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PEUGEOT 406 – BEST RESALE VALUE IN ITS CLASS.

– 'Wheels' magazine, May 2002



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Photo – Ian Mainsbridge

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(*) The model shown in the photograph is the Océanis Clipper 473.



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AT THE HELM

JOHN MESSENGER - COMMODORE CRUISING YACHT CLUB OF AUSTRALIA

IT IS with a great sense of pride that I write my first column as your Commodore. I am very aware of the great honour there is in having been elected to this position, and the hard work that now lies ahead of me. You have elected a very good Board of Directors to support me and I know we will all work very hard on your behalf.

The club has been well served by its Board of Directors and Flag Officers since the beginning, and we now find ourselves with a new clubhouse and marina, both of which are running well.

Our CEO Joe Goddard and his staff have never been keener to serve and assist members, and our food in the bistro and restaurant has never been better. I recommend members use these facilities.

During my term as Commodore, it is my aim that the club continues to strengthen these areas and provide more member benefits and services. I would like to see a time when being a member of this great club is looked upon as an honour.

It is also time that we concentrate on rebuilding our yacht racing and cruising by providing the

types of events that will be popular with the members. I want to make sure that the running of these activities is carried out very professionally, and I want to see an empty marina on race days.

We have the 58th Sydney to Hobart race fast approaching, with Rolex as our new sponsor. It is important that the Board and members work together to promote this great event, and that as many yachts as possible undertake the challenge of the race. The club will do everything possible to assist with making preparations easy without compromising on safety.

The slipway area is another priority. The Board has been working on proposals and approvals for this area for some time and I will keep driving this.

Finally, I would like to record my thanks to our past Commodore Hans Sommer for the long hours he has devoted to the members and Board over more than 10 years. I hope he can now enjoy the fruits of his labour and have more time to go yacht racing.

I look forward to seeing you at our club and taking part in our yachting events and social activities. ■

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MAXIMUM SHOCKWAVE

THE 2002 TO 2003 OFFSHORE RACING SEASON IN AUSTRALIA WILL BE BOOSTED BY THE LAUNCH OF SEVERAL OUTSTANDING NEW OCEAN-RACING YACHTS, HEADED BY *SHOCKWAVE*. EDITOR PETER CAMPBELL REPORTS



NEVILLE CRICHTON'S new super maxi, the 90-footer *Shockwave*, will be the biggest racing yacht in the world built to a handicap rule as a maximum rater.

The yacht was designed by American naval architects Reichel/Pugh. Her carbon-fibre hull was built by McConaghy Boats in Sydney before being rigged in New Zealand by Southern Spars.

Shockwave is due to make her racing debut at the Hahn Premium Race Week at Hamilton Island in mid-August. Hamilton Island will be the start of her campaign to win line and IRC honours in the 2002 Rolex Sydney Hobart Yacht Race.

Owner/skipper Crichton is looking to break the race record if conditions are favourable.

Other new boats being built specifically for the Hobart race include a new Farr 52 One Design for another CYCA member, Matt Allen. Also joining the fleet will be two Volvo Ocean 60s used by the illbruck Challenge and several new Sydney 38s, among them Melbourne yachtsman Bruce Taylor's latest *Chutzpah*. Ray Roberts' *Hollywood Boulevard* is also expected to race south.

OVER THE SHOCK

Shockwave is a masterpiece of yacht design, engineering and construction

in carbon fibre. Crichton commissioned Reichel/Pugh to design him an all-round yacht capable of withstanding the tough weather of a Sydney Hobart and able to out-sail the world's fastest maxis in the lighter Mediterranean winds.

McConaghy Boats finished the carbon-fibre hull, silver on the outside, black inside, in late June, and shipped her to Auckland for Southern Spars to step the towering carbon-fibre mast. At the same time, a special keel was being flown out from America. Winches and deck gear are from Harken, the sails are by North Sails Australia.

After sea trials off Auckland, *Shockwave* will sail back across the



Tasman Sea to compete in the Hahn Premium Race Week. She will then return to the CYCA in Sydney where Crichton, sailing master Michael Coxon and the crew will campaign her in the regattas leading up to the Sydney Hobart. These will include the JPMorgan Regatta, the British Trophy, the Canon Big Boat Challenge, and the CYCA's overnight races.

Crichton has put together a squad of 28 outstanding Australian sailors and *Shockwave* will race with a crew of 24. They include Alby Pratt, the sail co-coordinator aboard *News Corp* in the Volvo Ocean Race, and the highly regarded Tom Braidwood, who was bowman on *SEB* in the Volvo Race. Returning from overseas to join the crew will be Tim Dengate and Chris Hosking, who have been racing Farr 40 ODs on the European circuit this season.

Although designed and built to use six tonnes of water ballast, *Shockwave* will not race to Hobart in that mode. Instead, she will have a heavy keel, adding an additional five tonnes to the bulb for the 630-nautical mile ocean classic. After the Hobart race, she will race with a lighter keel, and be able to use her maximum-sized spinnakers in international regattas.

Because of the IRC upper speed limit of 1.600 maximum TMF for Hamilton Island and the Sydney Hobart, *Shockwave* is unable to use her biggest spinnakers. Nor does the yacht qualify to race under IMS, because of the high-tech composite materials used in the primarily carbon-fibre rig. Crichton feels strongly that the CYCA should have elected to change the overall winner of the Tattersalls Cup from IMS to IRC for this year's race. "It is the only



Neville Crichton (left) with fellow yachtsman Marcus Blackmore
Photo - Georgie Brown

serious offshore race in the world that clings to IMS as the handicap category for the overall winner," he says.

Shockwave will race with the most sophisticated sails in the world, with North Sails Australia responsible for the design, manufacture and servicing of a state-of-the-art inventory, which is extensive. It includes carbon aramid inshore and offshore 3DL mainsails, three carbon aramid 3DL moulded #1 headsails, 3DL #4 and heavy weather #5 headsails, plus Gatorback Spectra storm sails.

Her spinnakers are asymmetric, with designs developed from North's intensive involvement in past America's Cups and Volvo Ocean Race syndicates. There are seven asymmetric spinnakers in all, including a specialist Code Zero built from an interesting new sailcloth concept developed by North with their Volvo boats. This sail uses a North Sails exclusive Spectra fabric designed by North Cloth in Connecticut.

The Code Zero flies like a headsail with a tight luff line and a furling unit to assist in handling.

However, as this sail is measured as a spinnaker, it has a positive roach to meet minimum spinnaker girth rule restrictions. The Code Zero covers an effective true wind angle of 50 to 110 degrees (conventional asymmetric spinnakers perform at wind angles wider than 90 true). Code Zeros are particularly suited to boats with non-overlapping headsails as a way of powering up in lighter air.

"The Code Zero will place a huge load on the rig - up to eight tonnes, or the equivalent of hanging eight Alfa Romeos off the top of the mast," Crichton explains.

"The designers predict that she will be capable of 30 knots on a spinnaker reach, but she has been designed as an all-round performer, with high average speeds to windward, and capable in all conditions."

LOOKING FORWARD

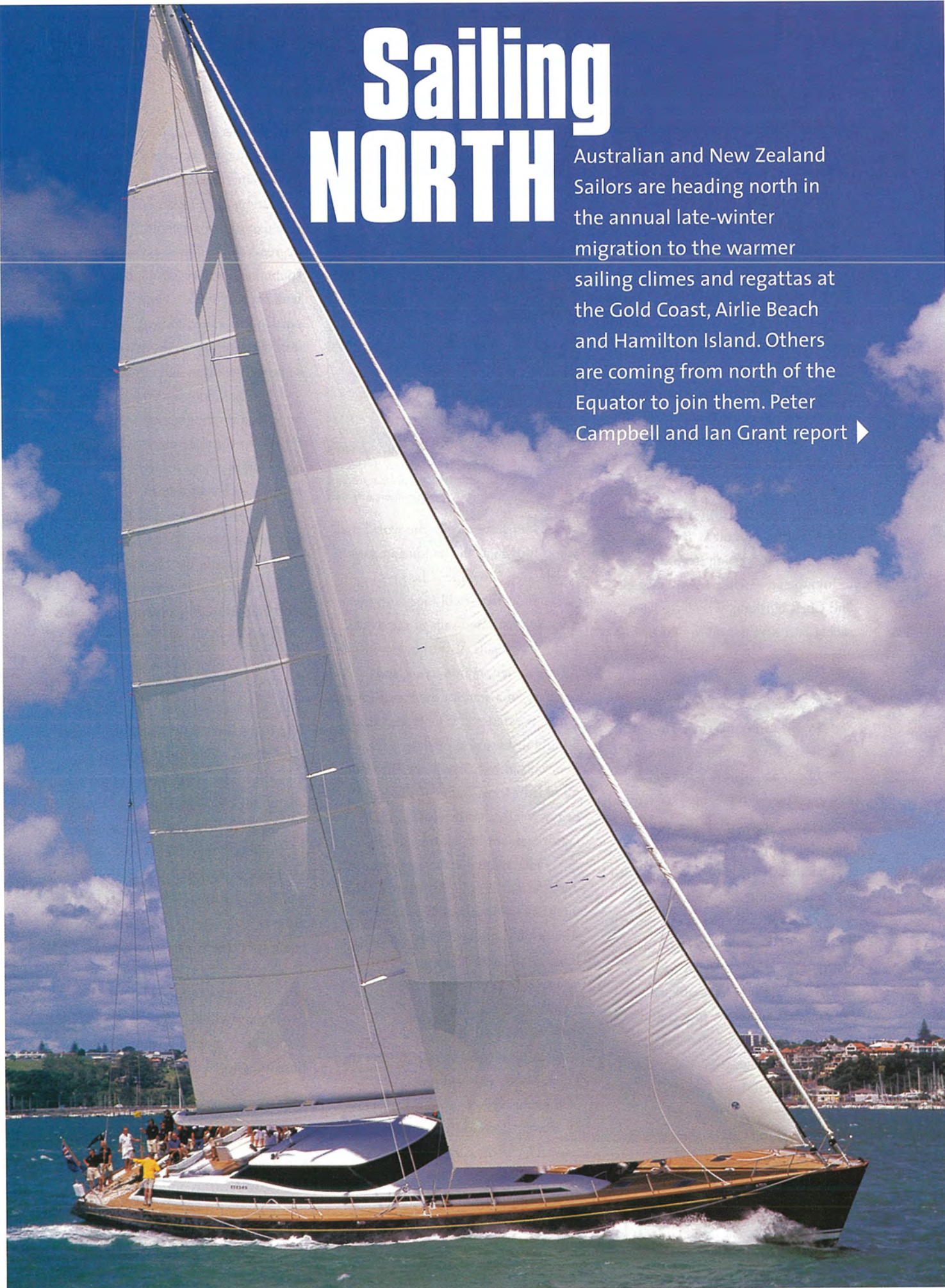
This *Shockwave* is the sixth boat of that name owned by Crichton. "There hasn't been a dud amongst them," says the former world ocean-racing champion and Two Ton Cup winner.

He says the new *Shockwave* is very different than his previous maxi *Shockwave*, which is now owned by German yachtsman Hasso Plattner and races as *Morning Glory*. She is now being prepared to race in the Cape Town to Rio Race.

After the Sydney Hobart, *Shockwave* will be sailed to Auckland for the prestigious Millennium Regatta, part of the 2003 America's Cup Pageantry of Sail. From there, the super maxi is likely to go to Europe for the Northern Hemisphere summer of 2003, competing in European regattas and probably the Rolex Fastnet Race. ■

Sailing NORTH

Australian and New Zealand Sailors are heading north in the annual late-winter migration to the warmer sailing climates and regattas at the Gold Coast, Airlie Beach and Hamilton Island. Others are coming from north of the Equator to join them. Peter Campbell and Ian Grant report ▶





Sydney to Gold Coast Race

27 July 2002

WHEN THE fleet set sail on Saturday 27 July 2002 in the Cruising Yacht Club of Australia's annual Sydney to Gold Coast Race, they were putting into practice significant changes to ocean racing on the Australian coast. These changes are aimed at increasing safety and making offshore racing more attractive to competitors.

The Gold Coast Race, or the 'Southport' as many sailors call it, is the first CYCA race to implement the club's ground-breaking decision to allow dual entry in IMS and IRC divisions for the Rolex Sydney Hobart Yacht Race. Unlike the Sydney Hobart Race, however, the Gold Coast race has no overall winner, with the emphasis on divisional winners.

The 386-nautical mile coastal race is the opening event of the late-winter northern racing circuit. It is a passage race to Queensland waters that will see many of the competing yachts heading further north for the two major regattas in the Whitsunday Islands – the Hog's Breath Race Week at Airlie Beach and the Hahn Premium Race Week at Hamilton Island.

The Sydney Gold Coast is also the first race in the CYCA's prestigious Blue Water Pointscore.

As the first Category 2 race of the Australian offshore season of 2002 to 2003, the Gold Coast Race will mark the extension of new safety requirements that are mandatory for Category 1 races, such as the Sydney Hobart and Lord Howe Island races.

One requirement is that from 1 July 2002, boats racing in Category 2 events are required to carry a self-identifying and more accurate



Opposite: Lang Walker's Dubois-designed 138-footer *Kokomo* will be the biggest boat ever to compete at Hamilton Island Race Week. Above: Don Angie's *Storm* is a regular competitor at Hog's Breath Race Week
Photos – Michael Ng and Ian Grant

406MHz EPIRB and a waterproof hand-held VHF radio in the same way that Category 1 racers are required to.

Hog's Breath Race Week

10 to 16 August 2002

WHEN THE chill factor plummets and the sou'westers gust to gale strength out of Southern Ocean, there is no better place to be than in the Whitsundays to enjoying the Hog's Breath Race Week in the tropical winter sun beyond latitude 22 degrees.

Conducted by the Whitsunday Sailing Club, this regatta includes some serious racing over user-friendly and picturesque courses. It also provides an invitation to soak up the Hog's Breath party atmosphere in the relaxed tourist community of Airlie Beach.

Hog's Breath Race Week, initially launched by local Don Algie and promoted by sailors for sailors, is recognised for a high degree of 'fun factor' onshore and great racing in the warmer winter sun offshore. Nevertheless, serious yachting is an important part of this regatta and the battle for the 'Boss Hog' trophy in all classes from IRC, Performance Handicap, Sports Boats, Cruising and IOMR-rated, plus performance handicap multihulls, will be of a high standard.

Regatta organisers, headed by international sailor Max Ryan, have arranged a professional race

management team with the windward/leeward courses moved further offshore.

This was one of the recommendations requested by the fleet of skippers who will line up again off Airlie Beach to present another exciting one-design nip-n-tuck match race for the Hog's Breath Sydney 38 class National title trophy.

Hahn Premium Race Week

17 to 24 August

BUOYED BY unprecedented early nominations via email, organisers of the Hahn Premium Race Week at Hamilton Island are confidently predicting another record fleet for this year's regatta in the Whitsunday Islands of Far North Queensland.

Unquestionably Australia's most popular sailing event, Race Week has already drawn entries from all states and international entries from New Zealand, Hong Kong, Singapore and the Philippines. Last year, a record 184 boats entered; by 26 June this year, nominations totalled 133 boats. This is a 30 per cent increase in entries at the same time in 2001.

Highlights of this year's event will include the racing debut Neville Crichton's Reichel/Pugh-designed 90-footer *Shockwave*, the biggest racing yacht in the world so far built to a handicap rule as a maximum rater. She will be dwarfed, however, by Lang Walker's Dubois-designed faster-cruising, 138-footer *Kokomo*. With a TMF of 1.553, *Kokomo* will be eligible for an I RC rating.

Walker has also entered his Farr 40 one-design yacht, also named *Kokomo*. He will race the supermaxi



Graeme Footer's *Manico* from Adelaide will be racing in the Hahn Premium Race Week at Hamilton Island
Photo – Peter Campbell

in the longer islands races and in the Coral Sea Race.

A focal point of competitive racing will be the Big Boats, the IRC Class and the Sydney 38 one-design class, but a strong fleet has already entered for the new Premier Cruising Class.

In addition to *Shockwave* and *Kokomo*, entries in the Big Boat Class include Bob Oatley's new Reichel/Pugh 60 *Wild Oats*, Colin O'Neil's Davidson 60 *AfterShock*, and George Snow's Jutson 80 *Brindabella*. The IRC Class entries include several new boats, among

them the Beneteau 36.7 *Hail Mary*, owned by Steve and Mary Chiodo from Melbourne, Richard Hudson's IC 45, *Pretty Woman*, from Pittwater, and the interesting *XLR8*, a Reichel/Pugh 36 owned by Graeme Troon from Geelong.

The Sydney 38s will be out in strength with entries from Sydney, Melbourne, Port Lincoln, Singapore, Hong Kong, Mandurah in WA and, of course, *Asylum*, skippered by Hamilton Island Resort CEO Wayne Kirkpatrick. ■

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SHOW TIME

The Sydney International Boat Show is on again at Darling Harbour from 1 to 16 August

The luxurious saloon of the new Kay Cottee 56



THE SYDNEY International Boat Show is without doubt Australia's premier exhibition of power and sailboats, engines and electronics, nautical clothing and general boating accessories, fishing tackle and associated equipment.

The 2002 show at Sydney's Darling Harbour will pack six halls of the Sydney Convention and Exhibition Centre and the spectacular marina in adjoining Cockle Bay.

A feature of this year's show, sponsored by Club Marine Insurance and the Waterways Authority, will be the recently announced Australian Marine Industry Federation award winners, featuring Australia's 2002 Boats of the Year.

The Sailboat of the Year, the Mackman-built MKL 49 Regatta cruiser/racer, will be a prominent feature on the marina display. It will join two new powerboat releases, the rakish 4600 Mirage from Mustang Cruisers (awarded Exporter of the Year) and the majestic 58 Riviera Convertible,

\$2m worth of fantasy in fibreglass and the largest production boat ever to feature in the local boating industry.

Designed by David Lyons, the MKL 49 is a performance-oriented sloop with powerful inshore and offshore performance. It will join 160 other vessels on the Cockle Bay floating marina.

The new Kay Cottee 56 will be another feature of the Boat Show. Described as the ultimate dimension in fast luxury cruising, the boat is the concept of the first woman to sail around the globe non-stop, alone and unassisted.

From twin saloons and three double cabins to the lifting keel and furling sails, nothing has been overlooked in this unique prestige yacht.

The Sydney International Boat Show will be open from 10am to 8pm daily, from 1 to 6 August. The major sailing exhibitors include:



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BENETEAU VICSAIL

Vicsail Sydney is the exclusive importer and distributor of French-made Beneteau yachts, Lagoon catamarans, Wauquiez pilot-house saloons and CNB custom-made vessels. The company has a great reason to celebrate at the show – it recently sold the 500th Beneteau boat in Australia.

Vicsail's display will be another extravaganza with a 12-boat exhibition showcasing Beneteau's various ranges of boats, including the Oceanis Clipper cruising range, First cruiser/racer yachts and an Ombrine powerboat.

New models featured will include the racing-equipped First 36.7 *Peugeot Racing*, sponsored by Peugeot Automobiles Australia, and the cruiser Oceanis 42 *Centre Cockpit*. A Beneteau First 36.7 recently won its division of the Rolex IMS World Championships in Italy and Peugeot Racing has been at the top of its division in the CYCA's BMW Sydney Winter Series on the Harbour.

In addition, to coincide with the tenth anniversary of the launch of the Oceanis range, Vicsail will utilise this year's boat show to officially re-launch the Oceanis range of boats in Australia and release an exclusive Oceanis Clipper 'Plus' package.

YACHT ITALIA

Two Grand Soleil yachts will be shown for the first time in Australia by the team from Yacht Italia's new showroom at The Spit, Mosman, including a Grand Soleil 40, which finished first in Class 3 at the recent Rolex IMS World Championships in Italy. Another GS40 won the subsequent European Championships.

A keen pack of 13 IMX 40s at the championships could not manage to beat the line GS40 in a hard-fought regatta. A large Grand Soleil 44 also finished a close second.

This highly competitive 40-footer has a real yacht interior and impeccable manners for a small cruising crew.

It is available in race format (SCRIMP hull) and Cruise (GRP) versions with rigs and deck layout to suit.

Also at the show will be the Grand Soleil 43, a fast cruiser of classic beauty and style.

NORTHSHORE YACHTS

There were big smiles on the faces of Gary Riley and Ken Murphy when their brand-new Northshore 369 *Avanti* won her maiden race in the CYCA's BMW Sydney Winter Series. Gary and Ken bought the Northshore 369 because it was "a great package; the racer with the cruiser interior".

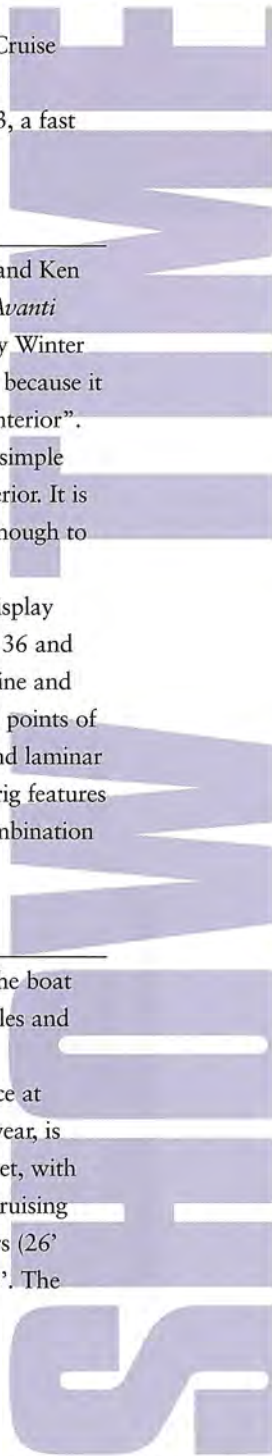
Designed by Scott Jutson, the 369 is a fast, simple and easy-to-handle racer with a smart, usable interior. It is a boat that can be handled by two, but is quick enough to match it with the best of them on regatta days.

Hull of the Northshore, which will be on display at the Boat Show, is based on the successful NSX 36 and NS 370 Sports design, but is longer on the waterline and finer in the stern for increased performance on all points of sail. It has a high-performance vertical fin keel and laminar flow alloyed lead bulb; the runnerless, fractional rig features sweptback spreaders; and the deck layout is a combination of fast handling and good crew ergonomics.

JEANNEAU YACHTS

Three new Jeanneau yachts will be exhibited by the boat yard Jeanneau, the distributor for New South Wales and Victoria.

The boat yard, which set up its Sydney office at d'Albora Marina, The Spit, Mosman earlier this year, is organising its largest display of Jeanneau yachts yet, with a selection of nine yachts from the Sun Odyssey cruising range (from 26' to 52'), the Sun Fast cruiser racers (26' to 40'), and the stunning Deck Saloon 40' and 43'. The new models to look out for are:



Far left:
Jenneau's Sun
Fast 32i under
sail. Left: The
long-awaited
Sydney 32. Right:
The Grand Soleil
40 will feature
at the Sydney
Boat Show



- ▶ Sun Odyssey 32 – a delightful, comfortable cruising boat to be enjoyed sailing inshore
- ▶ Sun Fast 32i – the Sun Fast 37's little sister, which is already performing well in Europe, including winning the Atlantic Trophy UNCL 2002
- ▶ Sun Odyssey 40 Deck Saloon – the first three-cabin version of its kind to arrive in Australia; it exudes luxury and style.

Sydney 32 arrives

One of the success stories of the Australian yacht building industry over the past two years has been the Sydney 38 One Design, with more than 40 boats in fleets across Australia. So, when a stunning little sister with the same successful formula comes along, the interest is intense.

The new Sydney 32 One Design will be unveiled at the Sydney Boat Show, with the news that Sydney Harbour's largest charter group, Eastsail, has already committed to take 10 Sydney 32 One Design's into its fleet.

Designed by Murray, Burns and Dovell, the Sydney 32 aims to be a fast, easily managed, traditionally seaworthy, yet technologically advanced yacht with a comfortable interior that belies its size.

The Sydney 32 is ocean ready. A one-piece GRP laminated structural grid incorporates the keel attachment, mast step, engine mount and rudder bearing for strength and durability and all sub-frames and bulkheads are glassed into place. Exceeding ABS standards, the deck strength is the same as the topsides. ■

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A CHANGE OF GUARD

PETER CAMPBELL MEETS JOHN MESSENGER, THE NEW COMMODORE OF THE CRUISING YACHT CLUB OF AUSTRALIA

SOME 59 years ago, a young lad named John Messenger began growing up on the foreshore of Rushcutters Bay, learning from an early age the way of the waterfront, the boats, the smells and the sounds, and the characters of Sydney Harbour in the early 1940s.

On 8 July 2002, John Messenger took over the helm of the Cruising Yacht Club of Australia, the

nation's, and indeed one of the world's premier ocean-racing clubs and home of the famous Rolex Sydney Hobart Yacht Race.

His election as Commodore is the culmination of many years of membership of the CYCA and his service to fellow members on committees, the Board of Directors and more recently as Rear Commodore.

The club and its facilities, on the eastern shores of Rushcutters Bay, have expanded over the land that was once the long-established boat-building and maintenance business of Charlie Messenger and Sons, and the home of John's parents, Charlie and Anne Messenger.

The Messenger family is one of the most famous on the Sydney waterfront. John's great-great-



THE CHOICE OF RACING &

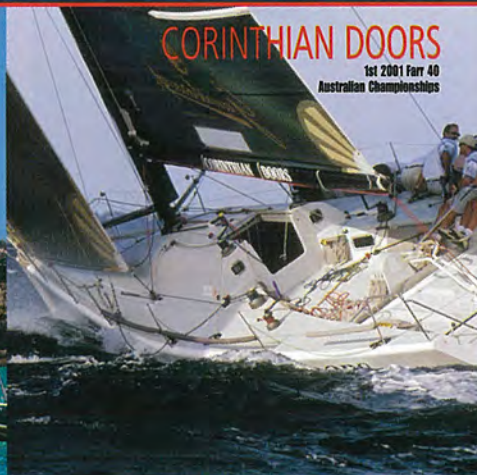
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Mumm 30



Nelson Marek 46'



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Sydney 38

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grandfather was Royal Barge Master to Queen Victoria, and a Messenger boat shed sat on the Thames.

John's great-grandfather set up a boat-building enterprise in Double Bay in 1863. His grandfather Charlie moved to Rushcutters Bay in the late 1800s, the family remaining in business there until the 1950s. John's father, also Charlie, took over from his father.

"They had a boat-building shed, a slipway and maintenance area and also used to hire out small boats," Commodore Messenger recalls. "Dad and his shipwrights used to look after mostly powerboats, including the luxury cruisers owned by radio personalities Bob Dyer and Jack Davey; there were lots of characters around in those days.

"My grandfather was also an outstanding sculler and a waterfront character; I have a gold medal he won

for a sculling race on the Parramatta River back in 1906."

John has continued in the marine business, as a marine loss adjuster and a noted salvage expert. As a member of the CYCA, he has already made his mark on the development of the club, heading the committee that planned and oversaw the installation of the modern floating marina that provides berthing for 230 boats.

"I must admit I had a somewhat selfish reason for the project; to leave a Messenger legacy in Rushcutters Bay," John says. "But everyone who uses the floating marina agrees that it is one of the most efficient in Australia and enhances the overall status of the CYCA."

John has sailed since he was a young boy, competing in his first ocean race, to Lion Island, with Don Mickleborough in *Southerly*. It was, he

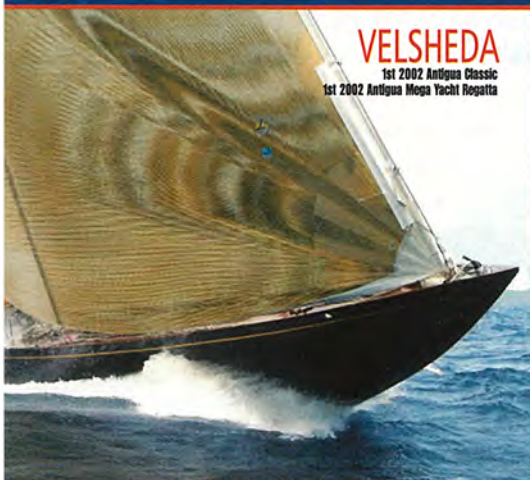
recalls, "a memorable experience". He started competitive racing in VJs with Double Bay Sailing Club in the period when John Bertrand, Peter Sorenson and others were his opposition in state and national titles. John raced in the International Etchells class for 15 years with the Sydney Harbour fleet.

Over the years John has been a sought-after ocean-racing helmsman, competing in 16 Sydney Hobarts aboard such big boats as *Condor*, when it took line honours, and *Apollo*, when it was beaten by just seven seconds.

Commodore Messenger currently owns the Sydney 38 *Utopia* (sail number 7600). In addition to being a member of the CYCA since 1983, he is a member of the Royal Prince Edward Yacht Club, the Australian 18-footer Club and the Royal Yacht Club of Tasmania. ■

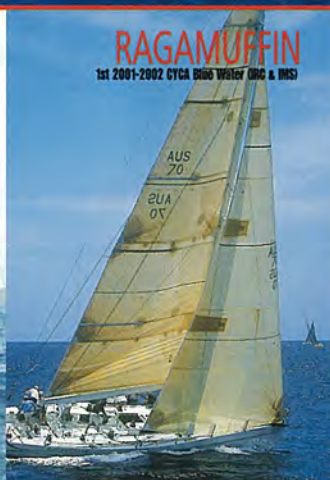
CRUISING SAILORS WORLDWIDE

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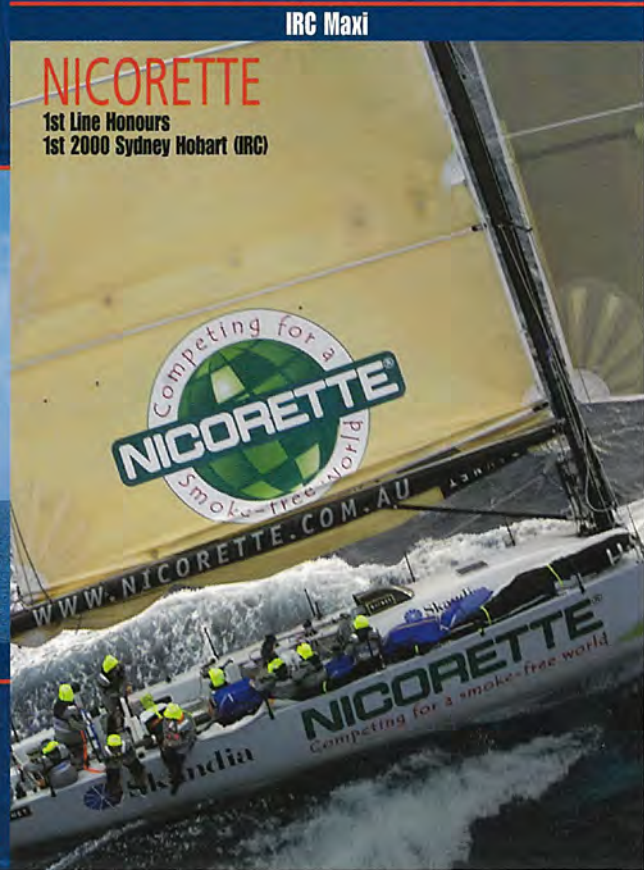
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WINDS OF CHANGE

Many yachts will be heading out this winter for a spot of cruising or competition. So, where do you get your weather information from as you head north along the Queensland and New South Wales coasts? Ken Batt from the Bureau of Meteorology in Sydney tells all

FROM 1 JULY 2002, there were some major changes affecting where you get your weather forecast information from.

Instead of tuning in to Telstra coastal radio stations such as Sydney (VIS) and Brisbane (VIB) radios for your weather, you will tune to VMC or Australia Weather East (located at Charleville in good old Queensland). The frequencies will be 2,201,

4,426, 6,507, 8,176, 12,365 and 16,546kHz.

Weather warnings will be broadcast every hour, commencing at midnight Eastern Standard Time (EST). Any special announcements will be made at five minutes prior to every hour. Broadcast times will be as follows:

► Observations and forecasts for Queensland coastal waters will be

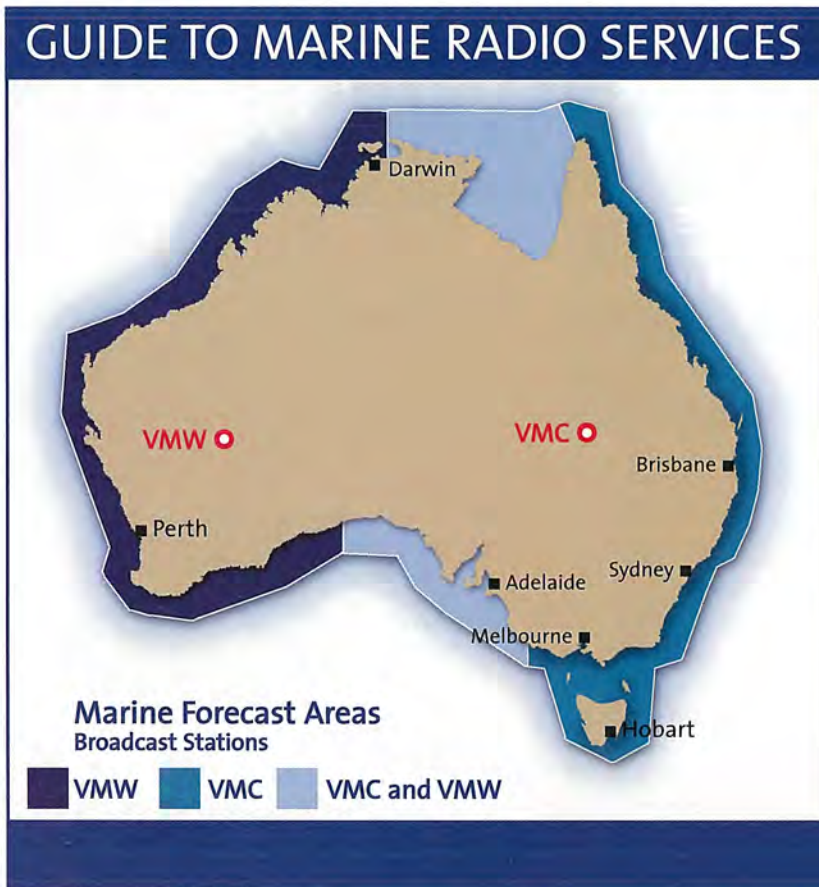
broadcast at 0330, 0730, 1130, 1530, 1930 and 2330 hours EST.

- For New South Wales coastal waters, the times will be 0130, 0530, 0930, 1330, 1730 and 2130 hours EST.
- For the rest of the nation and the high seas, please refer to the Bureau's website at www.bom.gov.au/marine for full details.

HF Weatherfax is operated by the Bureau of Meteorology. As of 1 July 2000, the service will be broadcast (as with the voice services) from Charleville (Qld) and Wiluna (WA). The old call signs, AXM and AXI, will become VMC and VMW respectively. This is one way of obtaining weather maps while at sea.

VMC (old AXM) will broadcast on 2,628, 5,100, 11,030, 13,920 and 20,469kHz, 24 hours per day. VMW (old AXI) will broadcast on 5,755, 7,535, 10,555, 15,615 and 18,060kHz, 24 hours per day. The products schedule can be found on the Bureau's website, or switch on your HF fax at 1015 or 2215 EST to obtain a full listing of products.

Contact your nearest Bureau office or use the website (www.bom.gov.au/marine) to obtain a copy of its Marine Weather Services and Marine Radio Schedule pamphlets. Remember, don't go to sea without them!



AUSTRALIA-WIDE SERVICES

Other services available in Australia are listed below:

- ▶ Cairns, Townsville, Mackay and Rockhampton Met Offices are meteorological offices operated by the Bureau of Meteorology. They routinely broadcast weather information on VHF, which includes warnings, forecasts and relevant weather reports for areas off the Queensland coast. These stations also listen for reports and questions at the end of each 'sked'.
- ▶ The Cairns Met Office has its transmitter situated on Mt Gorton (Channels 16 and 81) and has an estimated coverage from Lizard Island to (offshore) Dunk Island. Broadcast times are 0545, 0745, 0945, 1145, 1345, 1545 and 1745 hours EST.
- ▶ The Townsville Met Office has transmitters on Mt Stuart and Mt Inkerman (Channels 16,72 and 80). Their estimated coverage is from Dunk Island to Cape Bowling Green, including the Burdekin Coast to Bowen. Broadcast times are 0650, 1150, and 1650 hours EST.
- ▶ The Mackay Met Office has transmitters on Brampton Island (Channel 21) and Knight Island (Channel 80). The estimated coverage is from the Lower Whitsundays to Percy Island. Broadcast times are 0615, 1215 and 1645 hours EST.
- ▶ The Rockhampton Met Office has a transmitter on both Mt Parnassus (Channel 21) and Mt Larcom (Channel 82). Their estimated coverage is from Townshend Island to Cape Keppel (Channel 21) and from Cape Keppel to Bustard Head (Channel 82). Broadcast times are 0520, 0650, 0705, 0920, 1150, 1205, 1520, 1650 and 1705 hours EST.

For further information, contact the respective offices:

Cairns on (07) 4035 9777, Townsville on (07) 4779 5998, Mackay on (07) 4955 1355 and Rockhampton on (07) 4922 3597.

- ▶ Penta Comstat – VZX is owned and operated by Derek and Janine Barnard and is situated at Firefly on the mid-north coast of NSW. It broadcasts weather information, including warnings, on 4,483kHz and channels 608, 836, 1,234, 1,642 and 2,243 at the following local times: 0725 (NSW coastal waters), 0735 (Qld), 0800 (North Qld), 0925 (NSW warnings), 0935 (Qld/Vic warnings), 1225 (NSW), 1235 (Qld), 1625 (NSW), 1635 (Qld), 1700 (North Qld), 1925 (NSW warnings) and 1935 (Qld warnings) hours. For details, contact Derek or Janine (02) 6559 1888 or check the website at www.pentacomstat.com.au ■



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THE ITALIAN JOB

A fleet of 86 boats contested the 2002 Rolex IMS Offshore World Championships off Capri, with Australia's *Bumblebee 5* placing a creditable eighth in Division A



FROM THE opening race of the 2002 Rolex IMS Offshore World Championships off the Italian island of Capri, there was little doubt that *Brava Q8* was the one to beat.

With America's Cup tactician and Volvo Ocean Race sailor Paul Cayard calling the shots and Antonio Sodo at the helm, *Brava Q8* placed outside the top four on just two occasions during the seven-race, no-drop regatta.

Despite the presence of a number of international competitors in divisions A and B, Italian yachts grabbed the placings in both categories at the end of the regatta, with *Brava Q8* (35.75 points) beating *Wind* (37.75) and *Giacomelli Sport* (44). The Beneteau First 36.7 *Team Revolution* (Toninelli Manfredo) won division B from the X-362 sport boats *Don Alvara* (Francesco Siculiana) and *Bix* (Cepollaro Natalio).

The sole Australian entry, John Kahlbetzer's *Bumblebee 5*, finished a creditable eighth overall. Kahlbetzer, who has owned a long line of *Bumblebees*, has the yacht up for sale. He confirmed that he would not attempt another IMS victory in this year's Rolex Sydney Hobart Yacht Race.

"It's up for sale, for a price," he says. "I'm not taking the boat back to Australia – I can't sell it there."

The glorious Isle of Capri, which sits at the mouth of the Gulf of Naples, is slightly more than 10 square kilometres in diameter. It has a population of around 12,000 people, divided between the townships of Capri and Anacapri. The isle is most famous for its Blue Grotto, which is accessible by row boat.

FLIGHT OF THE BUMBLEBEE

Bumblebee 5 arrived late after unexpected delays getting the boat shipped from Australia to Sardinia and delivered – with owner Kahlbetzer aboard – to Capri. The crew, including navigator David Dickson and tactician Chris Links, arrived just over 24 hours before the regatta start, with the new mainsail hitting the island the night before the start of the regatta after being transported from Rome by taxi.

Bumblebee 5 found herself up against a crack fleet of 24 yachts, including King Harold of Norway's *Fram XV*, the giant Reichel/Pugh IMS maxi *Alexia*, from the UK, the Dutch 62-footer *Sotto Voce*, the Farr 49 *Brava Q8*, and the Grand Soleil 44 *Wind*.

With designer and helmsman Iain Murray aboard, along with most of the crew that sailed the 62-footer to overall victory in the 2001 Sydney Hobart, *Bumblebee 5* was caught on the back foot from the start of the IMS



World Championships. A poor start in the first windward/leeward race – sailed in light and shifty conditions – proved costly, with the boat forced to play catch up for the rest of the regatta.

It wasn't until the second race, sailed in an increasing but shifty breeze, that *Bumblebee 5* had the chance to show the form that helped her dominate last year's Sydney Hobart Race.

The boat again finished third in the race for line honours behind the 89-footer *Alexia* (Alberto Roemmers, GBR) and *Sotto Voce* (Van Vende Arien, Ned) but hit the jackpot in the chase for overall honours with her first victory ahead of *Brava Q8*, *Italtel* and *Breeze*.

In the 102-nautical mile third race, *Bumblebee 5* finished a creditable seventh. The maxi *Alexia* took overall honours in an agonisingly slow event in next to no breeze.

The Australian-designed and built 62-footer improved her result by a place in race four – which combined the initial 102nm of the leg with a final 68nm of racing – to be placed sixth overall in the regatta pointscore, already headed by *Brava Q8*.

"For the first 20 miles of the long race we had about 10 to 12 knots, but from then it was nought to five," Murray says. "Not our conditions!"

A fourth and a ninth followed in races five and six, with *Bumblebee 5* ending the regatta with a twelfth in the seventh and final windward/leeward race sailed in 15 to 20 knots, the strongest breeze of the regatta.

"You need to come here and do a warm-up regatta beforehand to get into the swing of it," Murray reflects. "I don't think we sailed as well as we did in the British Trophy, but we just haven't sailed together (since the Sydney to Hobart). "But the boat seems to be quite competitive, which is encouraging," Murray adds, pointing to the final score of 18-1-7-6-4-9-12 for a score of 56.75 points. ■



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DISCOVERING CROATIA

Offshore Yachting visits the Dalmatian Adriatic Coast,
which will host the Marco Polo Cup in September 2003





The ancient city of Dubrovnik, the oldest and best-preserved Venetian walled port city on the Adriatic coast, and one of the ports of call for the next year's Marco Polo Cup



TAKE A dash of the Greek Islands, a lot of Italy, a hint of the coast of Turkey and spice it with the history of Rome, Greece and Venice, and you have a mixture to intoxicate even the most seasoned cruising sailor.

If you then add the regatta format successfully employed in the Greek Island Odyssey and the Tahiti Nui Cup by Australian yacht charter specialist Mariner Boating, you have the Marco Polo Cup, to be held along the Adriatic Coast of Croatia in September 2003.

Even during the recent disturbances, many Germans, Austrians and Italians returned year after year to these magnificent cruising grounds

The restoration of peace to this region has led to an independent Croatia actively reclaiming its former status at the top of the Mediterranean cruising destination league table. The long, heavily indented coastline of Croatia is aligned northwest to southeast and is sheltered offshore by an almost continuous chain of islands, which hold many anchorages and harbours. Even during the recent disturbances, many Germans, Austrians and Italians returned year after year to these magnificent cruising grounds.

The Marco Polo Cup regatta will sail one-way from Sukosan, near Zadar in the north to Dubrovnik in the south, with six passage races and eight lay days planned for the two-week programme. Stops along the way will include Vodice, Trogir, Split, Hvar, Korcula, Mljet and Dubrovnik.

Each area has its own claim to fame, whether it be unspoilt natural beauty, or architectural or

historical significance. Marco Polo was, of course, born in Korcula and Split was the sight of Diocletian's summer palace in 300 BC. The whole Kornati island group is a national park. There are the famous Krka waterfalls near Vodice, and Sibenik has St Jacobs cathedral, built entirely of stone and without the use of any binding material.

Trogir is under the protection of UNESCO as a world heritage site; Hvar was the location of one of Napoleon's fortresses; and, of course,

Dubrovnik is well known as the best-preserved Venetian walled city in the Mediterranean. The whole area is famous for its traditional seafood cuisine and the local wines are very adequate, and cheap.



Seafood abounds and is inexpensive along the Adriatic coastline

This part of the Dalmatian Adriatic coast lies between latitude 42 and 44 degrees south, so the season is shorter than Greece and Turkey, which are further to the south. Spring and autumn are, however, better defined, and Croatia is said



to be at its best during these periods. From a sailing perspective the best time to visit is on the shoulders of the peak July/August summer season; the Marco Polo Cup is scheduled for the first two weeks of September.

Winds during this period are predominately from the north (the Bora) and northwest (the Maestro), and are generally in the range of Beaufort 3 to 6.

The average air temperature in the early part of September is 25°C, with a similar sea temperature.

Before the tragic events of the 1990s, Croatia had invested heavily in facilities for yachts and most of the stops on the Marco Polo route will be in full-service marinas, which will be a new experience for those who have been to Greece before. There will, however, be many opportunities to choose from literally hundreds of deserted anchorages and quays in small seaside hamlets.

Air access from Australia to Croatia is easiest via Vienna, which is only about 400 kilometres by road from the Marco Polo start point, Sukosan. Alternatively, there are air services between Vienna, Zagreb, Split and Dubrovnik.

The Marco Polo Cup is being organised in association with the Croatian Sailing Association, in accordance with ISAF rules. The intention, however, is not to present the event as a grand-prix affair and the emphasis will be on cruising rather than racing.

For more information, contact Mariner Boating on telephone (02) 9966 1244, or email Trevor@marinerboating.com.au or visit www.marinerboating.com.au ■



The entire Adriatic coastline has many first-class marinas with excellent facilities for cruising yachts



Evening in Hvar, one of Napoleon's haunts in the Adriatic. It is now a popular city for tourists, including visiting yachtsmen

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RACE TALK

Good onboard communication is essential to yacht-racing success, but there are many dos and don'ts to make it effective in improving a boat's performance, as Rob Brown points out in the first of two articles

MORE OFTEN than not there is so much unnecessary talk happening on a racing boat that manoeuvres break down because of the confusion generated by the excess chatter. How many times have you seen a crewmember beginning to carry out a duty, when one or two voices pipe up and begin to give instruction on what that crewmember is doing?

It is important to go out and practise all of the manoeuvres and procedures so your crew instinctively know how and when to do it. This will avoid a lot of frustrating, unnecessary talk onboard your yacht.

There is a little exercise that I use a lot when working up a crew. I set a short course around a few marks and outline what the exercise will entail, say windward leeward and port roundings. The main object of the exercise is to carry it out without talking. Tack, gybe and emergency calls are accepted, but no other talk is allowed. Let every crewmember make their own decisions

on when and how to do their particular job. You will be amazed at how well the yacht is sailed.

Using one's instincts is what sailing is all about. Feeling the yacht and anticipating what the boat is going to do is the difference between good and average crews.

If the breeze comes up a knot, the crew is already moving to hike, the headsail is trimmed on and the traveller is eased a touch as the helmsman lets the yacht glide up. The best part about it all is that no one has said a word. By practising your sailing manoeuvres with minimal chat through the exercise, you'll find the job gets done. Leave the talk for the debrief or have a quiet word on the rail.

Having said that, we all know that we do have to communicate wind and wave calls, boat-on-boat calls, tactical input or basic procedure calls. These communications should be kept short, simple and precise.

CHOOSING YOUR WORDS

One of the most frequent mistakes made by crews in delivering a message is that it sounds like an instruction, when it should be constructive input. For example: "Look at the guys on our hip, they are lifting, we should tack and get over there!"

This puts pressure on the skipper or tactician to carry out the instruction or override it.

Choosing the right people in your crew to provide the necessary input is the first and most important step to good onboard communication. Work out a way that information could be relayed throughout the boat with minimal distraction.

The input that is required to sail a yacht to its maximum efficiency can be broken down into several simple key areas, which are:

- ▶ Wind calls: short/gust and long-term/trends
- ▶ Wave Calls
- ▶ Tactical Information

- ▮ Target speeds
- ▮ Mode of sailing, high/target/fast.

WIND CALLING

This is probably the most important and consistent communication on a racing yacht.

There are two components of wind calling; the first is information about the short-term gusts or pressure bands that affect the yacht in the immediate future, ie in the next 30 seconds or so. The other wind information that is critical for attaining the right strategy is the long-term wind prediction. This is more strategic wind and is less frequently relayed to the back of the boat.

One person may be good enough to handle both wind-calling duties, but if there is another person who can look up the course and to the course extremities, they will be in a good position to relay the progression in wind pressure that will affect the yacht in the next two to five minutes.

The person assigned to this job should be someone who is on the rail and not required to leave it. Most importantly, they must have a natural ability to see the wind on the water and can estimate its rate of travel onto the yacht.

In calling a gust onto the yacht there are several methods used. Choose one that suits your requirements. I prefer to call the gust approaching the yacht by time rather than boat lengths. Also, it is valuable to ascertain whether the gust is lifting or knocking and whether or not it is a slow build or will hit the yacht sharply. This helps the helmsman and trimmers prepare the yacht to accept the gust in the



best possible way. For example, when sailing upwind:

SCENARIO 1

There is a gust coming more from the beam than in front of the yacht, it is approximately five knots more than wind pressure, it is going to lift and it is quite sharp.

“Lifting gust in 15(seconds), big gust, 10, 5, 4, 3, on you now!”

SCENARIO 2:

There is a dark patch of water indicating more wind pressure on the bow and is slow coming onto the boat. The yachts ahead and to leeward have heeded, but are heeled more than the yacht you are sailing on. The call would go something like this:

“Looks like a header on the bow in 15, slight increase, probably a slow build but will head us, 10, 5, 4, 3, on you now.”

Obviously, anticipating the wind accurately is a difficult task and no one

gets it right all the time. If your estimated time of arrival of the gust is a little out, just alter your call to align it more with the rate of travel of the gust. If you are calling it too quickly, just stagger the call. For example: “Gust in 15, 10, 10, 5, 5, 4, 3, on you now.”

Downwind calls are very important, especially in hard reaching or light flukey conditions. Say we have a square run to a bottom mark and it is light, around 8 to 10 knots TWS. Invariably, there are pressure bands that you have to stay in, and also small gusts that project out from these pressure bands that have to be utilised. It is very difficult to see them, so when I am sailing in a tactician's role, I like getting up on the cabin top and leaning against the boom looking back to see where the best pressure is.

The wind calls should be kept very short in this situation, so as not to interrupt the communication between the spinnaker trimmer and helmsman.



For example: “Increase in pressure in 15 secs, I want to sail as low as possible to stay in this gust and a possible gybe in one minute.”

In fresh, gusty conditions, upwind or on reaching legs, it is critical to call the gust early. This gives the helmsman and trimmers enough time to ready the yacht for the increase in pressure. When the call is made, the person on the vang should already be easing a little vang before the gust arrives and the helmsman should be presenting the yacht in such a way that the increase in pressure will not capsize the yacht. Both main and spinnaker trimmers are ready to ease out their sheets as the yacht comes away.

This co-ordination is made very easy if the wind caller has his or her mind totally focused on the job. Anticipation is the key – early is far better than being late with a call.

WAVE CALLS

If sailing offshore, it is imperative to have good wave calling. Just like the wind, waves vary in direction and size. To keep the yacht tracking along at a good speed it helps to anticipate bumpy water or waves that are bigger than what you have been experiencing.

In calling a wave onto the yacht it is critical to paint the picture. A wave coming from the beam is handled completely differently to one that is square to the bow. A beam sea cannot be seen by any of the trimmers if they are inboard, and especially the helmsman who is focused on the headsail and the instruments, so more information is required for these people.

I prefer wave calls to be carried out in this manner and care must be taken not call every wave, but only significant changes to what has been

experienced over the previous few minutes. Remember, the wind caller is talking as well. Minimum talk means maximum performance.

So here we go: “Bad wave in 20, it’s on the beam, will not break, 10, 5, on you now.”

The helmsman has to anticipate this wave and will have to steer up as much as required to stop the yacht from getting knocked over. In fresh to strong conditions with a heavy seaway, a yacht can be knocked flat if the rogue beam sea is not foreseen. Even in medium conditions, a beam sea will cause excessive heel to the yacht and slow it down, so the beam sea calls are very important.

Say there are two or three waves coming onto the yacht, square to the bow. This is referred to as a “head sea”. You would call it like this: “Bumpy section up ahead on the bow, three bad waves in about 30 seconds.”

Because it is a head sea and in front of the yacht, the helmsman can see the approaching waves you have alerted him or her to. The helmsman then diverts his or her attention from the woollies and instruments, to focus on the impending wave pattern. The trimmers will then move into action and be ready to ease a little jib and main to keep the speed on through the bumpy section.

It is important for the helmsman to lean on the jib slightly to increase speed before the yacht gets to the waves, but it is very important not to heel the yacht. Therefore, the trimmers have to work in conjunction with the helmsman, easing the required sheet tension and letting the traveller down track.

The rest of the crew, who are hiking, should lean harder to keep the



yacht upright as you approach the waves. Steering through a head sea is quite simple – keep it straight and the momentum of the yacht will blast you through. Build speed, line it up, keep the same angle of heel and keep her straight. Don’t try to steer over and then away, as you will capsize the yacht as you pull away over the back of the wave.

Look out for the next issue of *Offshore Yachting* for a discussion on the remaining three categories. ■



BMW WINTER SERIES

THE CYCA's BMW Sydney Winter Series has again been an outstanding success, with regular Sunday fleets of 150 boats from many clubs around the metropolitan area. With individual race wins and placings being spread between dozens of boats, competition went right down to the line. In fact, most of the eight division winners were not decided until the final race on the harbour in early July. Here are some pictorial highlights of the series.

Photos - Jessica Dobbs and Ian Mainsbridge





ON THE RIGHT TRACK

Champion JOG sailor Rod Skellet, a CYCA director and owner of the Young 31 *Krakatoa*, gives a practical review of offshore navigation in small yachts



Krakatoa is a Young 31 and as such carries a small crew

THE ART of racing yachts between fixed geographical points successfully relies on having a competent and clever navigator on board. The amount of bar talk surrounding a yacht's success or failure in a race on decisions made from navigational issues would fill volumes.

It is one thing to make your yacht sail faster than your competitor, but it's another thing altogether to sail the most efficient course. It is this on-water decision making that separates the navigators from the 'naviguessors'.

The Cruising Yacht Club of Australia conducts the three pre-eminent offshore racing events on the east coast of Australia each year – the Gold Coast race, the Mooloolaba race and the historic and challenging Rolex Sydney Hobart race. Each presents its own particular challenges to both sailor and navigator, but in essence they sail latitude, not longitude in each event.

By sailing close to the coast (for a large part in most cases), each race presents vital decision making for the navigational performance of competing yachts. Entrants

in all of these races vary from your million-dollar maxi-yacht campaigns, such as *Shockwave* and *Brindabella*, to your more affordable smaller yachts such as *AFR Midnight Rambler* (Ed Psaltis and Bob Thomas) and myself on *Krakatoa*.

The difference in size of these yachts – 75 to 90ft for the maxis versus 30 to 35ft for *Krakatoa* and *AFR Midnight Rambler* – require differing techniques and skills used by each crew to cover the same racetrack.

The technique used to navigate small yachts is very similar to navigating maxis. The difference lies in the environment in which you operate and the equipment available to each crew.

THE WORKSPACE

Maxi yachts, such as *Brindabella*, that sail ocean races with up to 22 crew are in the fortunate position of having a dedicated navigator – in *Brindabella*'s case it's the very talented Lindsay May. Lindsay (I assume, as I have never sailed on *Brindabella*) is on call 24 hours a day to make decisions concerning the future course of *Brindabella* from its current position to the finish. Thus, the sailing crew has a constant flow of information, not only about their position and future course, but also of their tactical position relative to competitors.

Smaller yachts such as *Krakatoa* do not have the luxury of a dedicated navigator. We sail offshore races with eight crew, so my primary navigator Chris Pritchard also has other roles, including watch captain, second steerer trimmer and 'rail fodder'. On smaller yachts, the job of navigating for the race may also fall on up to three people, as the demands of steering, trimming, cooking and sleeping on 30 footers takes its toll. If smaller yachts aim to be competitive on handicap in these races, we must sail a tactically clever race and rely on Mother Nature to stitch up the big boats.

The area in which navigators work their craft depends on the size of the boat. Maxi yachts such as *Shockwave* (Neville Crichton) have sensationally finished



Top: A nav station, from far left – the barometer, switchboard, AM/FM radio / CD player, VHF radio, GPS, laptop and HF radio
Above: The slave screen in *Krakatoa's* companion way

Photos – Rod Skellet

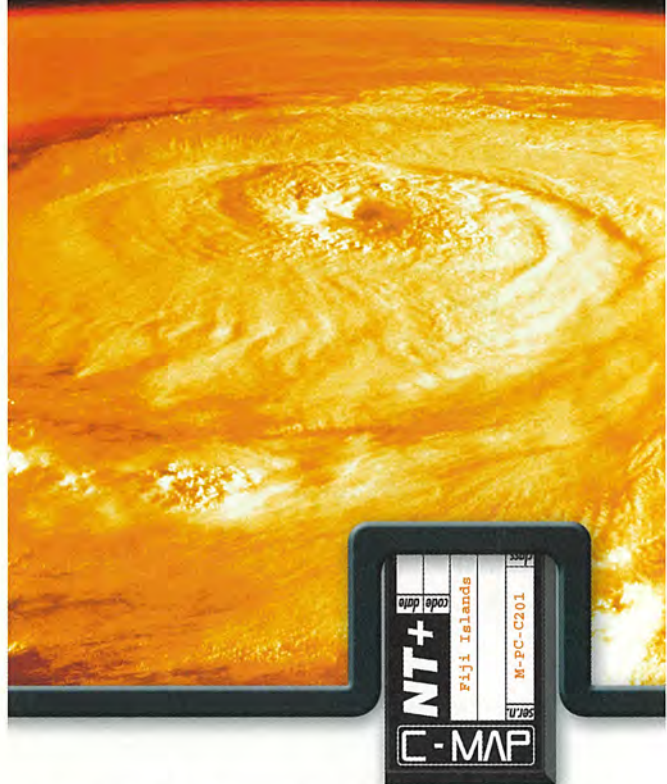
carbon-fibre nav stations, with flat areas to spread full charts, proper seating, GPS data, communications (HF, VHF, Satcom C), B&G repeaters and a laptop with integrated GPS data and internet connectivity. They may even have an outside routing facilitation. The nav station is out of the sailing area of the yacht, protected from wet sails, crews changing watch and general exposure to the outside elements, making it a fairly pleasant environment for the navigator to work in.

Smaller yachts do not have the luxury of a large internal area for such a nav station; hence some compromises have to be made.

On most small yachts the navigation table is not large enough to spread out a full chart, and you have little space for all your other equipment. It is probably close to the companion way and is therefore open to water cascading over the deck or wet sails being stuffed down the hatch when changes are called for (normally 10 minutes too late).

See More.

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There is probably no seat, and your navigator may have to rely on the on-deck instruments for such things as boat speed, wind current and heading. This makes it very difficult for a navigator of a small yacht to compete on equal terms with his or her maxi-yacht counterpart.

Fortunately, modern equipment and some clever internal design enables navigators on smaller yachts to compete on a more even keel (so to speak!).

FULLY EQUIPPED

The basic equipment needed for navigation in ocean races is dictated by the safety category for the race. Without being complete, the following is a list of essential items carried on both maxis and small yachts:

- ▶ GPS (fully-integrated)
- ▶ GPS (hand-held)
- ▶ Charts (laminated is essential on small yachts)
- ▶ Dividers
- ▶ Fine-tipped texta pens
- ▶ Pencils
- ▶ Eraser
- ▶ Hand-bearing compass
- ▶ Fixed compass (normally digital and bubble)
- ▶ HF & VHF radios (fixed)
- ▶ VHF (hand-held)
- ▶ AM/FM radio.

Recent trends (ie those not required by Cat 1 or 2 safety, but valuable nonetheless) include:

- ▶ Laptop computer integrated with GPS
- ▶ Software program to interpret GPS data (eg Endeavour Navigator)
- ▶ Integrated officials electronic charts RASTER (eg Seafarer)
- ▶ On-deck waterproof slave screens.

The bottom line with equipment is: the more money you spend on the design and equipment levels of your navigational area, the more on-water functionality is gained. This hopefully will be returned to the owner by the crew and the yacht gaining better results on the racetrack.

The nav station on *Krakatoa* was a serious problem for designer Greg Young, builder Mal Hart and the crew, as this yacht was intended to be a no-compromise state-of-the-art offshore racer. With limited space to design with, and



Composite chainplates to prevent water drips

functional and performance realities highlighted by the crew through their experience sailing offshore in small yachts, Young and Hart have provided an excellent navigation station on the boat.

The station, originally located under the cockpit floor (like the Farr 40 and Farr 52), eventually emerged on the starboard side, opposite the gallery. To eliminate leaks from chainplates, through-deck fittings and stanchions, all these items were built as integrated composite structures, keeping the electronic area as dry as possible.

The area for our laptop computer is built into the hull and has a protective clear cover to eliminate all but the most torrential inflows of water. The chart table is of functional size and is there only in an emergency when all electronic data is lost. The innovative hull/keel connection has afforded us the luxury of including a seat for the navigator, which can also be used by our five-star chef in his salubrious galley on the port side.

With all possible electronic navigational equipment in place, in a functional area on a small boat, it is now up to the navigator to turn this data into clever, tactical decisions on the racecourse.

PLOTTING THE COURSE

Preparing any yacht for a successful offshore race involves the crew and those handling the navigation to do some work before the start.

Using Endeavour Navigator and the Seafarer charts, I plot a theoretical, rhumbline course for the race on the computer. With a laptop, this can be done at home and gives the navigators a good idea on the course the yacht is likely to sail. From this data of way-points, I then write in



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PHOTO: RICK TOMLINSON

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large writing on clear contact each way-point and the bearing and distance to the next one, all the way from start to finish. This gives the on-deck crew information on their next geographical target and some idea of distance. It proves invaluable for the oncoming watch to quickly get up to speed on *Krakatoa's* current position relative to the next way-point and the finish.

This information is stuck to the side of the cockpit and is easily seen by all crew. This keeps the crew, not just the navigators, involved in the yacht's current position and enables more than one person to have ideas about where the boat should be positioned on the course. As you can see, this scenario on *Krakatoa* gives everybody the opportunity to have his or her say, but eventually one person makes the final decision – the watch captain.

Once the on-land preparation is completed, it's then up to the crew and navigators to use the on-course variables of wind, current and sea state to complete the race as fast as possible.

UP AND RUNNING

Endeavour Navigator has many functions that prove invaluable when compared to traditional navigation techniques. Endeavour Navigator, combined with the Seafarer (RASTOR charts), keeps *Krakatoa* moving. It pumps out live data such as COG (course over ground) SOG (speed over ground) and the boat's latitude and longitude, bearing and distance to way-point.

This placement of the yacht in the centre of 'fighter plane-like' cross hairs on the actual chart gives the navigator an excellent visual reference of its geographic position. This function is especially useful at night when doing the Gold Coast and Mooloolaba races as the tactics normally involve sailing very close to the coast to avoid the southerly-running eastern Australian current.

The coast and beach line on dark nights can sometimes become extremely difficult to differentiate as crews try hard to stay in the current but out of the surf zone and rocks. This task is a lot easier with Endeavour Navigator. (I scared the

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hell of some surfers just south of Crowdy Head by sailing inside their line, to the break zone, very early one morning.) For yachts without a laptop, using the lat/long position from the GPS, combined with your depth and the physical charts, can give you the same information, albeit with a bit more work and inconvenience.

The cursor on Endeavour Navigator is also a very useful tool. By placing it on objects such as Seal Rocks, one of the Solitary Islands or maybe Mermaid Reef, you can quickly give your deck crew accurate bearing and distance information on these objects relative to the yacht's current positions. In the 1997 Gold Coast race on *Wild Bull*, I almost ran into Split Solitary at 18 knots. With this software application, the risk of high-speed collisions with parts of Australia is largely eliminated, but still possible!

Another very useful feature of the Endeavour Navigator program is that it leaves a 'snail trail' behind the yacht's course on the chart. This proves very useful in

post-race analysis, giving a accurate picture of the course sailed by the yacht during the race. It highlights your stuff ups as well as your good decisions when combined with relative wind current and sea-state conditions.

Navigation on yachts of all sizes is gradually changing as the technology that exists filters down to the smallest of ocean-racing yachts. The skills of interpretation and decision making, based on this data flow, is still as important and challenging as it was 25 years ago, but those of us on smaller boats are catching up to our maxi counterparts.

Technology is very important in this process, but will not replace the experience and gut instinct of the navigator and his or her crew as the key inputs to the success and safety of a yacht on any racetrack.

In the end, crew experience, the six Ps (Proper Preparation Prevents Piss-Poor Performance) and a suitable budget will ensure small boats can match it with our maxi colleagues on the ocean. Safe Sailing! ■



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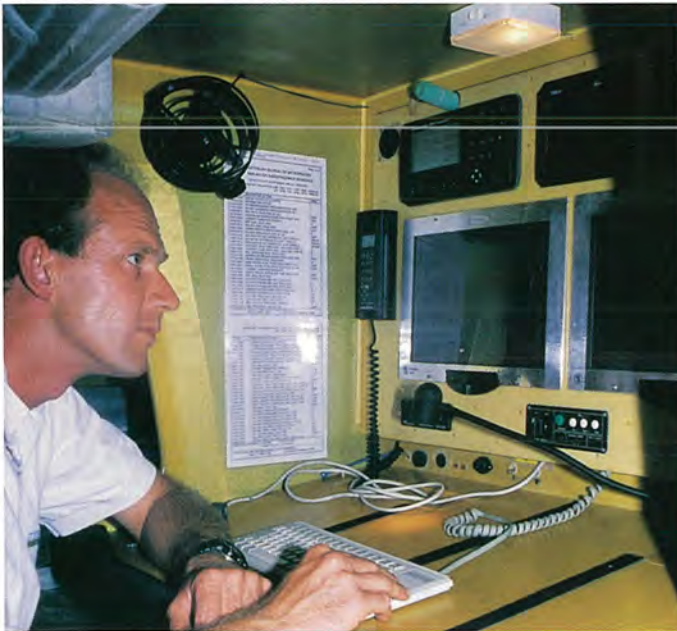
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NSW TUNES INTO MARINE RADIO



MAJOR CHANGES TO MARINE RADIO OPERATIONS IN AUSTRALIA CAME INTO EFFECT ON 1 JULY 2002

THE WATERWAYS Authority of New South Wales has taken over marine safety radio communications for the pleasure boating and coastal fishing industry in that state from 1 July. The move was made following the Federal Government and Telstra decision to move out of the non-profit business of providing the Australia-wide marine communications network.

The Waterways Authority Chief Executive Office, Matthew Taylor, says the Waterways Authority has obtained federal funding. As a result, there will be no loss of service levels to the boating community of the state.

“The NSW government has agreed to take over the responsibility for very high frequency (VHF) and high frequency (HF) communications on the understanding that adequate federal funding would be provided,” he says.

“The Waterways Authority has secured \$446,000 in federal funding

for the establishment and maintenance of a new replacement service. The funding solution does away with the need to consider a levy on boaters to finance the set up of this new coastal radio network for NSW.”

Waterways has negotiated arrangements with the three Port Corporations of Sydney, Newcastle and Port Kembla to operate the new service. The corporations will monitor VHF Channel 16 and provide the Bureau of Meteorology weather information on VHF Channel 67. The Sydney Ports Corporation will also be undertaking HF monitoring for the same period.

Waterways will continue to provide more than \$620,000 in annual funding to the volunteer marine rescue groups. These funds not only help the volunteers purchase new rescue boats, but also assist in the maintenance of their radio base network. This network provide the

27MHz marine radio coverage in popular areas off the NSW coast, as well as some coverage of HF and VHF frequencies.

The 27MHz radio band is less reliable and has a shorter range than VHF or HF, but because it is less expensive, it has become popular with recreational boaters navigating short distances offshore.

The Waterways Authority emphasises that marine radio – whether 27Mhz, VHF or HF – is superior to the mobile phone because it broadcasts calls to all listeners and can be located with detection equipment in a search and rescue situation. By contrast, a mobile phone is a closed person-to-person call and is not recommended for emergencies unless no other means of communication is available.

For more information, visit the Waterways Authority website at www.waterways.nsw.gov.au ■



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A RIGHT ROYAL CUP

DATING BACK TO 1907, THE ASSOCIATION CUP IS THE ANNUAL INTER-CLUB YACHTING CHAMPIONSHIP SAILED ON PORT PHILLIP BETWEEN THE MAJOR VICTORIAN KEELBOAT CLUBS. PETER CAMPBELL REPORTS ON THIS YEAR'S EVENT

BACK IN 1907, the Victorian Yacht Racing Association (VYRA) presented a cup to be competed for by yachts on the register of clubs with the association. The Port Melbourne Yacht Club won the inaugural event, and the Association Cup was sailed each year until 1939, when the Royal Yacht Club of Victoria won.

In the early post-war years, the VYRA hosted the Perpetual Challenge Cup, which was an event between individual yachts. In 1972, the contest was revived in a new format, awarded on a club-team basis. In that format, the Association Cup has grown in status, with the competition



Top: The bigger boats hit the line in the final race of the Association Cup on Melbourne's Port Phillip, with David Goetz's Farr 40 OD, *Brighton Star*, in the weather berth. Above: Bruce Taylor relaxes on the helm of his new Sydney 38 OD *Chutzpah*, while he waits for wind



changing over the years to keep pace with changing types of yachts and handicap systems.

The Association Cup contest is now a four-race event spread over two days. It is sailed in late April as the final major event of the summer season. This year, eight clubs entered, with 90 boats in IRC, AMS and Performance divisions.

Sailing conditions were ideal on the Saturday race, with a moderate breeze prevailing. However, on Sunday, competitors had to wait almost four hours to get away due to the lack of wind. They finally sailed one of two scheduled races in a steady seven-knot breeze.

The end result saw the Association Cup stay with the Royal RYCV for the sixth successive year. In fact, 'the Royals' have won the trophy 10 times since 1972 – their rivals from across the bay, Sandringham Yacht Club, have had a dozen wins.

The RYCV was the best performing club in all three races and won the cup with 17 points.

Boat-for-boat racing in the Association Cup between *Godzilla* (A Munro) and *Anna* (R LePore) was feature of the event on Port Phillip



Sandringham came in second on 27 points, followed by the Royal Melbourne Yacht Squadron with 33 and the Royal Brighton Yacht Club on 37. Hobsons Bay Yacht Club finished with 77 points, Blairgowrie Yacht Squadron with 90, Sorrento Sailing Club had 94 and Royal Geelong Yacht Club finished with 98 points.

Racing in the IRC Division was close, with the Royals having the winning team on each day. However, Sandringham Yacht Club scored highest overall to win the IRC Challenge Cup. *Adams Den*, Graeme Paul's Adam 10 from the RYCV, was the best performing yacht, with two outright wins from three races. Bruce Taylor's newly launched Sydney 38, *Chutzpah*, won race two in an impressive debut. A second Adams 10, *Top Gun*, skippered by Greg Rowlands, completed the Royals team.

Sandringham was represented by Commodore Kevin Wood's *Ticket of Leave*, Lou Abrahams' Sydney 38 *Another Challenge*, and Philip Coombs' Farr 40 OD *Farr Too Much Fun*.

In AMS Division 1, Royals boat *Toecutter* proved unbeatable. This new 30-footer, steered by designer Robert Hick, had three straight wins. The RYCV had the best team performance. ■



The fleet runs downwind in the final race of the Association Cup on Port Phillip. *Avenger* (Harry Leggett) is just astern of *Simply Red* (Chris Bradbury)

Photos – Peter Campbell



HONOURING **ILLBRUCK**

BOB FISHER REPORTS FROM GERMANY ON THE FINALE OF THE 2001 TO 2002 VOLVO OCEAN RACE, AND THE PLANS FOR THE NEXT ROUND-THE-WORLD EVENT

THE FINALE of the Volvo Ocean Race in Kiel was almost a replay of the start in the Solent with nearly 1,000 spectator boats surging towards the finish line in company with the overall winner, *illbruck*.

There were cheering crowds – estimated at 160,000 – gathered along the promenade and on the sea wall immediately outside the Kiel Yacht Club, where the 1936 Olympic Harbour was sited, as *illbruck* sailed majestically towards the finish of the final 230-nautical mile sprint from Göteborg in Sweden.

It was a fairy-tale ending to this 32,700-mile marine marathon, which was marred only by the fact that *illbruck* was second to *Djuice* on the final leg. John Kosteki and his thoroughly international crew, which contained only one German, had set up the finale long before the race began.

Kosteki's was the first syndicate to announce that it would challenge for the event, and the preparation advantage over the rest of the competitors was evident from the outset. Winning the first two legs, *illbruck* put the competition into catch-up mode immediately and never looked like being beaten. It was a thoroughly consummate performance, one that demonstrated clear superiority in almost every aspect of blue-water ocean racing.

The last two legs of the race were short sprints – 1,150 nautical miles from La Rochelle to Göteborg,



A traditional dunking for skipper John Kosteki after *illbruck* won the Volvo Ocean race

then 230 miles on to Kiel. They were a contrast to the longer ocean legs, but each counted for as many points.

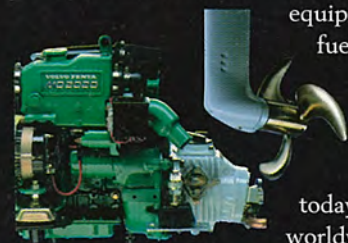
There was a slim chance that should *illbruck* break down, Sweden's *Assa Abloy*, skippered by Englishman Neal McDonald, could cause an

upset. But it seemed that McDonald's chances were blown within seconds of the start at La Rochelle when *Assa Abloy*'s keel bulb hooked around the mooring line of the pin-end buoy on the starting line. McDonald's one-word expletive said it all.

IN SAFE HANDS



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Had *Asa Abloy* not fouled the mark, all eight boats would have arrived together, but it was not to be. Grant Dalton's *Amer Sports One*, the Mani Frers design, took an early lead and headed just west of north with cracked sheets to Ushant, 220 miles away, in 20 knots of westerly breeze. From there, spinnakers were hoisted on the run up the channel. *Asa Abloy* hugged the French shore to avoid the worst of the tidal current, and then burst through to the front at Dover with Kevin Shoebridge's *Tyco*.

The first five boats finished within six minutes and fifty seconds of each other; for the closest ever finish in the round-the-world event. *Tyco* was second at 2:16 behind the winner and 1:40 in front of *News Corp*. *illbruck* was fourth at 1:21

astern of *News Corp* and 1:33 ahead of *Amer Sports One*.

Asa Abloy had an outside chance of winning – if she had finished first and *illbruck* was sixth, she would win on the count-back. If she came in second, *illbruck* would have to be last. The real race, however, was going to be for third place as *Tyco*, *News Corp* and *Amer Sports One* were all on the same number of points and their finishing order on the final leg would determine third to fifth places.

The start from Göteborg (aka Volvotown) was nothing short of sensational, with close to 2,000 boats lining the narrow passage away from Göteborg harbour for seven miles.

At the finish, *Djuice* led *illbruck* by 35 minutes with *Asa Abloy* almost an hour further back, but Neal

McDonald was five minutes ahead of his wife Lisa, in *Amer Sports Too*. She was a minute in front of Grant Dalton with *Amer Sports One*.

ILLBRUCK'S RECORD RATIFIED

The World Sailing Speed Record Council has ratified the world record for the greatest distance sailed in 24 hours by a monohull yacht set by *illbruck* during leg seven of the Volvo Ocean Race.

The German yacht achieved a 24-hour run of 484 nautical miles on 29 to 30 April 2002, breaking the previous record of 467.70 nautical miles held by Frenchman Bernard Stamm in the Open 60 *Armor Lux*.



The huge farewell from Göteborg and reception at Kiel





LOOKING AHEAD

The next Volvo Ocean Race will start in Europe in the Northern Hemisphere autumn of 2005, the Volvo Car Corporation announced in Göteborg. While no further details have been released, it is expected that the event will include stopovers in South Africa, Australasia, South America, the USA and Europe.

VOLVO OCEAN RACE 2001-2002

- 1 *ilbruck*, Germany (skipper John Kostecki, USA), 61points, total elapsed time: 123 days, 5 hours, 11 minutes and 24 seconds
- 2 *Assa Abloy*, Sweden (Neal McDonald, GBR), 55 points
- 3 *Amer Sports One*, Italy (Grant Dalton, NZL), 44 points
- 4 *Tyco*, Bermuda (Kevin Shoebridge, NZL), 42 points
- 5 *News Corp*, Australia (Jez Fanstone, GBR), 41 points
- 6 *Djuice*, Denmark (Knut Frostad, NOR), 33 points
- 7 *Team SEB*, Sweden (Gunnar Krantz, SWE), 32 points
- 8 *Amer Sports Too*, Italy (Lisa McDonald, GBR), 16 points ■

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HANDICAP AND rating systems for offshore racing have been developed over many years in an endeavour to provide crews of unlike yachts an equal opportunity to win. To level the playing field for a great variety of yacht designs, sizes and performance characteristics – while allowing for the effect of conditions – is a highly complex challenge, and creating parity in a competitive environment is an elusive goal.

The Offshore Racing Council (ORC) promotes and administers the International Measurement System (IMS), despite waning support from the offshore racing community and

the shrinking IMS fleet. There is, however, no consensus between clubs and national authorities for any one rating system. For the time being, the ORC is continuing with IMS.

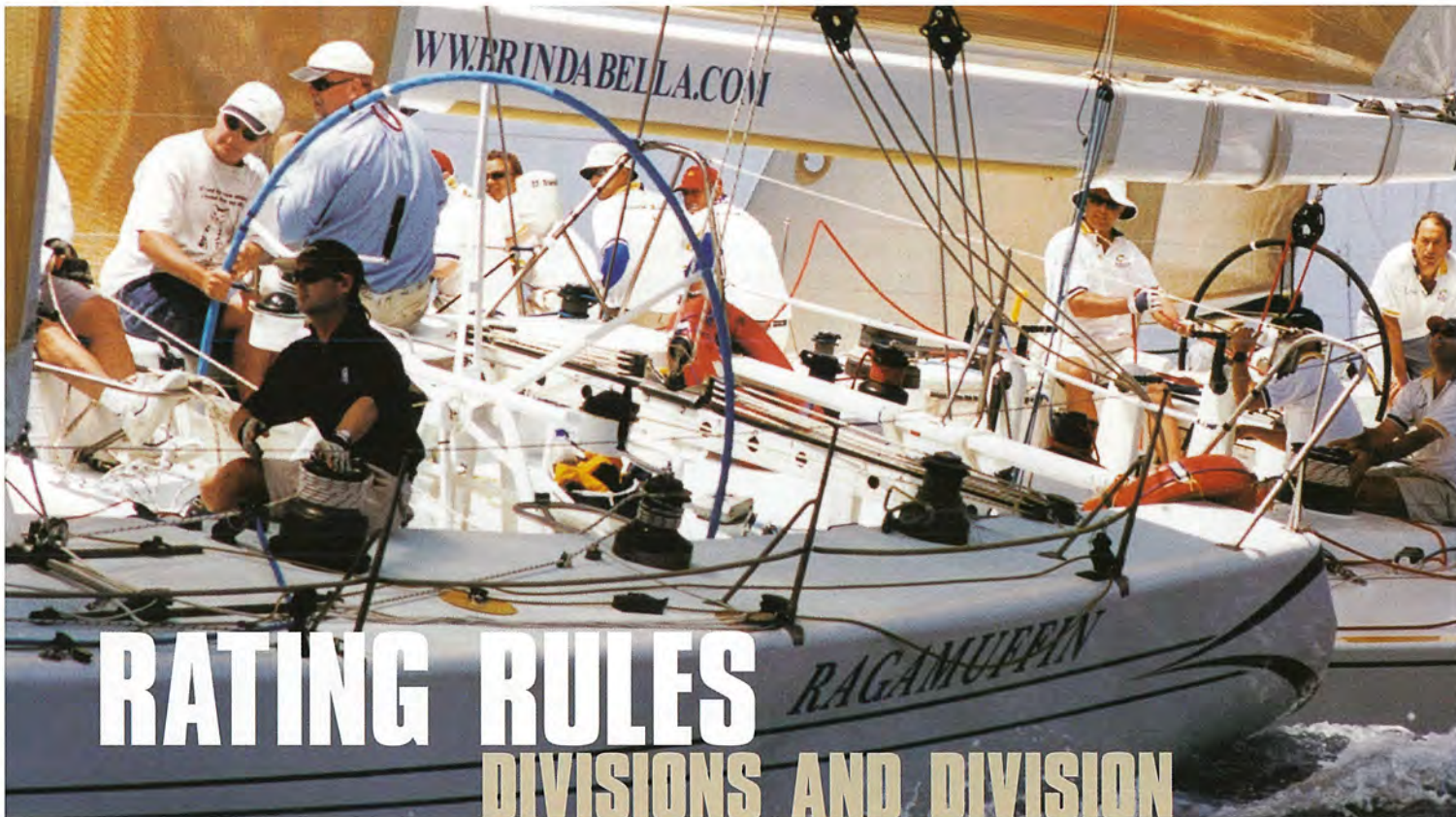
In Australia, the Cruising Yacht Club of Australia has decided that the overall winner of the 2002 Rolex Sydney Hobart Yacht Race should be the overall winner of the IMS rating category. The race also has a strong IRC rating category and the CYCA will closely monitor the strength of that fleet, which includes yachts eligible to use water ballast. In an innovative move, the CYCA will accept the nomination

of yachts for both rating categories this year. This means that it is feasible an eligible yacht will win line honours, set a race record and take first place overall in the IMS and IRC rating categories.

So, is there one rating system that provides the level playing field yacht owners seek to achieve? Here we take a look at the merits and shortfalls of each system.

IMS

IMS was commissioned in 1976, when US Sailing began to develop a rule that weighed the effect of measured factors on speed and produced a means of



AN UNCOMPLICATED AND MEASURED RATING SYSTEM THAT ACCURATELY TAKES INTO ACCOUNT THE EFFECTS OF WIND AND CURRENT IS THE GOAL OF MOST YACHTIES RACING OFFSHORE. STEPHEN WHITE LOOKS AT THE COMPLEXITY OF ACHIEVING SUCH A SYSTEM

accurately predicting the speed of a yacht, using tank-test data to create a Velocity Prediction Program (VPP). Intents of the rule included to provide a fair allowance for dual-purpose type vessels and reduce obsolescence.

IMS has undergone numerous tweaks and amendments in response to designers' efforts to beat the rule and produce a boat that outperforms its VPP. Despite many attempts to improve the rule, bias continues.

The Beneteau 40.7s' domination of IMS through 1999 and 2000 was perhaps the greatest sign the rule might fail, as this simple production yacht toppled many grand-prix programmes,

some with multiple keels to suit varying conditions. The rule was subsequently amended.

Now the IMX40 and hybrids of its design, such as the Synergia 40 and the new IMX45, compete with grand-prix racers at the head of the Mediterranean fleets that are the stronghold of IMS. The US IMS fleet consists of only 300 yachts, while the IMS fleet worldwide shrunk by five per cent in 2001.

In Australia, no custom IMS boats have been built since *Yendys* and *Bumblebee 5* were launched in 1999, and the chance of any new boats being built to this rule here is unlikely. Bruce Farr is rumoured to have designed a radical product for the Mediterranean – should this prove successful, its effect on IMS fleets and the rule itself will be interesting to observe.

An added factor to IMS is that the rating certificate includes a stability factor, and thus the CYCA requires that every yacht entered in the Rolex Sydney Hobart Yacht Race have a current valid IMS certificate before being accepted as an entrant for the IMS, IRC (IR2000 Club) or PHS (Performance Handicap System) divisions.

IRC AND IRM

IRC – a closed system where the means of compiling a rating are kept secret – was developed by the Royal Ocean Racing Club (RORC) from the Channel Handicap System (CHS).

IRC is often best suited to the fastest boat on the course, mostly where races have a significant component of beating against the tide. In the UK, where this is often the case, some say to win IRC you should get the biggest boat you can find. Heavy

displacement boats such as Swans and the Beneteau 47.7 have proved highly competitive there, while small performance boats, such as the Mumm 30, rarely figure in the results.

IRC is an 'unmeasured' rule with a number of factors, such as overhangs, self measured in order to reduce the cost of a rating. Some credibility is added to IRC for events that require an endorsed certificate, where a RORC official completes the measurement.

Certificates for IRC have been issued to more than 5,000 boats across the globe in less than four years, with major acceptance in Europe, Australia, Asia, South Africa and Dubai. The uptake of IRC suggests that many are comfortable with the benefits of a closed, simple rule and such factors outweigh its shortcomings, which include having no means of allowing for current.

The RORC developed IR2000 Measured (IRM) to complement IRC. IRM is a published rule that favours boats such as the IC45, Kerr 11.3, Farr 52 OD and Farr 40 OD, many of which have also proved competitive racing under IRC. Thus, there appears to be a consistency between the two rules, perhaps as an incentive to build IRM boats.

IRM is yet to be applied to a major international regatta beyond the Rolex Commodore's Cup at Cowes, and enjoys limited support, with only 59 certificates issued since 31 December 2001. RORC raised many eyebrows by showing a preference for IRC for both the Admiral's Cup and Commodore's Cup, having omitted IRM from each event. Neither IRC nor IRM allow for the specific effects of current or wind.





PHRF – USA

A popular arbitrary handicap system, the US PHRF fleet numbers 15,000 to 20,000 yachts, according to US Sailing. A subjective, observation-based rule, PHRF is locally implemented using a national database to help separate the influence of crew skill.

Many high-profile US events, such as Key West, have numerous divisions helping to encourage entries and satisfy teams hungry for results. When establishing a rating, VPP figures and IMS ratings are considered, however the rating changes according to the yacht's performance and is therefore susceptible to 'sandbagging'.

AMERICAP II – US

US Sailing developed Americap to fill the gap between the grand-prix IMS rule and arbitrary PHRF system. To date, this rule has received only a limited following, with 300 boats rated, thus matching the size of the US IMS fleet. The Newport to Bermuda race is the highest profile event using this rule.

Americap accounts for both course type and wind strengths, but not current, and is subject to amendment by US Sailing where the organisation sees fit. This feature comes in for considerable criticism from American sailors. Ratings are calculated using a secret VPP formula in a simplified version of IMS based on measurements, although sister-ship measurement data is allowed with owner-declared rig and sail changes for cost-control purposes.

AMS – VICTORIA

The Australian Measurement System (AMS), created by the Victorian Yachting Council, is used exclusively



Bumblebee 5 (above) won IMS overall of the 57th Sydney Hobart Yacht Race. In Victoria, yachts such as Working Capital (below) raced under AMS

Photo – Peter Campbell



in Victoria. Since 1997, the system has been developed as the performance of the fleet of measured yachts is analysed. The AMS formula was initially derived from the VPP, used for the US PHRF system, with refinements incorporated into the formula on an annual basis and certificates revalidated accordingly.

The formula for creating a rating is openly available, but the local nature of this rule and lack of exposure limits its potential to grow.

WHICH ONE SHOULD BE USED?

The variety of systems in use and the failure of any one system to win universal approval would suggest that the ideal system is yet to be found. The partisan support for home-grown systems in both the US and UK probably means that never the twain

shall meet – a conflict which has directly effected events in both countries. In the US, IMS is used alongside PHRF and Americap, all of which are subject to criticism. Individual events and regions of Europe are aligned to either IMS or IRC. In Australia, IMS, IRC and AMS are used, sometimes at the same time.

With so many rating rules and the absence of unity, it is little wonder international offshore racing has suffered as one-design classes flourish. One-design racing has ample virtue and its growth is not only a reflection of the void created by diminishing offshore fleets.

There are, however, a multitude of yachts seeking a level playing field to compete against each other, including many one-design and production yachts competing beyond their class.

Satisfying the offshore racers' yen for competition through providing an uncomplicated, measured rating system that accurately takes into account the effects of wind and current appears to be the goal. But it would seem that as yet there is no solution in sight. ■



One designs welcomed

YACHTSMEN AND WOMEN IN AUSTRALIA AND OVERSEAS HAVE WELCOMED THE CRUISING YACHT CLUB OF AUSTRALIA'S DECISION TO INTRODUCE ONE-DESIGN DIVISIONS FOR THE 2002 ROLEX SYDNEY HOBART YACHT RACE

THE ROLEX Sydney Hobart Yacht Race has been made more attractive and competitive for yacht owners with divisions for one-design yachts within the traditional handicap rating concept of the blue-water classic.

The announcement received widespread international coverage on sailing websites and in yachting magazines, with several Sydney 38 one-design owners confirming plans to sail in the 630-nautical mile ocean classic.

In addition to the Sydney 38s, the CYCA hopes the decision will attract entries from the Farr 52, Farr 40 and Farr 36 one-design classes, boosting overall entries.

In line with innovative changes announced in *Offshore Yachting's* June/July edition, eligible yachts may for the first time enter both the IMS (International Measurement System) and IRC (International Rule Club) rating (handicap) divisions and now also a one-design division.

However, the CYCA has elected to retain, at least for this year, the IMS rating rule to decide the overall winner for the historic Tattersalls Cup.

CYCA Sailing Committee chairman Roger Hickman says the rapid growth in popularity of the

Australian-designed and built Sydney 38 class augured well for a strong entry from owners of these yachts. The club also hopes to encourage owners of Farr 40 OD yachts to go ocean racing.

"The CYCA is acting on the wishes of yacht owners in promoting one-design, boat-for-boat racing in our long ocean races. At the same time, we will maintain the traditional rating (handicap) divisions that cater for our yachts, old and new, small and large, to compete in the great race south," says Hickman.

"There are currently 15 Farr 40 OD boats in Australia and more than 55 Sydney 38 OD boats have been built here, although some have been exported," he adds. "Both designs have proven their ability to compete in long ocean races, including the Hobart Race."

Among the expected entrants are Lou Abrahams' *Another Challenge* and Bruce Taylor's recently launched *Chutzpah*, both from Melbourne, in addition to several Sydney boats.

"The Farr 52 OD *Hollywood Boulevard* will be joined by a second boat that is being built by FK Yachts in Malaysia for CYCA member Matt Allen. We hope to encourage other

entries from overseas in this one-design class," Hickman says.

Significantly, the CYCA will also make it easier for owners of one-design yachts to meet the strict stability index requirements for the Sydney Hobart race. The current rules state that each yacht competing must hold a current, valid IMS rating certificate.

Once one boat in a strict one-design class holds a current IMS rating certificate as proof of its stability, entries from other one-design boats of the same class will be eligible to compete in this Category 1 ocean race without the cost of an IMS measurement, provided they comply with their one-design class rules.

"It should be noted that if a one-design yacht wishes to also compete in the IMS category, it will have to gain a current IMS certificate to achieve its IMS handicap rating," Hickman concludes. ■





AUSTRALIAN MADE

MARTIN MAKES HIS MARK

BURKE HAS come a long way since Martin Burke opened his tiny sail loft back in 1972, and today it is Australia's leading wet-weather gear manufacture.

To celebrate its 30th anniversary, the team at Burke set its sights on making the legendary Southerly offshore wet-weather gear even better. Now with an EPIRB pocket fitted on

the sleeve, mesh lining, mobile phone pocket and harness facility with built-in crutch strap, the Southerly can perform in even tougher conditions. Yet the real focus has been on developing the Southerly fold-away hood. With fore, aft and sideways adjustment for the best fit, the Southerly hood has a fitted drainage gutter and a fleece-lined internal chin flap.

Taking elements of the Southerly's redesign, the Pacific Coastal also boasts a new hood and

collar system – not to mention a nifty internal zip pocket.

Burke now has a wide range of accessories, from the iconic waterproof gear bag to a new range of Burke boating shoes.

These classic oiled leather deck shoes have a new cup sole that grips like a barnacle. Designed to perform offshore and still fit the bill onshore, the Burke boating shoe is one of the many steps the team at Burke is taking towards making a range all Australians can be proud of.

MOULDING THE FUTURE

CAPTAIN COOK battled his way to Australia in 1770 with panel sails that were made up of flat pieces of cloth joined together with seams. This panel construction technique is still the way many sailmakers construct their sails today, except North Sails. The world's premier sailmaker has developed its proprietary seamless moulded sails marketed under the name '3DL'.

North 3DL sails are constructed in the three-dimensional flying shape of a sail utilising a one-piece full sail-size adjustable mould. Continuous pre-impregnated yarns are laid over the mould following the sails stress

load paths, then the sail is vacuum bagged before undergoing finishing under high temperature.

3DL sails have no flat panels and no joins. They are just one continuous uniform foil with the exact design shape locked in at the time of curing.

A testimony to North 3DL's strength, durability and engineering is that every yacht in this year's Volvo Ocean Race chose 3DL. Testimony also to North's superior sail design is that every America's Cup Syndicate in 2002 chose 3DL as no other sail product can match the performance and weight savings aloft that 3DL offers.





The good news for Australian sailors is that North has recently released a range of 3DL products for dinghies, skiffs, sports boats and yachts up to 40ft. This new range is called the 3DL 'RM', 'RX', 'S', 'M' and 'L' series, is competitively priced. And, as you would expect from North, it is already winning regattas around the world.

Sails from North Sails Australia have also been winning around the world for many years, from Etchells to America's Cup challengers, from Farr 40 One Design to ocean-racing yachts. This year, sails from Australia's premiere loft are set to make an even bigger impact on the local and international sailing scene.

Director Michael Coxon will be heading this effort in two major events, namely skippering his Etchells North Sydney Station in the World

Championship in Auckland in November and as Sailing Master on Neville Crichton's new mega maxi yacht, *Shockwave*, at Hamilton Island Race Week and this year's Rolex Sydney to Hobart Yacht Race.

Shockwave's sail inventory includes 3DL moulded Carbon Aramid working sails, North Gatorback Spectra storm sails, and all asymmetric spinnakers including a new sail developed by North for the Volvo fleet, called a Code Zero built from Spectra cloth. *Shockwave's* sail designs are influenced by North's intensive involvement in past America's Cups and Volvo Ocean Race syndicates.

For Hamilton Island Race Week, North are building inventories including Code Zero's for Bob Oatley's new *Wild Oats* – a 60-footer designed by Reichel/Pugh, built on the Gold Coast by Azzura Yachts

– and Colin O'Neil's Davidson 60 *After Shock*, again taking advantage of North's development with the Volvo fleet.

North Sails Australia boasts an impressive international record of current back-to-back world championships in two of the world's most competitive one-design yacht classes, Etchells and Farr 40s. These results reflect the depth of North Sails Australia's design team headed by Keith Lorenz.

With these international results, it is no surprise that North dominates these and other one-design markets in Australia. Neill Whiston's *Fruit Machine* won the opening round of the Sydney 38 NSW State Championships using 3DL 'M' and 'S' series moulded sails. These recent additions to North's range are specifically engineered and competitively priced for mid-sized yachts.



Remarkably, North Sails-equipped yachts in this fleet of 18 were placed 1, 2, 3, 4 and 6. Lee Killingworth, North's Sales and Marketing Manager says of the achievement: "This illustrates our dominance across a wide range of one-design classes and is proof of North's international depth in sail design and engineering. No other loft comes close to our results."

North Sails' domination of one-design yacht classes stretches to the ocean-racing scene. Ray 'Hollywood' Robert's Farr 52 OD *Hollywood Boulevard* is equipped with a full North inventory, as is Matt Allen's new Farr 52 sister ship, to be launched in September and based at the CYCA. These 52s have followed the lead of the original Farr 52 *Loco*, a top performer out of Sydney last season with Coxon at the helm. Matt Allen has chosen Carbon Aramid 3DL mainsail and headsails with high-performance North Gatorback Spectra storm jib and Gradient spinnakers.

The recently formed second Italian America's Cup syndicate, Mascalzone Latino Challenge, has ordered all carbon-moulded 3DL sails from North Sails, who selected the Sydney loft with experience in America's Cups to finish the sails. North are again supplying sails to every America's Cup syndicate currently preparing for the event in Auckland.

Further good news from North Sails Australian clients keeps coming with Stephen Ainsworth's Swan 48 *Loki* winning the Australian IRC Championship in Adelaide with North Sails veteran Peter Antill on board. *Loki* will again contest the Swan World Cup in Sardinia during September. Runner-

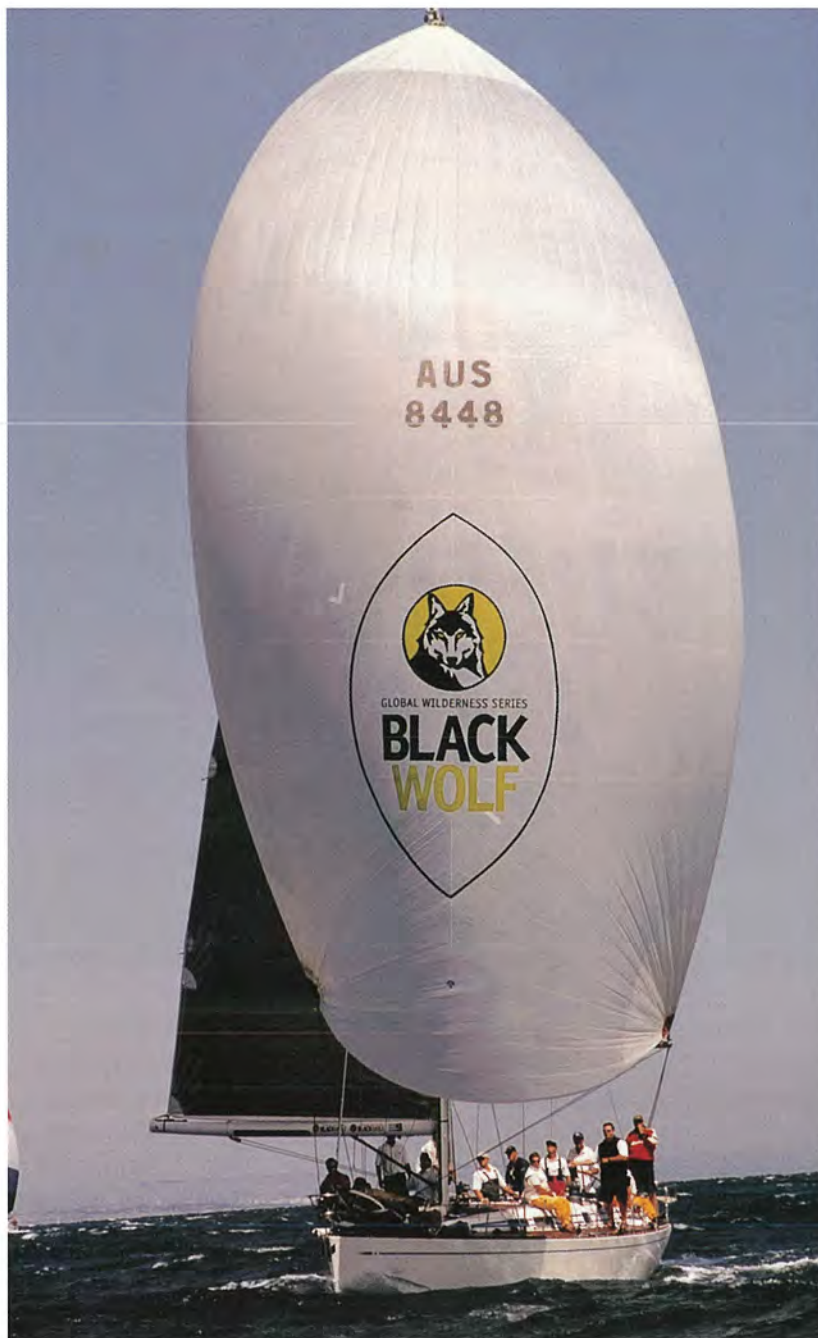
up in Adelaide was Kevin Wood's Beneteau 40.7 *Ticket of Leave*, using 3DL, with Ross Lloyd from North Sails Melbourne calling the tactics.

Hong Kong-based Neil Pryde, himself a sailmaker, chose North 3DL sails for his Sydney 46 *Hi Fidelity*, winner of the 2001 Kings Cup at Phuket. Also performing well in Hong Kong is Fred McKinmonth's Sydney 38 *Stella*, which has recently upgraded to moulded 3DL sails.

For the performance cruiser

looking for the best in design and durability, North has developed 3DL Marathon available in Vectran or Spectra with woven taffetas moulded into the sail. This product was successfully tested on Ellen Macarthur's *Kingfisher* during her solo round-the-world race and the racing version, 'TF', were used in the recently completed Volvo Race.

Within Australia, 3DL Marathon is already making its mark on prestige yachts such as the Murray 60 *Sean* and the Farr 54 *Espresso*. ■





V • Coastal wines • of Victoria

Ben Canaider

FROM RUTHERGLEN and its unique Tokays and muscats in the warm north-east to the chillier, coastal regions of Geelong and Mornington Peninsula (and, respectively, their sophisticated Shiraz and classy Chardonnays), Victoria is a veritable melting pot of wine styles, regions and flavours. But to make some sense of this seemingly confused sea of wine, let's stick to a couple of regions on the southern coastline. This, at least, will keep the salt-water addicted readers a little happier...

Of all of Victoria's wine regions, perhaps the most overlooked is Geelong. An hour by road south-west of Melbourne, this district is building a reputation for very fine Pinot and Shiraz. From the truly maritime and more humid areas around the Bellarine Peninsula, to the hotter, drier and generally harsher country to the city of Geelong's immediate west and north, the wines produced here serve as a strong reminder of the area's vinous past.

Thanks to Governor Latrobe's wife, many Swiss migrants came to the area in the 1850s, and brought vines with them. They made – by all accounts – great wine; and the region became one of Australia's most important before everything tipped over in the 1870s – when the vine root-eating bug called

phylloxera came along and killed everything.

It was 100 years before things began to move again. One example of this move is seen Bannockburn, to the city's west. Making a very stylish Chardonnay and Pinot Noir, the pick of the wines this year for little old me is the Bannockburn Shiraz 2000 (\$45). Quite frankly, nothing will set a bunch of wine poseurs back on their heels like a bottle of this. It has this fantastic, sensual, sweet fruit quality. There are smells of the deli counter, bay leaves, olive oil, violets, boot polish, smoked bacon, and freshly squashed raspberries.

In many ways, this is a Shiraz with Pinot Noir aphrodisiacal qualities. Part of the reason it is so good is because it's made from old, starved vines by a bloke who really knows what he wants to do. Some vintages are better than others, but when it's good it's great.

Out to the east, on the Bellarine Peninsula, you'll find Scotchman's Hill. Here, black, volcanic soils and a more maritime effect turn out very different wines. They are still stylish, offering elegance over opulence. Scotchman's Hill Geelong Chardonnay 2000 (\$26.50) is a beguiling wine. It has the raspberries, wild strawberry and whiff of lantana of Pinot Noir; it even has a touch of stalkiness about

it. But behind this strange sheen are the hallmarks of a cool-climate Chardonnay – grapefruit, fuji apple and roasted nuts.

It's time to get back aboard, so let's head across Port Phillip Bay to the Mornington Peninsula. Separated only by water, it is surprisingly different to Bellarine. Mornington is a long, thin strip of wine country dominated by holiday houses, strange, disparate microclimates, and varying soil types. Nothing much is too similar from one vineyard to the next.

A Chardonnay worth investigating here is from Dromana Estate. The Dromana Estate Reserve Chardonnay 2000 (\$49) displays some typical rich, honeyed stone-fruit flavour at its core, but around the edges are fantastically stylish wheatmeally and mineral traces. After you swallow, you get this great reprise of the nutty, caramel flavours in the wine too. Best of all, it's rich without being fat.

The only danger with these wines is the price; they can make sailing look like an affordable hobby, but higher prices come with cooler climates, where grapes and land tend to be more expensive. Quality does show itself in these wines, however, so I'm sure you can think of a reason why you deserve to try them at least once, or twice... ■

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LIFESTYLE

THE PROVING GROUND

BY G BRUCE KNECHT

ISBN: 1865085561 | Price: \$24.95

The last of four books written about the tragic 1998 Sydney Hobart Yacht Race, *The Proving Ground* is the best and most analytical assessment of what happened in the Tasman Sea on 27 and 28 December that year.

Rob Mundle's excellent book, *Fatal Storm*, was a quickly written but accurate report of the tragedy that saw six yachtsmen die at sea when a ferocious storm devastated the fleet in Bass Strait. Bruce Knecht, like Mundle, is an active sailor and has the benefit of evidence given at the coroner's inquest into the deaths of those sailors.

Knecht attended the inquest hearings and carried out exhaustive interviews with many of the sailors who survived injury and terror in darkness and mountainous seas. *The Proving Ground* focuses on the crew of eventual line-honours winner *Sayonara*, and the sailors saved in dramatic rescues from the sinking *Sword of Orion* and from life rafts launched as *Winston Churchill* foundered.

No other account of the race has recreated the drama as Knecht has. In the process, he reveals new and disturbing details about the events that led to this terrible tragedy.

The Proving Ground is a compelling narrative of the worst disaster in recent ocean-racing history. Everyone who goes out to sea should read it.

THE SYDNEY TO HOBART YACHT RACE 1945-2001

BY MICHAEL LUDEKE

ISBN: 0957928408 | Price: \$35.20

Complete results of Sydney Hobart Yacht Races used to be published in the December/January issue of *Offshore Yachting*, the official programme for the event. But the results are now just too lengthy to be included in magazine format.

Hobart yachting historian and author Michael Ludeke has filled this gap by publishing *The Sydney to Hobart Yacht Race 1945-2001*, which includes the complete results of each of those races, plus an analysis of how each race was won.

The book delves into the origins of the Sydney to Hobart and – from *Rani* to *Assa Abloy* and *Bumblebee 5* – provides a host of statistics, some never published before, and anecdotes that have made this event a fascinating sporting adventure. The front cover features the Volvo



Peter Campbell catches up on some riveting nautical reading

Ocean 60 *Assa Abloy*, which took line honours last year, while the back cover shows the little *Rani*, line and handicap-honours winner in 1945.

The author's extensive research reveals that from 1945 to 2001, a total of 4,579 yachts have competed in 57 Sydney Hobart Yacht Races. Of these, 3,747 completed the course and 832 retired. Fleets have ranged from nine in the inaugural race to 371 starters in the 50th race, held in 1994.

The book underlines the international status of the race – line-honours winners have represented nine countries and yachts from six nations have won handicap honours.

This is a good addition to the bookcase of anyone who has competed in the 630-nautical mile ocean classic, although there are several errors, notably one about the penalty imposed on *Drake's Prayer* in 1985.

ARTEMIS

BY JULIAN STOCKWIN

ISBN: 0340794755 | Price: \$29.95

Artemis, the second exciting nautical novel from Julian Stockwin, is set in the great age of fighting sail and

written from the vantage point of a common sailor, Thomas Paine Kydd.

Stockwin's first book, simply titled *Kydd*, told the story of how the young wig-maker from Guildford went to sea as a victim of the press gangs of the Royal Navy of that era. It's a good read, although rather too technical in its use of little-known nautical terminology – this reader was required to refer to the *Oxford Companion to Ships and the Sea*. A glossary of such terms would have been welcome.

Although Stockwin has used fewer obscure nautical terms in *Artemis*, a glossary would also have made the reading here more enjoyable – and educational. Nevertheless, it is an even better book than the first, and with more Kydd novels in the pipeline, he and his friend Renzi will achieve an enthusiastic following of entranced readers.

The title is taken from the crack frigate HMAS *Artemis*, which Kydd and Renzi join before she sets sail to victory in a ferocious battle against the French. After a short spell ashore to sort out a family matter, our hero rejoins Renzi and HMS *Artemis* in a challenging voyage to the fabled East, and thence to the South Pacific in the wake of the great navigators. ■

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J120

BARRY TRANTER TEST SAILS
THE J120 AND GETS SOME
ADVICE ON TACTICS FOR
ROUND-THE-BUOYS RACING

The J120 was designed by American Rod Johnstone, who would have been famous if he had created nothing more than the immortal J24. The J120 is built in France using the SCRIMP method of composite construction, a system for infusing composite laminates with resin to control lay-up weight. The dimensions may be conservative, but construction and detailing need not be.

The rig, too, is conservative – it's a shortish keel-stepped spar carrying a near-masthead sail configuration. A carbon mast is optional. The publicity material makes much of the boat's seaworthiness, emphasising the J120's low centre of gravity, high ballast ratio, modest beam, easy hull lines and buoyant bows. However, the big news is the J Boats' trademark prodder/asymmetric spinnaker.

When I asked Tony, the owner of the J120 pictured here, why he chose it, he said: "I liked the idea of the asymmetric kite. I saw the boat sailing in the US, test sailed one in Britain, and ordered the boat when I got home."

Tony's previous boat was a Northshore NSX38. He will race the J120 offshore occasionally, but his main objective is harbour racing. His harbour division includes several

DO YOU remember the time when the pundits at the bar predicted the end of the world as we knew it? Their problem was with the newfangled fat-bodied lightweight yachts whose crews had to sit on the rail all day and all night. "Unseaworthy," said the bar experts. "We'll all be drowned."

They were not completely wrong, because now, not so many years later, even production cruiser/racers have needle noses, wide sterns, flat underbodies, low ballast ratios and lots of sail. It's hard for

The J120 carries this massive masthead asymmetrical spinnaker
Photo – Barry Tranter

architects and builders to ignore designs that go faster and are cheaper to build – at least if you avoid exotic construction materials.

But wait! Read the specifications of the J120, a 40-footer with buoyant bows, a moderate beam (and maximum beam almost amidships), a relatively narrow stern, and a ballast/weight ratio of 43 per cent. The draught is also quite modest at 2.15m.



Sydney 38s, which provide the perfect yardstick to measure the J120's performance.

The Sydney 38s have finer bows, deeper keels and are 1,000kg lighter, so, not surprisingly, they are faster than the J120 upwind. But Tony reckons the J is faster downhill. He tells me that the week before our sail he beat four of the six 38s. "They have to give us time on," says Tony, "so we are always in with a chance." The J120's TCC is 1.089.

We took out Tony's boat on a sublime autumn afternoon, with 10 or 12 knots of nor'easter and a sky so blue even the atheists on board had to admit the possibility of a God.

North Sails' marketing manager Lee Killingworth (not God, but he sits at His right hand) was on board to have a look. With the boat settled down upwind, Killingworth did a tour and reckoned the cap shrouds needed tightening as the masthead was

bending off a little. "Imagine you are sailing a windsurfer," he says. We all nod our heads. "When the mast is pulled to windward everything is in balance. If you let it heel to leeward it pulls you over. A keelboat is not like a windsurfer, but the effect is the same." We all nod our heads again.

"You should start from scratch," he tells Tony. "Set everything up level and get a proper loose rig tension gauge to make sure you get it right. And when it is set up, duct tape the shrouds together (the shrouds are continuous) to cut drag."

Killingworth tries the helm. "I like the fact that when a gust hits, it heels and then accelerates. That's what the race boats do. Cruiser/racers usually heel to the gusts, but their speed doesn't increase.

Tony reckons the balance is right, in this weight of wind, with about one wheel spoke of weather helm. Killingworth later says he would

prefer to sail the J bow-down, to get as much water as possible flowing over the keel.

Around the imaginary top mark the crew rolls up the headsail on the furler and sets the kite. Tony loves it. "It is so easy to get the spinnaker down and unroll the headsail. Mark roundings are so quick, you gain three or four boat lengths on a boat with a conventional set up.

"Last weekend we came into a mark behind a Sydney 38. We went right around the outside to give him room and we came out in front. They couldn't believe it."

"What do you do on the square runs?" I ask. Killingworth answers: "On harbour courses in light winds the crew must support the tactician when he decides to go one side of the course, to position the boat so that the longest leg, which is often the leg into the mark, is more favoured with breeze angle. This way you're slightly more pressured up than on the other leg.

"It's very hard to run straight VMG courses with asymmetrical spinnakers. Even 18-footers can't do it and they're maximum-performance boats. But I do my racing on the Parramatta River, and there are times in light airs when the fastest VMG, the only choice, is dead square."

"The other week," says J Boat importer Mark Dent, "we ran it like a square kite by easing off on the tack."

"As you square up, you lengthen the tack stop so the tack rotates to windward and floats away from the boat," adds Killingworth.

"It's vital to keep pressure on all the time. If you lose pressure it's hard to build up again," says Dent.

"Is it legal?" I ask.



The comfortable layout of the J120's main saloon is attractive to buyers

Photo - Barry Tranter



“Yes, according to one of the professionals we had on board,” says Dent. Professionals! Everyone laughs. What would they know?

The J120 really powers under the red kite – at 120sq metres, it is the smaller of the two on board, reaching 8.5 knots in 10 knots of breeze. The kite is dropped and we motor home. Everyone contemplates the lessons learned.

“Do you have any VPPs on board?” asks Killingworth.

“No,” says Tony.

“Get your hands on some and laminate them. If you don’t want to leave them in the cockpit, put bits of Velcro on them. At least have the downwind polars up on display so you know what your targets are, and you can argue with each other when you’re going too fast or too slow.” (Or, more accurately, too high or too low.)



Killingworth also suggests Tony should damp the instrument frequency. “It looks as if it is making one-second adjustments. That would drive you mad on an ocean race. “Inshore, four seconds is a good average. Offshore, eight to 10 seconds is enough.” I took a pic of the speedo showing 7.3 knots in 9.4 at 37 degrees T, but the instrument was cycling too fast to be sure.

Killingworth’s only other suggestion to Tony is to install a saddle on the mast so the cunningham pulls forward. At the moment, the

The crew packs the rails as the J120 powers to windward

Photo – Barry Tranter

cunningham, run straight down from the eye, pulls slightly aft and adds to the load on the tack.

Another Killingworth suggestion was adopted later. A 700mm Spectra strop was added to the spinnaker clew, so that when the clew is being dragged across the forestay the clips go through a fraction ahead of the clew and the bulk of the cloth, reducing congestion.

Perhaps, because it is not a brand-new new design, the J120 stands apart from the current crop of cruiser/racers. It is, well, different; no prancing featherweight with just enough fit-out to fool the missus into agreeing to the initial purchase. It is no lead mine either, as its displacement/length ratio is 145.

Tony is more than happy with his J120’s performance around the cans, but the J Boat publicity emphasises its short-handed capabilities, making special mention of directional stability and consequent easy handling by autopilot. So, here is a weekend racer that, because its design favours seaworthy values, would also suit the Melbourne Osaka two-hander, if the owner was sufficiently deranged. Interesting... ■

J 120

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Optional	1.8m
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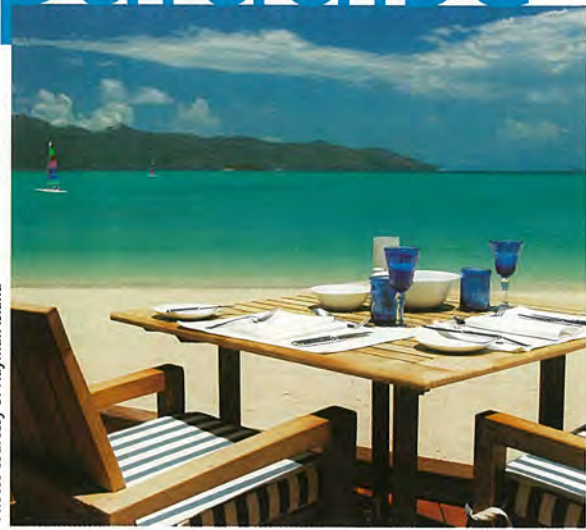


Eating in paradise

By Hugh Fitzhardinge



Photos courtesy of Hayman Island



MENTION THE Whitsundays and you conjure up images of unbelievable sunsets, balmy perfect temperatures and all-year sunshine that rival even the most exotic locations in the world. The Whitsundays as a gourmet paradise, however, is not traditionally something that springs to mind. Maybe that's because the weather's just too damn good to slave over a hot stove.

My last trip to the Whitsundays was remembered more for the incident where I drove a golf cart into a Hamilton Island swimming pool than for any foodie highlights. Perhaps you have me to blame for the introduction of random breath testing in golf buggies. Whilst there, I saw the most majestic beach I have ever seen (Whitehaven) and threw the occasional line into the water. But I found the thrill of the catch was spoilt by the laborious task of leafing through some aqua encyclopedia to see if our fish was edible.

Most people's perception of a Northern Queensland dining experience is an icy cold beer and

swimmingly fresh seafood (and for my money you can't beat that combo). The region has, however, developed a more adventurous style, utilising the diversity and quality of the local produce. Quite simply, tourists demand it.

The region recently played host to the inaugural Great Barrier Reef Feast June Long Weekend. In attendance were eight expert chefs and Australian wine legend Len Evans, who is always keen to match the country's finest wines with the region's finest food. The weekend included floating fish markets and something called the Big Bottle Barefoot Beach Party.

The food and dining scene in Airlie Beach (the gateway to the Barrier Reef) is enormous, with no fewer than 40 restaurants lining Shute Harbour. You can choose from Italian pizza joints, steak houses and Asian cuisine. You'll get an abundance of local specialties such as barramundi, mud crabs and reef fish, coral trout and red emperor (an absolute cracker!). Also available are other Aussie specialties

including kangaroo, emu and crocodile.

For the less adventurous, Airlie Beach was also the birthplace of the first Hog's Breath Café, and it continues to serve reliable Australian beef and seafood.

For that truly memorable dining experience, a boat trip to Hayman Island should definitely be on the agenda. The island plays host to the world's rich and famous. Executive chef Peter Kuruvita encourages people to come for a day trip and have lunch. The extraordinary meals are produced from locally-sourced food, and 'must-haves' when visiting include hand-fished barramundi (never farmed), coral trout and fresh mud crabs. Book ahead to be part of the 'chef's table', a once-a-week multi-course meal set up in the kitchen behind Hayman's premier restaurant, La Fontaine. A house specialty is the sublime Moreton Bay bugs in a ginger chilli shallot sauce.

Or you could just cook your own freshly caught fish on a barbie at the back of the boat! ■



NEWS FROM ALL PORTS



Next year's Mooloolaba race will start on a Wednesday instead of Saturday

Photo – Ian Mainsbridge

WINDS OF CHANGE FOR MOOLOOLABA

AFTER ASSESSING the input of owners and crew, the Cruising Yacht Club of Australia has decided to bring forward the start of the 2003 Sydney to Mooloolaba Race from the Saturday before Easter to the previous Wednesday.

The Saturday start was in place when the CYCA became involved in running the race, but the club has come under increasing pressure from competitors to make the change.

“There are many reasons why competitors consider Wednesday to be a better day to start, but the main issue appears to be the fact that so many crew have work commitments on the Tuesday, Wednesday and Thursday before Easter,” says Rear Commodore Roger Hickman, chairman of the CYCA Sailing Committee. “In a slow race, yachts are often forced to retire because of crew commitments. This was the case in the 2002 race.

“Also, often the maxi yachts and other big boats arrive on the Monday, and their crews are gone on the first airline flight home, thus missing the fun and camaraderie that has always been a great characteristic of this final long ocean race of the summer season.”

Hickman says an owner survey by the club indicated that more boats would continue racing, even in a slow race, because the upcoming Saturday and/or Sunday were generally days of recreation. “A Wednesday start should see all boats in by the Saturday or Sunday, giving owners and crew time to be back at work on the Monday,” he adds.

“With so much pressure on owners and crews, especially near the family-oriented Easter break, we feel such a change will lead to a return to the halcyon days of the race, with its tradition of post-race interchange between crews over the popular Mooloolaba ‘rum and anything’.”

The new Beneteau 36.7, Peugeot Racing, competing in the BMW Sydney Winter Series

Photo – Christophe Launay



Perini wins Mumm 30s

CYCA member and prominent Farr 40 one-design owner/skipper Richard Perini and his crew won the Mumm 30 one-design class at the Newport Gold Regatta in the US, sailing his US-based boat *Foreign Affair*.

The win, added to an already impressive record in the Key West Mumm 30 Regatta in Florida, has placed Perini and his crew among the favourites for the World championship in Annapolis in September.

SOLO SAILORS' CLOSE TASMAN RACE

After 250 hours of solo sailing, Phil Bower's *Wild Child* finished the 1,285-nautical mile race from New Plymouth, New Zealand, to Mooloolaba, Queensland, only 10 minutes in front of Tony Mowbray's *Solo Globe Challenger*.

At one stage, Bower, a CYCA Youth Sailing Academy graduate from Wollongong, sailed his 21-foot Mini Transat boat to a lead of 100 nautical miles from *Solo Globe Challenger*, the Cole 43 in which Mowbray sailed around the world last year. But in lighter



Phil Bower onboard *Wild Child*
Photo - sail-world.com

winds the large boat steadily ran down *Wild Child*, described as a "skiff on steroids".

GRETEL GOES TO ITALY

Gretel, Australia's first challenger for the America's Cup in 1962 (later converted into an ocean-racing yacht and more recently a day-cruiser for tourists in the Whitsundays), has been sold and will be moving to Italy.

The boat was designed as an international 12-metre class yacht. She contested four Sydney Hobart Yacht Races, the first was in 1975 when she was skippered by Jock Sturrock, her America's

Cup helmsman at Newport, Rhode Island.

Gretel went on to race to Hobart in 1978, 1979 and 1998 under the ownership of Sydney yachtsman Bernard Lewis. She finished second overall on IOR in the 1980 race to New Zealand. The only other 12 to contest a Sydney Hobart was Ted Turner's *American Eagle*, which competed in 1971 and 1972 (when she took line honours and also won on IOR corrected time).

JPMORGAN CONTINUES SPONSORSHIP

Leading global investment bank JPMorgan will continue its sponsorship of Middle Harbour Yacht Club's Short Ocean Racing Championships to be sailed over the weekend of 30 November to 1 December.

Known as the JPMorgan Regatta, this year's event will again

comprise four races for IMS, IRC, PHS and JOG-rated divisions and for Sydney 38, Farr 40 and Mumm 30 one-designs classes.

Racing will be on two courses, one offshore and one inshore, with divisions sailing alternate courses each day.



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AUSTRALIAN WINTER ETHELLS



Brisbane sail-maker Mark Bradford has an important status symbol in his trophy cabinet following his brilliant win in the Sun City Homes Etchells Australian Winter Championship sailed off Mooloolaba.



Bradford steered *Racer X* to a career best result in his time in this international one-design keelboat class. He beat a fleet of 59 skippers, including America's Cup winning skipper John Bertrand, last year's winner Michael



Coxon and former Etchells world champion Cameron Miles.

Bradford dominated the series from the start with an almost unprecedented 2-1-1-2 in the first four races to win by 10 points.

FASTEST SAILORS AROUND PLANET

Australian Nick Moloney and a crew of 12 Frenchmen became the fastest sailors around the planet when the 110-foot catamaran *Orange* completed its non-stop circumnavigation in 64 days, 8 hours and 37 minutes to break the Jules Verne record.

During their epic voyage, the *Orange* crew encountered huge icebergs in the Southern Ocean and storms in the Atlantic. Led by Frenchman Bruno Peyron, they

finished off the French coast with the towering mast in danger of crashing down.

Moloney has now achieved two of three lifetime goals – to sail fully crewed in the Whitbread Race around the world, which he did with Dennis Conner in *Toshiba*, and to race with a crew non-stop around the world, which he has just done in *Orange*.

His third goal is to do it alone in the non-stop round the world Vendée Globe race in 2004.

COMMODORE'S CUP

The Royal Ocean Racing Club has had a strong interest in the 2002 Rolex Commodore's Cup, the international Corinthian regatta to be held at Cowes, on the Isle of Wight from 12 to 18 August.

The RORC expects up to nine teams from countries such as Ireland, Belgium and two teams from France, as well as the British teams, with close racing predicted on The Solent and in the English Channel.

ROLEX SPONSOR BIG BOAT SERIES

Furthering its commitment to support world-class yachting events, Rolex Watch USA has announced its sponsorship of the 2002 St Francis Perpetual Trophy Regatta – Big Boat Series on San Francisco Bay in September.

Conducted by the St Francis Yacht Club, the Big Boat Series is now in its 38th year, with San Francisco Bay's reputation for challenging racing drawing many

world-class sailors to its waters from around the world.

The Big Boat Series presented by Rolex, as it will be known, joins other prestigious Rolex-sponsored events including the Rolex Sydney Hobart Yacht Race, Rolex Fastnet Race, International Rolex Regatta, Rolex IMS World Championship, New York Yacht Clubs' Transatlantic Race and Race Week at Newport, presented by Rolex. ■



It was an exciting moment for a crewman at the top of the mast of this out of control Farr 40 OD on Sydney Harbour
Photo – Christophe Launay

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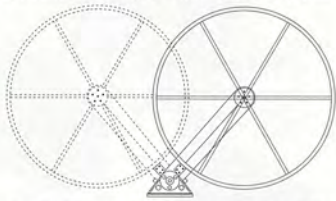
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DOCKSIDE



What better way to spend a sunny winter Sunday morning than at the CYCA enjoying a hearty breakfast followed by a brisk race on Sydney Harbour for the BMW Winter Series? Or you could have taken part in a sail-past of famous Halvorsen cruisers at the Australian National Maritime Museum. At the event, Harvey, Trygve and Carl Halvorsen (below left) handed over Halvorsen memorabilia to museum chairman Mark Bethwaite (with guests and Carl Halvorsen, below right). ■

Photos - Jessica Dobbs & Peter Campbell



DOWN THE RHUMBLINE

By Peter Campbell



Hans Sommer, who has finished his term as Commodore of the CYCA
Photo – Ian Mainsbridge

THIS WINTER sees major changes at the helm of Sydney's major yacht clubs with four of the incumbent Commodores completing their terms of office after years of service.

Hans Sommer finished his two-year term as Commodore of the Cruising Yacht Club of Australia in early July. Over the following weeks he was followed by Jim Dunstan at the Royal Sydney Yacht Squadron, John Paul at the Royal Prince Alfred Yacht Club and Rob Reynolds at Middle Harbour Yacht Club.

While their terms as Commodore of their respective clubs have been a matter of only two or three years, each has given many more years of service as flag officers, directors and/or general committee members. And while there is prestige in being able to fly the Commodore's burgee, successfully leading their clubs has not been easy in the years that followed the tragic 1998 Sydney Hobart Yacht Race.

Commodore Sommer has led the CYCA through the long coroner's inquest into the race and the subsequent major changes in safety

requirements, and through a year when the CYCA was without a sponsor for the Sydney Hobart Race. He will be missed at the finish of the race where he has personally welcomed each crew as they berthed at Constitution Dock.

Commodore Reynolds has steered MHYC through a difficult financial time but has had the satisfaction of unanimous support at an Extraordinary General Meeting for his proposals to restructure the club's leadership to have flag officers and directors as two separate entities. This has worked well at the Alfred under Commodore Paul.

Commodore Dunstan has been at the helm at the Squadron in times of changes to management and positive developments in sailing, including running the prestigious Hardy Cup international match-racing event.

Members of each of these clubs – and some of us belong to more than one – should be grateful for the many hours that these yachtsmen have put in to ensure that we have clubs, yachting facilities and racing equal to anything in the world.

We wish them ample time on the water for good sailing – Hans with *Sommer Breeze*, Jim sailing another Hobart in *Zeus II*, Rob with *Tara*, and 'Pope' John Paul with *Cardinal Sin*.

Back for another year at the helm of the Royal Yacht Club of Tasmania is Robert 'Biddy' Badenach with Alistair Douglas continuing as Vice and Marion Cooper as Rear.

RECOGNISING 'STRIPEY'

He may never reach Flag Officer status, but my old mate Ian 'Stripey'

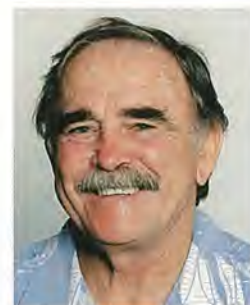
Grant has made one of the greatest contributions to the sport of anyone.

His efforts as a yachting journalist have been recognised with the Australian Yachting Federation choosing him for the Volvo Media Award for 2002. 'Stripey' has been a contributor to *Offshore Yachting* since its inception, and to *Modern Boating*, back in the days when I was editor. In fact, he has been covering sailing tirelessly for almost 40 years in newspapers, magazines, television, radio and more recently for sailing websites.

Sailing has been a passion for him since the age of eight when he was adopted as the boat-shed boy in *Bulimba*, polishing the mid-steel centreboards and wool-tying spinnakers, balloon jibs and ringtails for the Brisbane River's famous skiff sailors.

'Stripey' became a baler-boy on the skiffs and an active sailor in many classes, including crewing with Norman Wright Jr to win the 1960 Brisbane to Gladstone aboard *Mouse of Malham*.

During his career, Ian has covered 16 various world championships and 77 national championships, Olympic selection trials, major ocean races, regattas and the 2000 Olympic Games. This year he will again be at Hamilton Island Race Week and the Hog's Breath Race Week at Airlie Beach. ■



Ian 'Stripey' Grant, winner of the AYF's 2002 Volvo Media Award
Photo – Queensland Newspapers



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3 Mooloolaba to Airlie Beach Race, Mooloolaba YC

4 ORCV Winter Series, Port Phillip, Races 3 and 4

9-15 Hog's Breath Airlie Beach Regatta, Whitsunday SC

18 ORCV Winter Series, Port Phillip, Race 5

17-24 Hamilton Island Race Week, Hamilton Island YC

September

1 ORCV Winter Series, Port Phillip, Race 6

14 ORCV Winter Series, final race, Queenscliff to Hastings

October

5 Opening SOPS Race, CYCA

November

2 Melbourne to Stanley Race, ORCV

30-1 JPMorgan Regatta, MHYC

December

1 Queenscliff to Hastings Race, ORCV

January

11-15 British Trophy Regatta, CYCA

13 Canon Big Boat Challenge, Sydney Harbour, CYCA

26 Rolex Sydney Hobart Yacht Race, 630nm, CYCA

26 Cock of the Bay, Port Phillip, ORCV

27 Indec Consulting Melbourne to Hobart Race, 450nm, Ocean Racing Club of Victoria

27 Melbourne to Launceston Race, 200nm, ORCV

January

2 King of the Derwent, Hobart, Derwent Sailing Squadron/Royal Yacht Club of Tasmania

2-7 Sailing South Race Week 2003, Royal Yacht Club of Tasmania

2 Strathfield Pittwater to Coffs

8-12

Harbour Race, Royal Prince Alfred Yacht Club

International Etchells Australian Championship, Mooloolaba Yacht Club

24-27

Festival of Sail, Corio Bay, Royal Geelong Yacht Club

26

168th Australia Day Regatta, Sydney Harbour, Royal Sydney Yacht Squadron/Cruising Yacht Club of Australia

BOAT SHOWS

1-6 August: Sydney International Boat Show, Darling Harbour

INTERNATIONAL

August

3-10

Skandia Life Cowes Week, England - www.cowesweek.co.uk

11-18

Rolex Commodore's Cup, Cowes, England, RORC - www.rorc.org

September

2-7

Maxi Yacht Rolex Cup, Porto Cervo, Sardinia, Italy, Yacht Club Costa Smeralda - www.yccs.it

8-15

Swan Gold Cup, Porto Cervo, Sardinia, Italy, Yacht Club Costa Smeralda - www.yccs.it

12-15

Rolex San Francisco Big Boat Series, San Francisco, USA, St Francis Yacht Club - www.stfyc.com

15

Around Alone Race, Leg 1, Newport to Torbay - www.aroundalone.com

16-21

Sardinia Cup/IMS6000 Championships, Porto Cervo, Sardinia, Italy, Yacht Club Costa Smeralda - www.yccs.it

25-28

Mumm 30 World Championships, Annapolis, USA - www.farrinternational.com

October

15

Around Alone, Leg 2, Torbay to Cape Town - www.aroundalone.com

29-14

14th Asian Games, Pusan, Korea - www.isaf.org

November

2-12

International Etchells World Championship, Auckland, NZ - www.etchells.org/class

12

Rolex ISAF World Sailor of the Year, Cyprus - www.isaf.org

13-16

Rolex Farr 40 OD World Championship, Bahamas - www.stormtrysail.org

15-23

Raja Muda International, Selangor - www.rsync.com.my

December

1

Around Alone Leg 3, Cape Town to New Zealand - www.aroundalone.com

January

4

Cape Town to Rio Race - www.rcyc.co.za

15-19

Singapore Straits Regatta - www.straitsregatta.com

26

Around Alone Leg 4, New Zealand to Bahia - www.aroundalone.com

AMERICA'S CUP 2002-2003 LOUIS VUITTON CUP

October 2002

1-11

Round Robin One (10 boats)

22-1

Round Robin Two (10 boats)

November 2002

12-19

Quarter finals (8 boats)

23-30

Quarter finals repechage (4 boats)

December 2002

9-16

Semifinals (4 boats)

20-28

Semifinals repechage (2 boats)

January 2003

6

Common Declaration Day - Louis Vuitton Cup Finals

7

Unveiling Day - Louis Vuitton Cup Finals

11-21

Louis Vuitton Cup Finals (2 boats)

February 2003

10

Common Declaration Day - America's Cup Match

11

Unveiling Day - America's Cup Match

15-28

31st America's Cup Match (2 boats)

Photo - Peugeot Racing, Beneteau First 36.7
Photographer - Andrea Francolini

206 | 307 | 406 | 607

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ONSHORE



The Newsletter of the Cruising Yacht Club of Australia

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QUEEN HONOURS PAST COMMODORE

David Kellett, a past Commodore of the CYCA and one of the nation's best-known yachtsman and yachting administrator, has been made a Member (AM) in the General Division of the Queen's Birthday Honours.

THE AWARDS recognise Australians who have contributed to the nation and their fellow citizens through many areas of endeavour, such as medicine, the law, business and commerce, theatre and the arts, sport and, in particular, those citizens who give so much to voluntary community organisations.

Kellett is currently a Vice-President of the International Sailing Federation (ISAF), the world governing body of the sport, and President of the Yachting Association of New South Wales. He has represented Australia for many years at an international level in ocean-racing administration.

He joined the CYCA in 1971, becoming a Board member in the 1980s and holding the rank of Commodore in 1988 and 1989.

As an ocean-racing competitor, Kellett skippered the maxi yacht *Sovereign* to a rare line and handicap honours victory in the 1987 Sydney Hobart Yacht Race. He sailed in the event 28 times, including last year as head of the CYCA communication team aboard the radio relay vessel.

Back into active sailing at the end of that race, he skippered the Sydney 38 *Next* to victory in the IRC division of Sailing South Race Week in Hobart.

Kellett, received his AM for "services to sailing as a significant contributor to the administration of the sport in Australia and overseas, and as a competitor".

Another CYCA member honoured in the Queen's Birthday List is Paul Ramsay, who has been made an Officer (AO) in the General Division for his services to the community "through contributing to the establishment of private health care facilities in Australia, expanding regional television services, and as a benefactor to a range of educational, cultural, artistic and sporting organisations". Ramsay has been an active sailing member of



David Kellett, a previous CYCA Commodore, at the helm of *Sydney*, was recently honoured in the Queens Birthday honours listing.

Photo - Peter Campbell

the CYCA, joining in 1991 and competing in the Etchells and other classes.

Another yachtsman honoured with an AM is 87-year-old William Russell Slade, of Bayview, NSW. Slade is a former Sydney Hobart race competitor and long-time member of the Royal Prince Alfred Yacht Club. He has been recognised for his "services to the community through philanthropy in support of scientific organisations, to the development of the textile industry in Australia, and to sailing".

As a teenager, Slade was the first representative of the Manly 16ft Skiff Club to win a national title. He has since sailed in international competition around the world and in 11 Sydney Hobart Yacht Races. Always innovative in business and sailing, Slade

helped develop sails for Australia's first challenger for the America's Cup, *Gretel*, in 1962, and later built the first fibreglass yacht in Australia, *Janzoon II*. The raw materials came from a family company, the design of the boat from naval architect Alan Payne, who also designed *Gretel*.

Slade sailed *Janzoon II* into second place in the 1961 Sydney Hobart Race, later selling the boat in what he describes as "a weak moment".

When the yacht came back on the market a few years ago, his sons bought it back. *Janzoon II*, now 43 years old but in immaculate order, still sails on Pittwater, with Russell Slade and his family aboard.

Peter Campbell



Life after 40

The Cruising Yacht Club of Australia has elected Jeanette York as its first female life member. Lisa Ratcliff interviewed this club stalwart.

ON AUSTRALIA Day 1945, 10-year-old Jeannette Davey was sailing aboard the family yacht *Trade Winds* in the annual Pittwater Regatta. A curly-haired yachtsman named Peter Luke sailed alongside the yacht and invited Jeannette's father Mervyn to a meeting the following week in his father's photographic studio on Castlereagh St, Sydney.

"Peter Luke recruited most of the early (CYCA) members by approaching skippers with well-found sea-going yachts and inviting them to join a cruising yacht club that he and some friends were establishing," remembers Jeannette.

As a foundation member and early life member, Mervyn Davey was instrumental in the club's beginnings 58 years ago. And his daughter's contribution was recognised at the Annual General Meeting in July when Jeannette was awarded life membership to the CYCA, the first female member to receive such an honour.

With 50 years of membership and 39 years of continuous representation on the Associates Committee, including two terms as President, Jeannette is the club's longest-serving volunteer. She joins only 11 other current life members on the honour roll for their outstanding service to the CYCA.

The Ladies Auxiliary (later The Associates Committee) held their first meeting in September 1963 when the board decreed that a committee should be formed to organise functions in the newly built

clubhouse. Jeannette attended that first meeting 39 years ago and has helped organise countless member functions that have raised vital funds for 'embellishments'.

Jeannette has also enjoyed a distinguished sailing career that began under the guidance of her father, who handed her the helm at age nine so he could "run around the foredeck".

She graduated from the family yacht to crew aboard *Horizon*; the

While she has never competed in a Sydney Hobart, Jeannette has always been closely associated with the CYCA's trademark event

Colleen class *Swift*; the Jubilee class *Jubilant*; *Teal*, a 30sq metre class; and Payne Mortlock sailing canoes, to name a few. She was also part of the all-women crew, headed by the CYCA's first female full member Sheila Patrick, racing on Sydney Harbour aboard *Svalin* in the 1950s.

It was during this time that she met and married CYCA foundation member Michael York. The Yorks and their three children raced and cruised their first yacht *Magic*. They then built and raced the Alan Payne-designed *Tui Manu*. *Rockhopper*, a steel Salar 40, was the York's last ocean-going yacht, which they cruised extensively along the eastern

seaboard of Australia and the Pacific.

While she never competed in a Sydney to Hobart Race (she has cruised to Hobart), Jeannette has always been closely associated with the CYCA's trademark event, making the spinnaker and genoa for *Trade Winds* on her mother's treadle sewing machine for the 1949 race, which her father won.

Away from sailing and the CYCA, Jeannette has pursued her other passion – politics – winning a landslide by-election to Drummoyne Council for the NSW Liberals in 1989. She served as a Councillor for 12 years and was Deputy Mayor of Drummoyne for two years in the mid-1990s. Jeannette has served on a number of Sydney Harbour advisory committees and remains a volunteer member of the Sydney Maritime Museum. She and Michael have been very active for many years with the museum's Sydney Heritage Fleet, including being involved in the restoration of the *James Craig*.

These days the Yorks race their "elderly Etchell" *Rob Roy* with the Greenwich Flying Squadron and on occasion Michael skippers and Jeannette crews aboard the Maritime Museum's classic Edwardian schooner *Boomerang*.

Both Jeannette and Michael are involved with the CYCA as members of the Archives Committee. Jeannette is approaching her 40th consecutive year on the Associates Committee, a milestone that has been acknowledged by the club she has given so much to.

FROM THE YOUTH SAILING ACADEMY



Interclub regatta gets off to a good start on the Elliots.

Advanced squad crewmembers on the *Quiet Little Drink* giving it their all.

This year's Youth Sailing Academy Advanced Squad has shown huge potential in all areas of racing. For the past seven weeks, the Advanced Squad has really been focusing on match racing and for many of the students, it is the first introduction they've had into the fine art of match racing. It has been very encouraging to watch all the students from different backgrounds become more knowledgeable and experienced in all areas of sailing with the overall performance of the group far exceeding the coaches' expectations.

Some of last year's Advanced Squad have returned and have brought with them good Elliot sailing and match-racing experience. The squad training sessions have also been very competitive, with loads of talent and information being shared each week.

On behalf of the Squad, I would like to express many thanks to David Adams for sharing his wealth of knowledge on match racing and for assisting us in training for the past seven weeks. We now look forward to the return of John Harris who is currently overseas completing his Olympic 49er campaign. With John's help, we aim to focus

on fleet racing and encourage all students to excel by learning from their mistakes and also each other.

In the past few weeks, the Academy has had some great presentations by guest speakers. Mark Pryke (International Race Officer, Judge and Rules Expert) came and talked to the squad in depth about rules and cleared up some misunderstandings and misinterpretations. This was a great opportunity for all of us to broaden our understanding of the rules.

Bruce Clark from Sydney Yacht Specialists opened our eyes to the amazing characteristics and potential of rope. From the high-tech and very expensive P.B.O ropes to the Dynex and lighting line. All the students are now keen to set their boats up for summer racing with the lightest and strongest ropes possible, to gain the advantage in their sailing.

For the first time the Youth Sailing Academy is looking forward to sending a youth team to represent the CYCA at the prestigious Youth Cowes Week in England. The Regatta is held in match-racing format from August 12th to 18th and sixteen teams from around the world are expected to compete.

This event is renowned as one of the leading match racing regattas in the world and is a great stepping stone to the America's Cup. All teams in the squad are training hard to be selected to represent the CYCA and this has further contributed to competitive training sessions.

I think it would be fair to say that this is the strongest Advanced Squad that the Academy has seen for quite some time.

Ben Croucher
Coach – Youth Sailing Academy



Bruce Clark from Sydney Yacht Rigging Specialists explaining the finer points on the varying types of ropes in sailing.



CYCA CRUISING

Upcoming 'Xmas' in the Hunter Weekend 9 and 10 August

After some discussion at the May meeting and amongst the committee, the date for the 'Xmas' weekend has tentatively been set as the 9 and 10 of August in Pokolbin in the Hunter Valley. We have a tentative booking on a converted train carriage in 25 acres in Pokolbin. (Contact details are Krinklewood Cottage and Carriages on telephone 02 4998 7619 or visit www.krinklewoodcottage.com). We have organised a purely social weekend with a view to stocking up on some essential cruising CAT provisions (I can recommend the

McLeish estate Shiraz – it appears to be bilge proof). So far, a handful of people have expressed firm interest. In order to make the weekend a success, we are keen to hear from anyone else who is interested. Please contact me at paynen@foxtel.com.au before the end of June if you wish to join us, as we need to give cancellation notice if we do not have sufficient numbers.

Upcoming Meeting dates for your Diary

13th August 2002	2nd Tuesday
3rd September 2002	1st Tuesday
8th October 2002	2nd Tuesday
12th November 2002	2nd Tuesday
3rd December 2002	1st Tuesday

Colin Alleck – Cruising the Bay of Islands, NZ February 2003

Colin would still like to hear from any in the cruising group who may be interested in cruising around the Bay of Islands in NZ.

The proposed format would be to fly to Auckland, catch a mini bus to the Bay of Islands, followed by two weeks in bareboats. The suggested time frame is February / March 2003. We are keen to hear if anyone is interested. Please contact Colin at Colin.M.Alleck@marshmc.com, otherwise please contact me at paynen@foxtel.com.au

Nell Payne
Co-Captain

MEMBER'S BADGE DRAW

(TC 01/1459)

Don't forget that the Member's Badge Draw is on every Thursday in the Member's Bar, followed by Pasta Night in the Restaurant. The badge draw

commences at 6:30pm until 7:30pm and an appetising pasta waits for you in the Blue Water Grille for \$12.50 (this includes a glass of wine and bread). To ensure

your table in the restaurant call them on their direct line, which is (02) 9327 6723.

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WATERWAYS NEWS

We had a close call the other day when the Master of a Manly Ferry advised the Waterways that a yacht was too close to its bow when in the confines of the Western Channel and, he thought, was sailing in contradiction to the orange diamond day shape displayed above the wheelhouse. The Waterways has not taken any action on this occasion, but we did write to the vessel's owner.

We have to respond to these calls (this one came via the Harbour Master) and although we are well aware and very respectful of the experience of most yachties who go racing, the safety concerns are always with us.

Vessels displaying the Orange Diamond have priority over sailing vessels. Some commercial ferries and tall ships display this diamond on Sydney Harbour and sailing vessels should acknowledge their priority by staying clear.

Small boats, both power and sail, should not impede the passage of commercial ships or vessels displaying the Orange Diamond in shipping channels. This rule exists for an obvious reason – large ships can't manoeuvre as quickly or easily as small craft.



Yacht Registration

All members that have a vessel on the marina are reminded that they are required to ensure that registration numbers are clearly displayed on the yacht's transom. The HIN plate and sail number is not sufficient. It is a breach of regulations not to have the registration number displayed with the up-to-date label and it is contrary to the CYCA's aquatic licence agreement to have unregistered boats in a CYCA race.

Please check your vessel to ensure that you comply with the registration requirements.

Graham Forsaith – 0418 460 292
Boating Service Officer
Area A Sydney Region



SAIL PITTWATER

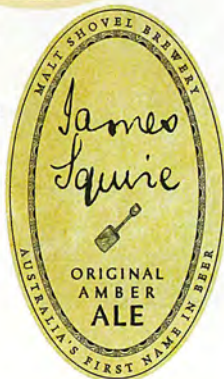
CYCA mooring CL2750 is situated at Pittwater and is available for your use at any time. Remember this next time you are cruising in the region.

TOOHEYS

'BEER OF THE MONTH'



For the month of August, Monday Twilight Series sponsor Tooheys is offering a free James Squire T-shirt with every eight schooners purchased from the bar.



ATM HAS ARRIVED!!

For those members that have not had the chance of late to visit the club, we would like to draw to your attention to the fact that an ATM has now been installed. The Board approved the installation on the basis that this would cut down the number of EFTPOS transactions conducted at the bar, so staff can now devote their time solely to providing service to members. The facility will also act as an additional benefit for members.

UPCOMING CLUB EVENTS

Thursday 15 August – 7:30pm

Prawn Night

Book at Reception

\$25.00 for all you can eat

Wednesday 4

September – 7:30pm

Games Night

\$30.00 Food & Beverage Games

Darts / Bowls

Tuesday 10 September

Member's Information Night

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PACIFIC SAILING SCHOOL THEORY COURSES 2002

C5 – SMALL CRAFT SAFETY

Essential knowledge for the small-craft sailor, and a prerequisite for further AYF certification – also qualifies you for power boat license. Held on two consecutive Saturdays or Sundays (opposite to CYC Race Days), 9.30am – 4pm
3/2002 Saturdays 17 & 24 August
Fee: \$325 includes course kit and a practical session on our offshore yacht

C9 – COASTAL NAVIGATION

8 Monday evenings 6 – 9pm and a three-hour practical session
3/2002 commences Monday 2 September

Fee: \$395 includes basic course kit and chart

C11 – MARINE SENIOR FIRST AID

A one-day first-aid course at the CYCA with emphasis on marine first aid
Sunday 4 August

Fee: \$150 only, course material available on booking for pre-study.

C12 – MARINE RADIO

Three Thursday evenings to obtain your MROCP license, 6 – 9pm
3/2002 5, 12, 19 September

Fee: \$250 includes exam on the third evening, and your license.

C13 – RACING RULES

Conducted by Mark Pryke, ISAF judge and Umpire. These popular evenings are sponsored by Pacific Sailing School and are free to all, just call to register.
2/2002 Tuesday 24 September

C14 – AYF SAFETY & SEA SURVIVAL COURSE

From July 2002, 50% of your crew will need AYF SSSC certification for Cat 1 and some Cat 2 races (currently 30%). The hundreds who completed the courses last year for Hobart & Coffs agree that everyone who sails offshore should attend.

The course is held over two days and includes life-raft drill in the Qantas pool
5/2002 Saturday 14 & Sunday 15 September

Fee: \$395 includes comprehensive course notes, theory, flares, and wet drill.



Five per cent Discount for CYCA Members.
For more information, or to book your place,
call Pacific Sailing School on (02) 9326 2399



The CYCA recently hosted the mid-winter series for the Farr 40 OD class
Photo – Christophe Launay

JOHN MESSENGER CYCA'S NEW COMMODORE

One of the CYCA's best-known members, John Messenger, has been elected unopposed as Commodore, taking over the helm from Hans Sommer who has completed his two-year maximum term of office.

John, a Director for years and Rear Commodore for the past two years, was the driving force behind the new floating marina, one of the major developments at the club in the past decade.

An active racing yachtsman, both inshore and offshore, John owns the Sydney 38 *Utopia*. (See 'At the Helm' and Profile of John Messenger in *Offshore Yachting* this issue).

Fellow Rear Commodore Geoff Lavis, owner/skipper of *UBS Wild Thing*, has moved up to Vice Commodore, with Martin James (*Infinity III*) elected unopposed as a Rear Commodore, also having completed two years as Vice Commodore.

Roger Hickman, a Director and Chairman of the Sailing Committee, has again become a Rear Commodore, while Alan Green continues as Club Treasurer.

With all the Flag Officers elected unopposed, the only ballot required at the Annual General Meeting was to elect six Directors, the nominations being Matt Allen, Michael Cranitch, Geoff Cropley, Garry Linacre, Scott McEwen, Rod Skellet and Don Telford.



New Vice Commodore of the CYCA, Geoff Lavis (right) with Director Michael Cranitch at the start of the Club's Sydney to Mooloolaba Race earlier in the year.

Photo - Peter Campbell

SAILORS PRAISED FOR RESCUE ATTEMPT

The Cruising Yacht of Australia has praised the quick action of the skipper and crew of the yacht *Obsession* in going to the rescue of American yachtsman Gary McPike who died of an apparent heart attack after accidentally falling overboard from his yacht, *Joyride*, during the BMW Sydney Winter Series race on Sunday 24 June.

Two crew members of *Obsession* dived into Sydney Harbour to support McPike and get him aboard the yacht where others applied CPR until he could be transferred to a Water Police vessel and taken ashore at Rose Bay, where ambulance officers advised that he was dead.

McPike, aged 61, was a Californian, who moved to Sydney with his wife, Mary-Ann after she accepted an executive position with the Westpac Bank. A racing rules expert and National Judge and Umpire in the USA, he continued this role in Australia, joining the CYCA and assisting in training members of the Youth Sailing Academy.

He was a member of the Racing Rules Committee of the Yachting Association of NSW and had recently returned to California where he umpired at the Congressional Cup, one of the major match-racing events in that country.

"Although Gary apparently suffered a massive heart attack, the action of the crew of *Obsession* was most praiseworthy and underlined the spirit of the sea in going to the aid of a fellow sailor in difficulties," Club CEO, Joe Goddard, says.

"Owner Peter Mooney and skipper David Kellett saw that Gary was in trouble and immediately pulled out of the race,



| Gary McPike's yacht *Joyride*

with crew members Stacy Jackson and Henry Paterson diving overboard to support him as Kellett brought the yacht alongside.

"Other crew members, who included Sarah Wilmont, Al Watson and Dave Ward, then applied CPR in an effort to revive Gary on board *Obsession*, but sadly their efforts proved to be vain."

As a mark of respect, the CYCA cancelled the after-race presentation of trophies with crews observing a one-minute silence on the deck.

"Gary loved his sailing and his short time in Australia and with the CYCA he was not only an active competitor but also made a significant contribution to the sport through his knowledge of the racing rules and match race umpiring," Goddard adds.

"We have extended the condolences of the CYCA and members to his wife, Mary-Ann Maxwell on the sudden loss of her husband."

Peter Campbell

calendar

MEMBERS ARE REQUIRED TO SHOW THEIR MEMBERSHIP CARD TO THE DOOR ATTENDANT EVERY TIME THEY ENTER THE CLUB. MEMBERS ARE OBLIGED TO SIGN IN THEIR GUESTS UNDER THE REGISTERED CLUBS ACT.

August 2002

Thursday 1	6:30pm	Member's Badge Draw
Friday 2-4		QLD IMS / IRC Championships – Southport YC
Saturday 3		Mooloolaba Airlie Beach Race – Mooloolaba YC
Thursday 8	6:30pm	Member's Badge Draw
Friday 9-10		CYCA Cruising 'Xmas' in the Hunter
Friday 9-15		Hog's Breath Race Week
Tuesday 13	6:30pm	CYCA Cruising Meeting
Thursday 15	6:30pm	Member's Badge Draw
Thursday 17-24		Hamilton Island Race Week
Thursday 22	6:30pm	Member's Badge Draw
Thursday 29	6:30pm	Member's Badge Draw

September 2002

Tuesday 3	6:30pm	CYCA Cruising Meeting
Thursday 5	6:30pm	Member's Badge Draw
Sunday 8		Schools Match Racing Regatta
Thursday 12	6:30pm	Member's Badge Draw
Saturday 14		Lion Island Race – SASC
Thursday 19	6:30pm	Member's Badge Draw
Saturday 21-22		NSW Youth Match Racing Championships
Sunday 22		Pre-Season Teams Racing Regatta (SSI)
Thursday 26	6:30pm	Member's Badge Draw
Sunday 29		Monica Geddes Memorial Trophy

MANAGEMENT

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Accountant
Food & Beverage Manager

Joe Goddard
Nina McKinnon
Garry Long AM

Sailing Manager
Youth Sailing Academy Coach/Manager
Dockmaster & Maintenance Manager
Communications Manager

Justine Kirkjian
Jenni Bonniticha
Scott Finsten
Lisa Ratcliff

ALL CONTRIBUTIONS TO THE EDITOR OF *ONSHORE*, CHRISTINA DEL CONTE, ASSISTANT TO CHIEF EXECUTIVE OFFICER, CYCA.

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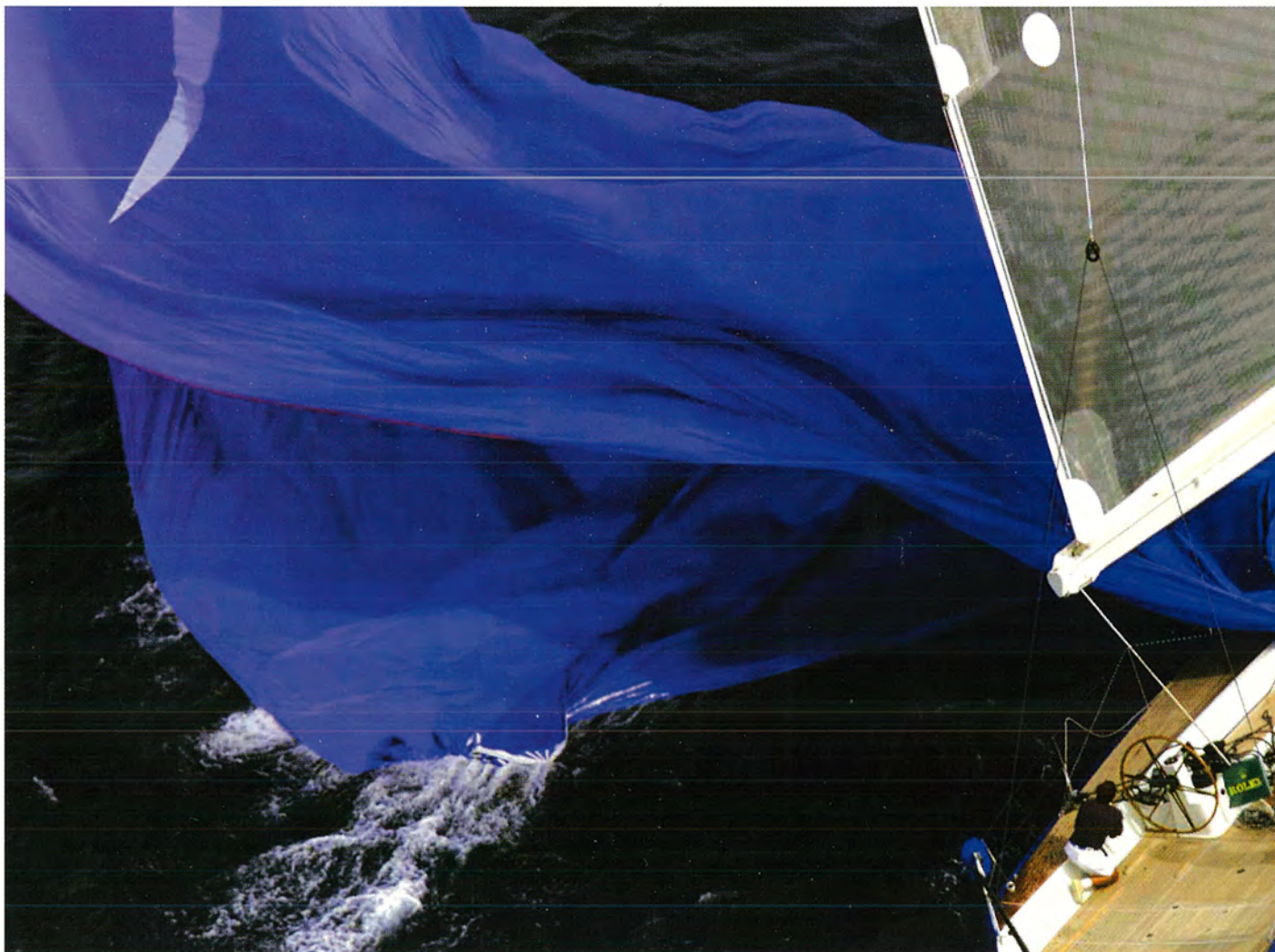
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