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# David Fuller

## From the Commodore's Desk



### Another Great Hobart Race

Despite the usual controversy regarding IMS long race scoring, we have enjoyed another great race to Hobart under the banner of our new sponsor, Telstra MobileNet.

The expected close contest for line honours between Sayonara and Brindabella didn't eventuate as conditions favoured the newer and slightly faster *Sayonara* throughout most of the race.

A much improved Foxtel Amazon showed exceptional off-the-wind performance and was always a threat to the favourites.

The overall win by the Iain Murray-designed *Terra Firma* was overshadowed by Don Mickleborough's fine divisional win and overall third place in this 57-year-old timber boat, *Southerly*.

Silencing the critics, these results showed that a well-sailed cruiser/racer has every opportunity to do well in the Hobart race under the IMS rule. *Southerly's* performance should be most encouraging for owners of older yachts.

The scoring controversy was fuelled by a number of attempts to influence the Race Committee with alternative scoring methods and I am sorry to report that some competitors attempted to drag our sponsor into the scoring dispute.

There is no doubt that, world wide, a number of elements in the IMS rule are in dispute, creating a serious lack of uniformity in the application of the rule.

This has led to experimentation. Time-on-time scoring methods are fatally flawed by the attachment of age and other allowances which have the potential to disadvantage many competitors.

I believe that many yacht owners are unaware that a number of technical com-



Commodore David Fuller presents *Terra Firma's* owner Dean Wilson with the Omega Watch trophy for the Telstra MobileNet 51st Sydney - Hobart while RYCT Commodore Robert Badenach looks on. Pic: Peter Campbell

mittees, including those attached to the Australian Yachting Federation have been unable to agree on modifications to the existing long race scoring programs or the application and validity of age allowances.

Whereas I concede that earlier availability of results is highly desirable in long ocean races, we must accept that IMS is a development rule that is continually being modified and improved with each year's experience on the race course.

The Cruising Yacht Club of Australia's Race Committee was most encouraged by the similarity between our official results and the placings that would have been achieved using the alternative IMS "Ocean Course" program.

This program, to be used in the 1996 Kenwood Cup, can generate more timely

results information that may well overcome dissatisfaction with the current scoring system.

The CYCA Board and Sailing Committee has placed the highest priority on efforts to improve our use and understanding of the IMS rule.

We can look forward to significant improvements throughout the year leading up to the 1996 Sydney to Hobart.

In closing, I would like to thank once again the fantastic volunteers and staff from the Royal Yacht Club of Tasmania and the Cruising Yacht Club of Australia who are, simply the best.

As well, sincere thanks to the Telstra MobileNet team who added a new dimension to our great race with record publicity and a sensational response to the international listing of the Sydney to Hobart.

# Offshore

*Yachting*



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## The Telstra MobileNet 51st Sydney to Hobart



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**COVER:** American maxi *Sayonara* in full flight under spinnaker soon after the start of the 1995 Telstra MobileNet Sydney to Hobart....but she could not maintain the speed needed to break the race record. Iain Mainsbridge took this striking photograph from a helicopter.

**I**N 1992, tall ships from around the world joined in The Great Columbus Race across the Atlantic to commemorate the 500th anniversary of the discovery of the Americas by Christopher Columbus.



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## Telstra MobileNet 51ST SYDNEY TO HOBART

While the 51st Sydney to Hobart attracted a much smaller fleet than the 50th Race, it still had one of the best IMS racing fleets in the world, once again underlining the status of the Cruising Yacht Club of Australia's bluewater classic. It also attracted worldwide media coverage, including huge interest on the internet.

Editor Peter Campbell reports.

# Aussie Designer On Terra Firma

**V**ictorian yachtsmen Dean Wilson and Scott Carlile may be newcomers when it comes to competing in the rugged Sydney to Hobart ocean race, but their brilliant overall victory with the Iain Murray-designed IMS 41, *Terra Firma*, in the 1995 Telstra MobileNet Sydney to Hobart certainly was not a question of beginners' luck.

*Terra Firma's* win in the highly competitive Division C for grand prix IMS Racer class yachts and her overall first

place in the 98 boat fleet was the climax of a nine month project of design, construction and hard racing to bring the boat and her crew to their peak for the rugged 630 nautical mile ocean classic.

It was a project in which the young owners, partners in a Melbourne computer service company, their key crew members, the builder, the sailmakers and the design team, Iain Murray and Associates, worked closely to achieve the ultimate result - a Sydney-Hobart win.

For Iain Murray this was his second victory in the Sydney to Hobart bluewater, having achieved his first win in the 50th race with the Bashford Howison 41 production Cruiser/Racer, *Raptor*.

Murray designs were strongly represented in the 51st, largely as a result of *Raptor's* win and subsequent successes by other BH41s in Australian and international competition. As well as win-





*Terra Firma*, overall IMS winner of the Telstra MobileNet 51st Sydney to Hobart powers into towards the leeward mark in one of the races of the Southern Cross Cup off Sydney. The Murray 41 sailed as a member of the Victoria Green team and was top-scoring individual yacht in the seven races of the Southern Cross Cup. (Pic - Ian Mainsbridge)

ning overall IMS on corrected time, Murray boats won two of the IMS divisions. In fact, 15 of the 21 divisional placegetters on corrected time were Australian-designed with Scott Jutson, John King, Peter Joubert, Ted Kaufman, Peter Cole and the late Charles Peel and Ron Swanson sharing the honours.

*Terra Firma* finished 14th in the fleet in a generally slow race which saw calms off the Tasmanian East Coast, around

Tasman Island and in Storm Bay put paid to predictions of a race record by the two fastest maxis, the Bruce Farr-designed, New Zealand-built American ILC Maxi, *Sayonara*, and Australia's Scott Jutson-designed *Brindabella*.

After being ahead of *Kialoa's* record of 2 days 14 hours 36 minutes 56 seconds as she swept across Bass Strait, *Sayonara* finished nearly 10 hours outside the time set in 1975 by the famous

US maxi ketch, taking 3 days 00 hours 53 minutes 35 seconds to complete the 630 nautical mile course.

The luckless *Brindabella* trailed her throughout the race, finishing two hours astern. After a retirement, a second by seven minutes and a second by two hours her Sydney owner George Snow has put the 75-footer on the market.

Although the fleet of 98 starters was well below the record 50th race fleet of

371, it still represented one of the best quality IMS fleets for any Category One ocean race in the world. It also attracted worldwide interest with the confident record challenge by *Sayonara*, owned by American billionaire computer systems boss Larry Ellison, not to mention the fact that his crew included media magnate Rupert Murdoch.

In a race that provided generally easy sailing, there were no records - apart from the number of billionaires (two) and millionaires (three or four) in the fleet, and the number of unfortunate encounters with whales and/or sunfish (two-metre diameter fish which bask just before the surface).

Two yachts, *PL Lease Future Shock* from Melbourne and the Queensland ILC 41, *Bit 'o Fluff*, were forced out with smashed rudders as a result of collisions with marine life of some description. *Ninety Seven* continued on after suffering a leak following a similar thump and *King Billy* reported "a brush with a whale." In all, there were only six retirements from the fleet, only one being a dismasting.

The race began with a two mile beat to windward to clear Sydney Harbour which was followed a spinnaker run before a 15-knot nor'easter down the New South Wales South Coast on the first afternoon. Overnight the the wind backed to the south-west. There was some hard reaching in sou'-westers in Bass Strait, the strongest gusts reported being 43 knots, but once the fleet reached the Tasmanian East Coast the breezes were generally light and fluke, putting paid to any race record and effecting the corrected time chances of the smaller grand prix boats.

Apart from the international television, radio and print media coverage, a hugely successful information service innovation was the setting up of special Sydney-Hobart world-wide-web pages on the internet by Telstra and by the Tourism Tasmania. The Telstra page attracted a remarkable 252,000 "hits" during the seven days leading up to and during the race. Subsequent feature print articles and television reports on the race have been sent around the world by the Telstra Media Information Centre, including to New Zealand, the United States, Britain and various European countries, among them to a yachting magazine in Croatia.



Turn right for Hobart....yachts in the 51st Sydney to Hobart set the spinnakers after clearing the sea mark outside the Heads. Right, the Tasmanian sloop *Mirraboopa* powers past a former Sydney-Hobart competitor from Hobart, *Kintail*, which sailed in several of the very first races. Below right, *Breakaway* begins a surfing first afternoon at sea.



The overall IMS corrected time win by *Terra Firma* climaxed an outstanding first year of major ocean racing for Scott Carlile (31) and Dean Wilson (36), members of the Royal Yacht Club of Victoria. They had previously raced a UFO 31 called *Close Encounter* and then bought the ex IOR 40-footer, *I'm a Mess*. Their first Sydney-Hobart attempt with that boat, in 1993, got no further than the starting line when the engine blew up.

*Terra Firma* was launched only two days before the opening race of the 1995 Victorian Winter Series and came from behind to win the hard-fought series. She then won the Melbourne to Burnie race and came to Sydney to contest the selection trials for the Australian Southern Cross Cup team. She finished second to Syd Fischer's Farr 50, *Ragamuffin*, in that regatta and missed the IMS Racer berth in the team but was then chosen by the Victorian Yachting Council for the Victoria Green team.

The Australian team went on to win the Cup with the Victoria Green team



second, while *Terra Firma* was the top scoring individual yacht with a remarkable scoreboard of 4-1-1-4-1-2-1, well ahead of *Ragamuffin*.

*Terra Firma* is the result of a nine-months project between the design team of Iain Murray and Associates and the yacht's owners. "We could not have achieved what we set out to do without the ongoing input of Iain Murray and Associates," a somewhat overwhelmed and still exhausted Dean Wilson said at a CYCA news conference in Hobart.

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Veteran yachtsman Syd Fischer (in white hat) joins his crew of Ragamuffin on the weather rail as the 50-footer powers to windward during one of the Southern Cross Cup races which lead up to the Telstra Sydney to Hobart. Ragamuffin was a member of the winning Australian team in the Southern Cross Cup. (Pic - David Clare)

"They spent countless hours on the project."

Senior designer, Ian ("Fresh") Burns sailed in the race as navigator, as did Iain ("Barney") Walker who built the ultra light mast for *Terra Firma*. The yacht carried North Sail's latest 3DL sails.

Commenting on the victory, IMA described *Terra Firma* as a development of the successful Bashford/Howison 41 production Cruiser/Racer class which began with last year's Sydney-Hobart winner *Raptor*. "This year's win is more significant as the level of competition in the IMS class was of a much higher standard with the stronger international presence in the likes of the newly launched Farr-designed maxi *Sayonara*, the 50-footer *Ragamuffin*, as well as the Nelson/Marek 43, *Quest*," IMA said.

"The design incorporates what has been learned from a year on the water as well as several developments made through research at the Australian Maritime Research Centre in Launceston of which IMA is a supporting member. Most significant of these developments is the revolutionary bulb keel that *Terra Firma* now sports.

"But mostly, *Terra Firma* represents Iain Murray and Associates design philosophy of focusing on what produces fast and well balanced boats rather than on the rating.

While the IMS handicapping system changes regularly from year to year, fast is timeless and more subtle than any

rule can account for."

IMA is now working on the next generation IMS racers, with one 40-footer under construction at John McConaghy's shed in Mona Vale and another just started at Green Marine in the United Kingdom.

*Terra Firma* is the fourth Victorian yacht to win the Sydney to Hobart, Lou Abrahams winning with *Challenge III* in 1983 and again with *Ultimate Challenge* in 1989, while Gino Knezic's *Illusion* won the 1988 race.

The CYCA determined overall IMS placings after divisional course constructions had been finalised, taking into consideration wind strength and direction and the influence of currents throughout the 630 nautical mile race. An average course construction was then applied to achieve the traditional overall winner of the Sydney to Hobart, but no overall corrected times were released by the Club.

Second place overall went to the imported Nelson/Marek-designed 43-footer, *Quest*, owned by Sydney yachtsman Bob Steel from the Cruising Yacht Club of Australia. A surprise third overall was the oldest yacht in the fleet, the 57-year-old timber sloop *Southerly*, owned by veteran CYCA member Don Mickleborough who had restored the yacht to contest the 50th Sydney to Hobart in 1994, winning the 30-Year Veteran Division in that race.

When provisional overall placings were first announced, *Southerly* had not

finished and a computer projection of her placing did not rank her in the top ten. However, she came home fast to upset predictions, not only winning IMS Division F but also placing third overall.

Fourth place overall and first IMS Cruiser/Racer in IMS Division B was *Stewart Toyota*, a Murray-designed sistership to last year's winner, *Raptor*, owned by Ray Roberts and the yacht's builder, Ian Bashford.

Fifth placed yacht overall was the South Australian sloop *Maglieri Wines*, designed by Scott Jutson and skippered by Dr Geoffrey Vercos from the Cruising Yacht Club of South Australia and she was followed by Sydney yachts, all Farr designs - *Assassin* (Robin Crawford), *Ragamuffin* (Syd Fischer), *Atara* (John Storey), *AMP Wild Oats* (Bruce Foye, Roger Hickman and Lance Peckman) and *Ninety Seven* (Andrew Strachan) all of them from the highly competitive IMS Division C for IMS Racers.

Three other Victorian yachts filled the next placings - the Farr 47, *Ausmaid* (Giorgio Gergja), the Bashford/Howison 41, *Seaview Challenge Again* (Lou Abrahams) and the Robert Hick designed 36-footer, *JLW Chutzpah*, skippered by Bruce Taylor, Commodore of the Royal Yacht Club of Victoria.

IMS Division A went to the line honours winner *Sayonara* (Larry Ellison, USA) with George Snow's *Brindabella* second and Anton Starling's 85-footer, *Fudge* (ex *Matador 2*) placing third.

Division B saw the Bashford/Howison 41s fill the first two placings with *Stewart Toyota* winning from *Seaview Challenge Again*. Third place went to *Local Hero XII*, the first of the new Iain Murray-designed BH 36s, owned by Ian Bashford's partner in their thriving export business, Scotsman Geoffrey Howison.

*Terra Firma* won IMS Division C from *Quest* and *Maglieri Wines*, the Jutson 43 from South Australian yacht which had Graham ("Frizzle") Freeman as sailing master.

IMS Division D saw a fine win by the veteran timber boat *Margaret Rintoul II* (Richard Purcell, NSW), a Sparkman & Stephens 49 which as Syd Fischer's original *Ragamuffin* represented Australia in three Admiral's Cups and also won the Fastnet Race in England, but never first place in a Sydney to Hobart. Second

place in Division D went to the Farr-designed Beneteau 45, *Storagetek Yendys*, skippered by Middle Harbour yachtsman Geoffrey Ross, with the veteran Frers 45, *Barcardi* (Graham Ainley and John Williams, Vic) third.

Division E produced a fitting winner in *Polaris*, the Cole 43 now owned by John Quinn, the Sydney yachtsman who spent five hours swimming in the Tasman Sea after being swept overboard from his then yacht, *MEM*, during the galeswept race of 1993. It was a fitting comeback for Quinn and one that received great applause at the trophy presentation when he quipped that the yacht had new safety harnesses "made of chain."

*King Billy* (Phil Bennett, NSW) placed second after surviving a "brush" with a whale off the NSW South Coast, third place going to the Ted Kaufman-designed, former Admiral's Cup racer, *Mercedes III*, now owned by Victorian yachtsman Peter Hinrichsen and the IMS Veteran in the Victorian Red team in the Southern Cross Cup.

Division E went to the oldest yacht in the fleet, *Southerly*, skippered by Don Mickleborough, which was built in 1939, turning in her fastest time ever for the race - 4 days 23 minutes 25 seconds 37 seconds as against 5 days 2 hours 59 minutes 11 seconds when she finished third overall back in 1959.

A pleasing result was the second place to the S&S 34, *Marara*, owned by one of the many CYCA supporters of the Sydney to Hobart, Bill Ratcliff, who has sailed the boat in 10 Hobarts. Third in the division went to *Breakaway*, a 1968 vintage Swanson 36, owned by Sandingham Yacht Club member Martin Power.



Above: Lake Macquarie yacht *Inner Circle*, skippered by Dennis Pomfret, hard on the wind as she sails down Sydney Harbour after the start of the Telstra MobileNet Sydney to Hobart.

Right: one of three Royal Australian Navy yachts in the 51st Race, *Alexander of Creswell*, *Lady Penrhyn* of *Nirimba* and *Charlotte of Cerberus*, which finished less than hour apart with *Alexander* winning the Oggin Cup for defence forces yachts. (Pics Les O'Rourke).



Tasman Performance Handicap System (TPHS) results were delayed until January 2 with several yachts still at sea until then and there being no time limit in this race.

Winner of the TPHS division for non-rated yachts was another "battler" - with CYCA member Graham Smith sailing

his Peter Joubert-designed *Brolga 33*, *Take Time*, into first place on corrected time with another regular Sydney-Hobart competitor, the *Cavalier 43*, *Charisma*, skippered by Jim Lawler from the Sydney Amateur Sailing Club, second.

A well-deserved third overall was David Pescud's *Aspect Computing*, the



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Adams/Radford 15.2m sloop sailed by the Sailors with Disabilities crew. This was their second Sydney to Hobart and follows their success in the Sydney to Southport and Sydney-Mooloolaba races.

The Southern Cross Cup went to the Australian team of *Ragamuffin* (Syd Fischer), *Sycorax* (Michael Quinn) and *AMP Wild Oats* (Bruce Foye, Roger Hickman and Lance Peckman). The Australian team finished with 381 points, with the Victoria Green of *Terra Firma*, *Seaview Challenge Again* and *Mercedes III* second with 361 points.

Third place went to the Middle Harbour Yacht Club team of *Local Hero XII*. *Stewart Toyota* and *Kings Cross* with 344 points, followed by the Cruising Yacht Club of Australia 301, New South Wales 278, Royal Ocean Racing Club (UK) 277, Victoria Red 266 and Royal Yacht Club of Tasmania 232.

*Terra Firma* was also the topscoring individual yacht in the Southern Cross Cup, sailing as a member of the Victoria Green team with placings of 4-1-1-4-1-2-1 for a total of 223 points, well ahead of *Ragamuffin* and *Ausmaid*.

## Daring Tactics By Terra Firma Crew

Daring tactics in the final stages of the 1995 Telstra MobileNet Sydney to Hobart brought victory for the Victorian yacht *Terra Firma* and her crew, headed by young owners Dean Wilson and Scott Carlile.

**W**hile the performance of the 41-footer in lead-up Southern Cross Cup races demonstrated the superiority of Iain Murray's latest ocean racing design, it was the tactical sailing in the final 12 hours that proved to be the decisive factor.

Only a few hours after berthing in Constitution Dock, a still exhausted Dean Wilson described his own battle with severe seasickness and the crew's total dedication to win the race. "I was convinced two-thirds of the way into the race we were out of contention... but



Above left: The Lord Mayor of Hobart, Doone Kennedy, presented the Jane Tate Memorial Trophy for the first woman skipper in the Telstra Sydney to Hobart to Sydney yachtswoman Amanda Wilmot, skipper of Mortgage Choice. Above right, Dean Wilson, co-owner of IMS overall winner *Terra Firma*, with some of the trophies he collected in Hobart. (Pics - Les O'Rourke)

the crew proved me wrong," Wilson said. "In the final 12 hours we began to lift our game and in the final five hours we came from nowhere."

*Terra Firma* slipped inshore beneath the towering crags of the Tasman Peninsula, then worked her way across Storm Bay and up the Derwent, maximising each puff of the light to moderate breeze.

While her main rival stayed a little offshore, *Terra Firma* headed for what tactician Noel Drennan described as "the beach", the 100-metre granite cliffs inside the Hippolyte Rocks.

There, *Terra Firma* was first to pick up the light breeze. She made Tasman Island on one tack while others laboured to lay the Island from further out to sea.

"These were pretty exciting calls, pretty close to the rocks, but we caught a few waves and reached round Tasman," Wilson said. "Suddenly, we were up there."

Buoyed by the prospect of winning, the crew responded to every shift of breeze as the Murray 41 reached across Storm Bay in a 15 knot breeze and slowly headed up the Derwent. "At one stage we went through three or four headsail changes in about 10 minutes," Wilson added.

*Terra Firma* crossed the finish line of



Castray Esplanade at 4.10am on Saturday, December 30 or about 42 uncorrected minutes behind her major rival, *Quest*, the US-built Nelson/Marek 43 owned by Sydney yachtsman Bob Steel. On corrected times, *Terra Firma* beat *Quest* by just under a minute in IMS Division C, the grand prix Racer class division, and by a similar time under IMS overall corrected time, although overall times were not released by the CYCA.

The Murray 41 came through the race unscathed. Nothing broke, even when the yacht struck a sunfish in Bass Strait, spinning the tiller out of the helmsman's hand.

They were certainly luckier than some. As they closed the entrance to the Derwent, the crew watched as rival 43-

**"Buoyed by the prospect of winning, the crew responded to every shift of breeze as the Murray 41 reached across Storm Bay in a 15 knot breeze and slowly headed up the Derwent."**

footer *Atara*, slammed into the Iron Pot. The boat broke free and sailed on to Hobart, but sailing master Fraser Johnston received several fractures and was admitted to hospital as soon as *Atara* reached Constitution Dock.



Middle Harbour yacht Storagetek Yendys leaps through a wave as she powers to windward across Bass Strait. The Beneteau 45fS owned by Geoff Ross finished second in its division in its bestever ocean racing performance.

(pic - Richard Bennett)

## The Sailor and The Sunfish

Middle Harbour sailor Chris Matthews has been named the outstanding crew member in the recent 1995 Telstra MobileNet Sydney to Hobart ocean race, receiving the prestigious T.W.Thompson Memorial Trophy at the trophy presentation in Hobart.

Matthews, who was sailing on the Middle Harbour yacht *Storagetek Yendys*, went over the side to clear a submerged object caught under the rudder of the yacht as it was sailing under spinnaker down the NSW South Coast.

Skipper Geoffrey Ross said the yacht, which had been sailing at 10 knots southwards, became unsteerable in the rough seas and the crew was forced to drop the sails.

"Chris donned a harness, attached himself to the boat and went overboard with a breadknife to check the problem," Ross said in his nomination of Matthews to the Cruising Yacht Club of Australia's race committee.

"A very large sunfish, at least six feet long, was wrapped around the rudder. When Chris and the sunfish sighted each other the sunfish unwrapped itself and took off at speed. Chris emerged from the water like a polaris missile and landed unaided on the deck. It was "a courageous deed under a heaving boat."

The award, which commemorates one of the early stalwarts of the Sydney to Hobart, the late "Tweetie" Thompson, was among the many historic trophies handed over at the Sydney to Hobart Race trophy presentation at the Marine Board of Hobart. *Storagetek Yendys* went on to finish second in IMS Division D, the yacht's bestever performance in the Sydney to Hobart.

## Sydney-Hobart winning sails are made this way!

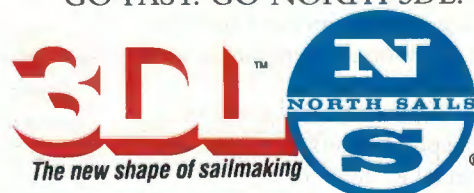


North Sails' revolutionary one-piece 3DL sails won the Sydney-Hobart Race and the Southern Cross Cup.

SYDNEY-HOBART RACE	SOUTHERN CROSS CUP
1st: Terra Firma – North 3DL	AUSTRALIAN TEAM.
2nd: Quest – North 3DL	Ragamuffin – North 3DL
Line Honours: Sayonara	Sycorax – North 3DL
– North 3DL	AMP Wild Oats – North 3DL

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When *Sayonara* turned the sea mark off Sydney Heads and led the Hobart fleet down the New South Wales coast on Boxing Day, there was much speculation as to whether the carbon fibre hull would stand up to the boat-breaking punishment Bass Strait could hand out.

By Kevin Wolfe.

# Sayonara

The First of the ILC Maxis

## Sets the Standard

**U**ntil the Hobart race *Sayonara* had never been sailed in tough conditions and its performance was unknown. As Geoff Stagg, who heads Farr International, *Sayonara*'s project and race managers admitted: "Most people thought that she might break in Bass Strait. But she was designed from our experience with the Whitbread where you have to go so fast for so long.

"The Whitbread also gives you a healthy respect for the sea and just what a boat can take," he said.

Despite some heavy slamming in Bass Strait, the only visible damage when

*Sayonara* docked in Hobart was some gaffer tape keeping the end of the aluminium boom together at the mainsheet block attachment, and patches on the 3DL mainsail, either side of the first reefing point, where the leach had started to delaminate.

Stagg said he was delighted with *Sayonara*'s performance. Unlike other yachts the carbon fibre makes the hull very stiff and it doesn't give when it crashes off waves. According to Stagg the noise when the 78 footer (23.8m)

launched itself off the back of the Bass Strait knife edges and fell into the troughs on the other side was tremendous. "It is so stiff," he said, "that when it hits the bottom of the trough the waves giveaway instead of the boat.

"The southwesterly change came through at 43 knots true on the second night and it was a very trying night," Stagg said. "We were leaping off some big waves."

For Stagg, a New Zealander, *Sayonara* is the ideal project. Commis-





Above: Sailing master Geoff Stagg.  
Right: Sayonara entering the Derwent River.



sioned by Larry Ellison of Oracle computer software fame, the boat was designed by Bruce Farr and Associates and is the first of the IMS-based ILC Maxi level rating class. Ellison, who sails out of the St Francis Yacht Club in San Francisco, wanted a boat that could win the Transpac Los Angeles to Honolulu Race, the San Francisco Big Boat Race, and other ILC Maxi events.

The requirements of the Transpac, a light air reach and run type race, are quite different to typical round-the-buoys racing in the heavy air conditions of San Francisco. For Farr, it became a real challenge to produce a single boat that could do well under both formats.

The boat has a narrow and longer hull than might be expected for round-the-buoys racing and two different configurations of displacement and sail plan to suit the conditions.

The big boat, bullet-proof trim, as she was set up for the Sydney to Hobart, is conservative. In this configuration, *Sayonara* displaces 24.4 tonnes with the deep bulb keel providing very high stability with a conventional fractional rig. This gives the boat a good all round performance and allows it to tack through 70 degrees and point at about 21 degrees apparent upwind.

In Transpac trim, nearly three tonnes of internal ballast is removed and a smaller mainsail fitted along with much larger mast-head spinnakers. According to the Farr office this configuration brings the boat's downwind performance as close as possible to the ILC Maxi

performance limits in reaching and running conditions of 10-20 knots of winds. Farr has worked the numbers so that the same keel and rudder can be used and the boat still remains within ILC specifications.

Built by Cookson in New Zealand, the hull and deck are constructed of PVC foam-cored carbon-epoxy laminates with kevlar reinforcement in the bow. The internal frames are also carbon with ring frames in the bow and frames in the aft section extending either side of a central subframe that runs the full length of the cockpit to the stern. The central subframe houses the navigator's station and the engine bay.

The core was cooled for a week and degassed. One of the problems of carbon construction is the build-up of carbon dioxide gas which can effervesce and form bubbles causing debonding. Most builders using carbon have experience this problem and in some cases whole decks or hull have had to be scrapped.

Stagg says that he is delighted with the whole structure of the boat.

The aluminium rig, which towers 100 ft above the deck will be replaced,

now that the IMS rules allow, with a carbon fibre mast and boom. This will just make the boat go faster according to Stagg.

Crew comforts are minimal and extend to six fold-away berths required under the rule (additional pipe cots can be fitted), an open galley - the stove is a typical two-burner metho-type - a freezer and a sometimes-used shower.

The deck layout is well thought out with the grinders and trimmers concentrated in the centre of the boat like a rugby scrum and the primary winches are interconnected. Thought has even gone into the movement lanes for crewmen working the deck so that they don't

**"Sayonara was well in sight of the 20 year old Sydney/Hobart race record when the wind dropped out and the yacht struggled up Storm Bay to the Iron Pot. "We were actually sailing out of the wind." Stagg said"**

fall over each other.

The crew for the Hobart race were all professional sailors, except for Rupert Murdoch who was returning to ocean racing after 31 years, and included a cross-section of Whitbread and America's Cup sailors, mainly from New Zea-

land and The United States. They included Brad Butterworth, the tactician on *Black Magic* and skipper of *Winston* in the last Whitbread, bowman Joey Allen, who sailed the Whitbread on Yamaha and Robbie Naismith also a

old course record for the Oakland to Catalina Race in California. It was not so successful in the Transpac Race and finished third after the organisers allowed two 'grandfathered' ULDB 'sled' designs to compete which had a huge downwind rating advantage.

*Sayonara* was well in sight of the 20 year old Sydney/Hobart race record when the wind dropped out and the yacht struggled up Storm Bay to the Iron Pot. "We were actually sailing out of the wind," Stagg said.

Owner, Larry Ellison added: "At times I could have swum faster than the boat."

Staggy has now sailed in 13 Hobarts and said that the ride on *Sayonara* was the best he has ever had. "She is so fast, so powerful and so much more comfortable than some of the 40 footers I have done the race in.

"If the wind had not dropped out we would have broken the record, and if we had had continuous northerly winds like Kialoa had in 1975 we would have carved half a day off the record.

"At least we did one thing right - we finished," he said.

Although *Sayonara* came to Australia to win the Sydney/Hobart, the race was also part of an ongoing development program. "It will take about 12 months to get the boat to its full potential," Stagg said.

*Sayonara* is now back at Cookson's in New Zealand for some "I'm not going to tell you" modifications. It will then return to the US to take part in a race, but which one Larry Ellison is keeping a closely guarded secret. "We will just turn up and surprise them," he said. ▲



Whitbread sailor, expatriate Australian, Andrew Cape, was the navigator, and Paul Larkin a grinder on Dennis Conner's *Stars and Stripes*.

*Sayonara* was launched in mid-May last year and in its first outing with Paul Cayard at the helm smashed the 15 year

### Specifications

	m	ft
LOA	23.73	77.86
DWL	20.16	66.14
Beam	5.27	17.29
Draft	4.06	13.32
displ	24,440 kg	53,880 lb
Ballast	17,300 kg	38,140 lb
IM	26.35	86.45
J	8.05	26.41
P	28.52	93.57
E	10.53	34.55

General Purpose Handicap:  
approx 440 sec/mi

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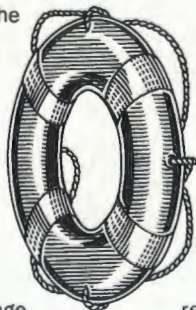


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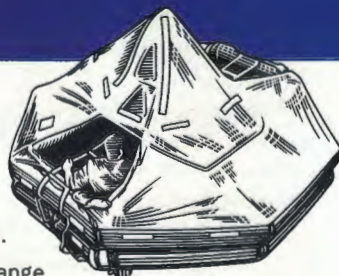
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# Australian Team Wins Southern Cross Cup

**T**he Southern Cross Cup, the biennial international teams series held as part of the CYCA's Sydney to Hobart regatta, took a new format in 1995, some of which proved successful, some not. Pleasing to many was the decision by the CYCA to open challenges to club teams in addition to state, national and international teams. The configuration of the three-boat teams, an IMS Racer, an IMS Cruiser/Racer and a Veteran IMS (ex IOR) yacht caused problems for some clubs and states.

The CYCA will look at team make-up well in advance to the 1997 Southern Cross Cup, but it is obvious that there will be more club challenges, including overseas clubs because they do not have to go through the protocol of challenging through a local or national authority.

The Royal Ocean Racing Club in the UK was one club pleased with the move and three club syndicates, two from England and one from Germany, chartered the Australian yachts *Ninety Seven*, *Sancho Pansa* (ex Australian Challenge

2000) and *Bright Morning Star*.

The end result of the 1995 Southern Cross Cup was a line-up of eight teams, all Australian except the RORC team, and a series that provided excellent competition and hard racing in the lead-up to the Telstra Sydney to Hobart.

A hard-fought victory went to the Australian team of *Ragamuffin*, Syd Fisher's Farr 50, *Ragamuffin*, Michael Quinn's Murray-designed Bashford/Howison 41, *Sycorax*, and veteran Farr 43, *AMP Wild Oats*, owned by Bruce Foye, Roger Hickman and Lance Peckman.

The Australian team sailed a consistent seven-race series which ended with the Sydney to Hobart to finish with 381 points, comfortably ahead of the Victoria Green team on 361 points. This team comprised *Terra Firma*, *Seaview Challenge Again*, *Mercedes III*.

Third was Middle Harbour Yacht Club on 344 points. The Cruising Yacht Club team on 301 points, followed by NSW 278, the Royal Ocean Racing Club on 277, Victoria Red 266, and the Royal Yacht Club of Tasmania 232.



Close racing around the buoys in the Southern Cross Cup off Sydney Heads sees *Stewart Toyota* (Ian Bashford/Ray Roberts) just ahead of *Maglieri Wines* (Geoffrey Vercoe, SA) with *Sycorax* (Michael Quinn) gaining the inside overlap. (Pic - Peter Campbell)

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## WHERE HAS IT BEEN USED?

Cuckoos Nest, Beyond Salvation (Inglis 37) *Terra Firma* (Murray 41), *Bobsled*, *Innkeeper*, Murray 60's, *Amazon*, "97", *Bit O'Fluff*, *Dark & Stormy*, *Cape Fear*, *Bright Morning Star* (Davidson 53), *Pilgrim* (Frers 60), *Image* (Masrm), *Navy III's*, *On the Edge* (Crowther 65), *Synergy* (Crowther 62), *Synewave* (Davidson 35), *Cavalier 395's*, *350's*, *37's*, *Robertson Yachts*, *Bundy* (Seafire 33), *Crowther X-10* (Racing 10m), *1994/95 B.O.C. Kodak*, *Coyote*, *Vendee Challenge*, *Jimroda II*, *Kenwood '95 Excels Growler*, *Whitbread 1994/95 Tokyo*, *Yamaha*, *La Poste*, *New Zealand Endeavour* etc. *Admirals Cup '95 Brava Q8*.



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This year's 52nd Sydney to Hobart has already received a major boost with the announcement that the world's largest one-design ocean racing yachts, the 24.5m Grand Mistral maxis, will sail south in tandem with the Sydney to Hobart after a stopover in Sydney during their 1996-97 round-the-world race.

## Grand Mistral Fleet To Join Sydney to Hobart



**T**he Sydney to Hobart fleet is expected to also include a special class for Whitbread 60s preparing for the 1997-98 Whitbread Round the World Race. The W60s must sail some 2000 nautical miles as part of their qualifying sea time for that event and the Cruising Yacht Club of Australia has been asked to include a class for them in the 1996 Hobart as part of the qualification procedure.

While in Sydney the Grand Mistral fleet and probably the W60s will also contest the Canon Big Boat Challenge on the Harbour in a spectacular lead-up

to the Sydney to Hobart race. The Sydney to Hobart fleet is expected to also include a special class for yachts outside the normal requirements for yachts racing under the International Measurement System or the Tasman Performance Handicap System.

However, it is most unlikely they will be eligible for Kialoa's 21-year-old race record which again stood the challenge in the recent Telstra Sydney to Hobart with the sponsor's \$250,000 going back in the bank.

Sydney to Hobart race director Phil Thompson says one proposal being con-

sidered by the CYCA is starting the two classes with the Sydney-Hobart fleet on Boxing Day but sending them north - the Grand Mistral maxis to Cabbage Tree Island, the W60s to Bird Island - before they trace the main fleet's route to Ho-

bart. Both the Grand Mistral maxis and the W60s will thus be able to sail under their normal class configurations, including asymmetric spinnakers and water ballast.



This probably would be called the Sydney to Hobart Challenge and should protect the race record for the eligible IMS and TPHS maxis and pocket maxis as well as maintaining media and public focus on the main fleet heading south.

Pierre Fehlmann, chairman of the Grand Mistral World Yacht Race, visited Australia in December to talk with the CYCA and the Royal Yacht Club of Tasmania, as well as viewing the start and finish of the Telstra Sydney to Hobart. He told organisers that at least eight yachts, possibly more, would be built for the inaugural event, with six syndicates already formed to charter and race the maxis around the world. A total of 34 groups worldwide have shown interest in the race.

Syndicates and skippers already signed up include Merit Cup to be skippered by Whitbread Race winner Grant Dalton from New Zealand, Nicorette, skippered by Ludde Ingvald from Swe-

**"The Grand Mistral World Yacht Race will start from Marseilles, France, on September 1, with the fleet these Bruce Farr-designed 80-footers setting sail on the first leg to Cape Town"**

to the Hobart race.

The CYCA has yet to determine how the Grand Mistral maxis and the W60s will fit into the Sydney to Hobart Race. There is already provision for the Syd-



Pierre Fehlmann, chairman of the Grand Mistral World Yacht Race 1996/97, and Bruce Farr, the architect of the Grand Mistral One Design

**"The Grand Mistral Race and the W60s will bring added international interest and media coverage to the 1996 Sydney to Hobart. Already the Grand Mistral has had extensive television coverage in Europe"**

den, together with a French team headed by Marc Pajot and a Russian team from St Petersburg, while Chris Dickson is also expected to head another crew.

The Grand Mistral World Yacht Race will start from Marseilles, France, on September 1, with the fleet of these Bruce Farr-designed 80-footers setting sail on the first leg to Cape Town. From there they will sail across the Southern Ocean to arrive in Sydney in early December. After the Sydney to Hobart leg they will continue across the Tasman Sea to Auckland in January and then around Cape Horn to Mar del Plata in Argentina, New York and finally back to Marseilles by May, 1997.

Meanwhile, the CYCA expects between four and six Whitbread 60s to sail from Sydney to Hobart as part of their qualifying sea time for the 1997-98 Whitbread Race, including at least one or two Australian boats.

Several Australian syndicates have been mooted but the John Bertrand/Grant Wharington campaign is the only confirmed one at this stage.

The Grand Mistral Race and the W60s will bring added international interest and media coverage to the 1996 Sydney to Hobart. Already the Grand Mistral has had extensive television coverage in Europe.

The Grand Mistral TV management team, headed by Dominique Curchod, were in Australia to cover the Telstra Sydney to Hobart. They predict that during Grand Mistral Race there will be some 200 hours of coverage of the Grand Mistral Yacht Race aired to an effective audience in excess of 300 million households. ▲



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Sydney to Hobart?  
*Jane Sandilands reports.*

## Luxurious "Interlude" on the Sydney-Hobart Race

**f**or most sailors, the word 'luxury' doesn't spring to mind when the famous but gruelling 630 nautical mile ocean race down Australia's east coast from Sydney to Hobart is mentioned.

An exception is the Cayman Island flagged yacht *Interlude*, sailed in the 1995 Telstra Sydney to Hobart race by skipper Dennis Murphy and a crew of seven, made up of Americans, British and Australians, two of whom are past Commodores of Australian yacht clubs.

Murphy's proud claim is that *Interlude* has travelled the furthest to take part in the 1995 Sydney-Hobart race, with 25,000 nautical miles sailed to bring

**"In bad weather, there is seldom the need to go out of doors', Murphy says. 'Interlude is tight and dry.'"**

her to Hobart, in December. On the way, he and wife Doris visited the Galapagos Islands, Tahiti, Vanuatu and



New Zealand: 'a lovely way to get to Australia', Murphy smiles.

Committed to long distance cruising, *Interlude* combines practicality with a luxury not often seen in competing yachts in this race. A Deerfoot 74, designed by the famous Olympic gold medallist Paul Elvstrom and built in Denmark, *Interlude* was one of the two

United States entrants in this year's race, the other being Larry Ellison's maxi *Sayonara*.

All aluminium and built in 1987, *Interlude*'s home base is the Mt Vernon Virginia Yacht Club, but she rarely sees home. The Murphys have now been on the water for almost two years.

Sailing *Interlude*, Dennis Murphy says, is 'easy and pleasant'. 'She is a beautiful yacht, a high performance cruiser, with extensive blue water sailing in the Atlantic, Caribbean and Pacific'.

All *Interlude*'s controls come from the teak-lined pilot house, including the operation of power winches (Murphy received special permission from the Cruising Yacht Club of Australia to use these in the race) and the trimming of



Dennis and Doris Murphy in the saloon of their yacht, *Interlude*, and Denis at the navigation station.

Pics: Les O'Rourke



sails. A digital plotter is interfaced to GPS. 'In bad weather, there is seldom the need to go out of doors', Murphy says. '*Interlude* is tight and dry.'

Making life 'easy and pleasant' on board, there are three freezers, two refrigerators, microwave, a convection oven which would do any kitchen proud, a washer and dryer, separate heating and air conditioning systems and a water maker, which uses sea water, then carbonates it so there are always ample supplies on board.

And this is only the start. *Interlude's* three staterooms include the skipper's suite which boasts a full sized double bed and as many cupboards as anyone could wish for, plus an en suite bathroom - and bath. And the crew are not asked to suffer: their quarters include full size bunks as well as their own private bathrooms.

*Interlude* boasts a diving compressor and three full sets of diving gear, allowing crew to take full advantage of the 'beautiful waters we travel through' Murphy said.

Although Doris Murphy did not sail in the Sydney to Hobart race, her absences from *Interlude* are rare. She has had

**"I always have flowers on board, the glasses are crystal, the china Rosenthal - it is really our home."**

one trip home to the United States in the last eighteen months and loves the life on board. For the 1995 Sydney to Hobart, Doris acted as 'ground support' preparing balanced gourmet meals for the crew which were frozen, complete with instructions, for use each day.

Part of the delight in being aboard *Interlude*, she says, is that its surroundings are both comfortable and beautiful, with endless possibilities for leading a gracious life. 'I always have flowers on board, the glasses are crystal, the china Rosenthal - it is really our home.'

There is obviously a strong sense of style operating in the Murphys' yacht. Classical music is played at dinner, which is served at the bird's eye maple dining table, then perhaps a movie is shown on one of the three television sets.

And as they crossed the finish line in the Derwent River, Dennis Murphy made sure the music chosen for the occasion was both appropriate and stirring: 'We were blasting up the river at 10 knots, feeling like celebrating, so Hobart heard us arrive to the sounds of Tchaikovsky's 1812 Overture', he smiled.

Jane Sandilands is a freelance journalist who was part of the media team for the 1995 Telstra Sydney to Hobart Race. ▲

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# Winner Not a Local Hero

**S**cotsman Geoff Howison is the other half of the successful Bashford/Howison yacht building and exporting partnership, and like Ian Bashford is a sailor of international status. He showed those skills when he outsailed the best of Melbourne's IMS fleet, including Sydney-Hobart race winner *Terra Firma*, to win the coveted Lady Nelson Trophy with *Local Hero XII*, the first of the Iain Murray-designed BH36s which made her debut in the Southern Cross Cup in December.

Like many similar yachts, the winds proved fickle in the final dash to Hobart for the 36-footer, but she was in her element on Port Phillip, winning three of five races sailed to win the gold and silver replica of Bass and Flinders famous ship, *The Lady Nelson* Trophy. The

**"...the Sydney maxi, *Foxtel Amazon*, chartered by Grant Wharington for the Nissan Regatta, had to be dragged off Portsea Beach after it had been driven ashore by the strong northerlies which preceded the storm"**

final race, to be sailed off Portsea, was abandoned when a 60 knot storm from the south-west raced in from Bass Strait just before the start.

It ripped the mooring line out of the start boat and flattened the fleet. Race director Ross Chisholm wisely called



Above: *Local Hero XII*, Iain Murray designed BH36, at the start of the Telstra Sydney to Hobart

(pic: Ron Clemons)

off the final race. Earlier, the Sydney maxi, *Foxtel Amazon*, chartered by Grant Wharington for the Nissan Regatta, had to be dragged off Portsea Beach after it had been driven ashore by the strong northerlies which preceded the storm.

But *Local Hero XII* had by then virtually sewn up the IMS Racer division, winning from the Murray 41, *Terra Firma*, skippered by Dean Wilson from the Royal Yacht Club of Victoria and Georgia Gjergja's Farr 47, *Ausmaid*. Originally Howison had intended to enter in the IMS

Cruiser/Racer division but misread the entry form and entered the Race division instead. With partner Ian Bashford on board, the little sloop proved a formidable contender with placings of 2-1-1-1-4 while *Terra Firma* logged 1-2-4-3-1.

More than 120 yachts competed in the Regatta with some 53 boats sailing VYC Division One handicap and 45 in Division Two. Only 19 boats competed in the IMS Racer and Racer/Cruiser divisions, causing a ground swell among the owners and skippers who believe the major prize should be competed for by the well supported divisions.

Apart from being beached, *Foxtel Amazon* did not enjoy a good regatta. In the first race, with John Bertrand at the helm, the 69-footer was beaten across the line by *Ausmaid* after falling into a hole and watching the smaller boats sail around her. In race three *Amazon* was disqualified for a starting line incident after hitting the Masrm 30, *Mossimo*, and an Adams 10, *ET-Sea*, when the gap in the line suddenly closed and the big black boat had nowhere to go.

Grant Wharington has teamed up with John Bertrand for the Whitbread Challenge and they are using *Amazon* to build up a crew and gain big boat experience until an official sponsor is announced for their campaign to build a



**For the first time in the 18-year history of Melbourne's annual keelboat regatta, sponsored again this year by Nissan, overall victory has gone to an international entry, albeit Australian-designed and built. Kevan Wolfe was there for OFFSHORE.**

Whitbread 60 for the 1997-98 round-the-world race.

The IMS Cruiser/Racer division was again dominated by 73-year-old Ron White's 14-year-old modified S&S 34, *Shenandoah II*, which cleaned up the Ocean Racing Club of Victoria's Winter Series and then won the Melbourne to Devonport race in 1995. Lou Abrahams in his BH41, *Seaview Challenge Again*, finished a close second with another international entrant, *Hawk*, skippered by Nigel Bramwell, a member of the

Hamble River Sailing Club in England. *Hawk* is also a BH41 but she missed the Sydney to Hobart because of rating problems and this was her first regatta.

The regatta was also the first race for Joe Westerlo's brand new Elliott 47, *Prowler*, which competed in VYC Handicap Division 1. She won the first race but finished the regatta back in 24th place overall but Westerlo said he was very happy with the boat's performance.

Fittings were still being screwed aboard the latest Robert Hick design,

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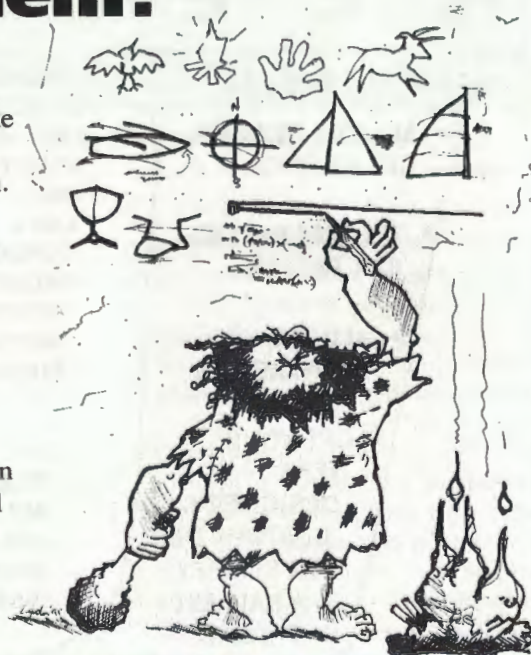
Whenever it was in prehistory that man first decided to sail because he wanted to rather than had to, one thing's for certain, from that day forward every Neanderthal has been trying to make his boat go faster than the next Neanderthal's. Anthropologists may argue but the fact is, sailing's more than sport, it's evolution.

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Seaview Challenge Again duelling with sistership Stewart Toyota in the Southern Cross Cup off Sydney (pic: Peter Campbell)

**"Lou Abrahams in his BH41, Seaview Challenge Again, finished a close second with another international entrant, Hawk, skippered by Nigel Bramwell"**

the 9.0m one-design called The Lizard, for reasons best known to Hick. She finished fourth overall in the VYC Handicap Division 1. This division went to the smallest boat in the division, Julian Golding's Boatspeed 23. Golding, who sails from the Royal Prince Alfred Yacht Club in Sydney, towed the boat from Sydney and after a disastrous start in the first race with a 45th, he notched up placings of 3-1-4-2 to win from Outlaw (Alan Quick, RYCV) and Echelon, skippered by Tim Nelligan from the Port Lincoln Yacht Club in South Australia.

VYC Handicap Division 2 became a series of long battles between Robert Raward's vastly improved Wright 10, Copyright, from Royal Melbourne Yacht Squadron, Kevan Wolfe's Mottle 33, Patrol (RYCV) which was the 1994 winner, and the tiny Endeavour 26, Yarialie, which was well sailed by John Laurie from RMYS.

The trio finished with Copyright beating Patrol by 4.75 points with Yarialie a further 10 points behind. ▲

# Youth and Experience winning Combination

Youth and experience proved to be a winning combination for the crew of *Canon Copiers* in the 1995 Strathfield Car Radios Pittwater to Coffs Harbour Race, as David Hooley reports

**S**kipper Bruce Staples, one of the prime supporters of a youth development program being conducted by the Royal Prince Alfred Yacht Club, took aboard four young sailors from the program to make up his crew of nine for the 225 nautical mile race to Coffs Harbour on the New South Wales North Coast.

The youngsters, Brett Ellis (21), David Reuben (21), Stephen Coates (17) and Nathan Ellis (18) complimented the more senior members of the crew who were Staples, navigator Brian Ellis, Ian Stephens and Bob Young who have been sailing together since their early days with the BYRA club when they were teenagers.

The odd person out was Karen Talbot from Queensland. She is the first woman Staples has had aboard as crew, but she made such an impression in her first race about four years ago that she has done every major race since.

Although Staples and his youngsters had been successful in the Sydney to Mooloolaba race earlier in the year where they had finished second in their division, the opening hour of the Coffs race had all the makings of a disaster.

With only minutes to go before the start of the race, Staples had left the helm to duck below to throw on his wet weather gear. Thunderstorms, pelting rain and wild winds which had greeted



The veteran Farr 40, *Canon Copiers*, skippered by RPAYC Rear Commodore Bruce Staples, heads for victory in the Strathfield Car Radios Pittwater to Coffs Harbour race. Sailing as *Witchcraft II* and now as *Canon Copiers* this boat has a remarkable record in races north. (Pic- David Hooley).

the 90-yacht fleet in Pittwater the morning of December 27 were threatening again. With a northerly breeze of about 15 knots blowing and seas building off-shore, Staples was preparing for the worst.

But it was not the weather that had him in a foul mood for the first hour of the race. "With the windward end of the line definitely favoured, I expected the crew to have the boat somewhere near there by the time I came back up on deck," explained Staples.

"Instead, with less than a minute to go I was at the wrong end of the line and about three boat lengths back with plenty of yachts in front of me and no way through. I think it was the worst start I have ever had in my 11 years of

ocean racing and I certainly let everybody know. "I don't think I heard a peep out of them until we broke out of the pack about an hour later."

Despite the bad start, Staples and his crew were all smiles after the race when the veteran Farr 40 beat home a class fleet to take IMS honours.

"Except for the hiccup at the start, we had a great race and a great crew, especially when things became a little hectic late on the first afternoon," said Staples, who is Rear Commodore of the RPAYC. "The younger ones came into their own when quick reactions were needed to keep control. We had them doing all the work and they did it very well."

With the leading yachts approaching Norah Head, near Newcastle, the fleet



*Soundtrack*, the J35 skippered by Mike Perjanik, won the Coffs Harbour Series which the RPYC this year extended to five races, including the Pittwater-Coffs Harbour passage race. (Pic - David Hooley).

came under the influence of some severe storm activity. At that stage the pocket-maxi *Innkeeper Mariner Outboards* (Andrew Short) was setting the pace with the chasers close astern - the pocket-maxi *Bobsled* (chartered by a group of yachties from the Royal Brighton Yacht Club in Melbourne) and the *Inglis 50*

*Wild Thing* (David Hanlon from the Coffs Harbour Yacht Club).

Ahead of the pack were *Dark and Stormy* (Jim King), *Collex Onyx* (Alyn Ovenden), *Abracadabra* (James Anthony) and *Southern Cross Advertising* (Geoff Keato). The bulk of the fleet, now led by *Indian Pacific* (Richard Hudson), *The Last Picasso* (Robbo Robertson), *Soundtrack* (Mike Perjanik) and *Canon Copiers*, was north of Lake Macquarie and about three miles behind.

The storm, with winds of 25 knots and gusts of 45 knots from the west, proved too much for some. Casualties were *Bindaroo* (John Antill) *Eagle One* (Stan May), *Cut Loose* (Rob McConachie), *Pyxis II* (Graham Spong), *S/Cape* (Neil Tuddenham), *Excentric* (Frank Walker) and *Wings IV* (William Davis) with most suffering mainsail damage while *Excentric* lost her mast.

*Innkeeper*, reduced to just a mainsail during the blow, was overtaken by *Wild Thing* as they sped across Stockton Bight. Some of the smaller competitors such as the J35 *Soundtrack* were down to the No.4 headsail only. The storm disappeared as quickly as it had arrived, with the fleet under the influence of 8-10 knot north-westerly by 8pm which faded to 5-

6 knots during the night.

By morning, *Canon Copiers* was north of Broughton Island and only two miles behind the leaders.

The race then settled into what has become a "normal" routine over the past few years with yachts at the front of the fleet under the influence of north to north-west breezes while the tailenders got first use of a south-westerly breeze which caught the leaders by morning. It took the leaders nearly 24 hours to get to the halfway mark off Charlotte Heads, just north of Seal Rocks.

*Innkeeper*, *Bobsled* and *Wild Thing* were together as they passed Seal Rocks but the bigger yachts started to move away when they were able to set spinnakers and run before a freshening southerly. A south-easterly then filled in for the rest of the day, freshening to 18 knots before switching back to the south and then south-west as night fell.

By the afternoon sked at 3pm, *Innkeeper* had 56 miles to go and held a four mile lead on *Bobsled* with *Wild Thing* a mile astern with a further six miles to *Collex Onyx*, *Southern Cross Advertising* and *Blitz*. Handicap favourites at that stage were *Soundtrack*, *Canon Copiers* and *The Last Picasso* sailed by Robbo

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Robertson.

"Sir Robbo", as he is known, had only launched his new NSX38 two weeks previously and was still putting the finishing touches to her when she competed in the Marantz Ocean race series off Palm Beach on December 16-17. She had shown plenty of promise at that stage to win the first race and placed second in the next to be one of the favourites for the Coffs event and wasn't letting anybody down being only 18 miles behind the leader.

The race between the eight J35s saw *Soundtrack* seven miles in front of *The Bill* (Bill Ebsary) and *Showdown* (Ian Downing) which were side by side with 77 miles to go, just in front of *Zig Zag II* (Robin Clarke) and *Mrs Beryl* (Brian Jones). The expected challenge from the Victorian entrant *Wet 'n' Infamous* sailed by Kevin Wood from the Sandringham Yacht Club failed to eventuate after a frustrating night saw her slip back to be 20 miles astern of *Soundtrack*.

*Innkeeper* was able to carry a spinnaker all the way to Coffs Harbour, slipping away from her rivals to finish at 9.40pm, taking just over 34 hours and 40 minutes for the journey. Second to finish was *Bobsled* (10.19) followed by *Wild*

*Thing* (11.09), *Collex Onyx* (11.55), *Southern Cross Advertising* (12.26am), and *Blitz* (12.42).

*Canon Copiers*, at Smoky Cape at 9pm, was able to make the last 32 miles in one leg, finishing in 15th spot just after 2.40am, with 35 yachts in Coffs Harbour by the 6am sked. By noon, only two yachts still had to finish, with *Canon Copiers* declared the winner from the former Farr 40 and Admiral's Cup yacht *Once More Dear Friends* (John Stephen) and Farr IMS 30, *Wildfire* (Brian Saunders).

In the PHS division it was the NS-38 *Invincible* (Julian Farren-Price) from *Wide Load* (Warren Anderson) and *Stockade* (Peter Davidson).

Two short races around the Solitary Islands on December 30 and 31 completed the five-race series (the Morantz series of two races held offshore from Palm Beach on December 16-17 counting towards the overall series for the first time this year).

With the two pocket maxis failing to gather a crew for the final two races, *Wild Thing* took full advantage to take line honours in both in a fleet of 45 yachts. With a worst placing a sixth over the five-race series, the J35 *Soundtrack*

won overall IMS honours from *The Last Picasso* and *Wildfire*. On PHS, the honours went to *Wide Load* from *Soundtrack* and *Stockade*.

## RESULTS

Race 1. Marantz Ocean Race. Line honours: Collex Onyx (Alyn Ovenden). Handicap. IMS: The Last Picasso (Robbo Robertson), Gineico Plaba IV, Veninde III. PHS: Veninde III (Chris Browne, Andrew Whelan), Classic Blue, Gineico Plaba IV Race 2. Marantz Ocean Race. Line honours: Abracadabra (James Anthony), Handicap IMS: Gineico Plaba IV (Bruno Gambacorti), The Last Picasso, Wet 'n' Infamous. Race 3. Strathfield Car Radio Pittwater to Coffs Harbour Yacht Race. Line honours: Innkeeper (Andrew Short). Handicap. IMS: Canon Copiers (Bruce Staples), Once More Dear Friends, Wildfire. PHS: Invincible (Julian Farren Price), Wide Load, Stockade. Race 4. Solitary Islands Race. Line honours: Wild Thing (David Hanlon). Handicap. IMS: Soundtrack (Mike Perjanik), Canon Copiers, Atria. PHS: Invincible, Collex Onyx, Stockade. Race 5. Solitary Island Race. Line honours: Wild Thing. Handicap. IMS: Atria (Gilbert Ford), Canon Copiers, Soundtrack. PHS: Invincible, Traffic Hazard, Wide Load. Series handicap winner. IMS: Soundtrack (Mike Perjanik), The Last Picasso, Wildfire. PHS: Wide Load (Warren Anderson), Soundtrack, Stockade.

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# Another Victory to Veteran Ron White

Veteran Sandringham yachtsman Ron White has added yet another victory to his long list of ocean racing successes, skippering his Sparkman & Stephens-designed 34-footer, *Shenandoah II*, to an IMS victory in the Melbourne to Devonport race.

**t**he Bass Strait win follows the 73-year-old's victory with his 14-year-old boat in the Ocean Racing Club of Victoria's winter series.

*Shenandoah II* crossed the line in Devonport in 26th place, more than six hours behind the line honours winner *Monier Top Cat* to win IMS by a clear 34 minutes from fellow Sandringham yacht *Xerox Sagacious* (Paul Jacka) and the Geelong-based *Bay City Spirit*, both yachts ending with the same corrected time.

*Monier Top Cat*, an Inglis-designed 11.9m sloop skippered by Tony Donnellan from Mornington Yacht Club, dashed across Bass Strait to the finish at the mouth of the Mersey River in 22 hours 23 minutes 35 seconds. This was well outside the race record of 20.12.13 set in 1990 by *Fuji Logitech*.

Second to finish was another Victorian yacht, the 12m Sayer-designed *Kidnapped*, skippered by Doug Jarvis from Royal Geelong Yacht Club with an



Above: IMS Melbourne - Devonport Cup winner *Shenandoah II* skippered by Ron White.

Right: Brett Boawden (left) and Victor Kibby on their way to a 2 handed win in the Melbourne-Devonport.



elapsed time of 22.3942. Third home was the early race leader *Man 'O War* (Len Kint) almost 40 minutes behind *Top Cat*.

The early finishers enjoyed a moderate inshore breeze along the Tasmanian north-west coast, making a colourful sight as they swept into the mouth of the

Mersey under spinnakers.

*Kidnapped* won the PHS Division A on corrected time from *Tevake* (Angus Fletcher) and *Auctioneer* (Kerry McGorlick) while PHS-B went to *Counterpoint* (Martin Scott) from *Galaxy III* (Barry Luxton) and *Super Tramp* (Ian McKenzie). - Martin Agatyn. ▲



### More on Sea Breezes

As promised in an earlier issue of the magazine, I will now take you into some of the complex world of the sea breeze.

In the earlier article, it was mentioned that the strength of the sea breeze and essentially its time of onset depend on the amount of heating the land receives, the sea temperature and the gradient wind situation as given by the orientation and spacing of the isobars on the weather map. This is where YOU can monitor the situation by utilising the local morning newspaper, the TV and of course "The Weather by Fax" (019 725210) or by phoning the Bureau of Meteorology.

There are two ways the sea breeze can be influenced by the GRADIENT wind (the wind at around 2000 to 3000 feet above the surface, its direction indicated by the orientation of the isobars, which it blows parallel to, and its speed by their spacing). If the gradient wind is blowing from the land to the sea it can enhance the sea breeze by enhancing the upper return current. If blowing

from the sea to the land it can suppress the sea breeze, sometimes completely, by blowing against the upper return current.

We can now make a distinction between 4 gradient wind quadrants and their subsequent effect on the surface sea breeze. See Fig.1 below.

The first situation (Quadrant 1), providing the gradient is not too strong, is the most favourable for sea breeze development and can lead to super sea breezes. In this the gradient wind blows offshore and also in a direction that a person with their back to the gradient wind would have the sea on their left and the land on their right. Or another way, lower pressure over the land and higher pressure over the sea. In NSW this would see a gradient wind from the N through NW to W, with a high pressure system over the Tasman Sea and low pressure over the land.

The normal sequence of events is for the overnight wind to be generally blowing offshore, this wind dies away over the morning and the sea breeze will start up during the late morning following a "glassout". The sea breeze then increases steadily in strength over several hours and slowly backs or moves left in direction, say from E to NE. By the end of the day the direction of the breeze might well be parallel to the coast and its speed in excess of 20 kt. This breeze may well start up as early as 0900 hr and persist

to well after 2200 hr local time before "cutting off" from the coast. There is a zone of light winds (sea breeze anti-front) offshore which steadily moves away from the coast as the sea breeze builds in strength.

If the gradient wind is blowing more parallel to the coast, say from the north around Sydney, then the sea breeze effect will simply veer (go right) the direc-

**"The pre-seabreeze wind at the surface, say a westerly, will tend to die off in stages, often going through a "glassout" before the weaker, more easterly sea breeze develops"**

tion of the wind near the coast from say a light northerly to around 045 deg. and there will not be a calm zone. As the speed builds the direction will slowly go left by about 5 to 10 deg. over the afternoon.

If the gradient is blowing from Quadrant 2 (in NSW, WSW to S), then we generally get a weaker, later arriving sea breeze (1100 to 1600 hr). This will depend on the strength of the gradient wind.

The pre-seabreeze wind at the surface, say a westerly, will tend to die off in stages, often going through a "glassout" before the weaker, more easterly sea breeze develops.

This situation could see several calm zones off the coast which move apart as the sea breeze builds. The calm zone nearest the coast can move inland over say Sydney Harbour and create the situation where we have a westerly up

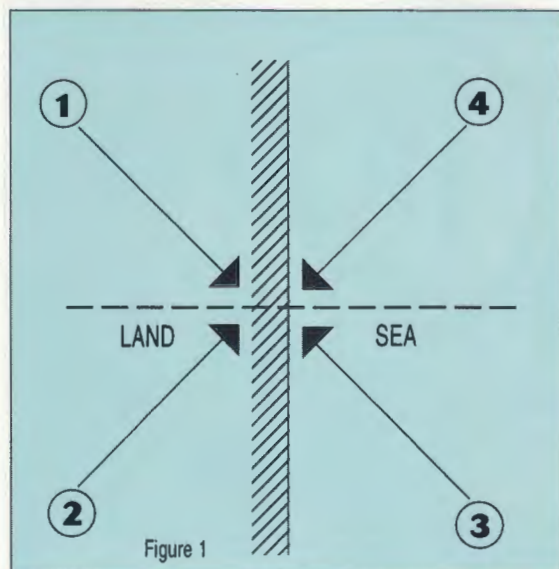


Figure 1

near the bridge, a calm zone over most of the Harbour and a sea breeze blowing just outside the Heads. The calm zone can move forwards and backwards depending on the strength of the westerly and create a rather frustrating day for

**"The calm zone can move forwards and backwards depending on the strength of the westerly and create a rather frustrating day for those on the Harbour, with a westerly one minute and a sea breeze the next!!"**

those on the Harbour, with a westerly one minute and a sea breeze the next!! This breeze will generally cut off from the coast very quickly after sunset.

With gradient winds blowing from Quadrants 3 and 4 we don't get true sea breezes.

If a quadrant 3 wind (SSE to ESE in NSW) is in the 10 to 12 kt range and the sky over the land is clear of cloud, then the SE that has been blowing at the surface may move left (back) over the day. The general rule is the more the direction shifts left the less chance the breeze has to freshen. Often we do see a drop in wind speed with a shift left of some 40 to 80 deg.

With a quadrant 4 wind (E to NNE in NSW), with say a NE blowing at the surface, and clear skies over the land. The sea breeze vector may reinforce the surface wind by a few knots. Generally the changes with winds in this quadrant occur on the weather map (synoptic) scale and not very much on the local (meso) scale.

The above discussion has concerned itself with a straight coastline where there are no prominent hills or cliffs. When a more complicated orography is considered local effects can lead to a

rich diversity of sea breezes. The above can be applied around the Australian coastline and elsewhere, except San Diego!!

It's very important for you to look for signs for a weakening sea breeze:

- lower or middle level cloud persisting, or increasing over the coastal area. - the smell of land (smoke, etc) in the sea breeze during the afternoon. - an increase in the strength of the offshore winds just above the sea breeze as observed by cloud movement.

- the sea breeze decreasing in speed or failing to build as expected. - the sea breeze direction moving to the right (veering). Mature sea breezes move left (back). - thunderstorms developing inland and moving towards the coast.

As you can see the sea breeze can be a rather temperamental beast at times and having a handle on the gradient wind direction and speed can help you tremendously. AH! But don't you just love the afternoons when the sea breeze kicks in hard and makes for an afternoon of exciting racing or cruising. ▲

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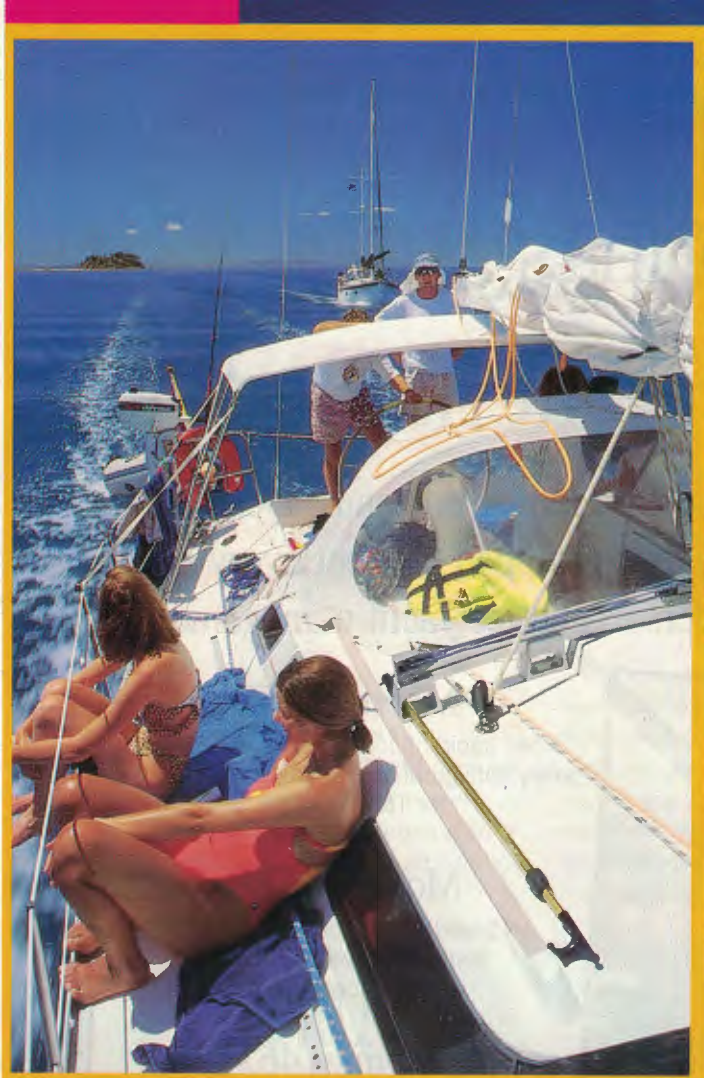
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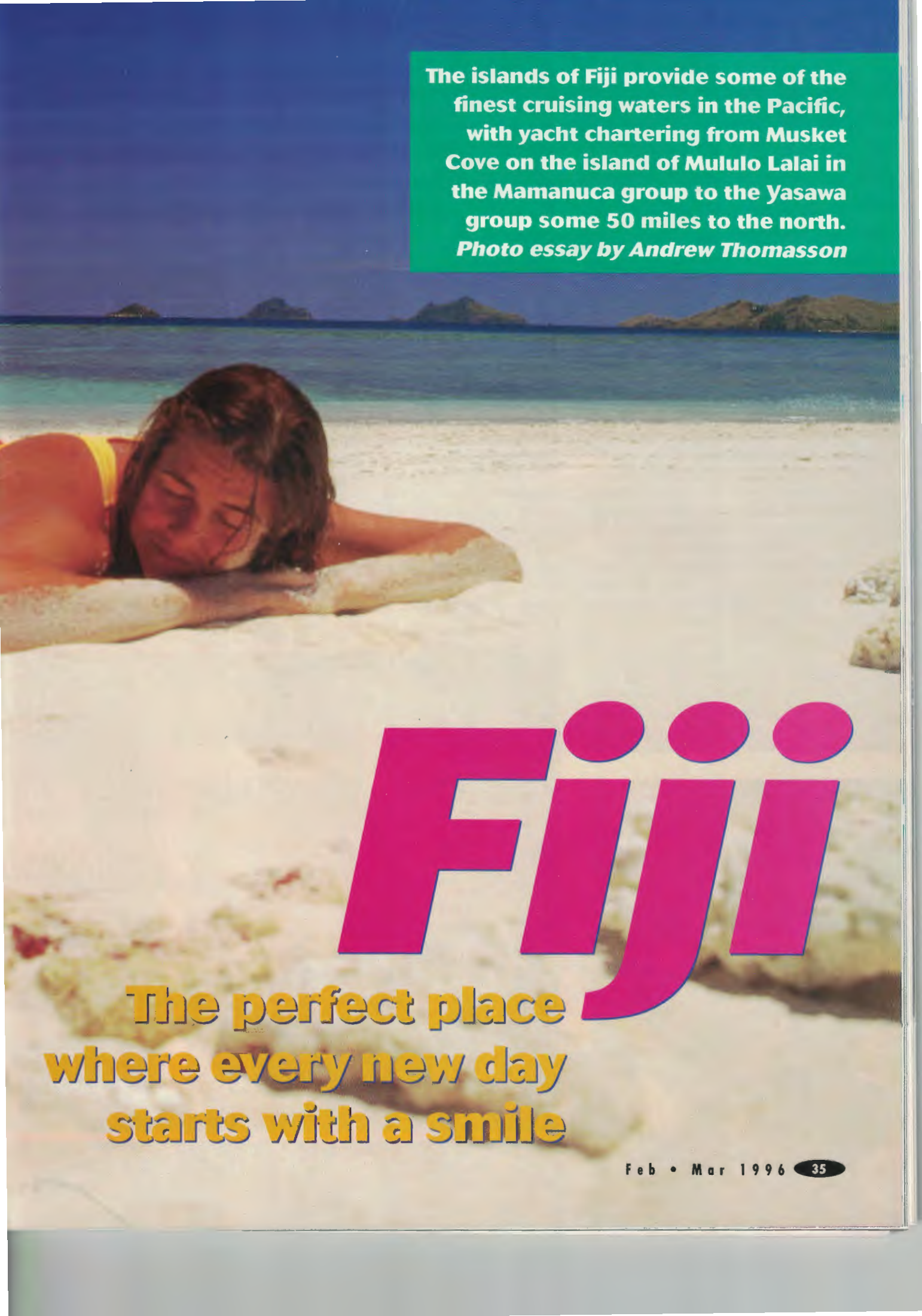


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The islands of Fiji provide some of the finest cruising waters in the Pacific, with yacht chartering from Musket Cove on the island of Mululo Lalai in the Mamanuca group to the Yasawa group some 50 miles to the north. *Photo essay by Andrew Thomasson*

# ***Fiji***

**The perfect place  
where every new day  
starts with a smile**

**b**areboat chartering in Fiji is from The Moorings base at Musket Cove on the island of Mulolo Lalai in the Mamanuca group. The base is reached by a short commuter flight from Nadi International Airport.

Plantation Island resort offers excellent accommodation and an overnight stop before starting a cruise is thoroughly recommended. The islands in the group are close together and many have resorts on them so dining ashore in the evening becomes an option for those seeking a little razzle dazzle.

Further north is the Yasawa group of a 50 mile chain of islands, running in a north east south west direction and offering superb white sand beaches, excellent snorkelling/diving and many very good anchorages, some protected from all directions.

It is mandatory when chartering in Fiji to take a professional guide because all the charts for the area are not reliable. It might seem that this prerequisite is something of an imposition but experience will clearly show a substantial benefit. The guides, who are not there to sail the yacht, know the waters, know the people and their customs and know where to catch the best fish.

The Fijians are very friendly people but their society has its customs and when they are observed the experience of cruising there is greatly enhanced. One of the customs that everyone will encounter is the giving of Kava, used to

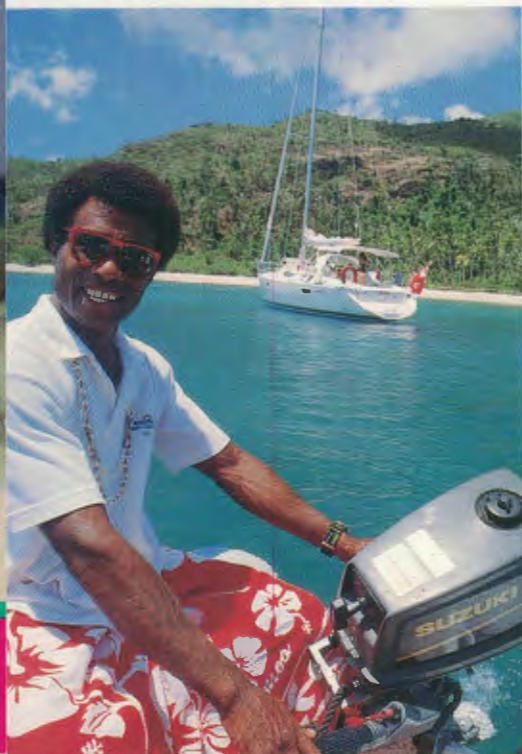
make a drink. Acceptance of the gift binds the receiver to certain responsibilities concerning the well-being of a visitor. In time this simple gesture may be reciprocated with an invitation to join a Kava drinking ceremony or to dinner in the house of the elder to whom the Kava is given.

The locals are very fond of children and a family contemplating a cruise in Fiji can rest assured there will be plenty of support on offer.

The 300 islands which total the Fiji group are spread across 200,00 square miles of the Pacific Ocean between latitude 15 and 22 degrees south. Fiji enjoys a tropical maritime climate. The area is visited by cyclones during the period from November through to April with a frequency of some 10-12 cyclones per decade. The worst months are January and February.

The South East trade wind is the prevailing breeze but because Mamanucas and the Yasawas are in the lee of the main island sailing conditions are generally placid, although the trip from the Yasawas back to Musket Cove will invariably be into the prevailing breeze.

More details from Club Seafarer (02) 693 5401.





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# A Fun Week in September

It's a week of fun with zany competitions, on and off the water, and some not so serious racing. Now in its 15th year, Fiji's Musket Cove Regatta attracts cruising yachts from around the world. *By Kevan Wolfe.*

**T**he Regatta was the idea of Sydney expat Dick Smith, no not the electronic one, and his wife, Carol. Dick Smith is one of the characters of the South Pacific. He settled in Fiji after cruising the South Pacific in a WW11 mine sweeper he had converted in his parent's back yard at Point Piper. He built and operated the Castaway Island Resort then set up the Plantation Resort and now owns and operates Musket Cove.

Musket Cove is on the island of Malolo-Lailai, 10 minutes flying time from Nadi off the west coast of the main island, Viti Levu, and is set up to cater for cruising yachties. Over the years its sheltered anchorage and facilities with a floating pontoon, fuel, water and provisions at the local trade store has become a popular stopover.

The Regatta is held in September every year and the cruising yachties flock to it. As Dick says: "Regatta Week is all about friendship, meeting up with old cruising friends, meeting heaps of new yachties, and others that to date you have only met on the SSB radio. It is a great week of good natured fun."

This year some 70 yachts from all over the world turned up, including 20 from New Zealand, many of them regulars, along with 13 yachts from the US, one from Germany, registered in Berlin, one from Sweden and two from the UK. But for Australian cruising yachties the Musket Cove Regatta is probably one of the best kept secrets of the South Pacific, only eight Australians took part.

Colin Harrison from New Haven in South Australia was there with Jeannie Haydon in their Duncanson 37, *New Address*. Colin, who had been sailing single handed since 1991 is on the last leg of a circumnavigation around the world and met Jeanie in the Canarie Islands. Jeanie owns her own yacht and has sailed around Tasmania twice and took part in the 1991 Melbourne to Osaka Race - the couple are on their way to Adelaide to get married.

Hans and Mary Sturzenegger, from the Sydney suburb of Caringbah called in for the Regatta. They have been cruising the Pacific in their Adams 15, *Lady in Red*, with their two daughters Nichola, 10, and Pascale, 9, for the past 15 months.

Dennis Murphy and his wife Doris made a special trip to Musket Cove after Dennis read about the regatta in an American cruising magazine a few years ago. The Murphys sold their computer business in Florida and after three years of negotiation with the previous owner bought *Interlude*, a beautifully fitted out Deerfoot 65.

Dick and Carol Smith had planned a week of fun. There



Winner of the "Live Figurehead Competition" was Lisa on *Marie Chantel* from NZ

were barbecues, a Pirates Day on a nearby island, a race to Castaway Island, the Steinlager Day which was described as a day of "sports and absurdity", a not so talented Talent Quest and a Hobie Cat Challenge. Then there was the Malolo-Lailai Olympics and a live figurehead parade where points were allocated for effort, originality, tradition and overall effect. The only serious event of the whole week was the 12 mile Round Malolo Island Race which has been won in the past by CYC's Boy Messenger in *La Tortuiga*.

The week finished with the annual Musket Cove to Port Vila cruising race. This is a semi-serious 550 nautical mile event where the rules say that the line honours winner will be disqualified unless the skipper can prove that he actually cheated. With little or no wind at the start it soon developed into a drag-race on the motor, with Dick Smith in a runabout leading the way out through the passage between the islands and the fringing reef.

For Australian yachties looking for a fun week and happy not to take the racing too seriously and who do not have the time to spend sailing to Fiji, Musket Cove is easy to get to. Air Pacific has daily flights out of Brisbane and Sydney to Nadi and twice weekly from Melbourne, it is then a short 10 minute flight in a commuter aircraft across to Malolo-Lailai. Yacht charterers, The Moorings, have a facility at Musket Cove and are more than happy to allow their boats to be sailed in the events. The Moorings have five boats for charter ranging from a Beneteau Oceanis 350 to a Moorings 51.

People planning a cruise to the Fijian Islands would be wise to contact the Royal Suva Yacht Club, where the manager, Ili, welcomes cruising yachties and can supply a copy of the Club's comprehensive "Yacht Help" booklet. The booklet covers the requirements for customs, immigration, communications, tide tables, banking, shopping and other useful information for sailing in Fijian waters. The RSYC is set-up to cater for visiting yachties with cheap mooring rates, meals, showers, washing machines, telephones and can arrange slipping facilities. At any one time there are more than 40 visiting yachts tied-up to the pontoon or on the Club's swing moorings.

The Royal Suva Yacht Club runs the biennial Auckland to Suva race and the Auckland to Tokyo race every four years and would like to see more Australian yachts taking part. ▲



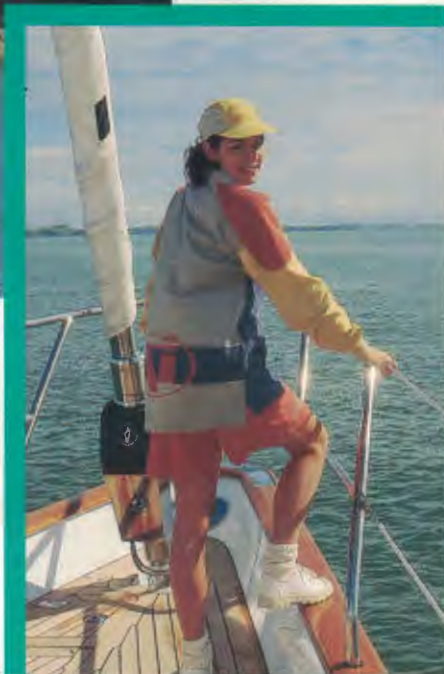
Setting the trend in wet weather clothing is New Zealander Ross Field (right) who skippered Yamaha to victory in the last Whitbread Race.

# Fashion for the

40 Feb • Mar 1996



Above: Olympic Soling crew Matt Hayes, Steven ("Mothy") Jarvin and Stephe McConaghy, will be well equipped when they represent Australia at the Atlanta Olympics in July, with the sailing off Savannah.



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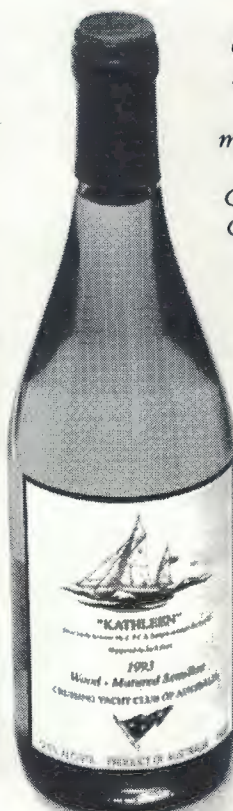
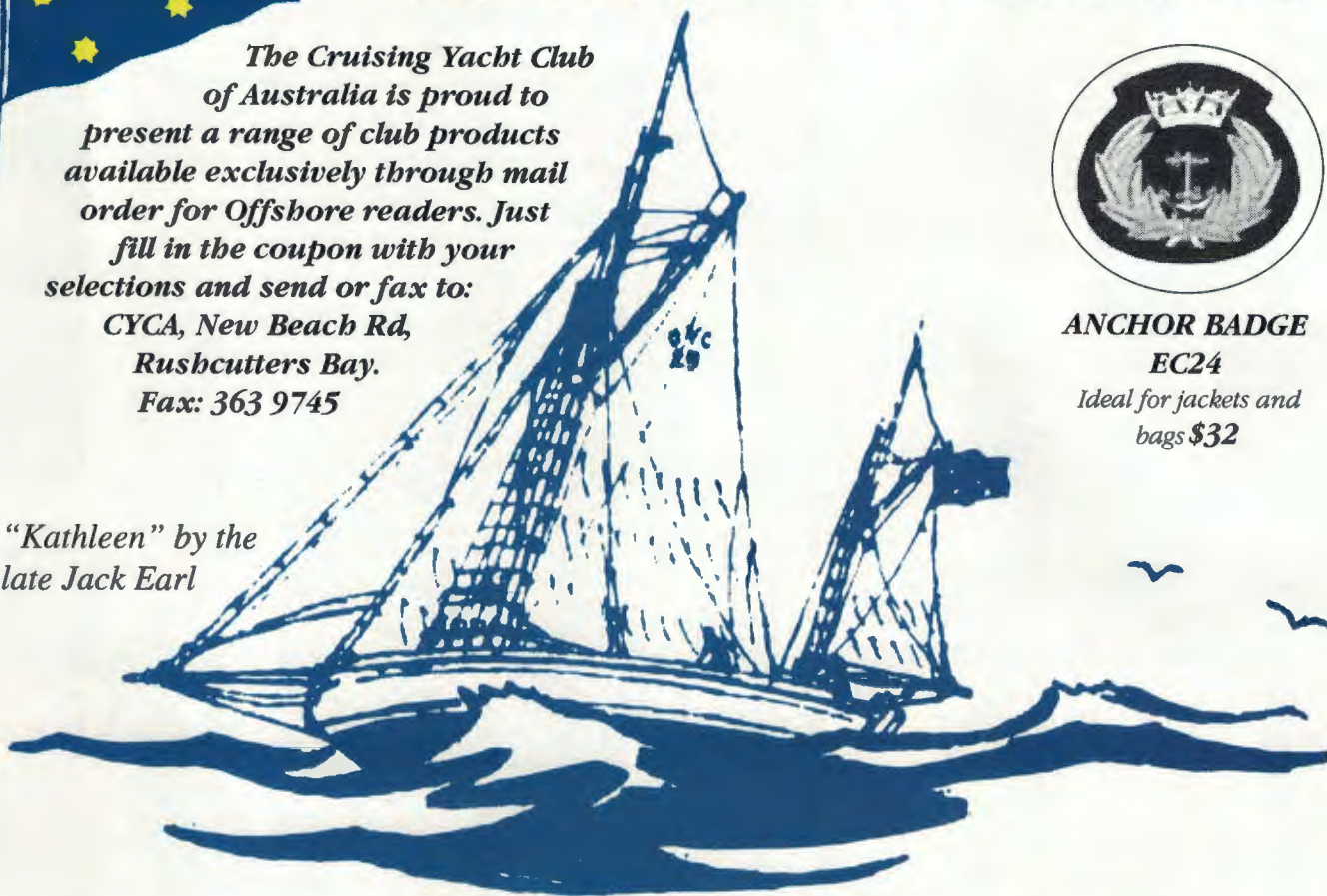


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**Total**

Offshore 12/95

# 1995 Telstra Sydney - Hobart Race Results

## LINE HONOURS AND OVERALL IMS PLACINGS

Yacht	Owner/Skipper	Elapsed Time	Overall
		D H M S	IMS
1 SAYONARA	L Ellison USA	3 00 53 35	25
2 BRINDABELLA	G Snow NSW	3 02 53 59	30
3 FOXTTEL AMAZON	P Walker NSW	3 04 54 39	TPHS
4 Fudge	A Starling NSW	3 05 48 56	56
5 Ragamuffin	S Fischer NSW	3 09 38 04	7
6 B'crd Morning Mist III	A Neate VIC	3 11 36 37	53
7 Infinity III	M James NSW	3 11 36 37	54
8 Ninety Seven	A Strachan NSW	3 13 00 35	10
9 Ausmaid	G Gjergja VIC	3 13 03 18	11
10 Helsal II	K Flint SA	3 14 04 09	TPHS
11 Rager	P Bush NSW	3 14 14 50	TPHS
12 Quest	B Steel NSW	3 14 17 47	2
13 Atara	J Storey IRE	3 15 09 34	8
14 Terra Firma	Carlile/Wilson VIC	3 15 10 24	1
15 Stewart Toyota	Roberts NSW	3 15 30 14	4
16 Maglieri Wines	G Vercoe SA	3 15 54 48	5
17 Assassin	R Crawford NSW	3 16 19 09	6
18 Seaview Challenge Again	L Abrahams VIC	3 17 52 03	12
19 Sycorax	M Quinn NSW	3 19 43 23	17
20 Freight Train	D Parkes VIC	3 19 52 38	63
21 Sancho Pansa	H Hensel GER	3 20 27 38	20
22 Valheru	T Lyall TAS	3 20 48 18	37
23 AMP Wild Oats	B Foye NSW	3 20 53 26	9
24 Local Hero XII	G Howison SCOT	4 00 58 26	14
25 Hartz Mineral Water	J Fuglsang TAS	4 01 12 34	16
26 Storatek Yendys	G Ross NZ	4 01 13 08	24
27 Bright Morning Star	H Treharne NSW	4 01 20 22	53
28 Liberator	D Curlew VIC	4 01 21 50	23
29 Breakaway Cafe Who	W.Banks-Smith TAS	4 01 53 47	26
30 Mirrabooka	J Bennetto TAS	4 02 22 49	43
31 Dictator	B Mead NSW	4 02 38 33	39
32 Dixie Chicken	B Eddington VIC	4 03 21 22	27
33 Skilled 2KY	B Mulkearns NSW	4 03 51 22	18
34 JLW Chutzpah	B Taylor VIC	4 06 27 32	13
35 Barcardi	G Ainley VIC	4 06 35 30	28
36 Sheraton	I Smith TAS	4 06 41 37	29
37 Aspect Computing	D Pescud NSW	4 06 55 27	TPHS
38 Margaret Rintoul II	R Purcell NSW	4 06 55 54	21
39 Iceberg	G Gibson NSW	4 06 56 52	64
40 Foreshore	I Young TAS	4 07 10 51	40
41 Otago	R Moore NSW	4 07 11 23	50
42 Pilgrim	D Quirk NSW	4 07 51 29	55
43 Kings Cross	R Stone NSW	4 07 54 02	15
44 Interlude	D Murphy USA	4 08 22 07	TPHS
45 Mortgage Choice	A Wilmot NSW	4 08 55 37	49
46 Sweet Caroline	B Rawson VIC	4 09 16 24	TPHS
47 Polaris	J Quinn NSW	4 09 30 57	22
48 Adams Apple	D Wivell TAS	4 10 34 18	TPHS
49 Surefoot	D Millikan VIC	4 10 50 28	TPHS
50 King Billy	P Bennett NSW	4 11 13 16	33
51 Xstatic	B Gooley NSW	4 11 34 02	60
52 Henry Kendall Akubra	P Wilde NSW	4 11 47 12	TPHS
53 Inner Circle	D Pomfret NSW	4 12 17 17	59
54 Kingurra	P Joubert VIC	4 12 28 04	52
55 Nortas Salmon	A Doedens TAS	4 13 36 24	42
56 Forzado	G Phillips NSW	4 13 49 32	38
57 Hogsbreath Witchdoc.	R Consortium NSW	4 16 02 05	TPHS
58 Wow Nortel	K Goudge NSW	4 16 06 51	66
59 Domino II	I Davidson NZ	4 16 09 38	65
60 9-11 Bottleshops	J Cordell TAS	4 16 29 41	TPHS

Yacht	Owner/Skipper	Elapsed Time	Overall
		D H M S	IMS
61 Adrenalin	P Davis NSW	4 17 49 04	TPHS
62 Fly By Night	J Drake VIC	4 18 24 08	47
63 Willyama	J Runnegar SA	4 18 29 17	61
64 She II	P Rodgers NSW	4 18 39 00	67
65 Mark Twain	H O'Neill NSW	4 18 45 10	45
66 Huon Chief	A Hay TAS	4 19 25 27	35
67 Mercedes III	P Hinrichsen VIC	4 21 29 44	34
68 Soave II Vento	S Niemann VIC	4 22 12 34	72
69 Leda	T McGrath SA	4 22 37 36	71
70 Suraya	C Striber NSW	4 23 06 27	32
71 Boss Bluebottle	A Allan NSW	4 23 04 08	57
72 Charlotte of Cerberus	I Rushton NSW	4 23 04 19	70
73 Magic	P Spry-Bailey VIC	4 23 08 04	TPHS
74 Charisma	J Lawler NSW	4 23 09 37	TPHS
75 Alexander of Cresswell	B Rose NSW	4 23 10 06	68
76 Marara	B Ratcliff NSW	4 23 10 53	19
77 Breakaway	M Power VIC	4 23 12 16	31
78 Adelsea	P Kline NSW	4 23 13 55	46
79 Portobello	M Mathews NSW	4 23 25 37	44
80 Southerly	D Mickleborough NSW	4 23 25 49	3
81 Avenger	H Leggett VIC	5 00 22 58	TPHS
82 Lady Penrhyn of Nirimba	G Stewart NSW	5 00 46 31	69
83 Shenandoah III	J Charody NSW	5 01 38 53	38
84 Zeus II	J Dunstan NSW	5 04 53 04	41
85 Brindabella II	R Sayers VIC	5 04 57 27	58
86 Berrimilla	A Whitworth NSW	5 05 33 07	48
87 Take Time	G Smith NSW	5 05 39 55	TPHS
88 Hot Shot	M Norman TAS	5 08 25 04	51
89 Cika	T Hill NSW	5 13 36 50	62
90 Phantom	J & L Morris NSW	6.08.26.52	TPHS
91 Tibia	R.Wallis VIC	6.18.31.45	74
92 Lahara	P.Asche NSW	7.01.10.54	73
Retired: Bit O' Fluff (Qld), Boomaroo Morse Fans (Qld), Maui (NSW), P.L. Lease Future Shock (Vic), Public Bar (Qld), Southern Cross Television (Tas).			

### IMS - A

BOAT NAME	DIV	SAIL	ELAPSED H M S	CORRECTED H M S	IMPLIED CLS WIND
SAYONARA	USA 17		72 53 35	73 37 43	10.1746 1
BRINDABELLA	AUS C1		74 53 59	74 54 59	9.7813 2
FUDGE	R 8388		77 48 56	78 23 47	8.8782 3
FREIGHT TRAIN	5222		91 52 38	80 16 2	8.4796 4

Calculation System	Implied Wind	Real Scratch Bt	Ave Off
18.0% Boat	25.0% 52R 0.0% 60R	10.0% 75R 3.0% 90R	
8.0% 110R	8.0% 120R 4.0% 135R	3.0% 150R 21.0% Run	

### IMS - B

BOAT NAME	DIV	SAIL	ELAPSED H M S	CORRECTED H M S	IMPLIED CLS WIND
STEW. TOYOTA	5597		87 30 14	87 36 12	12.3004 1
SEAVIEW CHALL.	SM2		89 52 3	89 50 46	11.2581 2
LOCAL HERO	GB1234R		96 58 26	90 41 34	10.9171 3
SYCORAX	5585		91 43 23	91 34 39	10.5869 4
SANCHO PANSA	8889		92 27 38	92 27 38	10.2814 5
PUBLIC BAR	573		0 0 0	0 0 0	DNF

Calculation System	Implied Wind	Real Scratch Bt	Ave Off
18.4% Beat	34.7% 52R 1.0% 60R	8.2% 75R 2.0% 90R	
7.1% 110R	7.1% 120R 3.1% 135R	3.1% 150R 15.3% Run	

**IMS - C**

BOAT NAME	DIV SAIL	ELAPSED	CORRECTED	IMPLIED CLS	
		H M S	H M S	WIND	
TERRA FIRMA	R4100	87 10 24	82 22 36	12.7282	1
QUEST	R909	86 17 47	82 30 18	12.6645	2
MAGLIERI WINESRSA999		87 54 48	83 43 18	12.0927	3
ASSASIN	R9999	88 19 9	83 45 2	12.0798	4
RAGAMUFFIN	AUS	81 38 4	84 11 52	11.8837	5
ATARA	R IRL 8000	87 9 34	84 23 6	11.8036	6
AMP WILD OATS R4343		92 58 26	84 24 48	11.7917	7
NINETY SEVEN	R9797	85 0 35	84 32 11	11.7398	8
AUSMAID	AUSSm100	85 3 18	85 3 18	11.5266	9
JLW CHUTZPAH R R33		102 27 32	86 40 18	10.9157	10
KINGS CROSS	R621	103 54 2	86 59 33	10.8035	11
HARTZ MIN. WAT.R3636		97 12 34	87 14 33	10.7180	12
SKILLED 2KY	R6336	99 51 22	87 32 32	10.6176	13
LIBERATOR	R B200	97 21 50	89 3 41	10.1424	14
BREAKAWAY CA.WHR546		97 53 47	89 25 19	10.0373	15
DIXIE CHICKEN	R SM 6	99 21 22	90 6 13	9.8457	16
VALHERU	R 1194	92 48 18	91 14 33	9.562	17
DICTATOR	R5411	98 38 33	91 22 1	9.5149	18
FLY BU NIGHT	R B133	114 24 8	92 58 27	9.1363	19
MORTGAGE CHO.R 5406		104 55 37	93 2 26	9.1215	20

Calculation System is Implied Wind Real Scratch Bt Ave Off  
 17.2% Beat 31.3% 52R 0.0% 60R 8.1% 75R 2.0% 90R  
 7.1% 110R 7.1% 120R 3.0% 135R 8.1% 150R 16.2% Run

**IMS - D**

BOAT NAME	DIV SAIL	ELAPSED	CORRECTED	IMPLIED CLS	
		H M S	H M S	WIND	
MARGARET RIN.	2170	102 55 54	94 49 25	10.1111	1
STORA. YENDYS MH2000		97 13 8	95 46 18	9.8425	2
BACARDI	Sm377	102 35 30	96 58 1	9.5294	3
SHERATON	4117	102 41 37	97 22 20	9.4294	4
FORESHORE	385	103 10 51	98 20 11	9.2032	5
MIRRABOOKA	AUS A8	98 22 49	98 22 49	9.1932	6
OTAGO	1170	103 11 23	99 57 50	8.8552	7
BRIGHT MORNIN.	1987	97 20 22	100 40 24	8.7154	8
INFINITY III	5474	83 36 37	100 58 20	9.6586	9
PILGRIM	5091	103 51 29	101 46 35	8.5110	10
INNER CIRCLE	M762	108 17 17	102 37 1	8.3648	11
XSTATIC	6600	107 34 2	102 57 20	8.3081	12
ICEBERG	5227	102 56 52	104 15 30	8.1004	13
WOW NORTEL	R4040	112 6 51	104 54 1	8.0039	14
LEDA	1197	118 37 36	110 24 6	7.2980	15
SOAVE IL VENTO RS511		118 12 34	113 58 36	6.9256	16

Calculation System is Implied Wind Real Scratch Bt Ave Off  
 18.2% Beat 32.3% 52R 1.0% 60R 8.1% 75R 6.1% 90R  
 7.1% 110R 7.1% 120R 3.0% 135R 2.0% 150R 15.2% Run

**IMS - E**

BOAT NAME	DIV SAIL	ELAPSED	CORRECTED	IMPLIED CLS	
		H M S	H M S	WIND	
POLARIS	5527	105 30 57	102 42 9	9.4151	1
KING BILLY	4966	107 13 16	104 57 53	8.8699	2
MERCEDES III	S 450	117 29 44	105 3 58	8.8478	3
HUON CHIEF	1100	115 25 27	105 8 11	8.8327	4
FORZADO	7314	109 49 32	105 29 4	8.7589	5
NORTAS SALMON4615		109 36 24	105 48 47	8.6911	6
MARK TWAIN	A113	114 45 10	106 35 22	8.5380	7

BOAT NAME	DIV SAIL	ELAPSED	CORRECTED	IMPLIED CLS	
		H M S	H M S	WIND	
KINGURRA	B23	109 36 24	108 51 39	8.1400	8
BOSS BLUEBOTT. 4132		119 7 8	109 15 8	8.0780	9
WILLYAMA	YC335	114 29 17	110 48 5	7.8481	10
DOMINO II	NZL 4723	112 9 38	112 9 38	7.6641	11
SHE II	4924	114 39 0	113 1 47	7.5538	12
ALEX. OF CRES.	3807	119 10 6	113 11 31	7.5339	13
LADY PENRYN OF.3809		120 46 31	114 8 48	7.4194	14
CHARLOTTE OF C.3810		119 7 19	114 50 31	7.3395	15

Calculation System is Implied Wind Real Scratch Bt Ave Off  
 18.4% Beat 34.7% 52R 1.0% 60R 8.2% 75R 2.0% 90R  
 7.1% 110R 7.1% 120R 3.1% 135R 3.1% 150R 15.3% Run

**IMS - F**

BOAT NAME	DIV SAIL	ELAPSED	CORRECTED	IMPLIED CLS	
		H M S	H M S	WIND	
SOUTHERLY	usa	119 25 49	103 58 28	11.8846	1
MARARA	1317	119 10 53	111 43 8	10.0643	2
BREAKAWAY	SM 596	119 12 16	116 1 15	9.3523	3
SURAYA	1295	119 6 27	116 1 58	9.3505	4
SHENANDOAH III	1910	121 38 53	117 23 36	9.1535	5
ZEUS II	327	124 53 4	117 38 53	9.1179	6
PORTOBELLO	4647	119 25 37	117 45 26	9.1027	7
ADELSA	632	119 13 55	119 13 55	8.9046	8
BERRIMILLA	371	125 33 7	120 11 0	8.7827	9
HOT SHOT	H 70	128 25 4	120 43 49	8.7147	10
BRINDABELLA II	C 110	124 57 27	123 21 31	8.4059	11
CIKA	4574	133 36 50	125 35 16	8.1652	12
LAHARA	131	PROJECTED	153 36 56	6.1296	13
TIBIA	ME 31	PROJECTED	169 35 36	6.000	14

Calculation System is Implied Wind Real Scratch Bt Ave Off  
 14.1% Beat 36.4% 52R 1.0% 60R 6.1% 75R 5.1% 90R  
 5.1% 110R 5.1% 120R 5.1% 135R 7.1% 150R 15.2% Run

**TASMAN PERFORMANCE HANDICAP SYSTEM**

BOAT NAME	TCF	ELAPSED	CORRECTED
		D H M S	D H M A
TAKE TIME	.8174	5 05 39 55	4 06 43 08
CHARISMA	.8726	4 23 09 37	4 07 58 45
ASPECT COMPUTERS	1.0341	4 06 55 27	4 10 26 02
HENRY K. AKUBRA	.9891	4 11 47 12	4 10 36 42
B/CARD M.MIST	1.2828	3 11 36 21	4 11 14 48
HB WITCHDOCTOR	.9760	4 16 02 05	4 13 20 45
SUREFOOT	1.0300	4 10 50 28	4 14 03 47
MAGIC	.9250	4 23 08 07	4 14 12 00
RAGER	1.2801	3 14 14 50	4 14 24 18
ADAMS APPLE	1.0412	4 10 34 18	4 14 57 45
9-11 B'SHIPS	.9900	4 16 29 41	4 15 22 11
FOXTEL AMAZON	1.4788	3 04 54 39	4 17 44 09
ADRENALIN	1.000	4 17 49 04	4 17 49 04
PHANTOM	.7540	6 08 36 50	4 19 04 15
S.CAROLINE	1.0985	4 09 16 24	4 19 38 34
HELSAL II	1.3631	3 14 04 09	4 21 19 15
AVENGER	1.000	4 14 22 58	5 00 22 58
INTERLUDE	1.2900	4 08 55 37	5 15 21 21

## Sydney-Hobart reviews & news

### From the General Manager

**T**he race for 1995 is now over and we are in planning mode for 1996. The Telstra MobileNet 1995 Sydney-Hobart was a huge success and the race was completed without any major dramas.

Our special thanks goes to Telstra MobileNet for their sponsorship support and commitment to the event. Senior staff from Telstra MobileNet were present and active in Hobart and we give special thanks to these individuals for giving up their time at this festive

**"This year the journey down and back were safe except for a few incidents with whales which ended the race for some, our feelings are extended to these sailors"**

time of the year to support the race and associated events.

The race would not be an event without our competitors and their crew. Special appreciation goes to these people and their families for competing and giving up special time over Christmas and New Year. This year the journey down and back were safe except for a few incidents with whales which ended the race for some, our feelings are extended to these sailors. A safe crossing down and return was achieved and we are all happy about this.

At the Sydney end the staff, volunteers and supporters of the Cruising Yacht Club of Australia worked tirelessly to ensure the event went smoothly and our thanks to all these people. Special mention is made of Phil Thompson, Gerard Kyle and their team for a fantastic effort this year as for most it was their 'first' Hobart. These people were up at all hours of the day and night receiving and processing sked information.

In Hobart the Royal Yacht Club of Tasmania are to be congratulated for a very professional and capable finishing program. All the staff, volunteers and supporters are to be thanked for their tireless efforts over extremely long hours to finish the race. The CYCA is proud to be associated with the RYCT and look forward to a strong and lengthy partnership.

The list of supporters is a lengthy one and I thank all of these people and organisations which did not receive individual recognition. Special mention goes to Telstra Mobile Satellite and Radio Services Sydney Radio for sponsorship of the twice daily skeds of 1.5 hours each and the broadcast of any race related matters. Also our thanks to the ongoing support by Digital, Qantas and Canon for the race each year.

The official time keepers Omega are very welcome as it was their first race and we appreciate their support.

The Club is in the process of planning for the 1996 race and the event looks exciting.

The CYCA will be holding a forum on the race on February 29 and we are looking for positive and practical suggestions to improve the race.

A job well done by so many.  
*Good Sailing, Bruce Rowley.*

### CYCA To Hold Forum On IMS Scoring

The Cruising Yacht Club of Australia is inviting all owners of yachts competing under the International Measurement System (IMS) of measuring and handi-

capping ocean racing yachts to an IMS Forum at the Rushcutters Bay club on Thursday, February 29, starting at 7pm.

The forum will look at specific aspects of IMS to assist in establishing guidelines for race management up to the year 2000. The forum will specifically address:

- Long Race Scoring
- Cruiser/Racer Allowances
- The determining of the overall winner for the Sydney to Hobart Yacht Race
- Current international interpretations/applications of long race scoring and Cruiser/Racer Allowances.

The Club will organise keynote speakers to chair debate on specific points and will ask interested groups to arrange a spokesperson to put forward their particular viewpoints on suggested ways of improving the implementation of the IMS rule.

Commodore David Fuller announced the forum at the end of the recent 51st Sydney to Hobart which again produced some criticism of the manner in which the overall IMS placings were determined and the time frame for announcing provisional division and overall results. Among alternatives suggested at the time was a time-on-time scoring method using TCFs based on IMS handicaps.

Prior to the race, the question of a 1% allowance on the elapsed time of Cruiser/Racer yachts when competing against IMS Racer class yachts evoked strong debate, particularly among owners of older yachts.

Announcing the IMS Forum, Commodore Fuller said: "The CYCA will continue to examine any worthwhile modifications to the IMS scoring system, but until a safe and reliable alternative is developed, we will not be panicked into change by any self-interest group."

### Australian Offshore Group's Presentation to AYF

Since the 51st Sydney to Hobart, Australian Offshore, established late last year by a group of yacht owners anxious to improve and develop ocean racing in Australia, has made a major presenta-

**"The board would produce a detailed strategy for consideration by the State and Territory yachting associations where structural changes were required"**

tion to the Australian Yachting Federation aimed at a restructuring of ocean racing on a truly national basis.

The presentation followed a national survey of ocean racing yacht owners which achieved a 20 percent response and in which a reported less than five percent said they were happy with the way offshore sailing was being administered by the AYF. Key points of concern raised by the Australian Offshore group, led by prominent Sydney yachtsman Robin Crawford, included:

- A racing system which often seemed unfair
- A feeling by competitors that they could not change the system
- Inconsistent measurement, handicapping and race management standards
- No junior program to develop young offshore sailors
- Extremely low media profile - limiting sponsorship opportunities for clubs and owners.

In a statement issued after the meeting, the AYF's chief executive officer, Mark Lockie, said the board had the view that the AYF shares the same objectives as Australian Offshore in regards to the development of offshore sailing. The initiatives currently being developed provided a basis for positive change to the administration and promotion of offshore sailing in Australia.

He said the AYF board had decided to work together with the Australian Offshore group to effect these changes which can be immediately actioned within the existing structure. The board would produce a detailed strategy for consideration by the State and Territory yachting associations where structural changes were required.

Lockie stressed, however, that the sport of sailing would not benefit from the establishment of a separate group outside the structure of the sport, and therefore was keen to see all parties who were interested in developing offshore sailing working together.

"The proposals put forward by Australian Offshore and initiatives already underway by the AYF will see some exciting developments for offshore sailing in Australia," he added.

## STOP PRESS

Southport Yacht Club on the Queensland Gold Coast has become the first Australian Challenger for the America's Cup in Auckland in 2000. While announcing its challenge, the Club gave no details of the syndicate which would mount the challenge. However, John Bertrand and Syd Fischer were based at Southport in their Australian training for the 1995 Cup in San Diego.



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*This issue's article on Optimising has been written by Paul Bury, BsAeroEng, Design Engineer, Jutson Yacht Design*

## CFD in Modern Yacht Design

The use of Computation Fluid Dynamics (CFD) in the design of modern racing yachts has received a great deal of publicity and media reporting of late. The actual impact on the design process is something less well defined and discussed.

Some design office's standard line nowadays seems to be if CFD is not used in the design process then you are not getting all the boat you could have. The production of colourful plots showing complex pressure distributions over hulls is indicative of the marketing power of CFD - who uses these pictures? Certainly not yacht designers.

I think it is important at this point to explain the term Computational Fluid Dynamics. Put simply CFD is the study of aero and/or hydrodynamics using analytic methods which necessitates the use of computers. Having put this sim-

ply it now, by necessity, gets much more complex.

Fluid flows are inherently difficult and complex things to understand. In laboratory conditions the flow of a viscous liquid over an inclined plate can be easily demonstrated and recorded. The accurate prediction of this flow over the plate and the ensuing disturbance in the downstream region using any analysis method, including CFD, is almost impossible. Very good estimations can be obtained for the flow over the plate however the flow downstream of the plate provides far too much complexity to be modeled. Having said this it should be apparent that the analysis of an entire yacht's hull and underwater appendages operating in an unsteady water-air interface will be challenging to say the least!

Over many years scientists and engineers have developed mathematical laws which fluids obey. To solve these equations requires numerical methods, thereby necessitating a computer of some description. To find how any flow behaves, no matter how complex, it is a matter of solving these equations for every point in that flow. In reality there

## Optimising



is an infinite number of points in any flow therefore we cannot solve the equations for every point. Here lies the fundamental problem of modern CFD - we must find some method of approximating the mathematical laws governing fluid flows allowing relatively easy solution yet still yielding realistic results.

Programs such as SPLASH and VS-AERO use what is termed 'panel' analysis to approximate fluid flows. Put simply all surfaces including solids, water-air interfaces and wakes are defined as panels. The analysis program then determines the flow characteristics such as pressure and velocity at each panel. The accuracy of these packages is often the source of considerable argument. It often seems that people actively involved in the use or development of these programs are their greatest advocates.

It seems likely that if CFD were to find wide spread and universal acceptance as a reliable design tool it would have firstly established itself in the Aerospace industries. In a business where the research and development budgets for new products run into the billions not millions much effort has been ex-

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pendent on CFD. It is interesting to note that wind tunnel testing still provides the bulk of the analysis information concerning the aerodynamics of a new military or commercial aircraft. Boeing, in their development of the new 777, undertook thousands of hours of tunnel testing with limited emphasis placed on computation work. This is even more surprising as the aerodynamics involved are simpler than that for yachts - mostly steady state with no water-air interaction problems.

The design of the racing yacht can prove to be an incredibly complex and difficult task if efforts are made to quantify every element of the design. The two fundamental reasons for this are the air-water interaction and the unsteady state of the sea and, to a lesser degree, air.

CFD has been put to use in attempts to obtain a level of understanding which allows the determination of performance variations with the introduction of both minor and major hull and appendage modifications. In competitions such as the America's cup where small performance increases are sought the fine tuning capability of CFD is seen as especially useful.

Having said this we must now confront a fundamental of yacht design - yachts must perform in variety of conditions. Even America's cup boats must perform in varying sea states and wind strengths. Weather and sea studies of the area of operation will inevitably result in generalisations being made about the conditions in which the boat will sail. Yachts that race in the open ocean have an even broader operational regime. This requires most racing yachts to be versatile craft, able to be competi-

tive when sailed in conditions they are not specifically designed for. While ocean racing yachts are designed with a bias (Whitbread 60's are primarily designed for reaching), they must be able to sail at every point of sail.

The extensive use of CFD in a yacht design program is limited to a large degree by finance. 80 hours of computational CRAY time is seen as an acceptable amount of analysis for the development of a single optimum hull shape. This is not an unacceptably long time but at around \$3000/hour this becomes excessively costly for all but high end projects. On top of this cost validation of the CFD

models must be undertaken. This will involve the use of tank testing hull shapes and wind tunnel testing of appendage shapes. In a budget constrained ocean racing yacht design process it is unlikely that a spare \$250,000 will be forthcoming for this sort of cutting edge analysis.

So what use CFD then? Well firstly, a continued rationalisation of the CFD technology available is critical. Presently we see the selective use of CFD as useful. In the context of offshore racing yachts the use of highly efficient keel and rudder planforms and sections is fundamental to optimum performance. In smaller design project the extent of CFD use may only run to section design. On larger projects we may use panel methods to analyse keel-hull, keel-bulb joins and bulb shapes as well as planform and section optimisation.

However it is very important that throughout the entire design process the fundamentals of aerodynamics are not ignored. The huge body of information produced by the fluid dynamics over the last 100 years gives a large amount of technical information readily applicable to yacht design.

Because of the technologically based nature of CFD it must be seen as a un-

**"The design of the racing yacht can prove to be an incredibly complex and difficult task if efforts are made to quantify every element of the design"**

derdeveloped but progressing design tool. Presently we are not satisfied with its ability to perform 'out of the box'. With the present requirement of complex validation using tunnel and tank testing it seems that the widespread use of CFD is limited to the budgets of the America's cup contestants.

It is also obvious that future developments in both CFD software and computer hardware will bring computational analysis into the area velocity prediction programs hold today. It is conceivable that in 10 years time both CFD and VPP's will share space on every designers PC.

As with all things in yacht racing, results will push the use of any successful design tool. If yachts designed using high level CFD consistently win over 'conventionally' designed yachts then its widespread use will be ensured. ▲

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clothing system specifically designed for the marine environment, Henri-Lloyd have introduced their new Matchracer Jacket.

Features include taped seams, zip front and storm flap, cargo pockets, foldaway hood with peak and self-locking toggles. It also has a fully lined fleece collar.

The Matchracer jacket comes in colours of warm gold, ocean blue, green, red, ocean blue and graphite and is recommended for coastal inshore active sailing with a recommended retail price of \$499.50.

## **Trade Appointments For Resamax, Honda Marine**

Resamax (Australia) Pty Ltd have appointed Paul van Noort as its new Sydney based technical representative, Paul is a certified shipwright and holds a certificate of advanced fibreglass. He has worked for a number of boat building companies and recently assisted in setting up a composites facility in Malaysia. He is a keen ocean racing yachtsman.

Honda MPE, the Australian distributor of Honda 4-stroke outboards, have appointed Adelaide-based executive Rod Wyllie to head up a new marine department for Honda in Australia. Wyllie is rejoining the marine industry in which he spent some 20 years after a break in the automotive industry in Adelaide.



The new Henri Lloyd Matchracer jacket

He was president of the Boating Industry Association of NSW from 1976-78.

## **French Connection For Beneteau, Jeanneau**

Yacht designers and builders, Groupe Beneteau, have purchased the assets of fellow French boat-building company, Jeanneau International, in a move that will strengthen France's dominance of the sailboat market worldwide and open up new opportunities on the multihull and powerboat side, where Jeanneau has a huge presence.

Madame Annette Roux, CEO of Beneteau, says there were three main objectives in the Beneteau decision to purchase Jeanneau. The first was strategic: to maintain the Jeanneau identity by maintaining brands and product lines; establishing fair competition between both networks; and maintaining and developing employment by relocating the whole production in France. The second object was to re-establish a sound financial base for Jeanneau and to this effect 210 million FF have been invested in the new company of which 100 million FF is permanent capital.

Madame Roux said the third objective was to realise the unique opportunity of an alliance of Beneteau and Jeanneau with the aim of good competition and better worldwide customer

satisfaction in terms of products and services.

## **Aussie Sailmaker's New Glue-assembly System**

One of the major technical developments proven successful in the recent Telstra Sydney to Hobart was the use by the maxi yacht Brindabella of the largest mainsail ever built in the world using Fraser Sails new glue-assembly method.

The sail was made at very short notice by Frasers after the Jutson 75 was dismasted during the Fujitsu Gosford to Lord Howe Island Race. While Brindabella was beaten home by the state-of-the-art ILC maxi Sayonara, the new sail came through with flying colours, as have others built for smaller yachts.

The construction process is called F.S. Plus (Fraser Scrim Plus) because weight efficient Scrim laminates and Fraser Sails' unique "Plus" style of construction are used. Working with Dimension Polyant Sailcloth in the USA, Fraser Sails have been gluing all of the radial, vertical and horizontal seams on racing sails instead of sewing them, achieving what the sailmakers say is a real breakthrough in terms of strength and performance.

The first yacht to use these sails was the 1995 Block Island Race Week winner, Esmeralda, an ILC40 from Japan. Since then the F.S. Plus line of sails have been further refined at the Fraser Sails loft in Sydney and used on a number of prominent yachts, including *Ninety Seven*, *Assassin*, *Dictator* and the new 18' skiff, *Ella Bache*.

Fraser's say the F.S. Plus sails are at least 30% lighter than the equivalent taffeta or woven sail. At last year's Admiral's Cup, the F.S. Plus mainsail on *Ninety Seven* was up to 19% lighter than any other ILC 46 mainsail at the regatta.

F.S. Plus sails are constructed from commercially available scrim materials which are said to be the most weight efficient sail materials made. These sails are bonded using a laminator specifically designed to make lightweight, precision laminates by experts in the field of sailcloth manufacturing. Extremely high pressure assures a permanently bonded fabric which will not delaminate with repeated impacts.

Using full tri-radial construction, the loft is able to vary the denier count and film thickness throughout the sail to suit the loads. A significant benefit is that, instead of having heavy, additional corner patchers, "Plus" sails have the reinforcing built into the sails' head, tack and clew radials. This eliminates the hard point around the corner reinforcing which is a common place for most sails to fail.

Further information: Fraser Sails, Ph: 02 361 4836. Fax: 02 332 3271.

## Raritan Offers Onboard Sewage Treatment

Sardick Engineering's recent appointment as Australian agents for the long established Raritan marine products has seen the release to the boating community of the Lectrasan EC onboard sewage treatment system and the Atlantes household style marine toilet.

With the direct discharge of raw sewage banned on most Australian waterways, boat owners will find this system a convenient alternative to holding tanks. The Lectrasan EC is the result of Raritan's determination to create a sanitation device that interacts with the environment instead of imposing on it. The Atlantes household style electric macerating marine toilet symbolises a response to the common criticism of most marine heads that they are not user-friendly.

Further information: Sardik Engineering, ph: 02 808 3366, fax 02 807 2793.

## Cetrek Chartplotter For Professionals

The new Chartnav 345 chartplotter has features designed for the professional user. Displaying the award winning C-Map cartography, it features a large, easy to read 250mm LC display in a robust casing. It can also be taken ashore when not in use, with a special equipment case with spaces for Chartnav and cartridges supplied.

The Chartnav 345 has lower power usage and is operated by a track ball control with simple dedicated key pad operation to select the information output. A total of 999 waypoints, marks and events can be stored and displayed with a variable number of routes. This capacity can be substantially increased by using a memory cartridge.

Features of the Chartnav 345 include a fixed range ring function which provide the navigator with distances to various marks and headlands in a preset ring around the boat. An electronic bearing line is also available to draw a line from the boat to any headland or other marks showing. The Chartnav 345 will then display the bearing to the mark, ideal for laying transits and route alternatives.

Further information: Bob Littler Agencies, ph: 07 3890 1115. fax: 07 3890 1119.

## Volvo Penta Launch TAMD122 Model

Owners of larger pleasure boats will be introduced in the release by Volvo Penta of a new 441 kw (600hp) direct injected, turbocharged and aftercooled TAMD122P, the latest development of the company's well-prove 12-litre in-Line six high performance diesel engines. Dedicated to vessels requir-

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## Marine Software To Simulate Sailing

M.A.W. Marine Software, who introduced the popular Tactician Magician race tactics and rules CD-ROM last year on the Australian market, have expanded their range with some of the best of multimedia marine software from around the world. Boating enthusiasts can now use their personal computers to indulge in their passion, whether it is for sail or power or general boating/seamanship skills, navigation training and more.

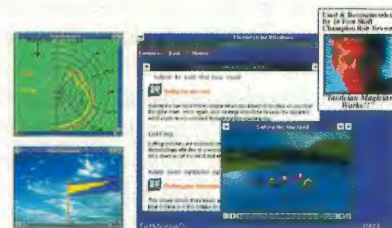
M.A.W.'s latest software includes Interactive Sailing which delivers a state-of-the-art photo-realistic race including the sights and sounds of the sea. It also contains 45 video clips to demonstrate yacht handling and racing techniques. Chart Works provides an interactive way of learning traditional navigation skills and techniques and teaches traditional charting skills and interpretation. As with Tactician Magician it contains 3D colour animations, graphics and diagrams and expert instructions.

More relaxing, but certainly fascinating is the official America's Cup '95 CD-ROM. You can navigate through the 144-year history of sport's longest standing international competition on the first America's Cup interactive CD-ROM.

Further information: M.A.W. Marine Software, ph: 02 9973 1938, fax: 02 9973 1946.

## Lighter Weight Racing Fiddle Blocks

A selection of lightweight, hi-tech fiddle blocks from Lewmar's racing hardware range will make its debut this autumn. Up to 20% lighter than many other blocks, they feature Lewmar's innovative weight saving bayonet construction.



Part of the on-screen advice from Maw's Tactician Magician

Comprising two sizes, 60mm and 80mm, the fiddle blocks are available in six configurations per size, including ratchet, becket and cam cleat options. These blocks are ideal for a variety of mainsheet, vang or towing applications.

Further information: Barlow Marine, ph: 02 318 2128, fax: 02 319 1858:

## Sailing Towards Better Corporate Relations

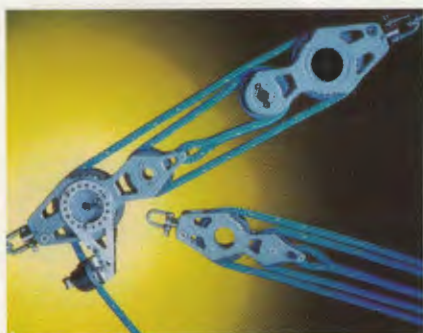
Sydney corporations have found a new way of cementing good relations with their business clients, and enjoying the experience as well. They go sailing, but sailing with a difference. Rather than invite clients to the same old golf day, staff and clients share the fun of crewing in a yacht race. They don't need to be experienced in sailing.

The Sunsail Corporate Sailing Program allows companies to race against other companies in Farr 36 yachts, which are fast, quite suitable for non-experienced sailors. "Currently we run team-building regattas for the staff of big organisations such as Telecom, McDonalds and Canon, and with this new program of business hospitality companies can involve their clients in this new-found experience," says Sunsail Australia manager Peter Dyball. Further information: Sunsail Australia, ph: 02 9979 771177, fax: 02 9979 8270

## Aussie SailMate Move to New Premises

The manufacturers of the innovative Aussie SailMate inflatable vest have moved to larger premises at 7 Margate Street, South Botany. Designed to provide maximum buoyancy, support and insulation without getting in the way of work on board, the Aussie Sailmate was worn by many crew in the recent major ocean races.

To contact Mike de Burka ph: 02 666 6611 or fax: 02 666 6636.



Lewmar's new light-weight hi-tech fiddle blocks

## Masterview Key to AutoHelm ST80

Masterview is the key to Autohelm's ST80 system, the primary, general-purpose graphic display that is capable of presenting any information on the SeaTalk network. ST80 Masterview is the central configuration point for the entire ST80 system which enable boat owners to set up and calibrate every SeaTalk transducer on the boat and adjust all system parameters and preferences.

Masterview provides advance features such as dead reckoning position, calculated from network date, Autopilot and GPS functions, etc. The system can display 77 individual parameters on a large LCD, from boatspeed to GPS waypoints with simple access through ST80's intuitive system of "chapters" and "pages."

Certain types of information are best viewed in analogue form and here the ST80 analogue displays the answer. Available displays include a multi-trim display that can be locked onto a wide selection of Sea Talk data.

This instrument enables close monitoring of subtle changes of parameters such as speed, depth, VAG, wind speed, wind angle, cross track error (ATE), heading etc.

The compass display will present the current heading, locked heading and, view the sensitive off-course needle, any departures from the locked courses. The wind display presents true or apparent wind direction via a large analogue dial and a fast and stable needle. The ST80 analogue display system also includes a close-hauled wind display to provide the ultimate accuracy when sailing to windward.

Further information: Oceantalk Australia Pty Ltd, ph: 02 9905 7199, fax: 02 9905 3456.

## Top UK Tradesman Joins Sydney's Mast-A-Spar

Kevin Joyce, Sparcraft UK's finest tradesman is to join the Sydney company, Mast-A-Spar, bringing the latest expertise in carbon fibre masts and booms to the Australian enterprise. Joyce has been heavily involved at the development level of mast design and construction. He has built rigs ranging from aluminium Admiral's Cup masts to carbon masts and booms for the Italian America's Cup challenger, *Ile Moro Venezia*. The last project Joyce worked on before Sparcraft in the UK closed, was the original mast and boom for the Australian maxi Brindabella.

## North Sails' 3DL Success in Southern Cross Cup

The winning Australian team in the Southern Cross Cup, *Ragamuffin* (Syd Fischer), *Sycorax* (Michael Quinn) and *AMP Wild Oats* (Foye/Hickman/Peckman syndicate) used North Sails' 3DL sails. These ultra light, strong and durable one-piece computer moulded sails were also used by the first and second placed overall IMS yachts in the Telstra Sydney to Hobart, *Terra Firma* (Scott Carlile/Dean Wilson) and *Quest* (Bob Steel) and by the line honours winner, *Sayonara*.

Six of the top 10 yachts in the Hobart race used North sails, as did the top four IMS Racer class yachts in the Southern Cross Cup - *Terra Firma*, *Ragamuffin*, *Quest* and *Ausmaid*.

The success of North's 3DL (three dimensional laminate) sails in Australia's major ocean racing regatta follows similar success overseas in the America's Cup, Kenwood Cup, Admiral's Cup, Mumm 36 world championship, ILC 40 world championship, the St Francis Yacht Club's Big Boat Series, and locally in the Melbourne Winter Series, the

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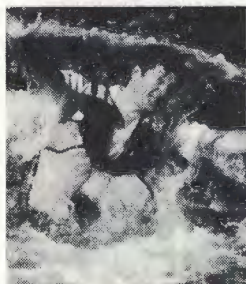
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# Sydney Regatta starts with Wollongong race

The City of Wollongong will host the fleet contesting the opening races for the 1996 Sydney Offshore Regatta, an exciting Combined Clubs series for offshore racing yachts introduced last season and again sponsored by National Business Directory, a product of Telstra.



Part of the large ocean racing fleet in Wollongong's Belmore Basin after last year's opening race of the National Business Directory Sydney Offshore Regatta, from Sydney to Wollongong. In the background the Novotel Hotel.

(Pic - Peter Campbell)

**R**unning through February to April, it gives a great boost to competition in the latter part of the summer offshore racing season, covering short, medium and long ocean

**"These two medium distance races will be followed by four short ocean races off Sydney Heads as part of the Cruising Yacht Club of Australia, Middle Harbour Yacht Club and Royal Sydney Yacht Squadron existing Combined Clubs' program."**

races. New this year is a special pointscore for Category 4 yachts which

only compete in the short daytime races off Sydney Heads.

The seven race Sydney Offshore Regatta starts over the weekend of February 16-18 with an overnight dash to Wollongong on the Friday, followed by a return race on the Sunday. Once again the fleet will berth at the historic Wollongong Harbour made free for the weekend by the local fishing fleet. Race headquarters will be at the nearby

Novotel Hotel with race finishing and radio skeds being conducted by the

Royal Volunteer Coastal Patrol.

The arrival of the fleet from Sydney will again be part of Wollongong's popular Festival of Seafood and Sail with entertainment, bars and food stalls being set up on dockside. The local trophy presentation dinner will be held as usual in large marquee on the dock.

These two medium distance races will be followed by four short ocean races off Sydney Heads as part of the Cruising Yacht Club of Australia, Middle Harbour Yacht Club and Royal Sydney Yacht Squadron existing Combined Clubs' program.

The series climaxes with MHYC's annual 469 nautical mile National Busi-



Kim Russell, search and rescue co-ordinator for the Royal Volunteer Coastal Patrol, Wollongong Division, who plays a key role in maintaining radio contact with the fleet during the overnight race from Sydney to Wollongong. (Pic - Peter Campbell)

ness Directory Sydney to Mooloolaba ocean race, starting on Saturday, March 30. This is also the final race in the prestigious Bluewater Pointscore for the ocean racing season of 1995-96.

Telstra will provide skippers signing on the full offshore series with lightweight sponsors yachting jackets (supplied by Musto) and valued at more than \$130 to wear during the series. There will be a briefing night with beer, etc for crews and partners to kick off the series on Wednesday, February 14 at the CYCA and a gala wind-up presentation cocktail party at Middle Harbour on April 19, also put on by the sponsors.

National Business Directory Sydney Regatta 1996 Champion of the offshore series will be the yacht with the best individual pointscore, irrespective of class.

Last year's champion, John Walker's *Impeccable*, is expected to again be a starter. *Impeccable*, a 16-year-old Peterson 34, won IMS Division 2 of the Regatta as well as being crowned Champion Boat of the Sydney Regatta. Division 1 was decided after a boat for boat battle in the Sydney-Mooloolaba race with Bob Mulkearns' NSX 36, 2KY *Racing Radio*, just edging out Ray Stone's gritty ocean racer, *Kings Cross-Sydney*.

Winner of the Performance Handicap division was the Farr-designed Beneteau 45, *Yendys*, skippered by Geoffrey Ross. All three skippers are Middle Harbour Yacht Club members.

The notice of race for the National Business Directory Sydney Regatta series is now available from all major yacht clubs in the Sydney area. Separate entries, closing on March 1, will be required for all yachts competing in MHYC's Sydney-Mooloolaba Race.

The Mooloolaba race is scheduled to start on the Saturday before Easter, March 30, and this year is likely to also include a two-handed division following approaches to MHYC by the Short-Handed Sailing Association. - Peter Campbell.



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# Amazon Flow-on From Kell Steinmann



Amazon powers south in the Telstra Sydney to Hobart, finishing third across the line

Pic: Ron Clemons

As a result of the outstanding performance of the mighty maxi *Amazon* in the Telstra Sydney to Hobart and in the subsequent Nissan Regatta on Port Phillip, Melbourne-based naval architect Kell Steinmann is preparing two new designs. One is a 23m ILC Maxi and a direct development of *Amazon*. The other an exciting water-ballasted 19.7m ultra light displacement sled, a development of his world record-holding ocean flyer, *Bobsled*.

## 23m ILC Maxi

This design is a direct development from *Amazon* using an America's Cup sail plan. This not only benefits from future America's Cup sail development but also provides access to lower cost 3DL sails.

The additional three metres in length over *Amazon* will result in upwind

**"A development of *Bobsled*, also with an America's Cup sail plan and lift bulb keel, this yacht will produce an incredible power to weight ratio and will be water ballasted for minimum crew"**

VMGs in excess of 9.5 knots and downwind speeds some 10% faster than *Amazon*.

This yacht will be spectacular, with downwind speeds improved dramatically compared with *Amazon*, and up-

wind speeds in excess of 11 knots. It will herald the next generation ILC Maxi yachts.

## 19.7m ULD Sled

A development of *Bobsled*, also with an America's Cup sail plan and lift bulb keel, this yacht will produce an incredible power to weight ratio and will be waterballasted for minimum crew. This yacht is not for the faint hearted and will need a highspeed lens to capture in full flight.

At around 12 tonnes displacement, the righting moment of an ILC Maxi and the sail plan of an AC yacht, the horsepower of this flying boat will be awesome - she will probably touch down every third wave. *Bobsled* was recorded passing *Amazon* in the 1994 Pittwater to Coffs Harbour race clocking 32 knots - so this machine will be something to see downwind - if you don't blink.

The new yacht has some innovative design points as yet under wraps. However, she will sport a sugar scoop transom to keep the hull body as short as possible at 21.2m. This will keep cost and weight down, but still have an LWL of 22.7metres. She will

designs--  
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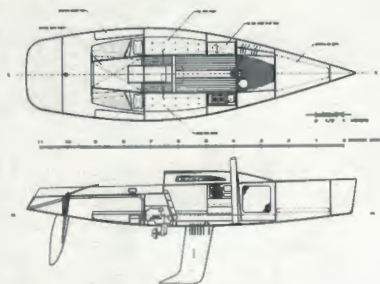
also be fitted with automatic hydrostatically operated internal buoyancy for total displacement. Unlike *Bobsled*, which had keel depth reduced by almost a metre at construction and a later chainsaw massacre attack to her rudder resulting in a huge loss of stability which destroyed her pointing ability, this sled will also be a killer to windward.

Both yachts will be available in alloy, FRP sandwich construction or strip-planked sandwich. Displacement will vary accordingly. Economical construction costs without compromising performance, as well as structural integrity and seaworthiness are major considerations in these designs. - Kell Steinmann.

## Australian Interest In Latest Nelson/Marek

The excellent results achieved in Australia over the past six months by Quest, the Nelson/Marek 43 imported by PBS International for Sydney yachtsman Bob Steel, has heightened interest in the latest Nelson/Marek boats built in the US by Carroll Marine at Bristol, Rhode Island.

PBS International have now added two more proven Nelson/Marek de-



Cockpit layout of *Bullseye*, the Nelson/Marek designed 39-footer from Carroll Marine in the US.

signs built by Carroll Marine and a new Farr 39 (Cookson 12m) to their stable as Australian agents for both Carroll Marine in the US and Cooks Marine in New Zealand.

The Nelson Marek designs are a 46-footer, which made its debut as Titan with wins at Key West and Block Island Week before being chartered to the South African team for the 1995 Admiral's Cup, and the Carroll Marine 1200 (39-footer) which as *Bullseye* finished second overall in the San Francisco Big Boat Series to the *Flash Gordon*, a Cookson built, custom Farr 43. The Carroll 12 metre is a

Farr 39, *High Five*, developed from the race boat built in the USA by Lindsays.

According to the Carroll Marine group, the CM 1200 (the yacht is actually 39.25 feet LOA) represents the magic size for offshore racing yachts - big enough to go offshore in relative comfort and win a long ocean race yet small enough to be sailed by a husband-and-wife crew when cruising. It is an easy size to maintain and should not require the expenses of a fulltime BMW (Boat-Maintenance-Worker).


Boat speed starts with design and the CM1200 exhibits a very long waterline versus length overall. The stem is clearly vertical and the bow entry angle is narrow. Overhang is short, with powerful stern sections for high speed sailing. These design features can lead to a hull that is "sticky" in light air, but the CM1200 has a large fractional rigged sailplan for efficient upwind work.

Downwind it flies oversize spinnakers, two feet longer on the luff and one foot longer at the J dimension. Recent changes to the IMS rating rules allow these larger spinnakers with acceptable rating adjustments. Their aspect ratio

and handling characteristics make this size spinnaker faster than a masthead chute on a fractional boat.

Also helping performance in light air and chop is a narrow beam waterline hull form, similar to the concept that proved so fast on *America3* during the 1992 America's Cup.

The design team has cleverly created a long waterline, relatively narrow boat that still maintains very high stability. To achieve this the hull, firstly, has high form stability and, secondly, a very low vertical centre of gravity. The low VCG is the result of the combination of several things: a deep hydrodynamically efficient bulb keel, a light, well-engineered race rig, and a very strong light hull construction. *Bullseye*, the first of the Carroll Marine 1200s designed by Nelson/Marek, was right on target in its first regatta - the San Francisco Big Boat Series last September. It placed second overall to *Flash Gordon*, a Cookson-built custom Farr 43. Third overall was a Nelson/Marek 36, ahead of two well-sailed Mumm 36s.

More information: Ron Jacobs at PBS International on 02 9979 9755. 



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## David Adams Named Yachtsman of Year

David Adams, winner of Class 2 in the 1994-95 BOC Challenge solo race around the world, has been named 1995 Australian Yachtsman of the Year. This is the first time a solo sailor has won the award and indicates a marked change in the policy of the Australian Yachting Federation.

Sailing his Jutson-designed sloop, True Blue, Adams made history with a record-breaking win, taking an astounding 10 days off the previous record for a 50-footer and beating many of the 60-footers in the fleet. True Blue also broke the record for the fastest Australian solo circumnavigation after a total elapsed time of 131 days 5 hours for the 27,000 nautical mile race.

Joint winners of the Australian Youth Yachtsman Award were Victorian Sarah Blanck and Queenslander Brendon Casey. Sarah won the gold medal in the girls' Laser class at the IYRU World Youth Championships while Casey won the World title in the Laser Radial class.

The Modern Boating award for a Special Contribution to Sailing was also a joint award - to yacht designer Alan Payne and to around-the-world solo sailor Kay Cottee. Payne, who died earlier in the year, was an innovative yacht designer whose most famous creations included the America's Cup challenger Gretel. Cottee in 1988 was the first woman in world history to complete a solo, non-stop and unassisted circumnavigation of the globe.

## Ronstan Sponsor CYCA Youth Academy Yacht

Ronstan International, the wellknown marine equipment manufacturing com-



David Adams -1995 Australian Yachtsman of the Year.

pany, have announced sponsorship of Ronstan, an Elliott 5.9 one-design racing yacht which forms part of the fleet used by the CYCA Youth Sailing Academy.

A company spokesperson commented: "Ronstan is committed to the development of young talent and understands the aspirations and dedication of today's young sailors.

Industry support of their programs will ensure the continued growth and interest in the sport well into the next century."

The Academy trains and encourages young sailors aged between 14 and 21, both novice and experienced and from all walks in life.

## Sail for Cancer Research on Sunday, February 25

Sailors and their friends throughout New South Wales will join the large boating event of the year on Sunday, February 25, the Sail for Cancer Research.

A total of \$1,032,800 has been raised by the Sail for Cancer Research in the past 11 years by all who enjoy the water, be they racing yachts, cruisers or motorboats. "The Sail for Cancer Research clearly demonstrates that if every boatowner makes just a small effort the amount of money raised each year adds up to a significant sum to fight the carnage of cancer," says Leigh Minehan, chairman of the NSW Sail Committee.

Clubs throughout the State are running raffles and auctions, dances and parties, barbecues and dinners as well as taking part in the annual Sail for

Cancer Research on various waterways.

To launch the "Sail" the Cruising Yacht Club of Australia has thrown down the gauntlet to Middle Harbour Yacht Club and the Royal Prince Alfred Yacht Club, challenging them to a match racing series in Elliott 5.9s on the Harbour Sunday, February 11. The teams will include each Commodore, a lady helmsperson, a maxi yacht owner, a junior sailor and another "intriguing" team sailor.

Further information from Jan Stranger on 02 371 0400.

## Columbus Voyage of Discovery on Video

OFFSHORE readers are being offered the first opportunity in Australia to buy a video of the one of the most spectacular events in recent sailing history, The Great Columbus Race, which marked the 500th anniversary of the discovery of America by Christopher Columbus.

Not since the 1805 Battle of Trafalgar have so many square rigged ships sailed together, but this time it was in peace, among them Australia's sail training ship, the brigantine Young Endeavour. For a heady two months some 7,500 sailors travelled more than 6000 nautical miles in the world's last great maritime adventure.

The video contains two hours of spectacular footage of this great event and a special offer from Maxwell's Video Collection is available exclusively to readers of OFFSHORE.

For details, see the advertisement in this issue or phone 02 9918 7467 or 1800 249786 (outside Sydney).



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## Neville Wittey Australia's First World Champion For 1996

Neville Wittey, one of Australia's most versatile and successful yachtsmen, has become the nation's first World champion of 1996, winning the Yngling keelboat World championship on Sydney Harbour from 39 competitors representing nine nations. This was the first time the Worlds for the Yngling class, a smaller version of the Olympic Soling, had been held in Australia and Wittey's win followed a second in Geneva last year.

With David Edwards and Joshua Grace as his crew, Wittey had the seven race series sewn up after six heats with a superb scoreboard of 1-2-1-2-2-1-5 to finish with 9.0 points to win comfortably from fellow Sydney sailor David Lumb and his crew of Campbell Bethwaite and Matthew Levy. Their excellent scoreboard read 2-1-2-5-3-6-1 for 21.7 points with Danish and Norwegian crews filling the next six placings. Third overall was Norway's Bo Andersen followed by Allan Hansen (Denmark) and Soren Ebdrup (Denmark).

This is the first World championship win for Wittey, whose international career has included a second in the inaugural IYRU Nations Cup match-racing series as well as America's Cup and international match-racing. He is also an International Judge and Umpire and a successful yachting coach.

The conduct of the World championship and the results were an excellent outcome for the Royal Sydney Yacht Squadron with RSYS crews placing first, second, eighth and tenth. The crews of the first and second boats and the eighth placed crew of Marc Ryan, Lucas Alexander and Hamish Stone are all graduates of the Squadron's Youth Sailing Scheme coached by Neville Wittey.

The championship was sailed in predominantly southerly winds, cold and blustery for the first four races which tested crews' skills in boathandling as well as their endurance. - Peter Campbell.

## US Regains Little America's Cup

Australia's decade-long possession of the International Catamaran Trophy,



Above: Yngling World champion Neville Wittey and his crew, mainsheet trimmer David Edwards (left) and bowman Joshua Grace (right).

Right: *Mistral*, skippered by David Lumb from the Royal Sydney Yacht Squadron, leads the fleet around the weather mark in the Yngling World championship on Sydney Harbour. Lumb finished second overall to fellow Squadron representative Neville Wittey.

known as the Little America's Cup, ended on Melbourne's Port Phillip bay in January with McCrae Yacht Club's defender, *Yellow Pages Edge*, going down 4-0 to the US challenger, *Cogito*.

The US challenger comes from Bristol, Rhode Island, not far from Newport, once the home of the "big" America's Cup after which the Little America's Cup was dubbed because it is also a match-racing event.

The American C-class catamaran was designed and skippered by Duncan MacLane, who designed Dennis Conner's infamous *Stars & Stripes* catamaran which won the controversial America's Cup in 1988. *Cogito* proved superior all round to the Australian boat, skippered by Simon McKeon, although the Aussies suffered a severe setback when they capsized and smashed their best wing mast in race two.

## Rogers' Record Wins in Prince Philip Cup

Tasmanian Nick Rogers, the World Dragon class champion, has won his sixth Prince Philip Cup, bettering the record number of wins by West Australian yachtsman Tony Manford. Rogers, skippering *Karabos VIII*, had won the Sydney Harbour series for the Australian Dragon championship, won by race



six but went out to notch up his third race win in the final heat.

Having now won six Prince Philip Cups, 44-year-old Rogers is planning a change or two in the yachts he races. He hopes to sell *Karabos VIII*, the yacht he sailed to victory in the 1995 Dragon World championship off Fremantle, and concentrate on campaigning an Etchell. Later, he plans to look at the Soling class, or whatever three-crew keelboat is chosen for the Sydney Olympics in 2000.

"I'd like to have a real shot against the heavies in the Etchells fleets," Roger said, referring to yachtsmen like Colin Beashel, John Bertrand, Iain Murray, Peter Gilmour, Dennis Connors and Michael Coxon who regularly race in the Etchells class which now boasts more than 400 yachts in Australia.

Rogers won the Prince Philip Cup

comfortably with a net score of 9.0 points from Sydney sailors Carl Ryves (*Jennifer*) on 25.4, Peter McCallum (*Rhumblin III*) on 29.7, Norman Longworth (*Tom Thumb*) on 32.4, Ian MacDiarmid (*Cyrene*) on 59.1 and Gordon Ingate (*Taranui*) on 62.4. - Peter Campbell.

## US's Ed Baird New World Match Race Champion

American Ed Baird became the new World champion of match race sailing when he won the Steinlager Logan Cup in Auckland in a 4-1 battle against Roy Heiner of The Netherlands. Baird's title was a triumph of consistency and steady sailing, while around him fortunes rocketed and plummeted - including those of Australia's Peter Gilmour.

The American's victory, coming hard on the heels of a win in the Nippon Cup in Japan, also propels him to the No 1 ranked match racer in the world, replacing Peter Gilmour in the top spot. This is the first time since the ranking system began that a skipper outside of New Zealand or Australia has occupied the top ranked position.

Gilmour was the first occupant in 1988 and since then Chris Dickson and



Markus Wieser of Germany and Peter Gilmour of Australia in pre-start action during the World match racing championship in Auckland. (Pic - Ivor Wilkins)

Russell Coutts of New Zealand monopolised the position up to this year.

Surprise of the regatta was how off-form Peter Gilmour proved to be. The Australian began 1995 as sailing coach to the Nippon America's Cup crew in San Diego and keenly felt the frustration of not having a driving seat. That worked to his advantage in the second half of the year when he was raring to go, while many of his rivals were battling Australia's Cup fatigue and burn-out.

Gilmour put together a string of good results which brought him the No 1

ranking and status as pre-regatta favourite for the World championship in New Zealand. Yet he finished second last.

That was a testament less to any bad sailing on Gilmour's part than to the high standard of the fleet.

The slightest mistake was punished and Gilmour's aggressive style carries with it a high risk factor, especially when the aggression is not matched by perfect precision and timing. Gilmour suffered a heavy tally of penalties which proved to be his undoing. - Ivor Wilkins.



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## News Release from LEWMAR



### Racing Ratchet Footblocks

5 October 1995 - New Generation racing yachts have highlighted a need for ratchet footblocks. These blocks are used for sheeting asymmetric kits and jib sheets on boats like the Melges 24 and new Mumm 30.

In response to this emerging market, Lewmar has extended its Racing range or hardware to incorporate size 60mm and 80mm ratchets footblocks. Left or right sheeting ratchet blocks are now available in the 60mm size. 80mm versions are available from January 1996.

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# GEOFF TYERS P/L

## CYCA Offshore Racing Calendar

### MAJOR OFFSHORE EVENTS IN AUSTRALIA AND OVERSEAS

#### NEW SOUTH WALES, QUEENSLAND & VICTORIA

##### FEBRUARY

- 3 Short ocean race, MHYC.
- 10 Milson Cup short ocean race, RSYS.
- 16 Trade Winds Trophy passage race Sydney-Wollongong. Race 1, Telstra National Business Directory Sydney Regatta, CYCA.
- 18 Wollongong-Sydney passage race. Race 2, Telstra National Business Directory Sydney Regatta, CYCA.
- 24 Short ocean race, Race 3 Telstra NBD Sydney Regatta, CYCA.
- 25 Sail for Cancer Research.

##### MARCH

- 2-3 Relay Regatta, Sydney Harbour, CYCA.
- 9 Short ocean race. Race 4 Telstra NBD Sydney Regatta, MHYC.
- 16 Short ocean race, Race 5 Telstra NBD Sydney Regatta, CYCA.
- 23 Short ocean race, Race 6 Telstra NBD Sydney Regatta, RSYS.
- 30 Telstra NBD Sydney-Mooloolaba, Race 7 Telstra NBD Sydney Regatta, MHYC.
- 29 Fremantle-Albany ocean race, RPYC/PRSC, Perth, WA.

##### APRIL

- 5 VB 48th Brisbane to Gladstone ocean race, QCYC.
- 5-8 Sail Sydney '96 Easter Regatta, Olympic & Int. Youth Classes, Sydney Harbour, YANSW.
- 5-8 CYCA Cruising Division Easter Cruise
- 9-11 Australian Secondary Schools' Championship, Belmont 16' SC, Lake Macquarie.
- 21 Ladies Day Race, Jill McLay Trophy, CYCA.
- 28 Digital Sunday Winter Series opens, CYCA.

##### AUGUST

- 3 Canon Sydney-Gold Coast Classic.

- 18-22 TAG Heuer-Ansett Australia Big Boat Series, Hayman Island YC.
- 24-31 XXXX-Ansett Australia Race Hamilton Island Race Week, Hamilton Island YC.

#### INTERNATIONAL

##### MARCH

- 15-23 Air New Zealand International Regatta, RNZYS, Auckland.

##### APRIL

- 2 China Sea Race, Royal Hong Kong YC. Hong Kong.
- 28-4 Antigua Week.

##### JUNE

- 22-30 Kiel Week, Hamburg, Germany.
- 15-16 New York Annual Regatta, New York Yacht Club, USA.
- 21 Newport-Bermuda Race, USA.

##### JULY

- 15-19 Cork Week, Royal Cork Yacht Club, Cork, Ireland
- 20-4 Games of the XXVIth Olympiad, Savannah, Georgia, USA. Classes: Soling, Star, Tornado, 470 men, 470 women, Finn, Laser, Europe (women), Mistral men, Mistral women.

##### AUGUST

- 5-16 Kenwood Cup Hawaii International Ocean Racing Series, Honolulu.

##### SEPTEMBER

- 21 Grand Mistral World Yacht Race, leg 1, Marseilles to Cape Town.

##### NOVEMBER

- 9 Grand Mistral World Yacht Race, leg 2, Cape Town to Sydney.

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1st	Div F IMS	Southerly - Don Mickleborough
2nd	Div B IMS	Seaview Challenge Again - Lou Abrahams
2nd	Div D IMS	Storagetek Yendys - Geoff Ross
2nd	Div E IMS	King Billy - Phil Bennett
2nd	Div F IMS	Marara - Bill Ratcliff
3rd overall IMS		Southerly - Don Mickleborough

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1st	DIV 1	Shenandoah - Ron White
2nd	DIV 1	Seaview Challenge Again - Lou Abrahams

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