sydney-Hobart, these trousers have now been developed for use by men, with the addition of a fly. On modern ocean racing yachts the biggest problem is going below to relieve oneself. The drop seat on the trousers now allows that without having to remove your jacket. Underwear has been developed for incorporation with these as well.

Musto MPX (Championship)

This range is truly multi-functional. It is

light, flexible, breathable and in designs to suit crewing on an Etchells or a J24 through to club and smart street wear. In class red/white/navy, the range consists of a jacket, storm smock, saloppes (one-piece suit without sleeves) and traditional bib & brace trousers.

Windbloc Fleece

Used exclusively in Musto's Windjammer range of garments, Windbloc fleece looks similar to Polartec 200, but has hidden technical qualities - a showerproof, windproof and breathable membrane is laminated inside the fleet.

This advanced membrane makes Musto Windjammers unbelievably warm, providing the freedom of a shirt with all the benefits of a jacket on cool, windy days. Windbloc also features a special finish to the inside of the material which draws water away from the skin and an exterior finish which repels moisture, thus minimising body heat loss caused by perspiration.

Line 7

Line 7 is now well established on the Australasian market with a range of cruising gear. Line 7's long jacket, standard jacket and bib & brace have been widely accepted with its bright colours



Line 7 long jacket is very popular with Australian offshore sailors who compete in generally warmer waters.



The practical drop seat Offshore trousers, with versions for men and women...an innovation from Musto.

and budget prices.

Complementing the wet weather protective gear are Line 7's traditional white vest with Navy fleece and the 100% waterproof fleece-lined Polar Jacket. Line 7 also produces the marae leather gloves in three-quarter and full finger stylings.

Line 7 will be launching a range of new products on the Australasian market at the beginning of next summer.

Henri Lloyd

According to Martin Burke, Australian distributor of Henri Lloyd yachting clothing, the company's revolutionary new "breathing" range, incorporating Gore-tex fabric Ocean Technology, is the biggest development in wet weather gear since Henri Strzelecki (the Henri in Henri Lloyd) developed the neoprene coated nylon wet weather gear that is still in use today.

Burke, a wellknown Sydney yachtsman, sailmaker and manufacturer and distributor of yachting clothing, points not only to the technical and design advancements achieved by Henri Lloyd but also to the extensive ocean testing carried out by a number of yachtsmen on behalf of Henri Lloyd.

The prime example has been the rugged testing carried out by British yachtsman Lawrie Smith in Whitbread round-the-world race and in other ocean races to thoroughly test the new garments before their general release. Following are some the wide range of Henri Lloyd gear available in Australia:

Trans Ocean "breathing"

The Ocean Racer jacket and trousers provide the ultimate protection for ultimate conditions, using the new Henri Lloyd "breathing" which incorporates the Gore-text fabric Ocean Technology as the outer fabric with a breathable lining.

The Ocean trousers also have Gore-tex outer fabric and a breathable lining and feature taped seams, a two-way zip and double storm flap with drainage. Like the jacket there is a high tenacity yarn seat and knee patches.

Ensign Jacket

This jacket uses Henri Lloyd CP2000 neoprene coated nylon for the outer fabric with a breathable lining. Features include a built-in harness. The jacket

has a close-fitting Terinda lined collar with adjustable throat tab and a peaked fold-away hood with drainage gutter.

The inner and outer cuff fastenings are staggered to give the best possible seat while there are also double storm flaps with drainage channels. Another feature is the commando crutch strap to stop the jacket riding up. The jacket also has life jacket loops and zip-in facility for a flotation vest or fleece jacket.

Cruiser Racer Newport Jacket

Henri Lloyd has a range of jackets, deck coats and trousers, including the Newport jacket. This is made with Henri Lloyd CP400 outer fabric and breathable lining. Features include taped seams, zip front and storm flap. It has front pockets and a fold-away hood with self-locking toggles, fully lined fleece collar and adjustable single skin storm cuffs.

Newport trousers are made from the same fabrics and feature taped seams, zip front, storm flap, external chest pocket, seat and knee patches and adjustable shoulder straps. Colours are red, warm gold and ocean blue.

Cruiser Racer Azores Jacket

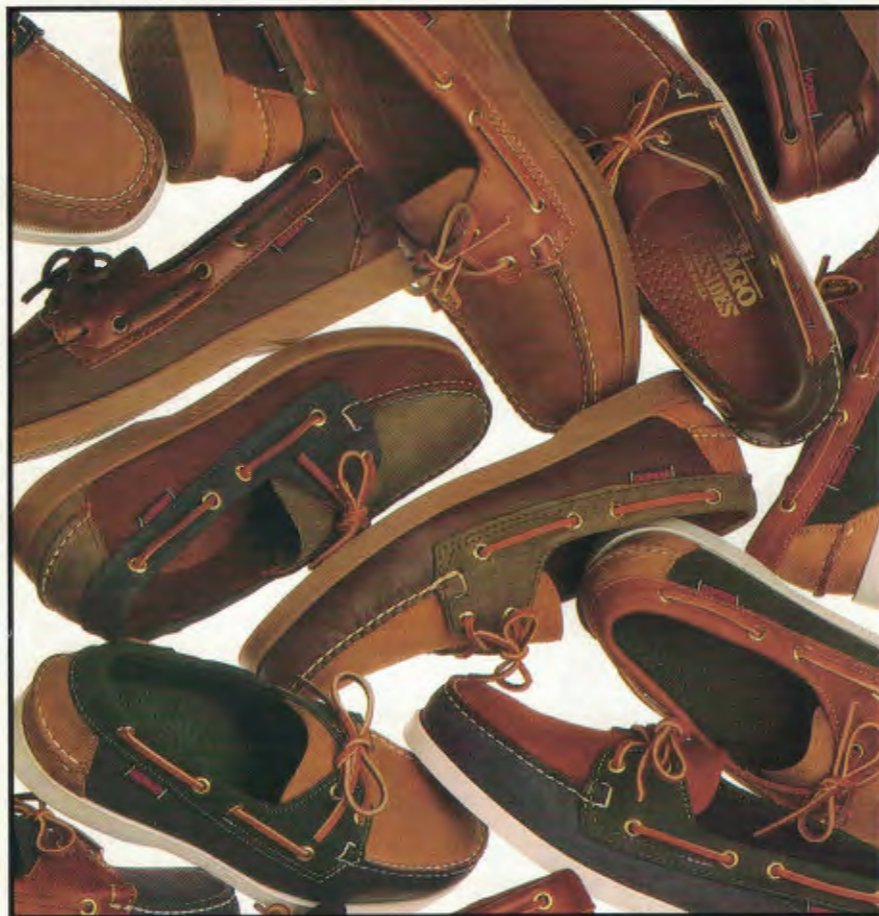
Another popular jacket in the Henri Lloyd Cruiser Racer range is the Azores jacket. The outer fabric is Henri Lloyd CP2000 and the lining is breathable. Features include a full over-shoulder facility, taped seams, zip front, double storm flap and reflective tape. The jacket has hand warmer cargo pockets, a peaked fold-away hood with gutter and self-locking toggles and fully lined fleece collar.

Burke Wet Weather Gear

The Burke range of wet weather gear is made in Australia and exported around the world, to the USA, Japan, New Zealand, Hong Kong, Sweden, Portugal and Germany. Burke's policy of maintaining world class quality, good value and technical innovation has helped make the Burke range at the top of Australia's most popular yacht wet weather gear.

Southerly Jacket and Pants

Developed and tested over thousands of sea miles by America's Cup, Admiral's Cup and cruising sailors, the Southerly wet weather gear has practical, com-



When the only thing separating you from the deck of a boat is your shoes, they have to perform. No slip, no slide, just hard-working, high-performance comfort. That describes the entire line of Sebago Dockside®. Our legendary boat shoes are handcrafted and built to make short work of slippery surfaces. Sailors and boating enthusiasts from around the globe have come to rely on our Dockside because they know that, although others try, no one can duplicate the durable high-performance heritage of Sebago.

**THE HERITAGE OF
HIGH PERFORMANCE**



Available from selected chandleries

MUSTO HPX

A COMPLETE REVOLUTION IN FOUL WEATHER GEAR

For over 15 years Musto



has been working with Gore to develop a breathable fabric that works in salt water.

We have succeeded.

The combination of a tough nylon shell, laminated to a newly developed membrane is lined to resist inter-

nal wear. It's also tough and durable, and features Gore-Tex fabric Ocean Technology*.

This ingenious new fabric is called Musto HPX.

Using the new technology, Musto has designed a new range of clothing – Musto



High Performance Offshore.

Breathable HP Offshore minimises the build-up of condensation inside your foul weather gear. It's much warmer and more comfortable.

HPX is more flexible and light in weight, so your energy lasts longer, giving you greater stamina. Compared with conventional waterproofs, Musto HPX cuts the load on your shoulders by 25%.



*Gore-Tex Fabric Technology is a trademark of WL Gore & Associates



Musto Australia Pty Ltd. 144a Boundary Street, Paddington NSW 2021.

Tele: (02) 3605455 Fax: (02) 3602040



Burke's Southerly jacket and trousers...popular pairing and Burke Super Dry...smart colour combination.

portable and safety-conscious features for the serious sailor.

Made from durable neoprene coated nylon, they are 100% waterproof, as are the sewn and tape welded seams. Its outer fabric has a soft, supple handle that looks and feels good. The jackets are fully lined using the Burke lining system for comfort and condensation control. The Standards approved Burke BZT harness can be fitted to the jacket loops and worn as one.

Coastal/Harbour Super Dry Gear

This is top of the range wet weather gear for the coastal sailor, fully lined using the Burke lining system for condensation control and comfort. Made from pliable PVC coated nylon with a fabric exterior, it has sewn seams which are thermally taped to ensure they are 100% waterproof. Other features include a full length storm flap giving secured waterproofing of the zipper, a high collar with stow-away hood, velcro cuff adjusters and two large pockets.

Patagonia Sailing Clothing

Patagonia is one of the major brand names in outdoor leisure activity clothing in North America, producing a vast range of clothing for fishermen, campers, mountain climbers, yachtsmen and so on.

Patagonia has now opened its first Australian store, at 497 Kent St, Sydney (right behind the Town Hall) where it is offering one of the most extensive ranges of sailing clothing available in one locality anywhere in Australia.

One of the garments for which it is already well known is Capilene thermal underwear worn by NASA astronauts and now favoured by many ocean racing yachtsmen. Sydney yachtsman Andrew Cutler wore the Capilene underwear when he sailed on the Mumm 36, Emotional Hooligan, in the recent Sydney-Mooloolaba race...."the most exciting but also the wettest ocean race I have sailed."

Cutler added: "Patagonia provided the driest and most comfortable solution I have ever used. The Gore-tex material is excellent for unlined wet weather gear. It did not feel at all damp or sticky nor did it leak at all."

Patagonia's Capilene underwear has the unique quality of being able to lift perspiration off the skin and allows it to evaporate, avoiding the "soggy" effect of natural fibres. It is now available for the first time in Australia.

Capilene polyester is specifically designed to lift perspiration off the skin without actually absorbing it. The outer surface of the fibres attract water, drawing it away from the body, yet the inner core of each fibre is water repellent, so perspiration is not trapped in the material.

The perspiration either evaporates or is transferred onto the outer layer of clothing, further away from the skin and is constantly pushed away from the body towards cooler drier air.

Capilene retains its soft, supple texture as it ages and it is also treated with an anti-microbial finish which reduces the absorption of body odour into the fabric. It is available in five weights, from Silkweight to Expedition-weight, and stretch Capeline which allows extra freedom.

After two years of extensive ocean testing, Patagonia this year released two new foul weather clothing styles, the Passage Ocean Tech jacket and bibs built from an innovative, durable waterproof/breathable construction developed in collaboration by WL Gore and Patagonia. Designed for offshore passage racing and cruising and hard coastal sailing, the Passage Ocean Tech prod-

ucts define a new level of comfort and performance.

Stormy Seas Inflatable Vest

Stormy Seas Australia manufacture a range of vests and jackets that incorporate a unique flotation system. The simple action of firmly pulling down the velcro fastened chest pocket triggers a CO2 cylinder which instantly inflates buoyancy chambers.

The garments and the system are rugged, good looking and very comfortable, so comfortable in fact that you will want to wear them. Thus, your personal flotation device is on your back when you really need it, not stowed in a locker somewhere.

The garments carry Australian standard 1512 and are rated PFD type 1. To achieve this recognition, the device must float a person face clear with body tilted slightly back from vertical. A PFD type 1 will also substantially enhance the target visibility for rescuers.

Dorlon Offshore & Inshore

Dorlon's performance marine apparel, which has been proven in international competition from round-the-world races to the America's Cup, will be on display at the Sydney Boat Show. It is also available in Sydney at City Boating, Sydney Chandlery and the Bosun's Locker.

Designed and manufactured in New Zealand since 1974, Dorlon wet weather gear was put through a gruelling trial by David Adams, the Australian win-



Patagonia's Ocean Tech jacket has the Gore-tex lining.



Dorlon Inshore jacket and trousers...popular with crews.

ner of Class II of the 1994-95 BOC Challenge solo race around the world. He wore an off-the-shelf Dorlon three-layer Offshore set with jacket harness.

Dorlon wet weather gear has also been tested by top Australasian crews around the world and the latest gear incorporates their feedback. The Dorlon three-layer construction system, using two waterproof outer layers, is a direct result of the company's involvement in the past four Whitbread races.

Dorlon's Offshore range features the three-layer system (3LC) comprises two waterproof layers and a breathable comfort lining. All three layers are ventilated to accelerate drying and draw perspiration from the body.

The high collar and stow-away hood provides a snug fit from maximum protection. The jacket also features large cargo pockets and fleece-lined handwarmers, plus a built-in safety harness. The Offshore trousers are also made using the three-layer construction and have handwarmer pockets, kidney warmer fleece and wide adjustable braces with detachable clips.

The Dorlon Inshore range follows the same high quality standards. The Junior Inshore range of wet weather gear for kids is a new addition to the Dorlon range. Like the adult Inshore range, the Junior Inshore jacket and trousers are also seam-sealed and fully lined and available in a combination of navy and jade, with a safety yellow hood.

Now In Australia!

Patagonia's new Sydney Store and National Mail-order Service offer the most extensive range of quality sailing clothing available in Australia. Our gear is made to the highest standards and is guaranteed.

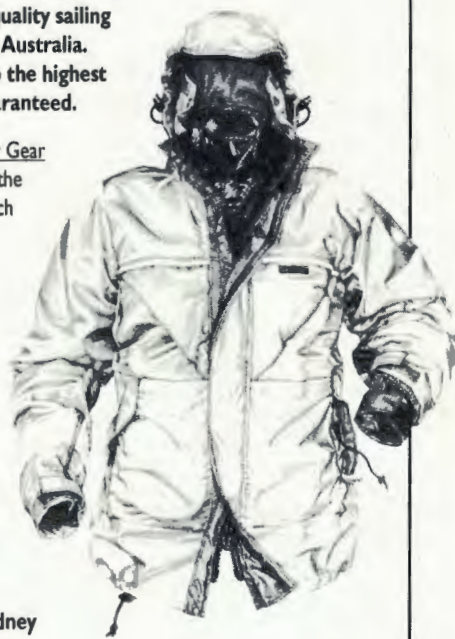
Offshore Foul Weather Gear
Coastal, Offshore and the elite Passage Ocean Tech

Synchilla Fleece
essential insulation made from recycled PET soft drink bottles

Capilene Underwear
leading thermal underwear in the world

Store:
497 Kent Street, Sydney
Tel: 264 2500

Mail-order:
1-800-066 625 (free catalogue)



patagonia

DON'T CRACK UNDER PRESSURE



TAGHeuer
SWISS MADE SINCE 1860

J. Farren Price

CYCA MEMBER FOR 14 YEARS
St. James Centre, 80 Castlereagh St. Sydney. Tel: (02) 231 3299.

Aug • Sept 1995 **57**

TAG 101/AW.C

Want to enjoy top performance?

NO SWEAT!

And we mean precisely that - No SWEAT! However active or energetic your own performance, sweat can't stay *inside* to cool your enthusiasm - and water can't get in from *outside* to dampen your enjoyment. That's the secret of the new **breathing™** range by Henri-Lloyd.

In fact, increasing your enjoyment of a great sport has been the entire driving force behind the development and launch of our **breathing™** range. Working with specially developed **GORE-TEX®** fabric Ocean Technology, Henri-Lloyd has created what can only be described as a breakthrough in design and performance - perhaps as significant as when we pioneered the use of Bri-Nylon® sailing gear over 30 years ago.



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

breathing™

with GORE-TEX® fabric Ocean Technology

Revolutionary **breathing™** is the most advanced, comfortable and fully waterproof foul weather gear the boating world has ever known - and the most enjoyable to wear.

Contact us for the full, fascinating story. Even better, try it on and see for yourself. And remember, if it isn't **breathing™**, it isn't Henri-Lloyd.

CREATED BY

HENRI LLOYD

For dealer listings
phone: (02) 6384333 Fax: (02) 6387951



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



The Dockside's original moulded rubber non-slip sole by Sebago is designed to afford maximum grip in the wet

Aussie SailMate Inflatable Vest

Few bluewater yachtsmen are prepared to wear a bulky, traditional lifejacket when working on deck because it impedes their movements. There are also, unfortunately, times when they unclip their safety lines to move about the boat, placing the safety of themselves and fellow crew members in jeopardy.

Sydney sailor and engineer Mike de Burca believes he has the answer - a lightweight, sleeveless jacket with an orally-inflated airbag. He calls it the Aussie SailMate.

"I wanted something that was comfortable to wear, but had it be easy to use, durable and impose the absolute minimum of restriction on bodily movement, de Burca says. "A conventional lifejacket can be a nuisance when crew are leaping about, especially on a smaller boat. Even on bigger craft, it's important to occupy as little space as you can when the action hots up."

Further information: Mike de Burca in Sydney, ph 02 666 66341.

SAILING SHOES

Over the past few years, it's become fashionable to wear shoes that originally were designed as non-slip footwear on a racing or cruising yacht. Several of the top manufacturers have seen this as a lucrative new market but at the same time have improved the quality of the product for the genuine sailor.

Sebago Dockside

The Sebago Dockside is the original handsewn boat shoe manufactured in the USA, specifically designed and made for boating use.

The leather is resin filled (not oiled) to resist the effects of

oil, salt, abrasion and other abuses that shoes get in the marine environment. The leather will require occasional oil/wax conditioning, and can be washed with fresh water. The rawhide lace passes through the collar, providing great adjustability and fit.

The Dockside's original moulded rubber non-slip sole is designed to afford maximum grip in the wet, and will not hold stones or grit that might be picked up before boarding. The sole is bonded to the upper with a lock stitch, which means that even when the stitching is cut or broken it will not come undone. The sole is also glued to the upper with waterproof glue.

Dockside are available overseas in fourth widths but most dealers only stock a wide fitting to suit Australian conditions.

Cape Horn Boatshoe

The Plastimo Cape Horn Boatshoe is a hand sewn moccasin made in Portugal from oil dipped "pull up" leather. The shoe is a genuine boat shoe in that the materials used are of marine grade to withstand the rigours of usage in salt water, compared with fashion boat shoe styles.

This shoe can be washed out with fresh water, but should not be left to dry in the sun, or in front of a heater. The leather will require a regular application of oil or wax to keep the leather in good order, compared with a resin filled leather.

The one piece leather raw hide lace adds support to the heel of the shoe and gives a better fit. The sole is a wave form moulded one-piece unit sewn with lock stitch and glued to the upper, with excellent wet surface support.

SAILING GLOVES

Line 7 Improved Glove

Sailing gloves from Line 7 are used by many sailors, including the crews of Australia's two America's Cup challengers and by many 18-footer sailors such as Craig Ramsden. The Line 7 glove is made from Amara leather, a synthetic material whose properties repel water better than full grain or split leather gloves.

Burke Sailing Gloves

Burke have developed two new ranges of sailing gloves. One is made from marine grade leather; the other from a tougher, longer wearing synthetic leather that does not shrink or rot in water.

New design features are a large velcro wrist adjuster, one-piece padded reinforcing on the palm and fingers, and elasticised nylon mesh on the back and between the fingers for comfort, ventilation and ease of movement.

SUN PROTECTION

Australians are realising the dangers of over-exposure to ultra-violet radiation (UVR) from the sun, causing sunburn, skin damage and, ultimately, skin cancer. In fact, in Australia we have the highest rate of skin cancer in the world, largely because of high UVR levels and our outdoor life styles.

Kanazay Crew Shirts

Common sense tells us that our clothing helps protect us by blocking damaging UVR, but different fabrics protect us to a



*Southerly
Dry, Durable
& Comfortable*

This is our top of the range wet weather gear, developed and tested over thousands of sea miles by Americas Cup, Admirals Cup and cruising sailors. The result is wet weather gear that has the most practical design, safety and comfort features for serious sailors.

Made from durable neoprene coated nylon 100% waterproof. Its fabric exterior has a soft supple handle that looks and feels great. Seams are sewn and tape welded 100% waterproof.

Fully lined using the Burke lining system for comfort and condensation control.



GLENN BOURKE
Triple World Laser Champ and
Barcelona Finn representative.

"Burke gear — it's comfortable, durable and most importantly it works!"

Glenn Bourke

Made in Australia and sold around the World.

FOR DEALERS LISTINGS:
(02) 638 4333
FAX: (02) 638 7951



DORLON TECHNICALLY SUPERIOR

Out on the ocean, one soon discovers that style without substance is of little use. There is no more unforgiving environment than the one our wet weather gear is designed to excel in. Throughout our range, it is the function of our garments that is the primary design element. This is the area where Dorlon makes its performance gains.

- ① Contour hood with peak, Thermopile fleece lining, and draw cords for snug fit.
- ② Thermopile lined collar with adjustable storm flap.
- ③ Retro reflective tape on cuffs, flap and hood.
- ④ Action armpit gusset.
- ⑤ Heavy duty non-corrosive zip with 2-way action and dual storm flaps.
- ⑥ Ventilated lining to accelerate drying and transport perspiration away from body.
- ⑦ Dry storage pocket in lining.
- ⑧ Built in safety harness with stowage facility.
- ⑨ Waistbelt with non-corrosive buckle and elasticated action to absorb body movement.
- ⑩ Self draining cargo pockets.
- ⑪ Thermopile lined handwarmer pockets
- ⑫ Adjustable outer and inner cuff tabs.

THE OFFSHORE JACKET.
3LC Unique 3 layer construction system.



LAYER 1 - Duropel 2, a heavy duty PVC coated nylon outerlayer to withstand wear and tear and extreme UV exposure, with a hydrostatic head rating of 2000mm.

LAYER 2 - Interpel interlining, seam sealed to provide 100% waterproofing.

LAYER 3 - Vortex breathable lining for maximum wearer comfort.



DORLON®

ENQUIRIES FREE FAX
AUSTRALIA: 1 800 120 810
NEW ZEALAND: 0800 83 83 80

FREE!



Buy a set of Dorlon Offshore jacket and trousers and receive a pair of Minolta compacts absolutely FREE!
Limited to 100 pair.

**SPECIAL DORLON
OFFSHORE PACKAGE PRICE
FOR CYCA MEMBERS**

(includes Minolta binoculars)

Total Value \$1013

Only \$799

From these Dorlon stockists:
City Boating Ph 331 4180
Sydney Chandlery Ph 968 1933
Bosun's Locker Ph 999-72382



The Burke sailing gloves.

different extent. When you buy your boating clothing for the coming summer, take into account this protective ability as well as colour and comfort.

To simplify this assessment, an ultra-violet protection factor (UPF) rating for fabrics has been developed by the Australian Radiation Laboratory.

Kanazay, an Australian company, designed and manufactured a 100% cotton polo shirt using fabric specially treated to give the greatest possible protection from the sun's UV rays. The fabric is rated UPF 40+ and is available in long and short sleeves. Kanazay has also designed a cap in 100% cotton, with the fabric also treated to rate at 40+ UPF and the design aimed at giving greater sun protection.

Sunlitz Gladiator Hats

A light, cool hat which stays on in all wind conditions and protects the whole neck, face and ears from solar radiation is now on the Australian market after four years of evolution.

Designed by the Sydney firm of Sunlitz and called the Gladiator, the hat was born out of the harsh conditions experienced by

surfers who are buffeted by both wind and water and who experienced complete head exposure to solar radiation. Its application for use by sailors, windsurfers, fishermen and skiers is obvious.

The Gladiator is made with a 11cm deep, flexible peak which is attached to a balaclava made from sun resistant lycra (UPF rating 40-50+). The registered design meets with Cancer Council guidelines. The Gladiator is available from many stores or through direct mail order for \$49.95 from Sunlitz, PO Box 745, Cooee NSW 2034.

Spotters Sunglasses

Together with protective clothing and caps, sunglasses are an essential part of saving one from the sun's harmful rays. But there are sunglasses and sunglasses.

One brand that has proven to be great value to yachtsmen is the latest range of Spotters Sunglasses. They are 100% polarised photochromic and boasts a range of features that make them excellent for the all-round outdoor sports person,

whether sailing, fishing, windsurfing or snow skiing. All the lenses are optically correct, distortion free, offering excellent visibility for effective vision.

Spotters are available from local chandlery and fishing tackle stores. Prescription Spotters can be ordered through OPSM, Budget Eyewear and Precision Eyewear and will be on display at the Sydney Boat Show. Further information: Lentech Pty Ltd in Melbourne on 03 9720 6638 or fax 03 9720 6054.

SAILING WATCHES

Accurate timing at the start is an essential part of yacht racing, but the need for a totally reliable and accurate timepiece goes far beyond hitting the line as the gun goes. It is as essential to accurate navigation as the latest GPS or electronic chart plotter.

At the same time, sporting a quality sports watch on one's wrist is mark of status among yachties. If it's a chronometer that status is even more evident. The term "chronometer" only applies to those precision watches certi-

Survive in **STORMY SEAS**
INFLATABLE CLOTHING®

Certified Product



Australian Standard

AS 1512
Lic 1442



**Pictured
V200
Long
Vest**

**P.F.D.
Type 1**



My Stormy Seas: I wear it because it's the ultimate in comfort & so darn good looking. I also wear it to survive! Select your style. • Long & short vest • Bomber Jacket • Long Jacket • As worn by fishermen, yachtsmen, oilrig operators, air-sea rescue, fisheries officers, sea pilots, aviators etc. **What do you wear?**

STORMY SEAS AUSTRALIA PTY LTD • 59 NEWTOWN RD, HOBART 7008
PH: 018 124 340 OR (002) 281 535 FAX: (002) 487 042

SUBSCRIBE NOW AND WIN




DORLON®

Subscribe to *Offshore* magazine this month and you could win a new set of Dorlon Three Layer Offshore wet weather gear absolutely **FREE**.

DORLON OFFSHORE JACKET 

Unique Three layer construction (3LC) with two waterproof layers, and a breathable comfort lining seamsealed for maximum reliability. High collar and hood fleece-lined hand-warmer pockets with self drainage and waist belt and built-in safety harness for total protection. Value \$479.

DORLON OFFSHORE TROUSER 

Unique Three Layer Construction (3LC) with two seam-sealed waterproof layers and breathable comfort lining for maximum reliability. Fleece-lined handwarmer pockets and wide double velcro cuffs. Fleece-lined kidney warmer for maximum comfort. Value \$355

Dorlon Offshore Set supplied by City Boating,
Rushcutters Bay Ph 02-331-4180.
Dorlon Enquiries Freefax 1-800 120 810

**YES! Please
send my
Offshore
subscription**

Send to:
Jamieson Publishing
4/34 The Esplanade,
Cronulla NSW 2230
OR Fax on
(02) 544 1502

31.70 for 6 issues

(including the Sydney-Hobart Yacht Race Programme)

60.00 FOR 12 ISSUES

(including TWO Sydney-Hobart Yacht Race Programmes)

Name _____

Address _____

Postcode _____

Month of commencement _____

Cheque/money order enclosed

OR charge my Bankcard Visa Mastercard Diners Club

No: _____ Exp. Date ___/___

Signature _____



Spotters sunglasses

fied by the COSC, the Official Swiss Chronometer Control Board). This certification guarantees that an individual watch will operate accurately under all conditions.

TAG Heuer Sports Watch

TAG Heuer is positioned among those top-of-the-Line Swiss brand offering chronometers and exporting their products throughout the world. The launch the 6000 Chronometer marks a new development phase for the company, offering a prestigious steel/gold version of its chronometer.

The TAG Heuer 6000 offers all the features of the company's sports watch but its top-of-the-line aesthetics make it an object of rare elegance. Its lines are clean and pure and some models are crafted from a striking combination of steel and solid 18-Carat gold.

The metal bracelets designed by TAG Heuer especially for the 6000 make the watch even more exclusive. A series of curved links adjust flawlessly to the shape of the wearer's wrist and, here again, solid 18-Carat gold can be combined with steel. The sapphire crystal magnifies the date display for easy reading, and the watch face is available in either white, champagne or anthracite grey.

The 6000 embraces all the technological perfection of TAG Heuer watches: water resistance to 220 metres, a unidirectional turning bezel, a scratch-resistant sapphire crystal, luminous hands and hour markings, and a double security clasp on models with metal bracelets. It is also equipped with a quartz movement and battery life indicator.

TAG Heuer watches are available at J.Farren-Price Jewellers, St James Centre, 80 Castlereagh St, Sydney, ph 02 231 3299. Julian Farren-Price is a successful inshore and offshore sailor himself and sponsor of the annual NSW Yachting Awards.

Top of the line chronometer...TAG Heuer's 6000 sports watch

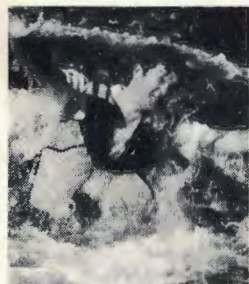


SAILMATE

Don't go overboard without it!



SailMate won't get in the way when you're working hard.



SailMate gives you vital support and insulation in the water.

The Aussie SAILMATE inflatable vest has been designed to provide a maximum of buoyancy, support and insulation without getting in the way of the work in hand.

HOW MUCH IS YOUR LIFE WORTH?

Send for a FREE brochure or order your SailMate now!

Please send me _____ Aussie SailMate buoyancy vests @ \$145 plus \$7 express freight per vest as follows:

S M L XL

Name _____

Address _____

_____ P/code _____

Ph: _____

AUSSIE SAILMATE

7/26 Tupia St, Botany NSW 2019
Telephone (02) 666 6641



**Think
or
Sink!**

When the people or board are relying on your forethought, don't let them down.

Make sure they've access to the safety equipment they need. Comfortable, durable rapid inflation lifejackets made in Australia from high grade materials and the world's best selling liferafts with a 12 year warranty and fully approved service support.

RFD
SURVIVAL SYSTEMS

A.C.N. 050 242 801

1800 646 086
FREE CALL
For more information
or a catalogue

Think before you sink, call RFD today.



THE ULTIMATE CHOICE FOR ULTRAVIOLET PROTECTIVE CLOTHING & SWIMWEAR



Ph: (02) 522 5883

MOBILE: 0419 207 023 • Fax: (02) 522 7347

Specialising in the manufacture of:

- ★ U.V. Rated Cotton Polo Shirts (Long & Short Sleeve)
- ★ U.V. Rated Lycra Shirts & Swimwear
- ★ U.V. Rated Hats
- ★ Corporate Shirts with Customised Designs.

Create Your Own Embroidered or Jacquard Designs - Personalised Service -

Details and Orders
Ph/Fax: (02) 665 3160
P.O. Box 745, Coogee NSW 2034
Incl. P&P \$49.95
Bankcard/Cheque/PO
UPF 50+ Sun Protection for all conditions

Gladiator

CUSTOM STAINLESS STEEL AND ALUMINIUM FITTINGS

MAST-A-SPAR

Chosen by Maxi yacht 'Brindabella' for quality and reliability.
This choice is available to all yacht owners.

Ph 660 4557 Fx 552 6458
BAY 3a PIER 21, JONES BAY ROAD, PYRMONT

This space could be you for as little as \$125.00 per issue.

Call Jan Cooke for details (02) 452 2093

Bill Dixon
Designer of the Taswell Range

Custom Design - Power & Sail

For the discerning Owner who knows what he wants. Complete project management from *Design to Delivery*

Contact: Rose Bay Brokerage
P.O. Box 176, Rose Bay NSW 2029
Sydney Tel: 61 2 326 1125 Fax: 61 2 362 0674 Australia




AUSTRALIA'S LEADING SAILMAKERS
SYDNEY
(02) 9997 5966
FAX: (02) 9997 4805
MELBOURNE
(03) 9534 0363
FAX: (03) 9525 3095

Sobstad AUSTRALIA

Peter McNeill Geoff Couell

5/2 By the Sea Road
Mona Vale NSW 2103
Phone (02) 9997 3779
Fax: (02) 9997 6376

World leaders in One Design and Offshore Sails



HOOD SAILMAKERS

GET THE BEST OUT OF YOUR BOAT
Call (02) 905 0800 or your local loft now

Henderson Partners FIC0006


DESIGNER & MANAGER P/L A/CN 021 716 483 NAVAL ARCHITECTS, INCORPORATED



KELL STEINMANN
YACHT DESIGN

THE MIGHTY AMAZON IMS Maxi / Line Honours
BOBSLED World Speed Monohull Race Record Holder
HAMMER OF QUEENSLAND IMS / Line Honours
INNKEEPER BOC / IMS Yacht
KAGERO Hiroshima Cup Line Honours Record Holder

Tel: 018 557 431
27 Laburnum Street Brighton 3186, Australia



Performance Sailercraft

- Custom Built One Off Yachts from 18 to 80 feet
- All Types of Composite Construction
- In House Pre-Preg
- Full IOR-IMS Optimisation

11 Nell Road, West Gosford NSW 2250
Ph: (043) 23 2989 Fax: (043) 23 4023

Boatspeed-23

YACHT & NAVAL ARCHITECTS
COMPOSITE & NAVAL ENGINEERING

I A I N
M U R R A Y &
A S S O C I A T E S

SUITE 8, RPAYC, MITALA STREET, NEWPORT NSW 2106 AUSTRALIA
PO BOX 729, NEWPORT BEACH, NSW 2106 AUSTRALIA
TEL (61) 2 979 6202 FAX (61) 2 979 6215

Half and Full Models
(Builder of the Sydney to Hobart Winners Series at the C.Y.C.A.)

Yacht Models

Tom Stephenson

Brisbane

83 Bilsen Road, Wavell Heights. QLD. 4012.
Phone (07) 266 9735 Mobile 018 740 200

PREMIER
BOAT TRIMMING

- Boat Covers • Car Trimming
- Carpets • Upholstery

Phone for a free quote
(02) 363 5998

d'Albora Marinas, New Beach Road,
Rushcutters Bay, NSW 2027

MASRM YACHTS NSW

*New and used MASRM 920's
for information or a sailing demonstration*

Phone (02) 879 7454 or Fax (02) 816 1959

Telephone: (02) 363 2130

D. & R. SHIPWRIGHTS
(C.Y.C.A.)

New Beach Road
Rushcutters Bay N.S.W. 2027

- REPAIRS
- PAINTING
- FITTING

PHONE
(02) 525 0011




FAX
(02) 526 1084

ENGINE EXCHANGE
Cheapest, easiest and best way to repower
2 YEAR FULL WARRANTY
DV10 \$3950 - DV 20 \$4,950
Australian Distributor

 **CONTENDER**


SAILCLOTH

Be a contender, buy  **CONTENDER!**

If you want to know more about our complete range of high-tech laminates, racing and cruising dacrons and spinnaker cloths please ask your sailmaker for samples or our new brochure or call **(02) 9997 4099**

**This space could be
you for as little as
\$125.00 per issue.**

**Call Jan Cooke for details
(02) 452 2093**

 **FRASERSAILS**

**The Ultimate in Racing
and Cruising Sails**

For information on our Sails, Services & Products, please write to:
6 NIELD AVE., RUSHCUTTERS BAY, 2011
PH: (02) 361 4836. FAX: (02) 332 3271

BRISBANE (07) 252 5161 MELBOURNE (03) 328 3260
HOBART (002) 345 422 WHITSUNDAYS (079) 461 125 PERTH (09) 430 5366

LEWMAR

Winches
Hatches
Portlights
Rope Clutches
Windlasses

Gibb Rigging & Dyform wire
BARLOW DISTRIBUTORS (AUSTRALIA) P/L
177 Phillip St, REDFERN NSW 2016
Tel: 02 318 2128 Fax: 02 319 1858



GEOFF TYERS P/L

CYCA Offshore Racing Calendar

MAJOR OFFSHORE EVENTS, WORLD & NATIONAL CHAMPIONSHIPS IN AUSTRALIA AND OVERSEAS

JULY

- 27-10 Champagne Mumm Admiral's Cup, UK, Royal Ocean Racing Club.
- 29 Canon Sydney-Gold Coast ocean race, CYCA.
- 29-6 Pre-Olympic Regatta, Savannah, USA.

AUGUST

- 3-6 XXXX Winter Regatta, Southport, Qld, Southport YC.
- 5 Fastnet Race, final race of Admiral's Cup, Cowes-Plymouth, RORC.
- 7-12 XXXX SCOR Series, Sunshine Coast, Qld, Mooloolaba YC.
- 11-18 Olympic Soling world championship, Kingston, Canada.
- 13 Mooloolaba-Airlie Beach, MYC/Hamilton Island YC.
- 19-26 XXXX Ansett Australia Hamilton Island Race Week, Hamilton Island YC.
- 26-27 Hardy Challenge, Sydney Harbour, YANSW.

SEPTEMBER

- 2 Opening of Sydney offshore season, short ocean race, CYCA.
- 2 Opening of Sydney Harbour season, RSYS, MHYC
- 6-17 Olympic Star class world championship, Laredo, Spain.
- 9 Short ocean race, RSYS.
- 16-22 Cairns Clipper Cup offshore series, Cairns & Port Douglas, Cairns YC.
- 15 Long ocean triangle, 75nm, CYCA
- 16 Lion Island Race, Short Haul Division, SASC..
- 16 Australia to New Caledonia ocean race, Sydney-Noumea, CYCA.
- 17 Australia to New Caledonia ocean race, Brisbane-Noumea, QCYC.
- 23 Short ocean race, MHYC.
- 23-25 NSW Youth Championships, YANSW/WSC
- 24-1 IYRU Nations Cup Grand Final, San Francisco, St Francis YC.
- 25-29 Australian International Regatta Sydney (AIRS), Olympic, International Youth & invited International classes, Sydney Harbour, AYF/YANSW.

- 29 Sydney-Bird Island-Pittwater, RSYS.

OCTOBER

- 1 Spring Offshore Regatta, RSYS.
- 7 Short Ocean Race, CYCA.
- 7 RANSA Regatta.
- 14 MHYC 3 Ports Race, MHYC.
- 17 YANSW Sailing for the Olympics, YANSW/CYCA.
- 18-21 Queensland Olympic Classes Regatta, Brisbane.
- 21 Gascoigne Cup, RSYS..
- 21 CYCA Shorthaul to Pittwater.
- 28 Sydney-Lion Island-Botany Bay- Sydney, CYCA.
- 29 Fujitsu Gosford-Lord Howe Island Yachting Classic, Gosford SC.

NOVEMBER

- 4 Short ocean race, CYCA (all clubs including RPAYC)
- 11 Short ocean race, RSYS.
- 17 Cabbage Tree Island Race, 180nm, CYCA.
- 17 CYCA Short Haul night race, CYCA.
- 20-24 Sydney International Regatta (SIR), Olympic classes, AYF/YANSW.
- 25 Short ocean race, CYCA.

DECEMBER

- 2-3 Bruce & Walsh Regatta, MHYC.
- 9 Short ocean race (South Cross Cup invitation race & David Burke Memorial), CYCA.
- 16 Southern Cross Cup, races 1 & 2, windward/leeward, 12nm, CYCA.
- 17 Southern Cross Cup, race 3, ocean triangle, 75nm, CYCA.
- 19 Southern Cross Cup, races 4, ocean triangle, 24nm, CYCA.
- 20 Southern Cross Cup, races 5 & 6, windward/leeward, 12nm, CYCA.
- 21 Canon Big Boat Challenge, Sydney Harbour, CYCA.
- 26 51st Sydney-Hobart ocean race (race 7, Southern Cross Cup), CYCA.
- 27 Pittwater-Coffs Harbour race, RPAYC
- 27 Melbourne-Devonport & Melbourne-Hobart races, ORCV.

COMPLETE YACHT PAINTING SERVICES

**ENAMELLING • VARNISHING • DECORATIVE LINES • SIGNWRITING
• SPRAYING OF 2 PACK ENAMELS • EPOXY COATINGS • ANTIFOULING**

THE BOATYARD

1 BRADLY AVE., MILSONS POINT NSW
PHONE: (02) 922 4612

An

Unbeatable

Level

Of

Performance

ASSCO DENT CRANE

A.C.N. 000 712 970

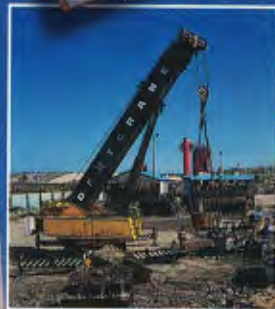
1018 Coolawanyah Road, Karratha WA 6714
Telephone: (091) 44 1213 Facsimile: (091) 85 2256

Langmas Advertising

FOR HIRE

716044

441213



Part of the
Allied Group of Companies



AFTER 28,000 MILES, DAVID ADAMS KNOWS WHAT THE WINNERS WEAR!

To finish the BOC Yacht Race you have got to be tough. To lead your division from start to finish and break the previous record by 10 days you've also got to be fast, very fast.

Which is why David Adams chose Fraser Sails for his Jutson 50 True Blue.

Fraser Sails' advanced sail technology and commitment to high quality workmanship provided David with the necessary speed and confidence to continue pressing his advantage in even the most extreme conditions.

As he rounded the finishing buoy off Charleston in the US, it was great to see True Blue wearing all Australian designed and made Fraser Sails.

Congratulations to David and the entire True Blue team on your hard earned and thoroughly deserved BOC victory.

If you'd also like to wear the winning grin, whether you're going round the buoys or round the world, then talk to your nearest 'world beating' Fraser loft today.

 **FRASERSAILS**
One Of The World's Great Sailmakers

Sydney Ph: (02) 361 4836; Fax: (02) 332 3271. **Brisbane** Ph: (07) 252 5161; Fax: (07) 252 5814
Perth Ph: (09) 430 5366; Fax: (09) 430 4243. **Hobart** Ph: (002) 34 5422; Fax: (002) 23 7797
Melbourne Ph: (03) 9399 2210; Fax: (03) 9399 2210. **Whitsundays** Ph: (079) 46 1125 Fax: (079) 46 1336
Japan Ph: 81 468 820 141 Fax: 81 468 823 359