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Offshore

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

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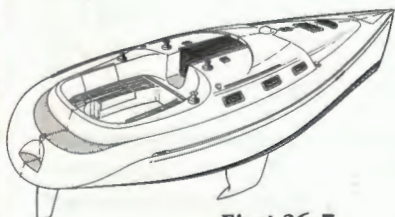


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special features

AUSSIES FOR THE WHITREAD - John Bertrand, Rob Brown (plus Chris Dickson) and David Adams - all looking at being Australia's first ever competitor in the Whitbread Round the World Race in 1997-98 6

TELSTRA MOBILENET SPONSOR SYDNEY-HOBART - Telstra MobileNet will be the sponsors for the 51st Sydney-Hobart Yacht Race 10

PERSONAL SAFETY OFFSHORE - Guide to the latest personal safety equipment available to the ocean racing sailor 39

other features

OUR MOST EXCLUSIVE RACE - Preview to Australia's most exclusive ocean race, the Fujitsu Gosford to Lord Howe Island Yacht Classic 24

MARINE RADIO UPDATE - Derek Barnard of Penta Comstat updates recent changes in marine radio .. 44

cruising feature

SKI/SAIL IN USA & MEXICO - Unique midsummer tour to California for snow skiing then down to Mexico for cruising the Sea of Cortez 34

contents

big race reports

CANON SYDNEY-GOLD COAST CLASSIC - Biggest fleet in several years headed north with handicap honours being shared across the board.. 16

ITALY WIN THE ADMIRAL'S CUP - Italians excelled in a light weather Fastnet Race 22

TROPICAL TACKS AT HAMILTON ISLAND - Qualitywise, it was the best ever fleet at the XXXX Ansett Race Week at Hamilton Island 26

HAYMAN ISLAND BIG BOAT SERIES - Inaugural Ansett Australia TAG Heuer Big Boat Series at Hayman Island adds an exclusive regatta to the Whitsunday circuit in Queensland..... 31

GOING FOR GOLD - Team Australia produced some good results at Atlanta Pre-Olympics, Matt Hayes gets third in Soling Worlds, and we win a gold medal at the IYRU Youth Sailing Championships... 56

columnists

PETER GILMOUR on international match racing . 32

SCOTT JUTSON on optimising for IMS racing 54

DAVID LYONS on ABS Yacht Guide updates 60

KEN BATT on Spring wind patterns 59

regular features

FROM THE COMMODORE'S DESK - CYCA
Commodore David Fuller gives his views on the IMS rule 9

NEW PRODUCTS - the latest new products of interest to the offshore sailor 62

OFFSHORE CALENDAR - National and International calendar of offshore events 66



designs of the '90s

MAGIC 25 - Exciting new one-design concept from Iain Murray and Associates, Hobie Cat International and Bashford Boats 46

BENETEAU 36 s 7 - Latest IMS cruiser/racer from Beneteau makes its Australian debut 48

IMA/MASRM 950 - Iain Murray joins with MASRM in producing a smart performing 30-footer 50

TERRA FIRMA - One-off Iain Murray 41 shows her paces on Port Phillip 52

next issue

The big issue of the year, Offshore's complete guide to the Telstra MobileNet 51st Sydney-Hobart Yacht Race, plus many other features on offshore racing and cruising.

COVER: Tense moment for the helmsman and spinnaker trimmer aboard Queensland yacht *Public Bar* as they sweep out of Sydney Harbour in a fresh sou'wester following the start of the Canon Sydney-Gold Coast Classic. The fast Elliot 40, skippered by tavern owner John Davies, was 26th yacht in the 73 boat fleet to finish the race to Southport. (Pic: Peter Campbell)


Aussies aim for Whitbread race

For the first time in the 23 year history of the Whitbread Round the World Race Australia is to have an entry in the gruelling event, possibly three, as interest grows in the 1997-98 event. Kevan Wolfe and Peter Campbell report.

John Bertrand has announced that his newly formed Team Bertrand will compete in the seventh Whitbread race in September 1997. The 31,600 nautical mile race, which is held every three years and starts from Southampton, UK, will be run in nine legs with stops in South Africa, Australia, New Zealand, Brazil, The United States and France before returning to Southampton.

There will be two stopovers in Australia, the first in Fremantle and the second on the East Coast at either Sydney or Melbourne - a fact that may result in several Australian challenges.

For while Bertrand has formally announced his challenge plans, the Sydney-based 18-foot skiff champion and ex-America's Cup and Admiral's Cup



Whitbread 60, Volkswagen Sailability (ex Tokio II), was skippered to Hobart last year by Rob Brown for blind yachtsman Roger MacKenzie, but was not allowed to use water ballast or its big masthead spinnakers. (Pic: Richard Bennett)

sailor Rob Brown has told OFFSHORE of his plans to form a syndicate with New Zealander Chris Dickson, based in Perth. Back in Sydney, BOC Challenge Class II winner David Adams has had preliminary discussions with designer Scott Jutson and America's Cup yachtsman Peter Gilmour.

In the case of Bertrand and Brown/Dickson, the Whitbread campaign will be an important step towards a challenge for the next America's Cup in Auckland, currently set down for the year 2000.

The list of skippers already entered for the 1997-98 Whitbread reads like a re-run of the 1995 America's Cup and includes Dennis Connor, who sailed in the last Whitbread in 1993-94, New Zealanders Chris Dickson, Ross Field and Peter Blake, the America's Cup Winner. Blake, a five time veteran and winner in 1989/90, is expected to sail on a New Zealand entry.

At least 12 of the 16 man-crew of New Zealand's America's Cup winning *Black Magic* had previously competed in a Whitbread race. According to Blake, part of New Zealand's success came from the strong team work learnt in the Whitbread.

"Some people now realise the importance of events like the Whitbread Race for building up a team and long term corporate support. The Whitbread, like the America's Cup, doesn't take place over six months or a year. It is an enormous ongoing effort," he said.

This has not gone unnoticed by John Bertrand who has also announced his intention to challenge again for the "Auld Mug" in the year 2000. Bertrand is currently putting together Team Bertrand - a yacht racing team that will be organised and operated along similar lines to a Formula One motor racing team.

He plans to start building the first of two Whitbread 60 yachts in nine months time and base them at Williamstown next door to the Royal Yacht Club of Victoria where *Australia 11* was worked-up before its 1983 America's Cup win.

The Whitbread 60 design was formulated especially for the race to make it a single class event without the need for handicaps so that the first yacht across the line wins. A distinguishing feature of the design is the use of water ballast in tanks on either side of the yacht. The



water, up to 2,500kg and equivalent to the weight of 30 odd people, gives extra stability and does away with the need for crews to sit on the side. Something that is not desirable in the freezing waters of the roaring 40s and 50s in the Southern Ocean.

Bertrand will use the Whitbread and other major regattas around the world as part of a long term plan to develop crew and as a support base for his year 2000 America's Cup challenge. "Within Team Bertrand the 1997 Whitbread race will be a very important building block and bridge to the America's Cup," Bertrand told OFFSHORE'S Kevan Wolfe in Melbourne.

Team Bertrand will compete in the America's Cup Class regatta at St Tropez in the south of France in October. Bertrand won the International America's Cup Class world championship in *oneAustralia* at San Diego last year and will borrow Spain's two 1995 America's Cup yachts for the regatta.

Along with the regular crew, will be Mornington's Grant Wharington who won the recent Melbourne to Osaka two-handed Race and is well known for his record breaking exploits in his Inglis/Murray 50 footer, *Wild Thing*.

Wharington, a very competitive skipper, has registered his own entry for the Whitbread but it is tipped he will join Team Bertrand.

In an interview with OFFSHORE editor Peter Campbell, Rob Brown confirmed that he and Dickson had been



Top: W60, Tokio, blasts down The Solent at the start of this year's Fastnet Race which included a special class for the W60s. (Pic: PPL)

Above: John Bertrand and wife, Rasa

having meetings with Royal Perth Yacht Club and with potential sponsors for a Whitbread and America's Cup campaign based out of Fremantle.

"An America's Cup Challenge is something I have long wanted to put together," said Brown, who has crewed in two previous Cup challenges, as mainsheet trimmer on *Australia I* in 1980 and as a headsail trimmer aboard the victorious *Australia II* in 1983. While he has more recently concentrated on 18-

footers, skipping *Prudential* to three successive Grand Prix circuit wins. Brown has plenty of experience in ocean racing, including sailing in the galeswept 1979 Fastnet Race, the last time Australia won the Admiral's Cup.

Last year he had his first experience of sailing a Whitbread 60 when blind sailor Roger McKenzie brought him in as skipper of the chartered *Tokio II*, which competed as *Volkswagen Sailability*. "But because we had to sail within the Sydney-Hobart race rules we couldn't use water ballast or the big masthead spinners. It was like being a bird without wings."

Brown stressed the need to stimulate interest in the Whitbread 60 class in Australia. "We need clubs like the CYCA to promote the Division by having a special class for the W60s to race in the Sydney-Hobart as they did in this year's Fastnet Race," he said.

"We are well down the track in the organisation needed for a Whitbread Race and America's Cup campaign and have a group of key people ready to go once we have the financial support signed up," Brown said. "We think we can give a fresh approach to both the Whitbread Race and the America's Cup.

"The key is in a proper management structure and I believe we already have people of that calibre involved. The crew will happen, but the challenge won't without getting the management right from the start," added.

"Our plan is to have a two boat program for the Whitbread Race, with the

"It is understood that the race organisers prefer Sydney because of the difficulties yachts could face getting through The Rip at Port Phillip Heads"

design work and organisation flowing through to an America's Cup Challenge."

Brown said Chris Dickson had been invited to become involved because of his previous experience in both America's Cup and Whitbread Challenges. Dickson looked set to win the W60 division of the last Whitbread Race until a broken mast off the coast of Brazil put paid to his chances. Then in the 1995 America's Cup he showed great poten-



Above: Rob Brown in his better known role as the champion skipper of *Prudential* in the Grand Prix 18-footer circuit

Right: W60, *Tokio*, at full speed on The Solent in England (Pic: PPL)

tial with his low-budget campaign until the big moneyed Blake and Bertrand campaigns eliminated him.

Meanwhile Rob Brown is continuing his Grand Prix 18-footer sailing, launching a new *Prudential* built by Boatspeed at West Gosford, the builders of such famous ocean racers as *Brindabella* and *Ninety Seven* and, who knows, Australia's first W60.

The Whitbread Race headquarters in Southampton has confirmed that Fremantle will be one of the two Australian stopovers during the race. As yet, the second Australian stopover has not been decided. Both Melbourne and Sydney are being considered.

It is understood that the race organisers prefer Sydney because of the difficulties yachts could face getting through The Rip at Port Phillip Heads if they arrive at the wrong time for the tidal flow, and also the long haul up the bay to Melbourne. However, there appears to be some difficulty between Sydney authorities and the Whitbread management over the berthing and shore facilities needed.

So far 30 entries from 13 countries have registered. Of these registrations, seven are from the UK, five from the USA, three each from Australia and France, two each from Sweden and The



Netherlands, and one each from Austria, Canada, Germany, New Zealand, Norway, Poland and the Ukraine.

Many famous names from Whitbread's past number among these syndicates, including last year's W60 winner, New Zealander Ross Field who sailed *Yamaha* to victory.

As Rob Brown pointed out, the most immediate challenge for Australian yachting is to convince the governments of either Victoria or New South Wales of the value of hosting the stopover of such an international yachting event and the need for support in providing the best possible facilities. ▲

David Fuller

From the Commodore's Desk



Young CYCA Sailors Excel at Home and Abroad

The value of the CYCA's Youth Sailing Academy in developing the sailing skills of our young members in both offshore and Olympic one-design sailing has been underlined by their recent performances in Australia and overseas.

John Harris and Lee Knapton from our Youth Sailing Academy, sponsored by the Quiet Little Drink group, sailed to a creditable 20th place in the recent World championship for the Olympic 470 dinghy class in Canada. They were one of only two Australian crews to qualify for the Gold fleet after finishing second in their qualifying pool and at one stage were holding 10th place overall in the finals.

John and Lee have been sailing together in a 470 only since Easter this year and must rank as potential Olympians. Incidentally, I understand that this is the first time a CYCA team has contested an Olympic dinghy class world championship, something that augers well for the future.

Back home, a large number of the YSA students sailed in our recent Canon Sydney-Gold Coast Classic, which was another resounding success with 73 yachts enjoying ideal sailing conditions for most of the race north.

Among the YSA students who crewed on a number of different yachts was a group of nine who made up the major part of the crew aboard John Needham's beautiful 50-footer, Sidewinder. John is one of several generous CYCA members who are supporting the YSA by giving our students the opportunity to go ocean racing. They not only sailed well in the race to Southport but scored a hard-fought win in the PHS division of Southport's XXXX Winter Regatta.

Criticism of IMS Rule

As expected, the IMS rule came in for its usual criticism from many of the competitors in the Canon Gold Coast Classic. Whereas IMS is well accepted and very successful for short ocean races, there is no doubt that the rule is not ideal for long races where computerised performance curve scoring is based on a course constructed from conditions experienced throughout the race. This is particularly so where yachts in the same division have vastly different boat speeds.

There is nothing new about this criticism. However, I am sure that many owners and builders are still undecided about IMS and this has no doubt led to the proliferation of one-design classes overseas.

My comments are not intended to damage IMS which has been embraced, championed and nurtured by the CYCA since its inception. My intention is to stimulate more research and greater efforts from the rules administrators to improve the long race scoring mechanism. Happier owners and crews will result as we reach towards the ultimate quality goal of customer satisfaction.



David Adams, guest speaker at the next CYCA Youth Sailing Academy Sportsman's Luncheon.

New Sponsor for Sydney-Hobart

As we go to press I am delighted to announce that we have just reached agreement with Telstra MobileNet to sponsor this year's 51st Sydney-Hobart.

This is the first step towards what I hope will be a long-term partnership between our organisations and we are certainly very pleased to have a great Australian enterprise supporting our great race.

David Adams Guest Speaker at CYCA

David Adams, one of Australia's outstanding ocean racing yachtsmen and the first Aussie winner of Class II in the gruelling BOC Challenge solo race around the world, will be guest speaker at a Sportsman's Luncheon at the Cruising Yacht Club of Australia on Friday, October 6.

Organised by the CYCA's Youth Sailing Academy, the luncheon will be a fund-raiser to send a YSA crew to New Zealand for the Diet Coke international youth match racing championship in Auckland. The Cup will be sailed in Elliott 5.9s and three Australian clubs have been invited to compete against crews from New Zealand, Great Britain, Japan and the United States.

Since his fine performance with *True Blue* in the BOC Challenge, David has sailed aboard two more winners, *Exile* in the TransPac and *Brindabella* in the Canon Gold Coast Classic and Hamilton Island Race Week. His name is being mentioned in a group planning a challenge for the next Whitbread Race.

Bookings for what will certainly be an interesting and informative Sportsman's Luncheon, as well as supporting the Youth Sailing Academy team for New Zealand, can be made at the CYCA on 02 363 9731.

Telstra MobileNet to Sponsor Hobart Race

The world's greatest annual long ocean race, the Cruising Yacht Club of Australia's Sydney-Hobart, has a dynamic new sponsor in Telstra MobileNet for this year's 51st bluewater classic. Peter Campbell reports.

With new IMS racers and maxi yachts joining the Australian ocean racing fleet, extensive national and international interest in the Southern Cross Cup international teams series, and the second running of the spectacular Canon Big Boat Challenge on Sydney Harbour, the stage is set for a month of exciting sailing out of Sydney in December.

As always, the highlight will be the start of the 630 nautical mile Telstra MobileNet Sydney-Hobart Race on Boxing Day, December 26, when Sydney-siders traditionally pack the headlands and spectator craft for what has become an icon of Australia's summer of sport.

The CYCA received its first applications for entry in the 51st Sydney-Hobart in mid-August and officials are predicting a fleet of between 130 and 150 boats. While not comparable with the massive armada of 371 boats which set sail in last year's 50th Race, a fleet of this size will represent an increase of nearly 50 per cent on the normal fleet over the past few years.

The Club's optimistic outlook on numbers has been boosted by a marked increase in fleet sizes in other ocean races this year. It is apparent that many owners who refurbished their boats es-



Mark rounding enmasse in the 50th Sydney-Hobart as 371 yachts sailed out of the Harbour (Pic: Jono Knight)

pecially for the 50th Sydney-Hobart have caught the ocean racing bug once more.

Telstra MobileNet's partnership with the CYCA was announced by Commodore David Fuller and Mr Ian Shiers, Managing Director, Telstra Mobile Communication Services. Naming rights for the world famous ocean race became available when Kodak ended its sponsorship after four years because of international commitments to the Atlanta and Sydney Olympics.

Mr Shiers said Telstra MobileNet, the only Australian-owned mobile phone carrier, was proud to sponsor a great Australian sporting event such as the Sydney-Hobart.

"Our sponsorship demonstrates our commitment to supporting Australian sport, in particular this great race in which the hundreds who participate demonstrate great skills of seamanship,

teamwork and the competitive spirit.

"Perhaps more than any other national sporting event, this race captures the imagination of Australians due to its call on the endurance and courage of those who compete and for the great spectacle of the race among such a diverse fleet."

Applications to enter the 1995 Telstra MobileNet Sydney-Hobart close with the CYCA on October 27, but there has been a quick response to some 1000 preliminary notices of race sent to yacht owners in Australia and overseas in early August. First to apply were two Royal Australian Navy yachts, *Lady Penrhyn* of Nirimba and *Charlotte of Cerberus*.

Heading the maxi yachts entering this year's race will be George Snow's *Brindabella*, which finished a mere seven minutes behind the maxi ketch *Tasmania* in the 50th and so far this year has

taken line honours in the Telstra National Business Directory Sydney-Mooloolaba Race, the Canon Sydney-Gold Coast Classic, and the XXXX Ansett Hamilton Island Race Week.

Tasmania, now in the USA, will not be

"The changes to the Southern Cross Cup format for 1995, announced earlier this year by the CYCA, have also created renewed interest in the seven-race international teams series"

competing this year, but joining *Brindabella*, with an expected improvement on her Australian debut at Hamilton Island, will be the world largest maxi racing yacht, *Matador 2*, now owned by Sydney yachtsman Anton Starling and renamed *Fudge*.

There are also unconfirmed reports that at least one prominent IMS maxi from America will be coming to Australia while several Australian syndicates are again looking at chartering overseas maxis.

Among the new IMS racers in the Sydney-Hobart fleet will be Syd Fischer's yet-to-be-launched 50-footer, the latest *Ragamuffin*, Bob Steel's imported Nelson/Marek 43, *Quest*, which won the IMS racing division at Hamilton Island Race Week, and several newly launched Bashford/Howison 41s (sisterships to last year's overall winner, *Raptor*). Among these are *Australia Challenge 2000* which builder Ian Bashford skippered to victory in the IMS cruiser/racer division at Race Week, and Lou Abraham's *Seaview Challenge Again*, which finished third overall.

The Bashford/Howison 41s are Iain Murray designs, but another one-off Murray 41-footer, the Victorian-built *Terra Firma*, has sailed impressively in the Ocean Racing Club of Victoria's Winter Series on Port Phillip. Early Victorian applications to enter the Hobart Race include another top performer, the Jutson 40, *Liberator*, along with *Fly by Night* and *Sweet Caroline*.

The changes to the Southern Cross Cup format for 1995, announced earlier this year by the CYCA, have also created renewed interest in the seven-race

international teams series to be sailed out of Sydney from December 16 through to December 20 with the Telstra MobileNet Sydney-Hobart the final race.

The changes include opening up the Southern Cross Cup competition to any Country, State or Club, a move that has already evoked positive interest among members of the Royal Ocean Racing Club in England, as well as in Germany and New Zealand. In Australia, there will be a National team and teams representing most States, plus individual Club teams. NSW could see as many as four Club teams, Victoria a

similar number and Tasmania one or two Club teams in addition to their State teams.

Making the Southern Cross series even more interesting is that each team of three yachts must comprise one of each of the following categories:

Race - lower limit 10.5m; upper limit ILC70. Cruiser/Racer - lower limit 10.5m; upper limit ILC70. Vintage yacht (aged 10 years or over) with an upper limit of ILC70.

For those yachts unable to compete in a team, there will be a division for individual yachts replacing the Asia Pacific Regatta this year.

The Australian and New South Wales teams for the Southern Cross Cup will be chosen from results in Middle Harbour Yacht Club's Bruce and Walsh Regatta, a four-race series offshore on December 2 and 3. ▲

The New Sponsor - Telstra MobileNet

Telstra MobileNet, the sponsor of the 51st Sydney-Hobart Yacht Race, is Australia's own cellular mobile phone company.

- Telstra MobileNet has two world class cellular mobile phone networks - its analogue network, launched in 1987 and the Telstra MobileNet Digital network, launched in April, 1993.

- The Telstra analogue network is the country's and one of the world's largest cellular mobile phone networks, reaching more than 87 per cent of the Australian population.

- The Telstra MobileNet Digital cellular network is the country's largest, reaching 83 per cent of Australians, more than either of its competitors.

- Telstra MobileNet in July connected its 100,000 digital customer, the first Australian carrier to announce this milestone. A few weeks later, it announced a second milestone, the connection of the two-millionth customer to its analogue mobile phone network.

- The Telstra analogue network has the second highest number of subscribers on a single network, after Italy's Telecom Italia.

- Australia has the world's highest penetration rate of mobile phone usage (mobile phones per head of population) after Scandinavia. Australia has recently overtaken major countries such as the USA, and has significantly higher mobile usage than Canada, the UK and Japan.

- More women are buying mobile phones. In the first three months of 1995, women accounted for 30 per cent of mobile phone purchases.

- Telstra MobileNet offers a text-based Short Messaging Service, called MobileNet Memo, for digital customers. Telstra's Digital customers can also use MessageBank, a voice message notification facility.

- Telstra MobileNet offers an International Roaming service for digital customers in 150 cities in 27 countries worldwide.

- Telstra MobileNet has launched Australia's first Fax and Data service for digital cellular which allows customers to both send and receive faxes, data and e-mail.

- Telstra MobileNet customers are backed by the Australian mobile phone industry's largest customer service organisation.



Canon Big Boat Challenge on Sydney Harbour

Canon Australia will again sponsor the Canon Big Boat Challenge on Sydney Harbour as a spectacular lead-in to the Telstra MobileNet 51st Sydney-Hobart Race.

The Big Boat Challenge will be sailed on Tuesday, December 21 over a course similar to last year's race, with the fleet twice rounding Fort Denison (Pinchgut) before they head down Harbour, with the finish off the Sydney Opera House.

The CYCA expects a strong fleet, headed by maxi yachts *Brindabella*, *Fudge* (*Matador 2*), *Amazon*, *Innkeeper* *Petaluma Wines* and *Condor of Currabubula*.

CYCA Cancels Race to French New Caledonia

With public outrage mounting at France's decision to resume nuclear testing in the Pacific, the Cruising Yacht Club of Australia announced in early August that it felt compelled to cancel the 1995 Australia-New Caledonia race. With fleets racing from Sydney and Brisbane, the race to Noumea was due to start on September 18 and 19, about the same time as the nuclear testing at Mururoa Atoll.

Announcing the decision, Commodore David Fuller said: "The Board of the CYCA, in an unanimous decision, has responded to the Australian public's outrage at the resumption of these

tests. We believe it would have been improper for Australian yachts to compete in a race to a French territory, although we know that many residents of New Caledonia are also strongly opposed to the nuclear testing."

Commodore Fuller said that between 25 and 30 yachts from New South Wales, Victoria and Queensland had been expected to compete in the biennial race across the South-West Pacific to Noumea - 1064 nautical miles from Sydney and 823 nm from Brisbane.

The first race to Noumea was conducted by the CYCA in 1953 as part of the celebration of 100 years of the French administration in New Caledonia, with further races in 1957, 1966 and 1974 with the event becoming a regular biennial fixture on the CYCA calendar from 1977, attracting as many as 59 starters. However, the 1985 race was also cancelled - because of political unrest in New Caledonia.

Middle Harbour Goes Biathlon for 3 Ports

While yachties should be able to swim, they are not necessarily great competitive runners, although Ian Johnson did run up Mount Wellington to ensure a win in the inaugural Tasmanian Three Peaks.

Which is why most yachts planning to enter Middle Harbour Yacht Club's annual 3 Ports Race on Saturday, October 14, are looking for some good athletes to join their crews.

Middle Harbour last year changed the format of the 3 Ports from a two-day coastal sailing and running event to a one-day biathlon, comprising swimming, running and sailing within the confines of the Harbour. It proved an outstanding success and the Club is repeating the same format this year.

This year's 3 Ports on October 14 will comprise seven legs, according to the notice of race, and including the champagne brunch as part of the stamina test.



Sou'westers provided some spectacular knockdowns for smaller yachts in the CYCA's Digital Winter Series on Sydney Harbour (Pic: Ace Marine Photography)

Leg 1 will be 1.5km swim, leg 2 a 12km run, leg 3 a 10nm sailing leg, leg 4 another 1.5km swim, leg 5 a second 10km run and leg 6 a final 10nm sailing leg.

Each yacht will carry a team of two athletes who must join the yacht's crew for the two sailing legs. The athletes may elect to participate in either the swimming legs, the running legs, or both. Team scoring combines the lowest elapsed times produced in the run/swim legs with the lowest corrected sail-

"This year, the Australian team will have the added incentive to do well, as the nuclear testing debate rages between many of the countries expected to compete,"

ing times. The team with the lowest aggregate times will be the winner.

To assist yacht owners find athletes for their teams, MHYC is promoting the event among athletic clubs and compiling a register of interested biathlon competitors.

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PHOTO: RICHARD BENNETT



The Cockle Bay Marina was the centre for the yachting display at the Sydney Boat Show. Catalina Yachts got a top award (Pic: Peter Campbell)

Another Jeanneau Joins CYCA

Sunsail Charters and the Cruising Yacht Club of Australia have a second Sunsail Jeanneau Sunfast 36 available for charter on Sydney Harbour, named after another famous Sydney-Hobart winner, *Spirit of Freya*.

Based at the CYCA marina in Sydney's Rushcutters Bay, the new fleet of Sunfast 36s are available for charter from the CYCA.

The Jeanneau Sunfast belongs to the new generation of high performance cruiser/racers designed by Phillippe Briand and Daniel Andrieu. They are built in Australia. Stable and easy to handle, the stylish sloop is well appointed below deck, comfortably accommodating six with three large cabins, a fully equipped galley and head with toilet and shower.

Sunsail's Sunfast 36s are available for charter, either bareboat or skippered, for racing charter, corporate events or team match racing.

Further information: Sunsail, phone: 9979 7177.

New Zealand To Stage 1995 World Match Race

New Zealand yachting has scored another success by winning the right to

stage the eighth World championship of match race sailing in Auckland from November 13-19.

Original plans were to hold the World championship in Sydney, but it has been passed on to Auckland which is riding the crest of a huge yachting wave following the Kiwis victory in the America's Cup.

The top 10 yachtsmen in the Omega Grand Prix rankings will be invited to compete in the World championship to be staged by the Royal New Zealand Yacht Squadron. New Zealand's Russell Coutts, who helmed *Black Magic* to victory at San Diego, is currently ranked number one in the world. He won two consecutive world championships in 1992 and 1993.

Close behind are past world champions Peter Gilmour and Rod Davis from Australia, and Bertrand Pace of France.

Peter Gilmour Wins Swedish Match Cup

In a repeat performance of the 1994 Swedish Match Cup, Australian Peter Gilmour beat American Ed Baird in the final of the 1995 Swedish Match Cup sailed at Marstrand, and came away US \$35,000 richer.

Baird had won the Baltic Match Race the previous week but Gilmour was in devastating form throughout the Swedish series, winning the final in three matches before a packed crowd of spectators afloat and ashore.

Baird won the start of the first match but at the first weather mark the Australian was half a boat length ahead. The lead changed until the final leeward mark when Gilmour rounded just ahead to sweep to victory.

Gilmour led all the way in the second match to win by six boat lengths but the

final was a boat-for-boat battle all the way, with Gilmour finishing just centimetres ahead to win the Cup for the second year running. Third place went to Bertrand Pace (Fra), fourth to Magnus Holmberg (Swe).

Australian Sails In Block Island Victory

Australian sailors and sails made a major contribution to the success of the new Farr ILC 40 *Esmeralda*, owned by Japanese yachtsman Makato Uematsu at America's famous Block Island Week. The new boat not only won its class but was overall winner in the IMS fleet.

Joining a predominantly Japanese crew were Sydney yachtsmen Bob Fraser (mainsail trim), Brad Stephens (headsail trim) from Fraser Sails and Carl Craford from Harken. *Esmeralda* was steered by Japanese helmsman Yutaka Takagi with Makato Namba of *Nippon Challenge* fame joining Carl on navigation and tactics.

Block Island Week has been held bi-annually since 1965 and always attracts the cream of East Coast yachts to this picturesque small island some 12 miles off the Rhode Island coast. This year some 2000 sailors hit Block Island.

Fraser Sails built the complete wardrobe of sails for *Esmeralda*, including a breakthrough concept eliminating sewn seams in the works sails. These sails, using commercially produced scrim fabrics of Kevlar 49 and FraserSails "Plus" panel technology proved lighter, more stable and faster than the best that the US lofts could offer.

In fact, *Esmeralda's* speed difference was so significant that she actually beat

"Block Island Week has been held bi-annually since 1965 and always attracts the cream of East Coast yachts to this picturesque small island some 12 miles off the Rhode Island coast. This year some 2000 sailors hit Block Island"

the ILC 46 winner, *Titan*, on elapsed time in three out four races.

In final results *Esmeralda* took IMS overall and Class 2 honours from *Jazz Sensation*, a new Nelson Marek 40 and *Sheerness*, a Taylor 4 1. *Esmeralda* had two firsts, a fourth and a fifth in class. In

IMS Class 1 the winner was *Titan*, a Nelson Marek ILC46, with second going to *Infinity*, a Nelson Marek 49, third to *Idler*, a Nelson Marek 45.

Record-holder Merlin Wins Transpac Again

In the 1977 Transpac, a new division was created for a popular new type of downwind racer, the ultralight displacement boats, or ULBDs as they became known. That same year, American yacht designer and builder Bill Lee created and entered a 64-foot ULBDs called *Merlin* and Mother Nature created the most favourable winds in years for the race from California to Honolulu in Hawaii.

Those winds became the ingredients for *Merlin's* elapsed time record that has yet to be eclipsed - 8 days 11 hours 1 minute 45 seconds for the 2200 nautical mile race.

This year, 18 years later, *Merlin* - sporting an extra five feet on her transom - has once again taken a first place in Transpac, although not for the fastest elapsed time. Under charter to Canadian Dan Sinclair, *Merlin* became the Division 1 and overall corrected time winner of Transpac '95, holding her time against a fleet of much more modern ocean racers. Among them were several of Australian interest.

Division 2A went to *Mirage*, a Santa Cruz 70, while Division 2B was won by the Australian-built and largely Australian-crewed Reichel/Pugh 66, *Exile*, owned and skippered by expatriate Aussie Warwick Miller. The green-hulled sloop made her debut in the Big Boat Challenge on Sydney Harbour last December and followed this with a fine third on line and third in IMS Division A of the 50th Sydney-Hobart.

Sailing master for the Transpac was Michael Coxon with BOC race Class II winner David Adams as one of the watch captains. Coxon's North Sails loft in Sydney created special spinnakers and other downwind sails for *Exile's* Transpac bid complementing the existing sail inventory which contains a number of the revolutionary North 3DL one-piece computer generated sails.

Exile was built in Sydney by John McConaghy who also had two other boats in the Transpac - *Morning Glory*, a Reichel/Pugh 50 which finished second



The first of the Grand Mistral maxi yachts has been launched in France and sailed across the Atlantic as part of the promotion for the Grand Mistral World Yacht Rac 1996-7 which includes the 1996 Sydney to Hobart Race as a leg of the circumnavigation race

in Division 3 to the Davidson 50, *Jumpin' Jack Flash*, and the Reichel/Pugh 70, *Windquest*, the first of the monohull "invited guests" to complete the course.

Another yacht well known to Australians, "DJ" Johnson's Lidgard 60, *Final Approach*, sailed in the Transpac to complete a three-year circumnavigation of the world, making her final approach into her home port, Oahu's Aia Wai Boat Harbour.

Port Lincoln's 46th Race From Adelaide

Port Lincoln Yacht Club have their planning well advanced for the 46th annual ocean race from Adelaide to Port Lincoln and the 21st Lincoln Week Regatta, with promotion seeking interstate entries.

Starting from Adelaide's Outer Harbour on Friday, February 9, 1996, the Fosters-sponsored race takes the fleet westward across the Gulf of St Vincent, through the Investigator Strait and then across Spencer Gulf to Port Lincoln.

There will be a new format for the 1996 event. Racing boats will start as usual at 3pm on the Friday, with divisions for IMS, Arbitrary handicap and JOG rated boats, along with the teams event. Cruising boats will start earlier at 10am and will compete in a "fun" race with a cruising orientated handicap based on

waterline length, cruising equipment, crew numbers - as well as taking account of the level of luxury equipment these vessels may carry.

The 21st Lincoln Week Regatta will start on Monday, February 12 with an Olympic course race, followed by a day race on the Tuesday. After a lay day on the Wednesday there will be two races on the Thursday - a windward/leeward in the morning and an IYRU Square course in the afternoon.

While the racing hot shots will enjoy a competitive five race series, the cruising boats will have just one race, on the Tuesday when both the racing and cruising fleets finish in Spalding Cove for a beach barbeque.

More information: Lincoln Week chairman Bruce Marriot on (086) 830801 or Lincoln Week secretary Phil Turner on 018 837608. ▲

Course for the 46th Adelaide to Port Lincoln Race to be held in Feb '96



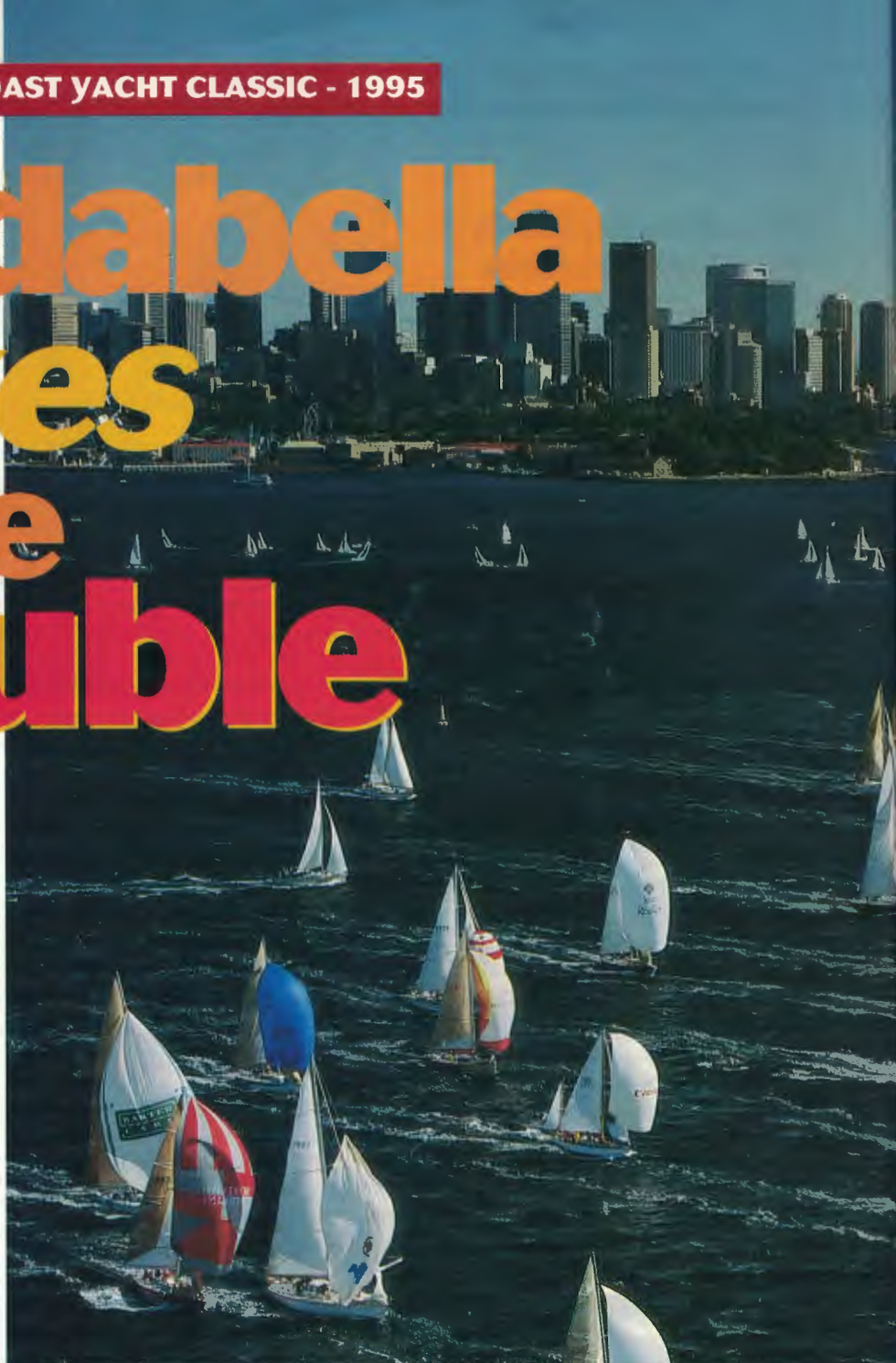
Brindabella takes the double

As George Snow berthed *Brindabella* at Southport Yacht Club's floating marina at the end of the Canon Sydney-Gold Coast Classic he was wearing a winner's grin. The Jutson 75 had powered through to the lead over the final 80 nautical miles and sailed away to a magnificent line honours victory in the 386nm race to Queensland, giving him personally a line honours victory in almost every major ocean race sailed off the Australian East Coast, plus a few overseas victories.

But his eyes turned south.... "now it's for the big one - the Sydney-Hobart line honours in December," he told OFF-SHORE. For while Snow took line honours in the 1991 Sydney-Hobart with his first *Brindabella*, victory has twice eluded him with the new maxi - a retirement in the galeswept 1993 race and a loss to the maxi ketch *Tasmania* by a mere seven minutes in the Kodak Gold 50th Sydney-Hobart.

A day later, Snow had an even bigger smile when the Cruising Yacht Club of Australia confirmed the Australian-designed, built and equipped 75-footer as the winner from a state-of-the-art fleet in IMS Division A of the Canon Classic.

Corrected time results gave first place to *Brindabella* by a massive margin of



Brindabella proved herself one of the greatest maxi yachts ever to race in Australian waters when she took out the double of line and IMS grand prix handicap honours in the 10th Canon Sydney-Gold Coast Classic, as Peter Campbell reports



Helicopter pilot and photographer Mark Fitzsimmons shot the big fleet sweeping down the Harbour after the start in the Canon Sydney-Gold Coast Classic while Peter Campbell pictured *Brindabella* as she crossed the finish line off Southport two days later



Top: *Canon Maris*, skippered by Ian Keiman, on her way to victory in the Canon Sydney-Hobart Gold Coast Classic. Above: *Heaven Can Wait* (Warren Johns) and *Team Fujitsu* (Nigel Holman) head for the Tasman Sea. (Pic: Peter Campbell)

four hours from the 36-footer, *2KY Racing Radio*, skippered by Bob Mulkearns. Both yachts were designed by Sydney-based naval architect Scott Jutson, *Brindabella* being a Jutson 75 and *2KY Racing Radio* an NSX-36 production yacht.

Third on corrected time was Robin Crawford's Farr 40, *Assassin*, the first purpose-built IMS racer to be raced in Australia and still a formidable force in ocean racing. While *Brindabella* won by nearly four hours on corrected time just over an hour separated the next five boats - *2KY Racing Radio*, *Assassin*, *AMP Wild Oats*, *Atara* and the Tasmanian sloop, *Hartz Mineral Water*.

This was *Brindabella's* third major line/IMS handicap double since being launched in 1993, the others being in the 1993 Gosford-Lord Howe Island and 1994 Sydney-Mooloolaba races, in which she also broke the 17-year-old race record. She is also only the second yacht to take out the line honours and the major IOR/IMS handicap double in the Gold Coast Classic - the IOR maxi *Apollo* winning the double in the inaugural race in 1986.

Added to these Australian successes has been *Brindabella's* line honours dominance of the Kenwood Cup in Hawaii last year and now her brilliance at the 1995 XXXX Ansett Hamilton Island Race

Week which followed the Gold Coast Classic.

Victory did not come easily in the Canon Classic, with the fresh sou'westers of the first day and night favouring the downwind PHS flyers with their huge non-rated spinnakers.

"It took a long time to catch *Future Shock*, with her big asymmetric spinnaker she was very fast off the wind," Snow said. "But as soon as the breeze swung to the nor'west and on the nose, we sailed right through her south of Yamba.

"We made up three miles in an hour when the wind changed direction and dur-

ing the (Sunday) night opened up a lead of 15 miles," Snow added, with *Brindabella* beating *Future Shock* home by more than three hours.

From a surfing start on Sydney Harbour before a 25 knot sou'wester, *PL Lease Future Shock* swept away to a commanding lead that she did not surrender for the next 300nm, holding the lead even when the wind eased away on the Sunday. The New Zealand designed and built Elliott 55 is now owned by Melbourne yachtsman Peter Hansen who sailed her in the 1993 Brisbane-Osaka race, finishing second.

Sailing with him were the designer, Greg Elliott, and hard-driving Melbourne sailor Grant Wharington, as sailing master. It was Wharington, sailing his own boat, *Wild Thing*, who beat Hansen in the Brisbane-Osaka race, also winning the short-handed Melbourne-Osaka race last year.

While *Brindabella's* elapsed time of 44 hours 32 minutes 01 seconds was about five and a half hours outside the race record of 38 hours 57 minutes set by *Hammer of Queensland* in a gale in 1988, it was still the second fastest time for the 386 nm race since it was introduced in 1986 with the opening of the Gold Coast Seaway.

Third to finish was three-times past line honours winner, *Amazon*, with Peter Walker returning to ocean racing after the dismasting in the 1994 Gold Coast race. Sporting a new carbon fibre mast (ex America's Cup challenger, *Spirit*) *Amazon* and her crew looked short

of training time and after a brief burst she never looked a threat, She finished more than two hours astern of *Future Shock*, followed by *Innkeeper Petaluma Wines* (Andrew Short).

This year's 10th race, the second sponsored by Canon, reflected the revived interest in ocean racing that was stimulated by the 50th Sydney-Hobart. The fleet of 73 yachts from all eastern states was the largest in four years, with all but three boats finishing.

The start, in a fresh to strong sou'wester provided the fleet with a rollicking square spinnaker run to the Heads, with the fleet continuing to reach and run north throughout the night. By next morning the odds were looking good for a race record, but the breeze died away throughout Sunday.

PL Lease *Future Shock* and *Brindabella* were able to maintain reasonable boatspeed throughout the day before picking up the fresher nor'westerly airstream south of Yamba. As George Snow said, that gave *Brindabella* the break she needed and she crossed the line off Southport's Main Beach shortly after 9am on the Monday with CYCA Com-



Sign on the bow of 56-year-old sloop *Southerly* before Don Mickleborough and his equally veteran crew set sail in the Canon Sydney-Gold Coast Classic (Pic: Peter Campbell)

modore David Fuller firing the finish gun.

Future Shock missed out on line honours, but Hansen collected first place trophy in PHS Division A, winning on handicap from rival downwind flyers from the CYCA, *Innkeeper Petaluma Wines* (Andrew Short) and *Amazon* (Pe-

ter Walker).

In contrast to these state-of-the-art speedsters, PHS Division B produced a victory for *Sailaway*, a 14m sloop designed by Joe Adams and built by RPAYC member Robert Byrne from steel 15 years ago as a family cruising boat. She has sailed in every Gold Coast Clas-

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sic with Bryne again getting together some old sailing mates for a rather sedate cruising race north.

Sailaway won PHS Division B from another Gold Coast regular, James Lawler's *Charisma* from the Sydney Amateur Sailing Club, third going to the little sloop *Classic Blue*, owned by Chris Oh and Trish Osborne, also from the Amateurs.

Two of the most creditable efforts in the race came from David Pescud and his crew of sailors with physical disabilities aboard *Aspect Computing* and the crew of youngsters from the CYCA Youth Sailing Academy aboard John Needham's beautiful blue-hulled 50-footer, *Sidewinder*.

The sailors with disabilities used this race a year ago to make their presence felt on the ocean racing scene and in the past year have successfully competed at Hamilton Island Race Week, the Gosford-Lord Howe Island race and the 50th Sydney-Hobart. *Aspect Computing* placed ninth in PHS Division A.

Sidewinder, designed by Ed Dubois as an IOR racer, was built in New Zealand from timber obtained from a single kauri tree and raced in New Zealand and Hong Kong before being bought recently by Needham, a CYCA member. He made the yacht available to the Youth Sailing Academy for the Canon Sydney-Gold Coast race and the following Southport Yacht Club XXXX Regatta, and apart from himself and academy coach Dayne Sharpe the



Victorian flyer *PL Lease Future Shock* (Peter Hansen) set the pace as she surfed north in the Canon Sydney-Gold Coast Classic. The Elliott 55 held the lead until *Yamba* when overtaken by the maxi *Brindabella* (Pic: Ian Mainsbridge)

crew were all youngsters from the Academy.

Sidewinder was 20th yacht to finish the race, placing 13th on corrected time in PHS Division A with the crew of youngsters aged between 13 and 21, showing their potential as ocean racing sailors. In fact, in the following XXXX Regatta, they came out winners in the PHS division.

Clean Up at Southport for Ian Kiernan

Ian Kiernan, founder of Clean Up Australia and former Australian of the Year, made a clean up in the Canon Sydney-Gold Coast Classic. Skippering his classic timber yawl, *Canon Maris*, he won on corrected time the IMS Division C from a fleet that included several other "golden oldies" of ocean racing.

Maris, built 37 years ago, also won the special Vintage Yacht Trophy presented by race sponsors, Canon Australia, who have also sponsored Kiernan in his restoration of the old yacht.

Canon Maris is a Tasman Seabird

yawl, designed by the late Alan Payne, the creator of the famous America's Cup challengers *Gretel* and *Gretel II*.

Kiernan, whose ocean racing has included contesting the BOC Challenge solo race around the world, brought *Maris* back to ocean racing standards specifically to contest last year's 50th Sydney-Hobart. *Maris* finished second, beaten by less than seven minutes by the 56-year-old Charlie Peel-designed *Southerly*, skippered by 70-year-old Don Mickleborough, in the 30-Year Veteran Division of the 50th Hobart but reversed

the positions with a fine win in this race.

Third place went to another Huon pine-hulled oldtimer, the Jock Muir designed and built *Lahara*, skippered by Phil Ashe, which also was restored for the 50th Sydney-Hobart.

"It's great to see these old yachts able to race competitively again under the International Measurement System, not only racing against each other but also beating some of the much more modern fibreglass boats in our division," Kiernan said after his win.

Although *Canon Maris* and *Southerly* sailed close together for most of the race up the NSW North Coast, in the end *Canon Maris* pulled away to finish more than three hours ahead, extending that margin to more than five hours on corrected time.

The Middle Harbour Yacht Club boat *Kings Cross-Sydney*, skippered by Ray Stone, continued her remarkable ocean racing success by winning IMS Division B, beating *Canon Copiers* (Brian Ellis) from Royal Prince Alfred Yacht Club by a mere 40 minutes on corrected time, third going to the newly-launched IMA/Masrm 950, *Image*, designed by Iain Murray and skippered by Russell Murphy, also from RPAYC.

Canon Copiers, a Farr 40 which previously raced as *Witchcraft II*, has sailed in every Sydney-Gold Coast race over the past decade, notching up a remarkable two wins, three seconds and three thirds. Owned by RPAYC Rear Commodore Bruce Staples she was skippered by longtime navigator Brian Ellis but Staples jumped aboard at the last minute when one of the original crew could not make it.

While *Kings Cross-Sydney*, a Davidson 36 optimised by Scott Jutson, won by a 40 minutes with two hours between *Canon Copiers* and *Image*, only an hour separated the next eight yachts on corrected time - *Nynja-Go*, *Illusion*, *Never a Dull Moment*, *Elusive*, *Too Impetuous*, *Spirit of Rani* (chartered by an Army crew), *Wet 'n Infamous* from Melbourne and *Pilgrim*. ▲

CANON SYDNEY-GOLD COAST CLASSIC - HONOUR ROLL

Line Honours: *Brindabella*, Jutson 75 (George Snow, CYCA) elapsed time 44 hours 32 minutes 01 seconds.

IMS Div A: 1: *Brindabella*, Jutson 75 (George Snow, CYCA) corrected time 44.31.01, 2: *2KY Racing Radio*, Jutson NSX-36 (Rob Mulkearns, MHYC) 48.23.58, 3: *Assassin*, Farr 40 IMS (Robin Crawford, MHYC) 49.21.33.

IMS Div B: 1: *Kings Cross-Sydney*, Davidson 36 (Ray Stone, MHYC) 61.25.58. 2: *Canon Copiers*, Farr 40 (Brian Ellis, RPAYC) 62.06.07. 3: *Image*, IMA/Masrm 950 (Russell Murphy, RPAYC) 64.07.25.

IMS Div C: 1: *Canon Maris*, Payne Tasman Seabird (Ian Kiernan, CYCA) 66.51.58. 2: *Southerly*, Peel 36 (Don Mickleborough, CYCA) 72.17.12. 3: *Lahara*, Muir 33 (Phillip Ashe, CYCA) 74.12.41. PHS Div A: 1: *PL Lease Future Shock*, Elliott 55 (Peter Hansen, Sandringham YC, Vic) 64.35.55. 2: *Innkeeper Petaluma Wines*, Steinmann 62 (Andrew Short, CYCA) 69.34.22. 3: *Amazon*, Steinmann 69 (Peter Walker, CYCA) 71/30.21.

PHS Div B: 1: *Sailaway*, Adams 14 (Robert Byrne, RPAYC) 68.05.33. 2: *Charisma*, Cavalier 43 (James Lawler, SASC) 69.14.05. 3: *Classic Blue*, Nelson 32 (Chris Oh/Trish Osborne, SASC) 70.34/10.



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Italian Victory at Admiral's Cup

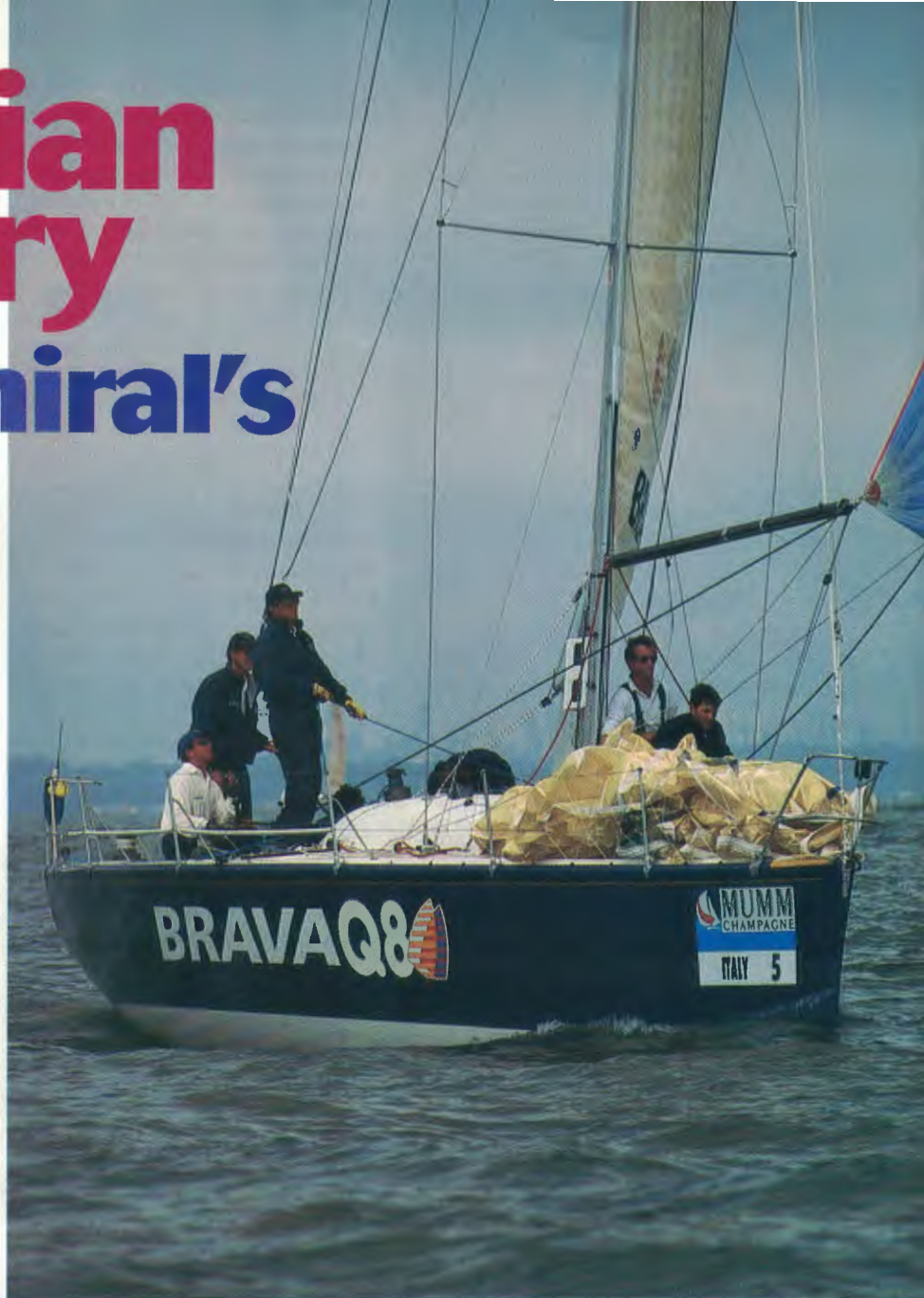
The 1995 Champagne Mumm Admiral's Cup was an historic series, as John Roberson writes:

- The first sailed under I.M.S.
- The Italians won for the first time.
- England, the host nation and the country that has won the cup most frequently, finished last for the first time.

The Italian victory was well deserved, but came as something of a surprise, pre-series speculation centring around the German and American efforts, and to a large extent tending to forget the Italians, despite the fact they have put in some strong performances in recent years. The Germans almost certainly had the hardest fought trials in all three classes, and so were expected to be fully "race hardened". American domination of the offshore scene since the introduction of the I.M.S. to grand prix events, reflects their unrestrained enthusiasm for the new formula, with success in both the Kenwood Cup and Commodore's Cup during the past twelve months.

It was this unprecedented track record, plus the big name line up on their three boats that gave them the edge as pre-race favourites over the Germans.

While the Italians had neither Germany's large selection of purpose built boats to choose from, nor the Ameri-



Brava Q8, the Italian ILC 40, whose crew included Paul Cayard as tactician, and Kiwi Warwick Fleury on mainsheet.

can's record of successes, a glance through the list of people involved in their team from owners via skippers to coach and weatherman would have indicated them as serious as the challengers they turned out to be. Like so many successful campaigns in sailing, theirs was relatively low key, arriving in Cowes without fanfare, simply focussed on doing their job while the punters were distracted by the hype surrounding the two main protagonists.

Making up the rest of the eight nation line up were Hong Kong, Scandinavia, Ireland, and South Africa who were re-

turning to the event for the first time since 1975. Notable by their absence were Australia - this was the first time since 1963 that we have not sent a team, France - who have previously sailed in every series except the inaugural one in 1957, and the Netherlands who have only missed two previous Admiral's Cup in '57 and '91.

As usual, and as it should be in an event that calls itself the "world championship of offshore racing", the result hung on the Fastnet race. With just this 605 mile blue water classic to go, the Americans held a 25.5 point lead over



Left: Concentration on board the Italian big boat, *Capricorno*.

Below: *Mumm A Mia* leads a bunch of Mumm 36s on a typical grey Solent day.



the Italians.

In a series that was plagued by light winds, the Fastnet was no different from the other eight races, except that it was a lot longer, and the "tide gates" around the various headlands on the south coast of England were critical. The race proved to be one of the slowest for many years, with the Mumm 36s only just finishing in time for the prize giving ceremony.

For nearly five days team supporters in Plymouth kept track of the agonisingly slow battle in the English Channel and Western Approaches. The Scandinavians looked strong during the first 24 hours, though however well they finished they were unlikely to lift the Cup, while Italy looked to have taken the series points lead after the first night at sea.

Then the Americans regained their points advantage in the series as the fleet started their second day of the crawl

down the Channel, while the South African team took over the race lead. And so the see-saw battle continued all the way to the Fastnet Rock and back to Plymouth, with American fortunes mostly hingeing on the uncharacteristically poor performance of their big boat *Blue Yankee*, which had England's Laurie Smith in its afterguard.

When the final reckoning came the Italians had put in a strong performance taking the trophy with 112,958 points to America's 138,250 points. There were those that said the Italians didn't win it, the Americans gave it away, but this is somewhat unfair commentary on a team that was so well prepared, and indeed over the past ten years Italy has proved herself time and again in other offshore events, particularly the level rating classes, and

it was only a matter of time before they picked up the "big one".

The Italian team was made up of *Capricorno* in the big boat slot, a Farr 47 chartered from her owners, Concordia Custom Yachts, by one of the mainstays of Italy's recent CMAC efforts Rinaldo del Bono. Another well known Italian owner, Landolfi Pasquale, filled the ILC 40 berth with his eighth boat to be called *Brava Q8*, and another from the Farr design team. The Mumm 36 in the team, *Mumm A Mia*, was owned by newcomer to the Admiral's Cup scene Paolo Gaia, but he had shown his ability to hold a strong crew together with some good performances on the European circuit in the months before this event.

The team was stacked with well known names, both Italian and other nationalities. Steering *Capricorno* was Flavio Favini, while American/New Zealander Rod Davis was calling the tactics, and England's Derek Clark navigated. *Brava Q8* had Francesco De Angelis on the helm and Paul Cayard as tactician, plus Kiwi Warwick Fleury and Steve Erikson of the U.S.A. trimming. The *Mumm A Mia* crew was under the guidance of England's Eddie Warden Owen as tactician, while Tommaso Chieffi steered, with other "names" in the crew including England's Lou Varney and Vincent Geake, plus Kevin Shoebridge of New Zealand.

Also great value to the team were the services of Australian weather expert Roger "Clouds" Badham. While neither Australia nor New Zealand had teams in Cowes, both countries were well represented amongst the eight countries that did contest the regatta. The biggest concentration of Australian talent was in the Hong Kong team, where Andrew

"As usual, and as it should be in an event that calls itself the "world championship of offshore racing", the result hung on the Fastnet race"

Strachan's *Ninety Seven* was under charter to ex-pat Aussie Keith Jacobs, and renamed *Bimblegumbie 97*. As well as the owner, the crew included Bob Fraser and Steve Kulmar plus four others, but unfortunately the boat did not perform particularly well, finishing last in its class.

Australia's Most Exclusive Race

Starting on Saturday, October 28, the 410 nautical mile race is north-east across the Tasman Sea to the World Heritage listed island. Not only is this an event unique in that it is the only long ocean race in eastern Australia conducted by a non-metropolitan club but it is literally the most exclusive race in the nation.

That exclusivity lies in the fact that the race is limited to 25 competing yachts because of restrictions on the number of boats which can moor in Lord Howe's pristine coral lagoon and also on the number of visitors allowed on the island at any one time.

Now in its 22nd year, the Lord Howe race was founded by several Central Coast yachtsmen who had cruised to the island, including wellknown CYCA member Peter Rysdyk. Gosford Sailing Club took the race over several years ago from the now defunct Gosford Aquatic Club.

The challenge of a race across the Tasman Sea as against a coastal passage event and the magnificent beauty of Lord Howe Island has attracted many of Australia's finest yachts but each year the organisers attempt to maintain a broad cross section of yachts, from cruiser/racers through to state-of-the-art maxis.

This year's race attracted more than 35 potential entries three months from the race, but there is also a limit on the number of deep draft yachts able to moor in the lagoon and the Club had to reject several boats. The final list of 25 competitors and two reserves is headed

Gosford Sailing Club has for nearly 80 years been one of the most active skiff and dinghy clubs outside of the Sydney metropolitan area and it also has a unique distinction in conducting one major ocean yacht race each year - the Fujitsu Gosford to Lord Howe Island Yachting Classic.

by the maxi yacht *Brindabella*, which took the double of line and IMS handicapped honours in the 1993 Lord Howe Island race - her first ocean race after being launched.

The event will see the return to long ocean racing by John Quinn, who survived five hours in the Tasman Sea south-east of Gabo Island after being washed overboard from his yacht during the galeswept 1993 Sydney to Hobart. Quinn now owns the Cole 43, *Polaris*, a veteran of more than a dozen Hobart races and a "gun" boat in the early 1970s.

The sponsors will have their own yacht again in *Team Fujitsu*, the former *Cuckoo's Nest* owned by Manly Yacht Club's Nigel Holman. The 1993 Sydney-Hobart winner designed by David Lyons is being actively campaigned by Holman who is keen to win the Lord Howe Island Classic after a fourth last year to Andrew Strachan's *Ninety Seven*.

Following last year's 50th Sydney-Hobart, enthusiasm continues among owners of vintage yachts and the Gosford to Lord Howe Island race in-

cludes two fine old timber boats, Richard Purcell's *Margaret Rintoul II* and Philip Ashe's *Lahara*. *Margaret Rintoul II*, which as *Ragamuffin* and a member of the Australian Admiral's Cup team, won the 1971 Fastnet Race, holds the record for an individual yacht in the Sydney-Hobart having sailed in 19 races.

Lahara is a 33-footer designed and built by the famous Tasmanian craftsman Jock Muir in 1951. She recently finished third in IMS Division C of the Canon Sydney-Gold Coast Classic to two other oldtimers, *Canon Maris* and *Southerly*.

The confirmed fleet is:

Pilgrim (Des Quirk, RPAYC); *Speakeasy* (Max Prentice, RSYS); *Margaret Rintoul II* (Richard Purcell, CYCA); *Rising Farrster* (David Baxter, RPAYC); *Polaris* (John Quinn, RPAYC); *Collex Onyx* (Alyn Ovenden, LMYC); *Storm Rider* (John Elgar, LMYC); *Katinka* (Des O'Connell, CYCA); *Adria* (Chris Gorman, RPAYC); *Suspence* (Rod Goldstiver, CYCA); *J44 Phoenix* (Bob



Opposite page: Team Fujitsu (ex Cuckoo's Nest) will be one of the favorites for Lord Howe while above: sponsor's John McInemey will be aboard *Chimera* (Pics: Peter Campbell)

Reynolds, MHYC); *Yendys* (Geoffrey Ross, MHYC); *Brindabella* (George Snow); *Chimera* (Jim McBain/Alan Plume, RNZS); *Decimator* (Wayne Millar, Townsville Cruising YC); *Team Fujitsu* (Nigel Holman, Manly YC); *Lady Penrhyn of Nirimba* (Royal Australian Navy); *Alexander of Creswell* (Royal Australian Navy); *Rising Sun* (Royal Australian Army); *Impeccable* (John Walker, MHYC); *Lahara* (Philip Ashe, CYCA); *Grandslam* (Terry O'Brien, LMYC); *Morning Tide* (A.Fenwick & B.Rollinson, Gosford SC); *Nynja Go* (Dennis Pomfret, LMYC); *Highland Fling* (Keith Thom, LMYC); Reserves: *Flying Colours* (P.Schultes, MHYC) and *Jarkan 40* (Kanga Birtles, RSYS) ▲



Fujitsu Australia
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its sponsorship of the
Gosford to Lord Howe
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TEAM FUJITSU

Tradewind tacking in the tropics



Hamilton Island's XXXX Ansett Race Week reputation has been built up over more than a decade as a fun regatta in the tropical tradewinds, a midwinter mecca for yachties to get away from a chilly August in the Southern States of Australia. At the same time it has always attracted many of Australia's best boats, with several Kiwi boats usually providing an international flavour to a highly competitive regatta.

Race Week 1995 produced new IMS handicap winners in the imported Nelson/Marek 43, *Quest*, and the latest Howison/Bashford 41, *Australian Chal-*

"The yacht has huge potential, but her true character was unknown to us before Race Week. It was a case of learning more each time we raced"

lence 2000, and a new Hamilton Island line honours champion and record-holder in the Jutson 75, *Brindabella*.

Race Week also saw the debut in Australian waters of the world's biggest and former world champion IOR maxi, *Matador 2*, under the new ownership of Sydney yachtsman Anton Starling and with a new name, *Fudge* - one of his company's haircare products.

This was the new *Brindabella's* first Race Week, as she was still on her way home from Hawaii this time last year and she certainly made her mark. Skippered by George Snow with BOC Challenge class II winner David Adams as co-helmsman, *Brindabella* got the gun in all six races, setting record times for the 85 nm Coral Sea Race and the final Lindeman Island Race.

Nevertheless, *Fudge* and her crew headed by sailing master David Kellett were improving as the regatta progressed. They were sailing a massive maxi entirely new to them all, she had limped into Australian waters only a week before with a bent mast, and they had a series of minor gear breakages.

Fudge will be a strong contender for line honours in the 51st Sydney-Hobart, a real rival for *Brindabella*.

The title of champion yacht of the 1995 XXXX Ansett Hamilton Island Race went to *Quest*, the Nelson/Marek 43 imported by Sydney yacht sman Bob Steel as a potential Southern Cross Cup team yacht and Sydney-Hobart IMS winner. She certainly lived up to his

expectations with a brilliant performance against the best quality fleet of IMS racers and cruiser/racers to ever contest the international regatta in the Whitsundays.

Quest finished a clear winner with a score of 3-1-2-5-1-1 for a total of 495 points, pulling well clear of rival Bob Mulkearns' *Winfield Racing* (1-5-1-1-2-7, 491 points) with whom she had been equal on points after four races. Two successive wins at the end of Race Week, plus a disappointing final race by the NSX-36 made the result clear cut.

Third overall in the IMS Racing division was the Mumm 36 from Hobart, *Hartz Mineral Water*. Owner John Fuglsang shipped the yacht to Sydney then raced all the way north to Hamilton Island, picking up some good trophies on the way, but he couldn't break through at Race Week. *Hartz Mineral Water* finished with 481 points from placings of 2-5-5-3-3-2.

Bob Steel, a wellknown member of the Cruising Yacht Club of Australia, previously raced the chartered *Ozfire* and then *Too Impetuous* before importing *Quest*. She is the sixth of the successful Nelson/Marek 43s built in the US by Carroll Marine. Some of the design's results have included the 1995 Chicago



Above: Powerful New Zealand sloop *Antaeus* bursts over a wave during Hamilton Island Race Week in the Whitsundays

Left: Bob Steel's *Quest*, the US built Nelson/Marek 43 which won the IMS racing division at Hamilton Island's XXXX Ansett Race Week in an impressive debut in Australian waters

(Pics: Ian Grant)

Australia's famous midwinter regatta in the warm tradewinds of the tropical Whitsunday Islands of Far North Queensland, XXXX Ansett Hamilton Island Race, again provided great competition on the water, the usual dash of drama, and lots of fun ashore, as Ian Grant reports.

NOOD, 1994 St Francis Yacht Club Big Boat Series, 1994 New York Yacht Club Spring Regatta, 1994 SORC, 1994 Biscayne Regatta, 1993 Long Beach Race Week and 1993 American Yacht Club Spring Series. The cruiser/racer *Sedona* has dominated the IMS cruiser/racer field, winning almost every regatta she has entered.

Quest arrived by ship in Sydney in late July and after just six hours sailing was sent by truck north to Hamilton Island. For Race Week, Steel put together an outstanding crew headed by Jamie Macphail and Ron Jacobs, the Australian agents for Nelson/Marek Yachts. For Macphail, this was his third Race Week championship victory, having previously steered *Locomotion* and *Mad Men Across the Water* to success.

"The yacht has huge potential, but her true character was unknown to us before Race Week," Steel said after his win. "It was a case of learning more each time we raced. We re-cut the sails, which produced a speed improvement, and Jamie Macphail was great on the helm."

Nowra-based boatbuilder Ian Bashford lived up to his reputation of "just adding water" to achieve a winning combination with his Iain Murray-designed Bashford/Howison 41s. *Raptor*

won the 50th Sydney-Hobart, *Millennium* took out her division of the Sydney-Mooloolaba and Bashford maintained his record by steering *Australia Challenge 2000* to a resounding victory in the IMS Cruiser/Racer division.

Trucked from Nowra to Far North Queensland, Australia Challenge 2000, had her maiden race on the opening day of Race Week, placing second to defending champion, Mike Perjanik's J35, *Soundtrack*. Then came four straight wins and a third to clinch the series with 498 points, well clear of *Soundtrack*, steered again by Jason Rowed, on 491 points.

From even further south came another Bashford/Howison 41, Lou Abrahams' *Seaview Challenge Again*. Trucked all the way from Melbourne, *Challenge Again* sailed a consistent series of 3-3-4-2-4-2 to finish with 491 points. Look out for Lou in the Sydney-Hobart as he goes for his third overall win in the 630-miler.

An upheld protest after the final race cost the powerful Melbourne sloop, *PL Lease Future Shock* and owner Peter Hansen, an overall win in the hard-

fought PHS division. Ironically, the protest was lodged by fellow-Victorian Grant Wharington sailing *Wild Thing* after a brush during the congested start to the Lindeman Island Race. Normally arch rivals, Wharington had sailed with Hansen aboard *Future Shock* in their line honours second and PHS win in the Canon Sydney-Gold Coast Classic. Both skippers hoisted the red flag, neither electing to take an alternative penalty on the water. So it ended in the protest room.

Overall provisional results posted

"With the sou-easter hitting 25 knots, some of the smaller yachts produced wild broaches and the Lake Macquarie scow, *The Beast*, sailing on the knife edge between safe speed and destruction, lost it all in a big gust, and capsized"

before the protest had *Future Shock* finish equal on points with Doug Middleton's Brisbane sloop, *Valhalla*, with a countback favouring the Victorian boat. But the International Jury found against *Future Shock* and gave her a time penalty, knocking the Elliott 55

down to 11th place in race six and to second in the series. The end result was a victory for *Valhalla* with 488 points from a consistent score of 3-4-2-6-3-1 with *Future Shock* on 485 points, third going to *First Light* (Carey Ramm) with 481 points.

Competition was just as keen in the Cruiser division, with victory going to Royal Perth Yacht Club skipper Geoffrey Jamieson in his sloop *Aurora 2*. Jamieson, who is on an extended cruise on the eastern seaboard, contested the series with a makeshift crew he signed on just before the first race. However, they proved to be invaluable in the close racing against the Sydney sloop *Ocean Road* (Richard Friedrichs) and the Mooloolaba yacht *Shala V* (Graham Roberts). All three yachts shared the pointscore lead at various stages of the six race series.

Aurora 2 revelled in the moderate south-east tradewinds to win the final Lindeman Island race which gave her the series with a consistent 3-6-5-3-6-1 to finish with 483 points while *Ocean Road* scored 14-5-1-16-7-3 for 471 to just hold out *Shala V* on 470 points.

Victorian David Orr towed his little trailable yacht *Farr Better* behind the family car all the way north to the Whitsundays and went home with the keenly contested Trailable Yacht and Day Racer division.

Going into the final race *Farr Better* was locked in combat with *Pass the Salt* (Mike Wilcocks) from Brisbane and *Going Wild* (Antony Slater) from Pittwater's RPYAC, but a conservative race plan

"... organisers had to make do without the services of race director Warwick Hoban, in traction at Albury Base Hospital after breaking both legs in a serious snow skiing accident"

paid off for the Victorian boat to finish with 485 while *Pass the Salt* placed second on 483 and *Going Wild* third with 482 points.

As yachts and sailors from around Australia and New Zealand turned the famous tourist resort of Hamilton Is-



land into a yachties' paradise, organisers had to make do without the services of race director Warwick Hoban, in traction at Albury Base Hospital after breaking both legs in a serious snow skiing accident. Local David Hutchen, who has been involved in Race Week since its inception, stepped into the role and completed a fine job.

The race committee also showed its versatility and attention to owner's views in using IMS performance scoring when, after a meeting with leading skippers, it agreed to amend the wind strengths for the long Coral Sea Race and also taking into consideration the often strong running currents and tides of the Whitsunday Islands. In subsequent races, skippers were asked to fill in a form giving their assessment of wind direction and strength on each leg, along with a trip-log of distances sailed, to assist the race committee in scoring.

The final fleet was a more manageable 105 boats than the 160 of 1994, with restrictions being placed on the number of cruising boats. IMS was divided into the Racers and Cruiser/Racers, plus divisions for PHS,

Cruising and Trailable Yachts and Day Sailers. For many competitors it was back again, but this year saw some interesting new boats and new faces among the yachties, including several crew from New Zealand's America's Cup winning *Black Magic*. ▲



Top: *Ocean Road* leads the Cruising Division fleet through the Whitsunday Islands during XXXX Ansett Race Week at Hamilton Island (Pic: Ian Grant)

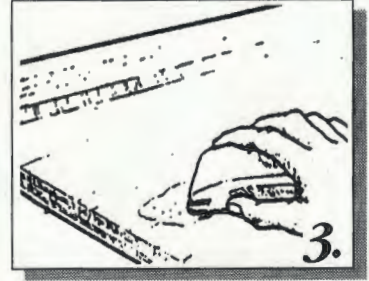
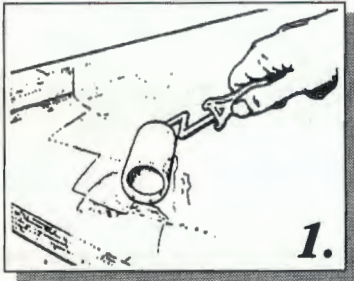
Above: Missing the scene at Hamilton Island was race director Warwick Hoban, pictured here by Mike Sabey soaking up the sunshine from his Albury base Hospital bed after breaking both legs in a snow skiing accident.

Below: The biggest maxi yacht on the Australian scene is the 85-footer *Fudge* (ex *Matador 2*) now owned by Sydney yachtsman Anton Staring (Pic: Ian Grant)





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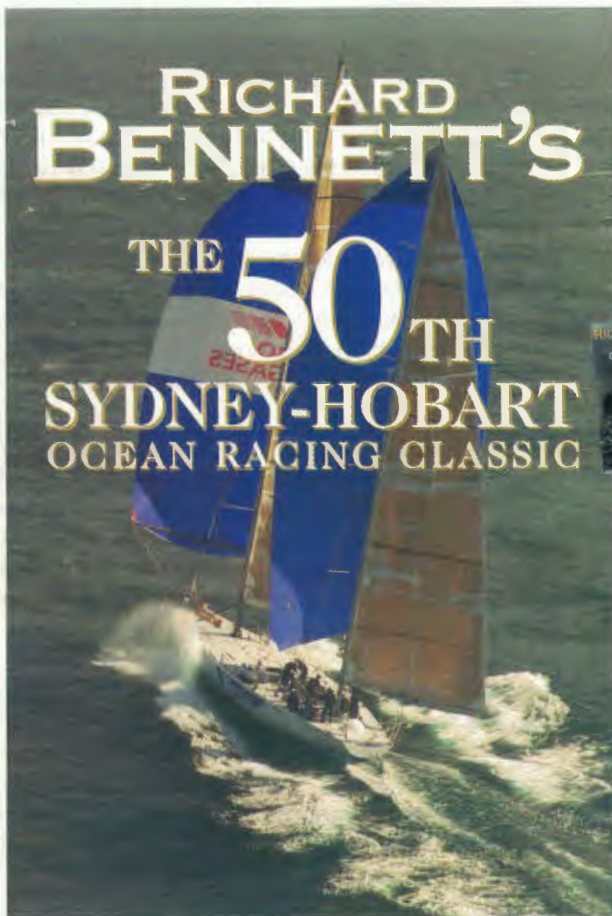
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Inaugural Hayman Island Big Boat Series Success

For a number of years Australian yacht owners have focused their attention and ambitions on some of the world's most exotic locations such as the Aegean Rally in Greece, Antigua Week in the Caribbean, the Sardinia Cup in Italy and the Kenwood Cup in Hawaii.

While that trend has continued it has been restricted to those who can afford both the expense and the time to travel the great distances into the Northern Hemisphere for the distinction of adding another regatta plaque to the bulkhead. Yet, one can enjoy the same healthy environment, the social atmosphere and an excellent standard of yacht racing in one of the world's most picturesque venues - the Whitsunday Islands of Queensland's tropical coast.

The Whitsundays has become a racing sailor's paradise since the introduction of the XXXX Ansett Race Week Regatta at Hamilton Island 12 years ago. Race Week's success has led to the introduction of feeder races north and a new regatta circuit including the Hog's Breath Race Week hosted by the Whitsunday Sailing Club and more recently, the Ansett Airlines TAG Heuer Big Boat Series at Hayman Island.

Hayman Island Yacht Club commodore, Sir James Hardy, and competing skippers praised the new regatta for setting new standards on the Australian and international sailing scene. Sir James said the series could only be compared with those he had experienced at the Aga Khan's exclusive Costa Smeralda resort in the Mediterranean - and the Hayman Island event was superior.

The impact was such that all three sponsors, Ansett Australia, TAG Heuer and Hayman Resort, announced they would support an expanded Big Boat Series next year. Competitors agreed the camaraderie both on the race course and ashore, and the treatment they received at Hayman Resort, were unprecedented.

The Big Boat Series at Hayman Island followed directly after Race Week at Hamilton Island and among the limited number of 13 yachts to accept the invitation were Anton Starling's newly-imported maxi *Matador 2/Fudge*, Arthur Bloore's *Hammer of Queensland*, Warren John's *Heaven Can Wait* and the New Zealanders, *Thai Airways*, owned by former Perth yachtsman Chris Packer, and *Antaeus* (Charles St Clair-Brown).

This was primarily an "owner's regatta" as distinct from the influx of 1,000 or so thirsty crew and their friends who had invaded Hamilton Island and its bars and nightspots. While there was some apprehension among Hayman Island management when the yachties arrived, the standard of behaviour was totally respected. The sailors quickly experienced the unique relaxation of the Hayman Island lifestyle to appreciate the reasons behind a different "code of conduct."

The inaugural Ansett Airlines TAG Heuer Big Boat Series at Hayman Island has added another exotic destination to Queensland's late-winter sailing circuit, as Ian Grant reports.

While the winds for the four race series were generally soft, they failed to spoil the intense competition between the big boats, *Matador 2/Fudge* and *Hammer of Queensland*. The former champion US 85-footer revelled in the fresher morning breeze to open the series with a commanding 7 minutes 50 seconds line honours win in the 12nm windward/leeward course from *Hammer*.

The Kiwis aboard *Thai Airways International* gave an indication they were on the pace by winning the IMS class from the latest *Bashford/Howison 41, Australia Challenge 2000* (Ray Roberts/Ian Bashford) followed by the Farr 40IMS, *Sydney Marine Assassin*, helmed by Sean Langman.

In the afternoon race, with the breeze fading, *Hammer of Queensland* sailed boat for boat with *Matador 2/Fudge* on the windward leg, and downwind powered away under her masthead kite on the downwind run to score a popular 14 minutes 12 seconds victory. *AMP Wild Oats* (Bruce Foye/Roger Hickman) hung on with good height and pace upwind to take IMS honours from *Australia Challenge 2000* and *Sydney Marine Assassin*.

A change of current and a shadow under the lee of Hayman Island turned a testing lightwind 35nm race to Dumbell Island and return into an endurance test. The beat south to the island allowed the powerful *Matador 2/Fudge* to utilise her power and waterline length to open up what appeared to be a race-winning margin when spinnakers were set.

But the light pocket maxis, *Hammer*, *Future Shock* and Grant Wharington's *Wild Thing*, forced the big crew on the 85-footer to work overtime on the dead downwind run north to Hayman Island's Dolphin Point. Here the race changed dramatically as seven yachts shared the lead with less than a mile to



Top: The fine harbour at Hayman Island, packed for the Big Boat Series.

Above: "I've got to wash that salt right out of my hair" says this crew member out of one of the races

Right: *Matador 2/Fudge* shows her power on a close reach (Pics: Ian Mainsbridge)

sail, with *Matador 2/Fudge* just scraping home.

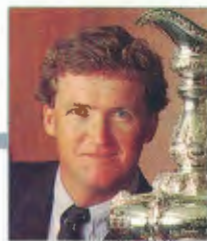
Australia Challenge 2000, which had the race won on IMS at Dolphin Point, paid the penalty by carrying its spinnaker on a loser into the head-one current. This tactical error played into hands of *Thai Airways* which beat *Heaven Can Wait* and Mike Perjanik's *Soundtrack* on handicap to take a firm grip on the series.

The speedy Elliott 55, *Future Shock*, steered by Melbourne sailmaker Ross Lloyd, showed her downwind speed to take line honours in race four, an event which proved to be embarrassing for the really big boats of the regatta. Both *Matador 2/Fudge* and *Hammer of Queensland* elected to sail down the shore side of the course and ran out of wind while the ever-alert tacticians on the following yachts saw their plight and sailed through them.

Heaven Can Wait won the IMS and

PHS handicap double which gave her the chance, with placings of 5-5-2-1, for a scheduled last race three-way battle for overall IMS honours with *Thai Airways* (1-7-1-2) and *Australia Challenge 2000* (2-2-6-3). But nature intervened, leaving race officials with the impossible task of sailing the scheduled final race.

It was an elated Chris Packer when the N over X flags signalled the end of what proved to be a most successful inaugural Ansett Australia TAG Heuer Big Boat Series at Hayman Island. Final points were: IMS division: 1: *Thai Airways International* 391 pts, 2: *Heaven Can Wait* 388, 3: *Australia Challenge 2000* 387. PHS division: 1: *Heaven Can Wait* 389, 2: *PL Lease Future Shock* 383, 3: *Thai Airways International* 380.



New Sponsorship & Marketing Opportunities in Yachting

Australia potentially has five America's Cup syndicates gearing up for Auckland in the year 2000, to utilise the Whitbread race to lever up their opportunities. The groups are a Perth based syndicate using Chris Dickson's Whitbread 60 *Tokio* and America's Cup boat *Tag Heuer*; Team Bertrand hoping to do the same with *one Australia's* exist-

ing equipment; a Sydney based opportunity with Ian Bashford joining forces with long time campaigner Ray Roberts; Syd Fischer is about to launch a new IMS 50 and still has *Sydney '95* which would perform well in Auckland's windy conditions; and the possibility of a Southport/Gold Coast syndicate.

Either Sydney or Melbourne is also being considered as a stopover for the Whitbread race in '97. This provides a fantastic opportunity for the first Australian entrant, with David Adams also considering a campaign to rival his BOC effort.

The CYCA has been able to replace Kodak with a new exciting sponsor for the Sydney to Hobart. The Telstra MobileNet group are known for their aggressive marketing and leveraging of sponsorships. This initiative is in line with Telstra's support of sport in Australia, including their sponsorship of the 1996 Australian Olympic Team for Atlanta.

Not to be outdone, the Australian Yachting Federation has also embarked on a new sponsorship push and has appointed Wright Business Marketing as their official marketing agents. Ian Jarmen, previously involved in Olympic marketing, will head this push and is keen to galvanise the sport to assist the sailors and create new marketing opportunities for sponsors.

The AYF hopes that these initiatives together with strong overseas results from Matt Hayes, Mitch Booth, Colin Beashel and Natasha Sturges will provide a strong medal count for the Atlanta Olympics next year.

Meanwhile, Iain Murray & Associates have developed a new design with the Hobie Magic 25 being built by Bashford Yachts. This exciting new two on trapeze, four man racer looks to be a part of a fresh new approach in Australian yacht manufacturing and should open tremendous export markets with 75 already on order from the USA.

Although many new opportunities are unfolding for Australian yachting it was unfortunate to see Sydney lose the World Match racing championships this November to Auckland. It would have been a tremendous chance to launch a regatta for Sydney Harbour and the World Match Racing Conference still sees a huge need for a grade one match racing regatta on Sydney Harbour and this looks like being a great opportunity for clubs or promoters that are interested in developing new events. ▲



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To most Australians Mexico is a land of sombreros, señoritas, cigarillos, siestas, and hot and spicey food. But the Sea of Cortez, or the Gulf of California as it used to be called, is one of North America's finest cruising grounds for yachtsmen.

On the Pacific side of mainland Mexico the Sea of Cortez is separated from the Pacific Ocean by Baja California, a craggy peninsula that extends 1000km south of the United States border and 2000m into the sky in places. Virtually an inland sea, the area is easily reached by air from Australia via Los Angeles and there is a yacht charter base at La Paz, near the southern tip of the peninsula.

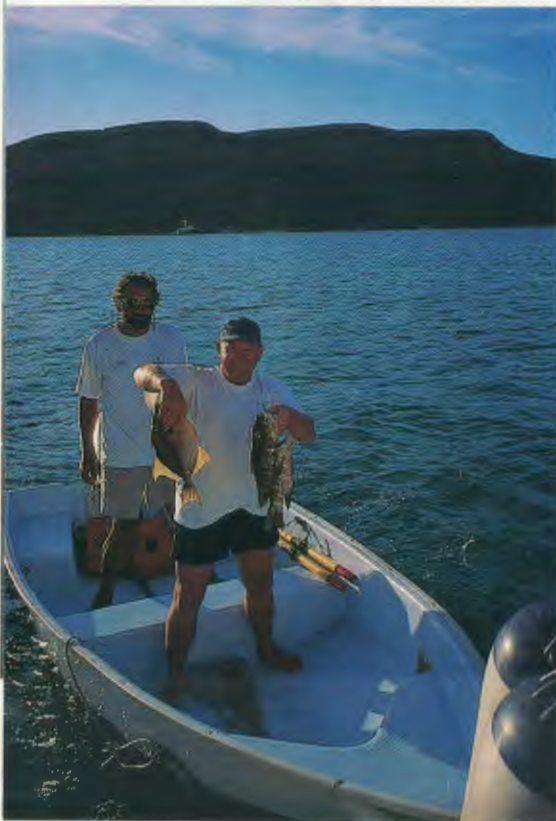
The land is virtually a desert and the stark physical beauty of the place is one of the main attractions. In contrast the sea is a vast marine wildlife park with an extensive permanent fish population augmented each year by migrating visitors such as marlin, bonito, dorado, tuna and yellowtail - not to mention the whales which visit the area each year to calve in the ocean-side lagoon between January and April.

Similarly, our perception of California is of Hollywood, Disneyland, San Diego and the America's Cup. To the keen ski snowing enthusiast, the mountains of California offer some of the best skiing in the world - and in our mid-summer months.



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Above left: Limestone Grotto
Above: Sonora Bay
Below left: Buying fish
Below: The water is warm and inviting





Club Seafarer's two week trip to California and Mexico in February, 1996, offers not only a week of superb cruising in the Sea of Cortez but before that also a week in one of the world's finest ski fields at Mammoth in the mountains of California.

Having done this trip early this year, Club Seafarer says there will be no need to worry that your gear will not be compatible as much of the clothing for both skiing and sailing is dual purpose. Arrangements have also been made to leave skis and extra baggage in Los Angeles while you enjoy the sailing in Mexico.

The planned trip is on Qantas into Los Angeles where you take a flight to Mammoth Mountain, voted by the Europeans and international ski magazines as the world's best mountain. A new addition for the 1996 season is a monorail to take you down the mountain and transport you between the bases of the lifts. Club Seafarer has organised excellent accommodation in serviced "slope-side condominiums" with open fire and

glazed balconies with views over the mountains and the ski fields.

In Mammoth, where the snow lasts until May or June each year, you are catered for whether you are an expert or beginner and if you tire of the extensive slopes you can hire a skidoo and go careering off over the frozen lakes and through the forests. Your ski pass also caters for their twin resort "June Lake" which adds to the variety of skiing you can experience in these resorts.

If you wish to vary your holiday, you can go before the departure time for the group and head north to Colorado and then join us. If you do not wish to go so far afield, you can ski in nearby Lake Tahoe, go gambling in Reno all within a day's drive of the Mammoth area.

After an exhilarating week on the slopes, you transfer back to Los Angeles to board the spectacular flight down the Baja Peninsular to La Paz, The Moorings yachting base.

La Paz gives the appearance of being a sleepy village on the edge of the Sea of Cortez, but it has a population of 170,000

and is the centre of this region of Baja California. The Moorings base is at a new marina which has all facilities including a waterside hotel where the mariachi bands play while you dine on excellent Mexican food.

Club Seafarer's yachting program is fully escorted so you do not have to be an experienced sailor to join our trip. However, experienced sailors can charter a boat and do their own thing, sailing in company or cruising this fascinating area on your own.

Sailing in the Sea of Cortez is probably akin to sailing through the Grand Canyon and the beauty of the surrounding mountains is ever changing as the light alters throughout the day. This is not a destination for "the party animal". There are no tavernas on every shore but the provisioning which you can order from The Moorings is so good that you do not miss dining ashore while you are eating in the cockpit looking at the stunning scenery.

During the day, the sailing is stimulating with fresh, steady breezes. But there are other exciting things to do in the Sea of Cortez. You can swim with the seals at Los Islotes, go snorkelling & scuba diving to see the incredible variety of marine life and, of course, go whale watching - this is where the whales come to calve every year.

After leaving the yacht cruise, you need not come straight back to Australia. The choice is to head further down the Baja to the "ritzy town" of Los Cabos, the golf courses nearby or the more laid back town of San Jose del Cabo for some more sightseeing. Club Seafarer can also organise travel in mainland Mexico where you can take your pick of relaxing, cultural or spectacular. ▲

FACT FILE

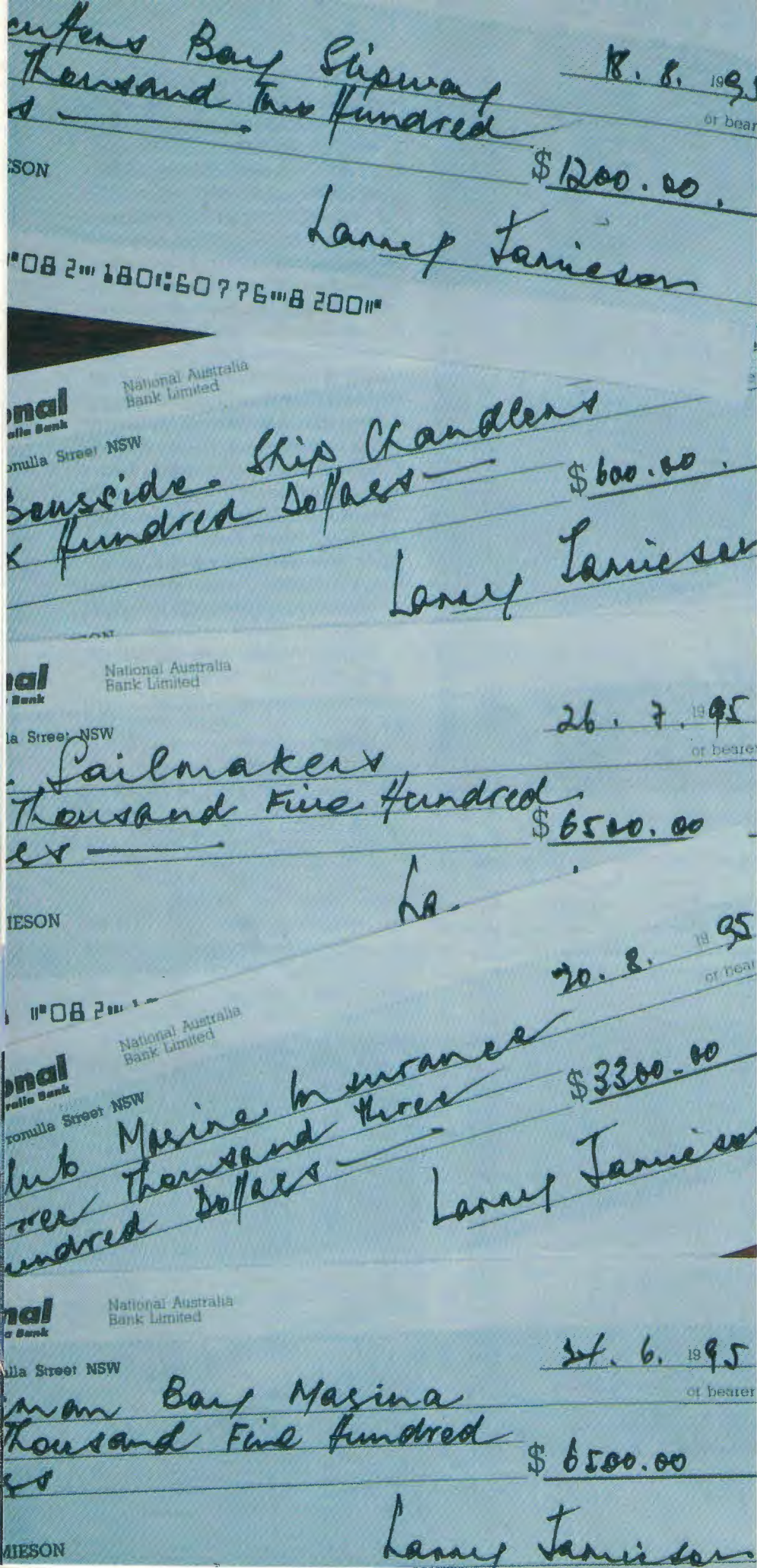
The Australian dollar buys about 2300 pesos but this varies widely, so check before travelling. US dollars are by far the best currency to carry.

Electricity: 100 volts, 60 cycles.

Language: Spanish but English is widely spoken.

Getting there: Qantas, United & Air New Zealand operate regular services to Los Angeles. Mammoth Lakes can be reached by air from Los Angeles with Alpha Air or a magnificent 6 hour drive across the desert & through the ranges. Aero California has excellent connections direct to La Paz from Los Angeles.

Tour cost: Aus\$ 2300.00 plus airfare or Aus\$4750.00, including airfare.



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 or write to 2/809 Botany Road,
 Rosebery, NSW 2018

Personal Safety Afloat

Recommendations For Offshore Safety.

John Hornby, better known as "Hornblower" is chairman of the Offshore Committee of the Yachting Association of New South Wales. These are his basic recommendations for offshore safety.

- **Trysail:** Independent sheets, metal slides top and bottom, strop from tack to tack hook, strop from head to halyard so the rope to wire splice has no load, strop from clew to outhaul to facilitate flattening, lashing from tack around mast, inside halyards, down-hauls, etc.

- **Storm jib:** Strop from tack to tack fitting to lift tack above rails, strop from head to halyard so that rope to wire splice has no load. Change sails before knockdowns.

- Both lifelines must be taut and not pulled down by netting or lacing. End lacing to be rust-free and in good condition. No plastic caps on stanchions unless top lifeline goes through metal as well.

- Jackstays must be reasonably taut so that thwart-ship sag is minimised.

- Lifering stowage checked for ease of operations and secureness.

- Danbuoys must be secured to one lifering. Some crews had neglected to secure Jon buoys to liferings in the 1993 Sydney-Hobart.

- On deck torches must be in pockets or lockers - common sense. Any torch, whether floating or not, can be washed



Pic: © The Examiner (Launceston)

overboard and damaged by uncaring feet.

- **Harnesses** must be handed to individual crew members who must be instructed to adjust them to fit and stow them in a place where they can find them. Crews need to be told when to wear harnesses. This should not be a "Macho's Choice."

- Remember, you don't drown by falling in the sea, you drown by staying there - so belt up and enjoy your racing.

- Bottle or bucket provided for pissing, even on deck. Pissing over the side can be life threatening - remember Yahoo!

- People off watch must be encouraged to rest.

- Life rafts below decks must be stowed properly and not left lying around.

- Batteries should be fully charged before sailing, otherwise electrical

equipment will become inoperable. The AYF's requirement of a radio certificate is a step in the right direction, but a flat battery stuffs that up. Better methods of voltage regulating should be encouraged, also longer times of charging.

- Proper steering in heavy weather needs to be practised. Too many flat-water jockeys with big reputations are allowed to break up the boats they steer offshore. The cry "the wave had no backs in them" is an indication of incompetence. The sea has not changed, the underwater profile of yachts has, and the hot-shots need to be educated. Seamanship needs to be re-established as a mandatory requirement on ocean-going yachts. Too many yachts are undertaking long offshore races with no crew training. In fact, some crews don't jump aboard until race day morning, just like cruise ship passengers, and never really get into step.

- Crews must be encouraged to carry their own individual seasickness remedies. They know what works best for them and should be encouraged to use them in plenty of time.

- Crew members should be shown how to handle flares, how to operate the radio, how to activate the "man overboard" button on the GPS, and how to start the engine. At least one member of each watch should have some knowledge of first aid. However, the main first aid kit should be kept for real emergencies and a small kit with band-aids, sunscreen and analgesics should be set up for everyday use.

- Bilges should be checked and pumped at least at the end of each watch.

The Latest in Personal Offshore Safety Equipment:

PYROTECHNICS: New Swedish Flares Released by RFD

RFD has launched a new range of flares

in Australia as sole agent here for the Norabel Hansson company of Sweden.

The pyrotechnics carry all necessary international approvals for commercial shipping and defence use, as well as for recreational boating and yachting. The brand name is well known and highly respected in Europe.

RFD intends to market the Norabel Hannssen flares through local ship chandlers and believes the name will become just as well known in Australia as other brands. Prices are very competitive.

Further information: John Ferris, RFD Australia, Phone: 02 667 0480.

Distress Flares Save Six Lives in Bass Strait

A kit of Pains-Wessex distress flares recently saved the lives of six Tasmanians who found themselves in difficulties in Bass Strait off Penguin on the State's north-west coast.

A 16-foot power boat carrying two men and four children aged three to 11, suffered engine trouble a kilometre offshore, with the party finding themselves



Signal Pistol Pack distributed by RFD

in an emergency situation as the weather worsened and the boat began to drift out to sea.

The men, Mark Withers and Geoff Stafford, set off three distress flares which were seen from the shore, with a rescue operation being mounted by the Royal Volunteer Coastal Patrol, Penguin Surf Club and two private rescue boats.

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However, the rescue team started to head slightly off course (as the powerboat had drifted), so another flare was fired, re-directing the rescue boats and resulting in a successful rescue.

"Flares are definitely a must ... we had no radio ... it had broken down so we had no other way to communicate our situation ... our only hope was the flares," Mark Withers said later.

Burnie police inspector Steve Williams commented: "Without the flares the alarm would not have been raised immediately and we would not have had any idea of where to start looking ... we should have had to put up several aircraft."

EPIRBs & STROBE LIGHTS: **GME EPIRB Offers** **3 Year Warranty**

GME Electrophone announced an industry first with a full three year warranty for their popular MT250 satellite coherent EPIRB. Stringent testing and validation procedures, coupled with the highest level of manufacturing quality control, have provided GME Electro-

phone with the confidence to make this offer.

Since its introduction in 1990, the MT250 has been accepted as a leader in the 121.5/243 MHz EPIRB field. Contracts with the Royal Australian Navy and the Government of The People's Republic of China underscore the domestic and international success of this Australian product.

The GME250 is now supplied with a newly designed rustproof nylon bracket, providing secure stowage with a simple one-handed twist release action. This is a third generation EPIRB designed and manufactured in Sydney by Standard Communications, a privately owned Australian company with more than 30 years experience in marine radio communications.

Emergency Strobe **For Personal Use**

The carrying of a personal strobe light by crew members of ocean racing yachts is strongly recommended by yachting safety authorities and experienced sailors - among them John Quinn who sur-

vived five hours in the Tasman Sea after being washed overboard during the gale swept 1993 Sydney-Hobart.

Rosden Enterprises are Australian agents for a US designed Emergency Strobe that is US Coast Guard and SOLAS approved with the capacity to flash 50 to 60 times a minute and lasts for 60 hours in continuous operation.

The strobe may be seen as far away as three miles, depending on conditions. It comes with a clear lens and optional red, blue or amber lights, together with a base magnet. It may be attached to a PFD, lifering or other safety gear by a stainless steel locking pin.

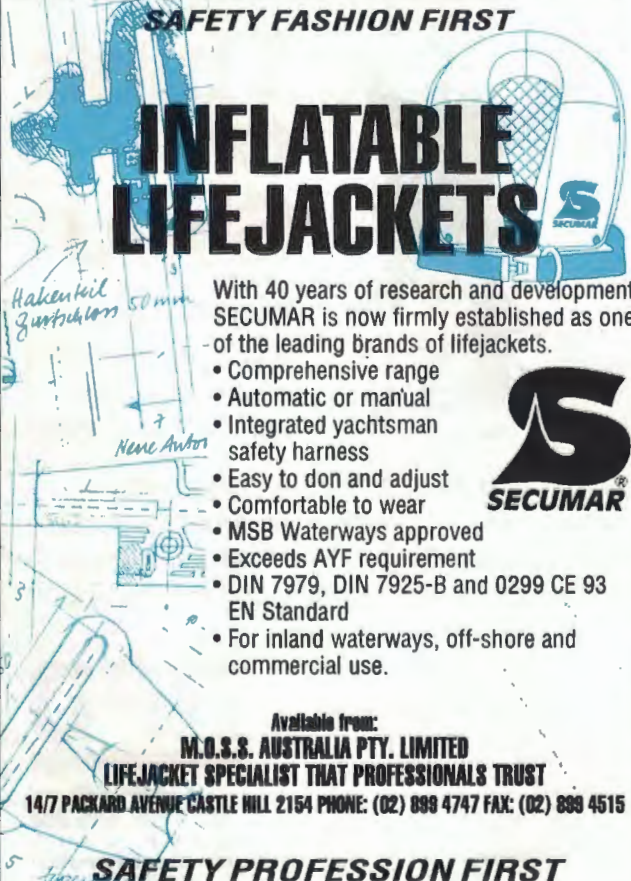
Further information: Roslyn McTaggart, Rosden Enterprises, Phone 02 449 2941 or fax 02 449 3901.

Australian Approval For **RFD Personal EPIRB**

RFD's Mini-B2 personal EPIRB has been approved for use in Australia. Manufactured by ACR Electronics (USA) it is said to be smallest Class B EPIRB available that floats.

The beacon can transmit simultane-


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Setting The Standards in Safety & Survival



The Burke PFD Lifejacket

ously on 121.5 MHz (civilian) and 243.0MHz (military) search and rescue homing frequencies. It has an operating life of 48 hours and comes with an extra long life lithium battery that has a six year replacement life and a 12 year useful life.

The new Class B EPIRB features a highly flexible, fixed antenna which is durable and double-braided to resist distortion. Measuring 15.2 x 6.6 x 4.1cm (not including the antenna) the Mini-B2

weighs only 280g with the battery installed.

Further information: John Ferris at RFD (Australia) phone 02 667 0480.

PERSONAL FLOTATION: Affordable, Wearable PFD1 From Burke

Burke have developed a low priced, high specification PFD1 (personal flotation device) that has comfort and design features not normally seen in this type of PFD1.

The new Mariner features a four piece matrix foam design that fits the body's shape, allowing freedom of movement with a large neck cut that does not restrict neck or chin movement and also makes fitting a lot easier.

Constructed from closed cell foam, high visibility yellow woven nylon covering, it has reflective tape, an easy to adjust buckle and a synthetic webbing waist band. The Burke PDF1 is available from marine outlets throughout Australia. For dealer listing, phone Burke on 02 638 4333.

Inflatable Lifejacket Introduced by RFD

RFD has added a new inflatable lifejacket to its already comprehensive range. Called the XM Quickfit, the PFD Type 1 is available in four configurations - manual, automatic, with or without integral safety harness.

All RFD inflatable lifejackets comply with Australian Standard 1512 but the XM Quickfit is the only one with the harness option.

The XM Quickfit features a single point waist adjustment and built-in toggles to fasten onto most wet weather jackets. It is slim and unobtrusive, has retro reflective tape, whistle and oral inflation top-up tube. It is available from most chandleries or from RFD (Australia).

Further information: John Ferris at RFD, Phone 02 667 0480.

Stormy Seas Inflatable Vest

Hobart based Stormy Seas Australia have a unique flotation system in their range of vests and jackets - the simple



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- Small personal battery powered (single 'D' cell) strobe light with powerful bright white light beacon visible for up to 3 miles (blue, amber, red lenses & magnet available)
- Flashes for a total of 60 hrs depending on condition of battery.
- Provides a constant visual air or surface search recognition by marking your location in a man overboard or boat in distress situation.
- Can be secured to any PFD, life ring or other gear with its inbuilt stainless steel locking pin.
- U.S. Coast Guard and S.O.L.A.S. approved.
- Weighs approx. 100 grams & measures 10cm x 5cm.
- Battery not included.

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action of firmly pulling down the velcro fastened chest pocket triggers a CO2 cylinder which instantly inflates the buoyancy chambers.

The garments and the system are rugged, smart looking and very comfortable, so comfortable, in fact, that you will want to wear them as a normal sailing vest.

They carry Australian standard 1512 and are rated PFD1. To achieve this status the device must float a person face clear with body tilted slightly back from vertical. A PFD1 will also substantially enhance visibility in a search and rescue operation.

Toughest Testing For SECUMAR Lifejackets

With 40 years of research and development, SECUMAR is firmly established as one of the leading brands of inflatable lifejackets. With its automatic inflatable lifejacket, which functions even if the wearer is unconscious, SECUMAR has achieved a decisive breakthrough in the world market, having sold more than one million lifejackets in over 40 countries.

SECUMAR quality assurance fulfils the highest international standard, ISO9001, and manufacture is in accordance with the new European CE standard. In Australia they are Waterways approved and exceed the requirement of AYF Rule 16.1.

SECUMAR lifejackets have a slim profile, are easy to don and adjust, and offer total freedom of movement. The company manufactures four styles of combination inflatable lifejacket with integrated yachtsman safety harness. Three of these units, the 15KSL, Bolero 150 and Ultra 150, are designed for use offshore and with foul weather gear. They have a buoyancy rating of 165N - almost twice as much as the standard PFD1 or coastal lifejacket which have a buoyancy rating of 87N. The Survival inflatable lifejacket can be worn with an immersion suit and has a buoyancy rating of 300N.

Further information: Graham Murray, M.O.S.S. Australia, phone 02 899 4747.

Aussie SailMate Inflatable Vest

"Man overboard!" is a cry every sailor dreads, whatever the weather. And in poor conditions, even the strongest swimmer can quickly be in trouble.

Traditional lifejackets have their place, but in the demanding environment of competitive sailing, they inhibit precise, fast action by crew members.

The Aussie SailMate inflatable vest has been designed to provide a maximum of buoyancy, support and insulation without getting in the way of the working crew. Slim and comfortable, it will keep you warm in or out of the water and reduces fatigue by supporting your body. Available in four sizes, it fastens with quick release catches and has pockets with attachment loops for accessories - torch, knife, strobe etc.

Should you be unlucky enough to go overboard, SailMate can be used to help you recover when you are back on board.

Further information: SailMate in Sydney, phone 02 666 6641 or fax 02 316 7065.



Above: Secumar Bolero 150 combination inflatable lifejacket



Right: RFD XM Quickfit 'Yachties Inflatable Lifejacket'

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Marine radio update

There have been many changes in marine radio communications in recent years – to equipment, services and the operational requirements necessary to ensure that communication will be satisfactory, as Derek Barnard of Penta Comstat explains.



Australian round-the-world solo yachtsman, David Adams: "today's technology means there's more than just the Gods looking over us."

Changes in radio equipment have kept pace with the dramatic changes to computers. Most new marine radios are in fact partly computer and partly radio transceiver and computers are used to control many of the services provided by coast stations.

Marine VHF only became available to pleasure craft in the mid to late seventies and for several years the equipment was very basic and services were very limited. Many of the early model VHF radios were crystal controlled with about twelve to twenty channels fitted but this was ample for the services available.

VHF had for many years been the standard means of communication for port control operations internationally. With the rapid acceptance of the system with pleasure craft, VHF services expanded rapidly with most Limited Coast Stations around the country providing a service on VHF as well as 27 Mhz.

Repeater stations installed mainly by the volunteer rescue groups are able to overcome the main disadvantage of VHF - the limited range between vessels - and any vessel can communicate through a repeater with any other vessel or limited coast station within range

of the repeater. Repeaters work on duplex channels with the transmitter 'repeating' any signal heard by its receiver. Because they are usually located on top of high hills or mountains, the repeaters provide good communication over distances that would otherwise only be possible with HF radio equipment.

Telstra introduced Seaphone services on VHF and have extended this over recent years with installation now covering most of the east Australian seaboard and most other main boating areas.

The Seaphone service works on duplex channels and with the number of channels used in this service together with the repeater channels, distress and safety, ship to ship and ship to shore, port control and other services most of the 55 international VHF channels are required to use all the services available.

Many of the VHF marine radios now available have a telephone keypad forming part of the front panel controls while others can be fitted with a special keypad microphone. With these facilities it is possible for vessels registered with

Telstra to make ship to shore telephone calls direct from the radio and to check with the computer for any traffic and be automatically connected to the caller.

The advances in radio/computer technology have resulted in an increase in the acceptance of HF radio for medium/long range communications. The range of VHF is limited to line-of-sight distance between any two stations. Outside the area of VHF coverage, the alternatives are satellite or HF radio. Satellite communications are clear and free of interference much the same as VHF. The difference is that any communications through a satellite cost money. The advantage of HF is that transmission time is free of cost.

The wide range of frequencies available in the HF band enable communications between any two HF radios from almost anywhere in the world. The standard marine HF radio of 10 years ago had 5 - 10 channels fitted covering the frequency range of 2 - 6 MHz now comes complete with hundreds of channels over a frequency range up to 25 Mhz. The old manual antenna tuning

units that had to be carefully adjusted each time the operator changed channel have been replaced by an automatic tuner that 'thinks' and has a 'memory'.

The main problem with HF communications is that they are generally noisy with interference from other stations as well as atmospheric static. Another problem is determining which band to use to contact other stations at different distances and time of day. Both these problems have both been largely overcome with the development of Selcall - a digital means of selective calling and station identification.

Selcall has been used for many years in commercial VHF and UHF systems and even on UHF CB. It has now been developed by Australian radio manufacturers for HF communications. Selcall encode (transmission of calls) is fitted as standard on all Codan 8528 transceivers. Selcall decode (reception) is available as an option. Full Selcall is fitted as standard to the Barrett 550 transceiver and can be fitted as an extra to most other HF radio transceivers.

All HF transceivers fitted with Selcall have a 4-digit identification number usually referred to as the Selcall I.D. Stations maintaining a Selcall watch are usually scanning a number of channels - up to eight in Selcall mute. Selcall mute keeps the receiver quiet until it receives a Selcall addressed to the radio's 4-digit I.D.

The station calling enters the I.D. of the station they wish to call and the radio transmits a digital code which is decoded by the called radio. The called radio sends a series of short beeps (known as a revertive call) back to the radio calling to confirm the call has been received then gives an audible alarm to alert the operator who can then respond with a normal voice communication. Late model transceivers with a digital display also indicate the 4-digit I.D. of the station calling.

Selcall does not improve the quality of HF communications but it does enable direct and positive contact on the most useable working frequencies with any station maintaining a Selcall watch. Penta Comstat introduced a Selcall service in January 1992 on all their HF working channels and Telstra stations now provide a similar service on most of their radiophone channels.

The difference between Selcall and



Derek Bamard and wife Jeanine operate Penta Comstat VZX located at Holgate near Gosford on the NSW central coast. Penta Comstat is a private radio station providing a general communications and safety service with special service facilities for their Members.

voice calling is that the caller knows the call has been received (by listening for the revertive call) and the station called has been alerted to the call (and on display model radios, the identity of the caller). All this is achieved by pressing less buttons than making a telephone call.

Vessels that can receive Selcall are able to enjoy the peace and quiet of some secluded anchorage whether it be in Broken Bay, the Whitsundays or a South Pacific island - and be instantly contactable if required - without the need to listen to any other traffic. If the operator is away from the radio when called, the radio stores the details of the received calls in memory and calling stations can be called back.

Tone calling is a cheaper option which offers most of the advantages of Selcall transmit - it alerts the operator of a call - but it does not provide identification of either the caller or the station called. Tone Calling has been used by the Royal Flying Doctor Service for many years for after hours emergency contact.

Telstra and Penta Comstat provide a Tone Calling service to enable the operator to be contacted on working channels.

More on Selcall in the next issue of OFFSHORE.

For more information on Penta Comstat services phone (043) 651966 or fax (043) 651494 for an information envelope. ▲

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Magic 25 Sports Monohull from Hobie

Cat Magic 25 is the name and magic is the performance according to the young sailors who enjoyed the first sail of what many believe will become the sportsboat of the 1990s, the club racer to take over from the J24.

Sailed with up to three crew on trapeze, according to weight limits, with a large asymmetric spinnaker, the Magic 25 is certainly the boat to attract young sailors moving out of high-performance skiff and dinghy ranks, not to mention some older hands who still crave for exciting sailing.

The Magic 25 is a joint Australian/American effort. Designed by Iain Murray and Associates and built by the Hobie Cat Australia Division of Bashford Boatbuilders, the yacht is being marketed worldwide by the huge Hobie Cat International organisation. The initial order from Hobie Cat in the USA is for 75 boats in the first year and up to 200 in the second year of marketing. Other orders have come in quickly from Britain and Europe with strong interest in Australia and Japan.

The Magic 25 was unveiled to yachting media at Bashford Boatbuilders' expanding factory at Nowra on the NSW South Coast where the Bashford/Howison 41s and the new Bashford/Howison 36s are being built for the Australian and export market. The hull was shown at the Melbourne and Syd-

ney Boat Shows but the yacht did not make its sailing debut until late August.

"A simple, unique and dynamic boat that will change performance perceptions of one-design keel boats forever," was the description given by Iain Murray who created the Magic 25 with his design team of Andy Dovell and Ian Burns. "This boat will be fun to sail, easy to

Below: The Magic 25



maintain, durable, affordable and simple ... and with exceptional performance."

The vast experience of Iain Murray and Associates in designing a wide range of state-of-the-art sailing boats, from 18-footers to America's Cup challengers, is reflected in the speed lines of the hull, the power of the rig, the engineering of the craft and in innovative ideas which add to its simplicity.

"The Magic 25 is a true high performance sportsboat ... where sport is an athletic endeavour, added Iain Murray..

Murray stressed that unlike other one-design keelboats which required tuning tricks to produce their best, there would be nothing to alter with the Magic 25. "You don't touch anything - just step aboard and steer the boat."

In order to make the Magic 25 accessible world-wide the beam was limited





Above: Even two-up the Magic 25 was easily handled in this light breeze. Inset: Within weight limits up to three of the crew can sail the Magic 25 from out on the wire.



to 2.3m which is the width of a 40' container. In keeping with current skiff thinking it has a relatively narrow waterline beam. The flared topsides add "effective freeboard" making the boat comparatively dry while allowing it to maintain its sport look.

The Magic 25 looks enormously powerful for its size, 7.6m (24'6") LOA, with sail area/displacement ratio of 30.9 and a displacement length of 2.92. It certainly represents a massive advancement over more traditional designs and will provide the subsequent performance advances.

Rig development is one area in which IMA have clearly used their skiff background. The triple-spreader, pre-bent carbon mast will deliver security and performance at a rarely seen level in boats over 20 feet. The responsiveness

of the mast has eliminated the need for a backstay and allowed more roach to be added to the main.

The one design requirement of the Magic 25 will see working sails and the asymmetrical spinnaker cut by Anson Sails in Sydney using the latest computer drive hardware from a standard specification cloth. The working sail area is 36 sq m (387 sq ft) with a big roached mainsail with full length battens in the upper half and short battens at the lower half of the sail.

The asymmetrical spinnaker is set from a carbon fibre pole which slides in and out of the stem, with simple controls running back into the cockpit.

The Magic 25 will have strict class controls, limiting total crew weight, with the number of crew on trapeze also being governed by weight.

An innovative feature is the anodised extruded alloy keel with a 360kg bulb which can be lifted for easy trailing or container shipment.

The price? An attractive \$49,500 ready to sail, with Anson sails, a 3.5hp outboard motor and a trailer.

There is already a class association with strict rules in place. Rule 1 is: "It is the responsibility of all Magic 25 sailors to have fun."

And that's what the Magic 25 is all about. ▲

MAGIC 25 SAILSPORT

LOA 7.46m (24'6")

LWL 6.7m (22'0")

Bmax 2.30m (7'6.5")

Draft 1.67m (5'6")

Sail area 36 sq m (387 sq ft) Weight
950 kg (2100 lb)

Amidst a large array of largely imported yachts on display at the Sydney Boat Show Beneteau's First 36 s7 certainly made an impression on discerning potential buyers.

Beneteau 36 s7 Cruiser Racer

Designed for fast cruising and cruiser/racing, the First 36s7 has already made a strong impact in Europe and North America and its arrival was awaited with keen interest in Australia with its already large number of Beneteau owners and potential owners.

Created by naval architect Jean Berret and concept designer Philippe Starck, the First 36 s 7 is an important addition to the range of Beneteau yachts available in Australia and fills a gap for a luxuriously equipped fast cruiser and/or cruiser/racer in the 10.5m (36-foot) size range.

Beneteaus are now making their mark in IMS racing and this boat will meet the expectations of yacht owners who like a quick boat while maintaining a comfortable quality of life afloat.

The First 36 s 7 comes with a choice of three keels to suit the planned use by the owner. A cast iron wing keel gives a draft of 1.55m, a cast iron deep bulb keel increases this to 1.85m while the racing boat lead bulb keel gives a draft of 2.10m with a resultant increase in windward performance.

There are also two sail plans, both based on a fractional rig with two sets of swept back spreaders which eliminate the need for runners. The standard 9/10th rig provides a 33 sq m main and 40.5 sq m Genoa; the IMS cruiser/racer sail plan, with its taller 3/4 rig, increases the mainsail to 37.5 sq m. I (13.6m), J

(3.95m) and E (4.6m) remain the same for both sail plans but the P increases from 12.7m to 14.30m for the IMS cruiser/racer.

Deck layout features the familiar Beneteau concept, with pleasing and practical curves providing a large and comfortable cockpit, wide sidedecks and two steps in the reverse transom for easy access to a dinghy or for bathers. The toerails are varnished wood with cast anodised aluminium fairleads for'ard, aft and amidships, the cockpit seats are slatted teak.

Standard deck hardware includes 2 Lewmar 40C halyard winches, 2 Lewmar 44 CSTO genoa sheet winches, Lewmar genoa tracks with cars and adjusting lines, Spinlock genoa sheet turning blocks and a Lewmar mainsheet track.

The cruiser/racer version includes Harken deck hardware, full spinnaker rigging, s/s rigging and a folding propeller.

Halyards and reefing lines run back to the cockpit and with a sliding hatch, can be operated easily by someone standing in the companionway. The mainsheet traveller is at the for'ard end of the cockpit and can be controlled by helmsman if necessary.

The chainplates have been moved inwards to allow wide sidedecks, the twin volume coachhouse gives better space below decks and the forward facing portholes provide excellent saloon lighting.



Above: Pleasing hull lines of the Beneteau 36 s7, created by French naval architect Jean Berret indicate the power of the boat. This boat has the 1.85m draft cast iron bulb keel.

Below: Cockpit layout of the First 36 s 7 showing the mainsheet traveller just aft of the companionway where a crew member can stand to control halyards and reef lines. Note the comfortable teak seating.



As always, the accommodation of a Beneteau ranks among the best in the world. The First 36 s 7 comes with two options, both with a large two settee saloon with dropside table and fully




equipped galley to port. The standard version has a large navigation station to starboard with the enclosed head just aft.

Sleeping accommodation comprises a double cabin in the forepeak and a double cabin aft of the galley. The optional accommodation version provides two aft cabins with the head taking the place of the nav station.

The galley has hot and cold pressurised water, a 100 litre icebox and electric refrigeration and a two burners/s/gimballed stove with oven as well as two large round s/s sinks and ample locker space.

The Beneteau 36 s 7 is an attractive boat for cruising with lots of potential as a club IMS cruiser/racer that suits the Australian concept of a family yacht.

Further information from Beneteau Australia - Christophe Lerouge 04111 327 208 or Brendan Hunt 0412 522 106. 

SPECIFICATIONS

LOA 10.90m	LWL 10.49m	Max beam 3.90m
Light displ 5,800kg	Ballast 1700 kg	Draft: wing keel - 1.55m
	Torpedo style bulb keel - 1.85m	Leading racing keel - 2.10m
Water capacity: 320 litres		Fuel capacity: 90 litres
Sail area:	Standard	IMS cruiser/racer
Mainsail	33.0 sq m	37.5 sq m
Genoa	40.5 sq m	40.5 sq m
Spi	80.5 sq m	80.5 sq m
I	13.6m	13.6m
J	3.95m	3.95m
P	12.7m	14.3m
E	4.6m	4.6m



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Iain Murray Masrm 950

BY JAMES HILL

The most recent example of a production boat being revamped is the MASRM 920, a design which originally started life back in the mid Eighties as an inshore lift-keel race boat and which eventually became quite a competitive Junior Offshore racer (JOG) boat with fix keel and rig modifications.

The original *Cuckoo's Nest* was one of the most successful MASRM Junior Offshore racers and helped owner Nigel Holman cut his teeth in ocean racing before he moved on into yachting history with his Lyons 40 of the same name.

Pittwater RPAYC sailors Jan Muysken and Russell Murphy also owned another MASRM 920 keeler called *92 % Proof* which also won its share of fame in club racing and JOG events.

The owners loved their yacht enough to want to convert it to IMS racing when the new rule eventually came along and replaced the old IOR. They wanted to do the longer northern events like the Pittwater Coffs and Southport races, but needed to go through the IMS process even if they were sailing the Performance Handicap divisions.

The results of converting the *92 % Proof* to IMS were less than impressive and it soon became apparent that the design really needed a thorough update if it was to be competitive in this new rule.

Jan and Russell didn't have to look further than their home club to find a design firm who could do the job. Iain Murray & Associates have their offices in the grounds of the RPAYC at Newport and were more than happy to take the project onboard.



The evolution of the yachting market in the Nineties has thrown up some interesting turns and twists, not the least being the trend towards revamping some of our most popular production yachts into IMS performers.

Above: *Image* racing on Pittwater with RPAYC.
Left: Saloon with galley for'ard version.



New cleaner deck has no cockpit coamings as well as extended counter stern.

Andy Dovell was the principal designer in this task and he quickly decided that while there was little that could be done about the IOR-inspired hull, the MASRM could still be brought up to scratch if the rig and underwater appendages were changed.

The design was put through the computer to pin point other problem areas and the result called for an extension of the stern which did away with the original transom-hung rudder setup.

The 0.3 m longer stern would help clean up the water flow at the transom, said Dovell, and improve flow around the rudder by creating an end-plate effect.

The open-back style of the design made it easy for the builders to add the extra hull extension and the only real hassle involved coming up with a through-hull rudder stock. The latter are more expensive than a transom-hung rudder so it is easy to see why the original design didn't have one.

A new keel and rudder, both slimmer and deeper than the old appendages were then added to the new look boat with the keel lacking the thick bulb which had been previously used to meet IMS stability requirements. To improve handling and helm sensitivity the keel was also moved further aft and the rudder further forward.

Naturally enough more weight went into the keel to get the boat up to the 110.1 degree screen value of Category 2 IMS, but the real saving came more in lightening the weight of the boat itself.

This was achieved by going to a more expensive, hi-tech construction using vinylester resins and high density Divinycell foam coring.

Dovell also saved a lot of weight in

the interior by specifying a vacuum timber veneer foam core board material for the interior bunk and galley construction. This material alone saved heaps of kilos in the all up weight and allowed more weight to be placed down into the slim, lead keel.

Meanwhile attention was turned to the deck layout and changes were made here to optimise the efficiency of the crew. The coamings were removed and winches relocated to allow the crew to move easily and quickly across the boat in tacks.

Overall the changes on deck did not look that different to what had previously been on the boat, but they were subtle improvements and did go a long way towards improving the MASRM from an also-ran to the hot little performer it's been this year.

The final step however in turning this little boat into a MASRM on Steroids was the rig. Here the designs increased the horsepower by making the rig 20 percent bigger overall with most of that going into the foretriangle. Instead of a 3/4 height foretriangle the MASRM now boasted a 7/8 rig which gave it taller headsails and spinnakers.

Jan and Russell's new boat *Image* hit the water last summer and since then has done very well in IMS racing. It races within IMS B division for production cruiser/racers but even so does quite well in overall fleet standing.

In fact *Image* was the talk of the dock

this winter with a clear win in the hard fought Southport XXXX regatta. She beat off the J 35s and other hot production boats to grab victory. To show this was no fluke either *Image* also placed third in the Sydney to Southport race in IMS B division.

VERDICT

The MASRM 950 certainly offers buyers a worthwhile choice in the smaller end of the offshore market that they really didn't have before. Along with the Cape 31 and Farr 950 this design now gives buyers some real market options when it comes to buying a boat which can do the dual role of mini IMS B or maxi JOG racer.

The standard package sold by PBS International is \$105,000 less sails and electronics. The latter are expected to add another \$20,000 (approx) to the price so this should represent quite "affordable ocean racing."

This isn't a bare bones package either and includes quality gear like tapered Spunspar mast and boom, spinnaker gear, Ronstan and Harken deck gear, Harken winches, 12 hp Yanmar diesel, Dyform rigging and dual battery power system.

The boat comes fully equipped to race, less sails and is wired to take so-

"The final step however in turning this little boat into a MASRM on Steroids was the rig!"

phisticated instruments like the B&G Network. The design is already rated IMS so there is no expensive establishment costs either like you get with a one-off design.

For further information: PBS International Bayview, Sydney NSW ph (02) 9997 5265. ▲

SPECIFICATIONS

LOA: 9.88 m
 Beam: 3.3 m
 Draft: 2 m
 Displ: 3000 kg
 Ballast: 1125 kg
 Working sail area: 50 sq m
 Spinnaker: 58 sq m
 IMS rating: 643

Murray 41 IMS GP racer

makes it's debut

One of the reasons

Australia did not field a team in this year's Champagne Mumm Admirals Cup was that there was no suitable Australian ILC40 to fill the one-design spot in the three-boat team. Then who would want to spend megabucks on and ILC 40 when locally-designed yachts like the new Murray 41 offer so much more. Kevin Wolfe reports.



Terra Firma leads Lou Abraham's *Challenge Again* and the Davidson 50, *Prime Example* as it approaches the leeward mark in the first race of the ORCV Winter Series.

Royal Yacht Club of Victoria Members, Dean Wilson and Scott Carlisle, who are also partners in a computer business, have just launched a brand new Iain Murray and Associates-designed grand prix IMS 41 footer that is going to be hard to beat in the ocean.

Called *Terra Firma*, the name has no meaning "we just liked it", the boat was built in a shed at Victoria Dock in Melbourne. Tony Highett, who served his apprenticeship with Norman Wright in Brisbane and worked on *oneAustralia* at McConaghy's in Sydney, took over the project after the hull and part of the deck had been layed-up. The hull is constructed with Duracore below the water line and up to the stem. The topsides and transom are Airex foam with E glass, epoxy and Kevlar in the inner and outer skins. All the bulkheads and longitudinals are H80 foam and E Glass. The hull came out of the shed weighing 1700kgs.

The navigators station, aft of the engine bay under the cockpit, sports the most comfortable seat seen yet. It looks like a car rally seat with a dished squab

to support the navigator when heeled. The boat is fully instrumented with the new Brookes and Gatehouse Hercules 790 system which interfaces with the B&G Tactician program on the laptop PC which fits into a recess in the chart table. There is also an outlet in the cockpit for the PC if the navigator ventures on deck.

Wilson and Carlisle started sailing a UFO 31 and then bought *I'm a Mess*, the former Davidson 40, *Once a Jolly Swagman*, that was converted to the IMS rule in 1992.

"We bought *I'm A Mess* to sail as an introduction to one tonners but, it had too many vices and we were unable to sail it fast enough to be competitive", said Wilson.

"When we decided to go for another boat we wanted a local design and decided on Iain Murray and Associates. With the track record of the Murray team we were sure they could design a fast boat for us."

Andy Dovell, the principle designer, has come up with a very balanced hull design. Dovell has raised the bow and

lowered the stern topsides by about 80mm to take the boxy look of the ILC 40 out of the shape. He has also put more flare aft and raised the rocker in the stern for reaching, after watching the Bashford/Howison 41 sail, and rounded up the knuckle under the bow.

The hull is straight in the middle so that when the leeward topsides are in the water the aft section is still clear allowing more crew weight to be carried aft. The hull is also about 280mm wider than the cruiser/racer 41.

The boat has come out a little stiffer than Dovell expected and this is partly due to the light rig with a small section and heavy walls built by Barney Walker.

Fittings on deck are Harken with the primary and runner winches recessed into the cockpit combing. Another innovation is the ridge built into the combing, described by Andy Dovell as a 'bum cleat' for the steerer and to stop trimmers sliding into the centre of the cockpit when the boat heels. The old IOR boats only heeled about 21 degrees when hard on the wind, an IMS boat heels about 25 degrees and with a flat comb-




With the leeward rail in the water the topsides aft are well out of the water to allow crew weight to be carried at the back of the boat.

they heel they just keep tracking. Setting them up with the proper gust response is something we have been working on since the 18 footer days," Dovell added.

With *Terra Firma*, Dovell has achieved just that. As a gust comes in the boat holds its course and as it passes the boat just accelerates - as he describes it: "the pace just comes roaring up."

Offshore sailed on the boat before it was fine tuned and even then it sailed to the same numbers on either tack, this is unusual as most boats have a favoured tack on which they sail better. Upwind in flat water and 12 knots of true wind the boat speed was 7.2 knots on both tacks. The boat felt free and sailed easily with just enough helm to hold the tiller against upwind. Downwind under spinnaker it sat well and tracked straight with a very free wake. It will not take much to encourage it to surf downwind in the ocean.

In its first race, The National Business Director Winter series on Port Phillip, *Terra Firma* finished less than a boat length behind *Prime Example*, a Davidson 50, but without a rating certificate at the time it was not counted in the results. Back calculating the result with the boat's general purpose handicap of 569 sec/m *Terra Firma* would have won.

STOP PRESS: *Terra Firma* went on to win The National Business Directory Winter Classic series overall. 

SPECIFICATIONS

LOA: 12.5m LWL: 10.78m
 BMAX: 3.78m BWL: 3.01m
 Draft: 2.60m Disp 6250kg Sail Area
 64.5mEdE2 General Purpose Handicap
 569sec/m



Designer, Andy Dovell

ing there is nothing to brace against. It is the first time Dovell has tried the idea on a boat and it works well.

The unusual keel bulb weighs 1300kgs and has similar lines to a dolphin with a razor back and a pointed tail, instead of the beaver tails of the *oneAustralia* bulbs, and is attached to a stainless steel strut with a 70mm entry point thinning to 2mm at the trailing edge. When asked about the design Dovell smiled and said "that was my idea".

"Iain and I have always been keen on making boats automatic so that when

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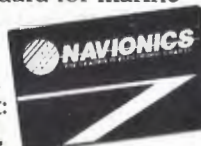
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Winning in IMS - a loose formula for success in the summer season

Racing in a handicap fleet is fun when you do well. When you are doing poorly it is generally from one of three causes: you have gone the wrong way (tactics), you are sailing the boat slowly (trim steering etc), or the conditions do not favour your type of boat.

Of the three, the first and last are hopefully occasional problems which are in the nature of the sport given there must be winners and losers.

Sailing slowly tends to be an institutional problem involving everything from personnel to mast design. It is also the greatest challenge of handicap yacht racing since it is the one thing that can be fixed by hard work and intelligence before you get to the start line. This article should give you some focus as to the areas you should be attentive to. It is by no means exhaustive but everything included is highly significant.

For the sake of this article I assume we are talking about IMS as it provides you with the fixed target and the moti-

vation to get there. You will know already who you can beat and who beats you and more importantly you will know by roughly how much. Those seconds and minutes on the results sheet are your goals. Rarely is anything in life made so obvious. Also IMS is the first time a handicap formula has tried to embrace a boat's strengths and weaknesses so the hope is always there - you can do it!

I will look at four major categories all of which require equal attention on your part.

THE BOAT:

First and foremost is the boat on which you are sailing. One thing IMS shows no concern for is inefficiency so the basic weaknesses of the boat need to be brought up to at least your fleet's standard. Let's look at six areas as follows:

Sheeting angles. This is generally not a problem in any boat designed for racing but many production cruiser / racers have erred a bit on the side of the big interior and the jib tracks are too far outboard for good upwind ability. Try to get a drawing of your boat's deck plan and mark the car position for the number 1 headsail and the number 3.

Optimising



Measure the angle from the jib tack to this car position. As a rough guide you would expect the number 1 to form an angle with the boat's centreline of 9 degrees and the number 3 to be around 12 degrees. If you find you are outside of this you may be able to move the tracks inboard or barberhaul the sail but beware that your shroud plates will be the limiting factor. Consult your designer or sailmaker in this matter but if nothing can be done you really will struggle on the racecourse.

Keel and rudder. These two foils do a lot of work and have to be every bit as efficient as the sail. Sadly, they rarely get much more than a cut and polish once a year which is about as useful as sending an old sail out for a pressing. IMS encourages variation to keep the weight out of the ends of the boat but they don't always think about crew weight in the same way. If you cannot sail comfortably upwind with your crew in the middle of the boat then you need to consider re-trimming your boat. If it is an older IOR design it may well be possible to move internal ballast but if not consider anchors, water tanks, safety gear, etc. Good IMS boats trim level at working heel angles and do not need

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weight in the stern to keep the bow up.

Acceleration. A final concept - IMS does not rate acceleration which loosely translates into three categories - gust response, time to target speed after a tack, and wave response. To accelerate a boat needs to be as light as possible while still being stiff. In this regard a successful IOR conversion might involve tossing out most of the internal ballast, trimming bow up and adding a bulb to keep RMC as per the original IOR figures. This will make the boat handle gusts noticeably better and give an overall feeling of liveliness.

THE CREW:

The crew are like the staff of a corporation. Their attitude and work conditions as well as the remuneration package (i.e., results) determines the calibre and performance of the individual. Management sets the standard and this role is generally filled by the owner or skipper of the boat. Since we are talking about winning under handicap you need crew that are technically focused since you often have no benchmark for how you are going. This requires a high level of self-generated motivation since motivation is not always created by the fleet.

Second, a good crew should be self-motivated. Trimmers should keep notes, sails should be monitored as they age and discussions entered with the sailmakers. Mastmen and bowmen should always be planning the next move so that they know exactly what needs to be done and how long it might take. The steerers should recognise their concentration limits and hand over even if for a short break.

Finally the crew should remember that this is a sport. Try really hiking out all day as opposed to simply sitting on the rail. Not only will the boat go faster and point higher but you will hurt at the end of the day. A little fitness goes a long way and this is one of the easiest ways to gain time on the race course. Hike harder and go faster.

THE SAILS:

I will only touch on two issues here as most of what you need to do regarding trimming and set-up is well covered elsewhere (you do read about it don't

you?). The first issue regards taking a long term view towards your inventory. Most competitive race boats will buy a new mainsail every year but may only have one 'racing' main which will likely be a reefable offshore main. Consider buying two mains to start with - an inshore and an offshore main. This may reduce your overall spending over a two year period (since inshore mains are generally cheaper) and improve your competitiveness since both sails will only be used in their optimal range and you will have the best sail on the day.

A second consideration is your overall inventory for long races. Given that most long races these days have no sail restrictions it is wise to consider a few speciality sails. In this regard the purpose designed reaching headsail or jib top is a very potent sail in the 50 - 75 apparent wind range. It can be worth up to 1 knot of boat speed over your upwind oriented ones and twos and they don't get trashed in the foot by waves. Again, a purchase that will pay for itself in the damage it prevents to other sails as well as better handicap performance. Maybe use it on the delivery home as well.

THE TECHNOLOGY:

IMS offers you a basic performance road map to follow so use it. The target speed and gibe angle format of the certificate should be typed up in a large readable format and taped to the bulkhead. You must meet or exceed the speeds as a benchmark but make sure you constantly update the chart with 'real world' values. Any deficiencies in speed at this point should lead you to re-read this article. Gibe angles are not intuitive - the boat will always feel better higher than lower - so struggle with it because it's VMG that wins races.

Calibrate your instruments often and know the methods for doing so intimately so quick corrections to apparent wind angles and the like can be made quickly during your pre-start warm up.


Following the above guidelines and IMS encourages variety in foils but does not concern itself with actual efficiency or execution. Remember it is the foil cross section shape that does the work. At your next haulout have a shipwright make a few templates of both sides of the keel and rudder. You are interested in three things - is it symmetrical side to side, is it fair, and most importantly, is it a good section? Talk to your designer about the latter. Get this right before

"Those seconds and minutes on the results sheet are your goals. Rarely is anything in life made so obvious."

you spend any more money on sails since one without the other is like a car with two good tyres and two bad ones.

The rig. Rig weight and function is as critical as ever for success. There is no excuse for wire halyards these days so save a lot of weight by changing over to modern ropes such as Spectra. I have heard of as much as 80 kg being removed from the mast of a 50 footer by a simple overhaul by a race oriented rigger. Your boat will be stiffer and faster in a seaway as a result. Also think about mast control. Swept spreader fractional rigs without runners are slow upwind since the forestay tension is never enough.

Fit runners and the rig overbends so then fit checkstays and you are looking good but perhaps wondering why you have a swept spreader rig. Don't worry - at least you have the option of dragging the gear forward for pre-starts or fun racing. However, without the runner/check combination you will not have sufficient sail shape control to be competitive in a good fleet.

Tips will get you focused on recovering those seconds and minutes that you are missing from week to week. Just think about it this way: 2 minutes over 20 miles is 6 seconds per mile. That's about a 1% improvement and probably worth four places. Easy! 



Jeni Lidgett (right) with Addy Bucek and husband Darren Dunkley-Smith and the first-born of their two children
Pic: Peter Campbell

This is the first of regular reports in OFFSHORE on Australia's Olympic yachting, leading up to the 1996 Atlanta Olympic Games and beyond to Sydney 2000 where yachting will be a feature event on Sydney Harbour.

Women Win Silver at Pre-Olympics

By Kevan Wolfe

melbourne 470 sailors, Jeni Lidgett and Addy Bucek are set to win Australia's first ever womens' Olympic sailing medal next year after winning silver at the Atlanta Pre-Olympic Regatta sailed off Savannah on the US Atlantic Coast.

Lidgett, 30, and Bucek, 34, who is also the mother of two young children, have been sailing a 470 dinghy together for nine years. They teamed up for the Barcelona Olympics, finishing ninth overall, and after a break are back to-

gether for the 1996 Games.

Savannah, 400km from Atlanta, is not a recognised sailing venue and there has been much criticism, especially from the International Yacht Racing Union, over the lack of facilities and tough sailing conditions. This year, strong winds and big seas generated by a hurricane off the Florida coast to the south also cut two days out of the Pre-Olympics - with the Olympic Regatta scheduled for the same time next year.

Nevertheless, Lidgett and Bucek found that the on-water conditions were not as bad as they had expected. "It is very shallow with a lot of sandbanks and there is a strong current running the course," Bucek told OFFSHORE after returning from the Pre-Olympics and the 470 Worlds in Canada. Olt is very similar to Port Phillip except that it is a lot warmer. There is a regular afternoon sea breeze and the waves can come up very quickly."

"The good thing about the venue is that is new for everybody and there is no local advantage for the Americans," commented Lidgett. "It is a totally different concept and everybody has to get

their brain around it."

"For us it was perfect," added Bucek.

The Australian team of 20 arrived 10 days before the regatta and were on the water training every day. Lidgett says it was one of the reasons she and Bucek felt so comfortable with the venue. Many of the other teams did not appear until the day of the first race.

It is also the first time that Lidgett and Bucek had competed overseas with their new boat - a Mace design from New Zealand supplied by the Australian Sports Commission. In a consistent effort they placed 4-2-5-7-5-14-3 to finish only four points behind the winning Spanish crew and Barcelona gold medalist, Teresa Zabell.

The Pre-Olympic Regatta gave the pair a chance to look at the competition they will face next year. They expect the main threat for the gold medal will come from Spain and the Ukraine. "At Barcelona we did not know until the Games started how everyone sailed. This time we have a full year of knowing how our competitors race, their style of starting and their tactics," Lidgett said.

After the Pre-Olympic Regatta,



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Lidgett and Bucek competed in the 470 World championships at Lake Ontario at Toronto, Canada. This is one of two selection venues for the Australian team for the 1996 Olympics. In totally different conditions to Savannah they won the first two heats by more than a minute, but by the time they had sailed the 18 race series they had fallen back through the fleet in the final races to finish as the seventh nation. However, it was still enough to qualify for Atlanta 1996.

The two women said that after the pressure of Savannah and seven weeks of racing previously in Europe, they had had enough of racing by the time they got to Canada. "If the Pre-Olympics had not been so important, we would have spent more time in Toronto getting used to the conditions."

Ahead of the pair is the Sail Downunder series of regattas which started with the Australian International Regatta - Sydney (AIRS) in late September, culminating with the second Olympic quality regatta in France in April 1996.

The efforts of Jeni Lidgett and Addy Bucek in finishing a close second in the 470 women's class highlighted the effort of Team Australia at the Atlanta Pre-Olympics at Savannah. Team members finished in the top 11 placings in seven of the 10 Olympic classes.

In another great effort, Queenslander Michael Blackburn won the last two races in the Laser single-handed class for men to finish fifth overall in the hotly contested fleet of nearly 60 sailors. The Laser gold went to world champion Robert Scheidt from Brazil.

In the Solings, Cameron Miles and his crew from Sydney finished seventh after leading the pointscore midway through the series. In the Stars, Colin Beashel and David Giles, also from NSW finished ninth overall in a shortened series.

Matt Hayes Third in Solings Worlds

Australia has achieved its best international result in years in the Olympic Soling keelboat class, with Sydney yachtsman Matt Hayes finishing a close third in the World Championship on Lake Ontario at Kingston, Canada.

Hayes and his crew, Stephen McConaghy and Barry Watson, from Sydney's Woollahra Sailing Club, fin-

ished the seven race series with a fourth and a 12th to end up with 88 points, only 0.3 point behind second placed skipper Magnus Homberg from Sweden.

The World title went to Louis Doreste, from Spain, the gold medal winner in the Star class keelboat at the Barcelona Games who finished on 78.4 points after discarding one race, Holmberg was second on 87.7, Hayes third on 88 points.

Of the other Australians, Ian ("Barney") Walker from Victoria finished 12th overall with Cameron Miles (NSW) 21st and Michael Manford (WA) 22nd.

Hayes missed a place in the Australian team which contested the recent Atlanta Pre-Olympic Regatta at Savannah, but has campaigned strongly in Europe as a lead-up to the world championship and its significance towards Olympic selection in 1996. He must rank a strong contender for Atlanta in 1996 and a definite medal prospect.

Among the famous names in international yachting he outsailed in these world championships were Americans Dennis Conner, Dave Curtis, John Kolius and Jeff Madrigali, Denmark's Jesper Bank and Stig Westergaard, France's Marc Bouet and Spain's Manuel Doreste.

Australia Third in Nautica Cup + Gold Medal

Australia's youth team - many of them potential Olympians at Sydney 2000 - has finished third in the Nautica Cup nations pointscore and won a gold medal

Matt Hayes sailing in light wind at the Soling World Championships on Lake Ontario



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at the 1995 IYRU World Youth Sailing Championship sailed in Bermuda.

This was the 25th annual international regatta for the world's best teenage sailors and as such is the oldest international event organised by the International Yacht Racing Union.

This year Britain took home the Nautica Cup with a fine team effort which produced three gold medals - in the Laser 2 double-handed boys, the Laser 2 double-handed girls and in Laser single-handed boys disciplines.

The Australian team finished third nation with Victorian lass Sarah Blanck winning the gold in the Laser Radial girls single-handed dinghy class. While overall it wasn't our best result - we won the Nautica Cup in Italy in 1993 with gold medals in both Mistral sailboard disciplines and notched up a second to the Kiwis in Greece last year - it was a good result against probably the strongest competition ever presented at the Youth Worlds.

Unfortunately, there were a couple of disappointing results among the Australians, notably Brendan Casey in the Laser boys and Justin Steel and Christian Stevens in the Laser 2 boys who had a luckless series. However, all members of the team turned in an impressive last day effort to break their third place points tie with the New Zealanders.

Sarah Blanck, who sails at the Blairgowrie Yacht Squadron, is the first Australian to win the girls' single-handed dinghy division at the IYRU Youth Worlds. The 18-year-old Melbourne university student sailed consistently well throughout the series, excelling in the lighter breezes, winning three straight races which virtually

clinched the gold medal.

Final Australian placings and overall points:

Mistral Girls, Tania Newton - dsq-10-5-4-6-5-11-5-8-6 = 60 pts - 5th overall.
 Mistral Boys, Dale Hopwood - 10-12-5-11-10-8-10-15-7-3 = 76pts - 10th overall.
 Laser Boys, Brendan Casey - 8-5-4-5-15-3-22-34-24-10-1 = 97pts - 9th overall.
 Laser Girls, Sarah Blanck - 4-9-7-7-2-8-1-1-1-7-11 = 47pts - 1st overall.
 Laser 2 Boys, Justin Steel/Christian Stevens - 1-1-3-pms-9-17-dsq-4-5-2-5 = 68pts - 5th overall.
 Laser 2 Girls, Kate Fitzsimmons/Lana Johnson - 6-8-6-9-11-7-6-11-9-7-7 = 78 pts - 9th overall.
 Nautica Cup: Britain 370, Germany 307, Australia 258, New Zealand 249, France 240, USA 188, The Netherlands 184, Portugal 174, Poland 153, Israel 159.



Sarah Blanck - gold medal at Youth Worlds

Youth Academy Sailors Winners at Southport

By Ian Grant

When the winds backed off at the end of the Canon Sydney-Gold Coast Classic, Southern Queensland became the centre of a weather system completely out of character, to turn the 1995 XXXX Gold Coast Winter Regatta into a test of light wind sailing techniques.

With two wins, a second and sixth, Hartz Mineral Water added another victory to the Royal Yacht Club of Tasmania following on Greg Prescott's victory with *J Walkin' on Easy Street* in 1994. Second place went to another Tasmanian (expat) with Roger Hickman steering *AMP Wild Oats* to second place with placings of 7-1-2-4. Third in the IMS division went to the Robert Hick de-

signed 30-footer *Atria* owned by Gilbert Ford who now races under the burgee of the Southport Yacht Club. *Atria's* scorecard was 2-6-6-1.

The most popular win was in the PHS division, when a crew of youngsters from the Cruising Yacht Club of Australia's Youth Sailing Academy helped owner John Needham and their coach Dayne Sharp sail the beautiful Dubois 50, *Sidewinder*, to victory.

The nine youngsters had formed the major part of the crew in the Sydney-Southport ocean leg and their enthusiasm, plus the steering skills of Sharp, played a major factor in the yacht's Regatta victory. *Sidewinder* came out on top in some intense nip-'n-tuck battles on the course with local Gold Coast yachts *Sirocco* (Frank Cusack), *Outrageous* (Barry Meredith) and *Norwich Boundary Rider* (D'Ar cy Watson). ▲

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Sea Breezes on the NSW Coast

Nature and Causes

Sea (and land) breezes are caused by unequal heating and cooling of adjacent land and sea surfaces. A sea breeze is one that blows from the sea to the land in consequence of this differential heating.

During the day, especially in spring and summer, solar radiation causes the land surface to become warmer than the sea surface. From about August through to December, off the NSW coast, cooler sea water temperatures prevail, while the warming effect of solar radiation is increasing to its maximum. Therefore the contrast between land and sea surface temperatures becomes considerable during the day, being greatest around mid-afternoon.

Without going into the mechanics of the matter, suffice it to say that the warmed air rises over the land surface and a local circulation commences, with cool air from the sea being drawn in over the land. At the same time the ascending air returns seaward in what is known as the *upper return current*. (See figure 1.)

Sea Breeze Development

With weak general wind circulations (around the centre of a high for example), a sea breeze (pure sea breeze) will commence over the coastline soon after the land temperature begins to exceed the sea temperature (late morning to early afternoon).

As the difference increases, so the sea breeze will become stronger and will extend further inland. It will also increase in depth from about 100m to as much as 450 to 800m in a well developed

breeze. Maximum wind speed (14 to 16kt) will occur during the few hours after maximum temperature has been reached. This would generally be during the mid to late afternoon.

A weak sea breeze will die away soon after sunset, but a better developed sea breeze will persist at the coast till 8 to 10pm, usually dying away fairly suddenly at the coast and slowly moving seawards as a *cut-off sea breeze circulation*.

With stronger general wind circulations, coupled with the required temperature gradient, the development of the sea breeze can be complicated to say the least. Obviously a moderate to strong, prevailing *offshore surface* wind will delay the onset of the sea breeze and if strong enough, say over 20kt, will prevent the sea breeze from developing at all. *On-shore surface* winds are generally enhanced by the sea breeze component. On the other hand, if we have a light to moderate prevailing *off-shore 900m* (900m above the earth's surface, commonly known as the *Gradient level*) wind, say with a direction from the northwest through to the north, then we can generally expect a re-enforced sea breeze at the surface - Sydney's super sea breeze. In this situation, our strongest sea breezes will occur on the south coast of NSW, with speeds well in excess of 30kt.

This super breeze around the Sydney area will have wind speeds in the range from 20 to 25 sometimes 30kt. It will stay in longer at the coast, say until midnight, sometimes 1am, before becoming cut-off and moving away from the coast.

The rule is that *900m* wind directions from *offshore* tend to favour sea breeze development, whilst those *onshore* tend to either complicate the sea breeze or make sure that we don't get a sea breeze at all. (The topic of a future article on sea

Weather Watch

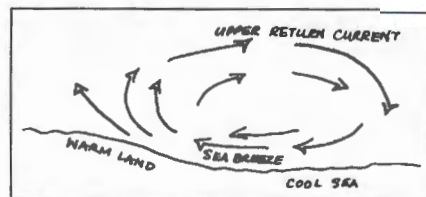


Figure 1

breezes).

Wind *speeds* either at the surface or at 900m in excess of 20kt will generally keep a sea breeze out, providing that speeds don't drop out over the late morning or early afternoon period.


Sea Breeze Direction

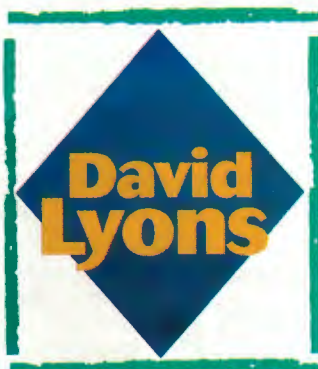
It is found that a sea breeze will generally start up as a light onshore surface wind, at roughly right angles to the coast, before moving in a counter-clockwise (south hemisphere) direction as the breeze increases in strength.

A pure sea breeze will be mid-afternoon, over the Sydney area for example, have a direction from the northeast, whilst a re-enforced sea breeze would have a direction more from the north-north east.

The start-up and final sea breeze direction (and speed) will depend on the orientation of the coastline as well as the complexity of the coastline (steepness, headlands, bays, estuaries, etc). (On the WA coast, the sea breeze will start up as a weak westerly, and as the speed builds will move around to the southwest).

Conclusion

It would certainly pay the keen yachts person to spend a great deal of time studying the sea breeze as it can be quite complex on any one day. This article hopefully wets the appetites and a further article will home in on the complexities of the sea breeze. 



A Designer's Viewpoint

ABS Yacht Guide Revisions- Keeping up to date

In the first part of a three-part series on yacht safety and reliability, this month we look at ABS Yacht Guide updates.

The Australian Yachting Federation makes it mandatory for all yachts built after July 1988 to be built in accordance with the Plan Approval requirements of the American Bureau of Shipping Guide for Building and Classing Offshore Racing Yachts.

A new printing of the Guide became

"... the most important aspects of structural integrity are checked by an independent authority. A very worthwhile investment considering the overall cost of new yachts and the potential risk to life and limb"

available in 1994 and further revisions become effective 16 November this year. These revisions are the main topic of this month's piece as they affect yachts

built from all eligible materials.

Research and practical experience has pointed to the fact that racing yachts are being subjected to higher slamming loadings due to a combination of modern design factors including flat forward sections and higher average speeds for a given wave height. Evidence of this includes failures in Whitbread 60 and maxi yachts in the last Whitbread Round the World Race. All of these yachts were built from modern composites where core shear and limited delamination slowed the yachts' progress. The materials themselves are not at fault here, but manufacturing process and design loads have been reviewed in an effort to redress the situation.

The extent of the slamming region has been enlarged, and the sideshell loads have been increased. As an overall constraint, minimum core densities for the hull bottom in forward sections have been set irrespective of calculated densities. These are 80kg/m³ for 30

fteters, 100kg/m³ for 30- 80 fteters and 120kg/m³ for over 80 feet. Where thickness exceeds 36mm a special consideration may be granted as very thick high density cores become difficult to bend.

More than ever before atten-

tion is paid in the Guide to details of construction to avoid problems arising where suitable materials fail simply because of bad installation.

The loads placed on the yacht's structure by today's more extreme narrow keels and big ballast bulbs are directly addressed by grounding loads and the avoidance of core in way of through-bolts. Longitudinal girders are to be provided either side of the keel extending over as great a distance as practicable. This results from the high fore and aft loads generated by the pendulum effect of modern raked keels with very low centre of gravity and small "footprint" on the hull bottom. Already a common sense idea, steel bearing plates rather than simple washers under keel bolt nuts in the bilge are now stipulated.

Stringers running longitudinally in the bow slamming region are now more clearly defined and required. This requirement runs contrary to modern monocoque shell structures seen on some modern racing yachts over the last seven years.

Finally, once the dimensions of internal reinforcing structures have been calculated, they must comply with overall depth to width constraints to prevent unstable sections which would otherwise satisfy the governing equations.

The overall relevance of these changes? Most certainly a situation where the owner of a racing yacht that has ABS Plan Approval is getting better value for money, as the most important aspects of structural integrity are checked by an independent authority. A very worthwhile investment considering the overall cost of new yachts and the potential risk to life and limb.

The yacht's structural designer still bears the overall responsibility along with the builder that signs the compliance verification.

Next month I will look at more extensive yacht stability requirements currently being formulated. ▲

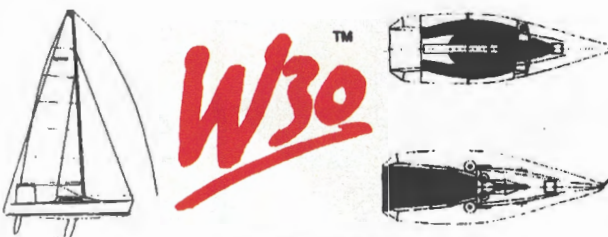
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Cellphone Pocket For Marine Leisure Jacket

A cellphone pocket is a feature of the latest jacket from New Zealand performance marine apparel manufacturer Dorlon. The Crewgear jacket has two inner pockets to accommodate your mobile phone, wallets and sunglasses.

"Many yachties use mobile phones for both professional and safety reasons and people were constantly asking us for a garment with a pocket to safely stow their phone in," said Dorlon New Zealand manager Neville Watkinson.

The Crewgear jacket is cut in a comfortable, roomy style, with a hard wearing, breathable waterproof outer layer and a polar fleece inner. The fleece-lined hand warmer pockets have double flags designed to shed water, the zip is protected by a storm flap and the jacket also has adjustable velcro cuffs.

The jacket is available in three colour combinations - navy with a red lining; ocean (teal blue) with a navy lining; and red, also with a navy lining.

"The Crewgear jacket was designed

Dorlon's Crewgear jackets with two inner pockets



to bridge the gap between our technical sailing apparel and our lifestyle garments," said Watkinson who added that it expected to meet broad acceptance in the corporate market as a functional, fashionable item in company uniforms.

Designed and manufactured in New Zealand since 1974, Dorlon apparel was launched in Australia at the Sydney Boat Show. Sydney outlets include City Boating, Sydney Chandlery and the Bosun's Locker.



Garmin Introduces New Fixed GPS

GME Electrophone, one of Australasia's leading distributors of marine electronic products, have announced the release of the GPS 120, a fixed-mount GPS receiver, complete with LCD moving map plotting and a compact, dry nitrogen-sealed waterproof case for all-weather use.

The GPS 120 builds on the success of the innovative software design of its handheld counterparts, the GPS 40 and GPS 45. Specifically, there are five main "pages" all accessed in succession by the touch of a single button:

- The satellite status page shows which satellites the receiver is tracking and strength of their signals.
- The position page indicates the direction you are heading, your speed, latitude, longitude, altitude and time of day.
- The moving page graphically plots your course as you mark landmarks and travel waypoint to waypoint. The map is capable of 12 range scales from 500m to 600km and will also zoom and pan the area you are navigating.
- The navigation page places you on a graph "highway" with a moving indi-

cator that shows you if you are on course. The navigation page also indicates the direction you are heading, your distance, your bearing to your destination, speed, estimated time enroute and velocity made good.

Henri-Lloyd Release New Newport Jacket

Henri-Lloyd have released a new Newport Cruiser/Racer jacket featuring 100% waterproof Bri-nylon, a supple lightweight fabric with a rich boating compound to ensure suppleness and comfort.

Features include taped seams, zip fronted storm flap, front pockets, a foldaway hood with self-locking toggles, adjustable storm cuff and a full fleece collar. Available in sizes S to XL the jacket comes in red with ocean blue and graphite, warm gold with ocean blue and green, and ocean blue with green and warm gold. Recommended retail is \$203.

Also new are the Newport Cruiser/racer trousers which feature taped seams, zip-fronted storm flap, external chest pocket, seat and knee patches, adjustable outer ankle cuff and elasticised shoulder straps. Priced at \$203 the trousers come in red, ocean blue and warm gold.

Further information: Bourke/Henri-Lloyd, Unit 1, 5 Clyde St, Rydalmere NSW 2116 or phone 02 638 4333 or fax 02 638 7951.

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Henri-Lloyd's new release - The Newport Cruiser/Racer jacket

being sought from proposed legislation in NSW.

According to the manufacturers, although initially expensive COP-R-BOTE proves cost and time effective by reducing the number of slippings required as well as the yearly application of conventional antifouling. "We expect most owners to recover their investment in two years and be well ahead after five years," says Michael Storer.

COP-R-BOTE comes in red, blue, black and green and is easily applied over a clean, sanded hull surface. Further information: Michael Storer Design, Phone/fax: 02 310 0462.

Beta Marine Diesel In Australian Debut

Beta marine diesels made their Australian debut at last month's Sydney Boat Show after being available in Europe for many years - with this quality engine gaining immediate interest from Australian yachtsmen and boatbuilders.

Beta Marine in England have been marinising diesels for many years and specialise in the quality marinising of the Kubota range of engines. The company chose Kubota because of their light weight and compact dimensions and the engine's worldwide reputation as an outstanding small diesel.

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highest quality, passing the most stringent tests for each unit under extreme conditions. The range of Beta marine diesels consists of 13.5, 20, 28, 35, 43, 50 and 62hp, one of the best ranges of engines available anywhere in the world. The 13.5hp is a twin cylinder engine,

Recognising the importance of the Australian market, Beta Marine have appointed as their agents the Sydney-based Beta Diesel Australia Pty Ltd, a company which has been in the marine industry for more than 25 years with a large dealer support market throughout the nation.

Further information: Gary Townsend, phone 02 525 1878 or fax 02 526 1084.

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Resamax Launch New Spar Varnish

Resamax (Australia) Pty Ltd have launched their new Spar Varnish for the summer season and, according to the manufacturers, it's not the usual run of the mill varnish.

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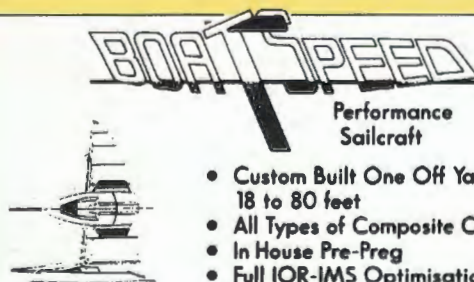
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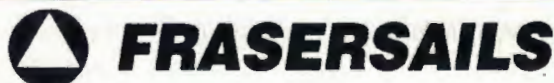
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CYCA Offshore Racing Calendar

MAJOR OFFSHORE EVENTS IN AUSTRALIA AND OVERSEAS

SEPTEMBER

- 25-29 Australian International Regatta Sydney (AIRS), Olympic, International Youth & invited Int. classes, Sydney Harbour, AYF/YANSW.
- 29 Sydney-Bird Island-Pittwater, RSYS.
- 30 CYCA Cruising Division, long weekend cruise

OCTOBER

- 1 Spring Offshore Regatta, RSYS.
- 7 Short Ocean Race, CYCA.
RANSA Regatta.
- 14 MHYC 3 Ports Race, MHYC.
- 17 YANSW Sailing for the Olympics, YANSW/CYCA.
- 18-21 Queensland Olympic Classes Regatta, Brisbane.
- 21 Gascoigne Cup, RSYS.
CYCA Shorthaul to Pittwater, Paul Royal Memorial Trophy.
- 28 Sydney-Lion Island-Botany Bay-Sydney, CYCA.
Fujitsu Gosford-Lord Howe Island Yachting Classic, Gosford SC.

NOVEMBER

- 4 Short ocean race, CYCA (all clubs including RPAYC)
- 11 Short ocean race, RSYS.
- 17 Cabbage Tree Island Race, Halvorsen Bros Trophy and Woollahra Cup, 180nm, CYCA.
CYCA Short Haul night race, CYCA.
- 20-24 Sydney International Regatta (SIR),

Olympic classes, AYF/YANSW.

- 25 Short ocean race, CYCA.

DECEMBER

- 2-3 Bruce & Walsh Regatta, MHYC.
- 9 Short ocean race (South Cross Cup invitation race & David Burke Memorial), CYCA.
- 16 Southern Cross Cup, races 1 & 2, windward/leeward, 12nm, CYCA.
- 17 Southern Cross Cup, race 3, ocean triangle, 75nm, CYCA.
- 19 Southern Cross Cup, races 4, ocean triangle, 24nm, CYCA.
- 20 Southern Cross Cup, races 5 & 6, windward/leeward, 12nm, CYCA.
- 21 Canon Big Boat Challenge, Sydney Harbour, CYCA.
- 26 51st Sydney-Hobart ocean race (race 7, Southern Cross Cup), CYCA.
- 27 Pittwater-Coffs Harbour race, RPAYC
- 27 Melbourne-Devonport & Melbourne-Hobart races, ORCV.

JANUARY

- 26 160TH Australia Day Regatta, Sydney Harbour.
City of Sydney Cup, CYCA. Australia Day Pittwater Regatta and satellite regattas - Port Hacking, Botany Bay, Hunters Hill, Middle Harbour.
- 27 Short Haul Race to Port Hacking, CYCA.

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