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# Offshore

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

*Yachting*

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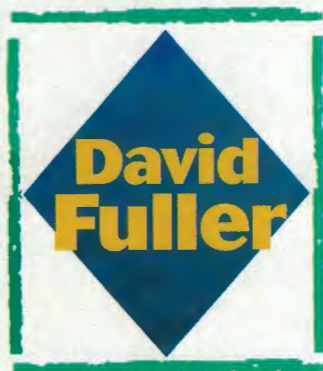
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## From the Commodore's Desk

# Changes in the Wind

**W**inds of change are blowing across the Australian Yachting Federation and the Yachting Association of NSW as pressure mounts for improved performance from both organisations.

Many sailing clubs throughout Australia are now openly questioning the AYF and YANSW role in our sport and particularly the lack of support or promotion of ocean racing.

In NSW, huge fee increases recently imposed by the YA has fuelled speculation about the management and direction of this organisation which is struggling with internal problems.

It is no secret that there have been huge personnel problems within the AYF and YA where senior staff have moved out only to be reinstated following intervention by the governing body.

In the meantime, the emergence of a

**“The CYCA, in recognising the need for a new direction in the administration of offshore racing has supported Australian Offshore’s endeavours to work within the existing AYF structure”**

group known as Australian Offshore clearly underlines the lack of confidence in the AYF’s administration and signals the need for a much needed boost for offshore racing.

The CYCA, in recognising the need




More than five years after the maxi yacht *Rothmans* achieved the fastest elapsed time in the 1990 Sydney-Hobart, a model of the yacht was unveiled at the Cruising Yacht Club of Australia by Steve James, general manager of Rothmans of Pall Mall, Australia Pty Ltd, watched by Commodore David Fuller and Michael Spies, an Australian crew member on the yacht. Following a protest under Rule 26, *Rothmans* was penalised 10% of placings, costing her the line honours trophy and second place on corrected time. (Pic: Peter Campbell)

for a new direction in the administration of offshore racing has supported Australian Offshore’s endeavours to work within the existing AYF structure.

We understand that Australian Offshore’s submission to the AYF has been endorsed by many boat owners, clubs and the AYF’s working party who considered the proposal.

We look forward to a new era of offshore racing and a revitalised administration.

The CYCA was pleased to receive a magnificent half model of the maxi *Rothmans* from their recently ap-

pointed general manager, Steve James. *Rothmans* finished the 1990 Sydney-Hobart in controversial circumstances due to a breach of the advertising rules. However, she holds the lowest elapsed time for the 1990 race. 

## What’s Coming Up at the CYCA

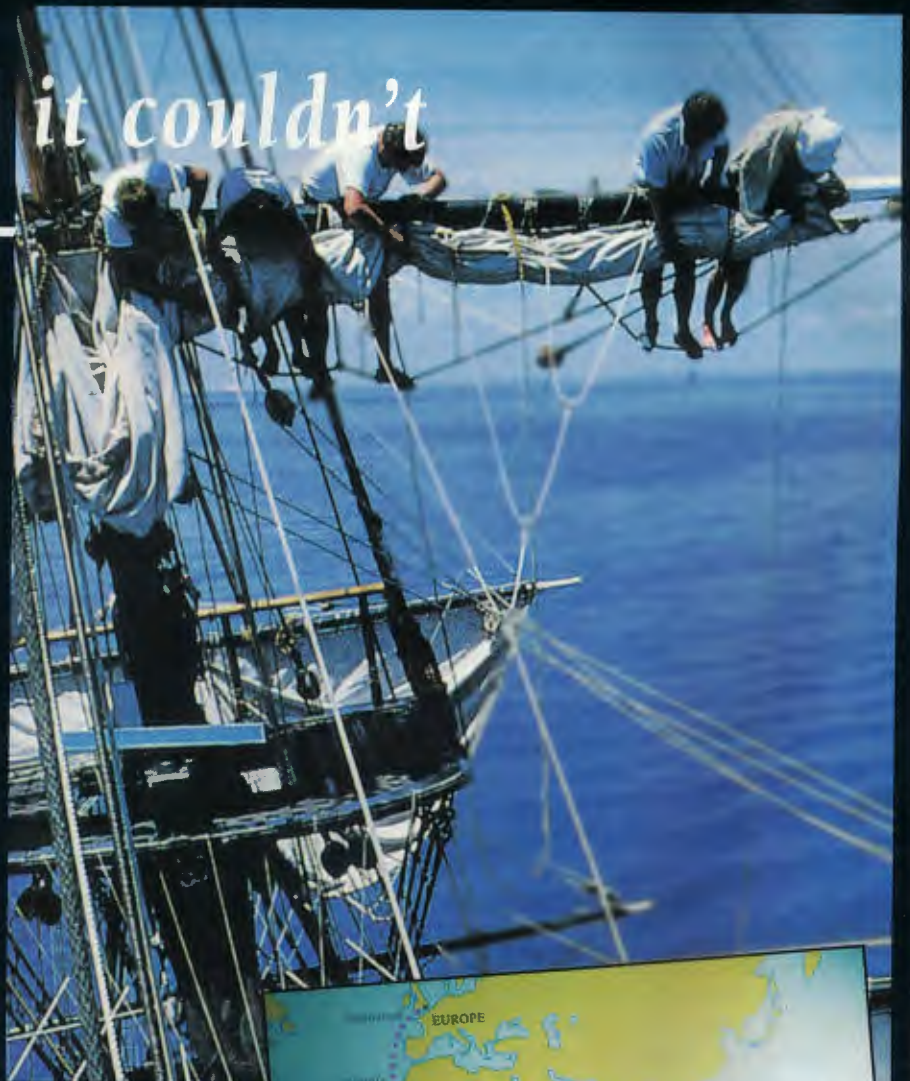
### APRIL 1996

- Inaugural Marinasses Women’s Short Course Regatta, Elliott 5.9 yachts, Sunday April 14. Limited to 10 teams, entries close April 10 with Sailing Office.
- Cruising Division’s Easter Cruise to Lake Macquarie, April 5-8, details from Sailing Office.
- Digital Winter Series commences Sunday, April 21, with Jill McLay Trophy for women skipper. Notice of Race at Sailing Office.
- Digital Winter Racing Series pointscore begins Sunday, April 28.

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*Yachting*



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**COVER:** Grins from winners....Janey Treleaven and her crew, Belinda Morrison and Jo Dikkenberg, after scoring nine successive wins in the student division of the 1996 WOW Nortel Womens Asia Pacific Regatta. Janey, 15, was the youngest crewperson in the last Sydney to Hobart, sailing on Rager. Inset: Ocean racer AMP Wild Oats will be making a strong bid to become the 1995-96 Blue Water Champion in the deciding Sydney to Mooloolaba race. Ian Mainsbridge took both pictures.

# Ocean Racing Owners Seek IMS Changes

**n**early two hundred Australian yacht owners who race offshore under the International Measurement System have unanimously urged yachting administrators to adopt a simpler application of the IMS in achieving handicap results for long ocean races, in particular the annual Sydney to Hobart.

The owners from New South Wales, South Australia and Victoria were at an IMS forum organised by the Cruising Yacht Club of Australia in the wake of criticism of the methods used and the delay in determining overall and divisional results for the recent 51st Sydney to Hobart.

They heard speakers representing various sections of the ocean racing fleet - grand prix racers, modern cruiser/

**"Scott Jutson, speaking on behalf of other leading Australian designers, stressed that while the results of the 51st Hobart were "an IMS dream" which should have seen the CYCA applauded as the world's best practice, the system had three perceived faults"**

racers, older cruiser/racers, and veteran yachts, together with race administrators and yacht designers - explain specific problems that had arisen since the IMS replaced the old International Offshore Rule (IOR) as the major inter-

national method of measuring and handicapping ocean racing yachts.

In the end the consensus was clear. Everyone accepted that the International Measurement System was the fairest method yet developed for measuring the optimum performance of ocean racing yachts. The real problem lay in the application by race committees of IMS to determine an equitable result for all yachts, small and large, old and new, over a varying range of sailing conditions.

While no formal voting was taken, the overwhelming message to yachting administrators was that:

1. There must continue to be an overall winner of the Sydney to Hobart race rather than just divisional winners because of its traditional status and its media value for sponsors.

2. IMS handicaps should be a single number, based on a time on distance factor, which must be available to all

yachts prior to the start of the race in the form of scratch sheets.

3. The race committee must pre-construct the course for the Sydney to Hobart, and other major ocean races, on the eve of the race start, basing their assessment on the best weather and current information available, together with historical weather data.

The more emotive question of percentage time allowance for cruiser/racer yachts as against grand prix racers and between other and newer cruiser/racers, was discussed at length. The forum urged technical administrators to examine ways of automatically incorporating this in each yacht's IMS certificate rather than having clubs apply an arbitrary allowance for cruiser/racers.

CYCA Vice-Commodore Peter Bush, who chaired the meeting said the views expressed at the forum had given a clear mandate to the CYCA sailing committee to look at a single figure based on IMS certificates, a pre-constructed course, and the availability before the start of scratch sheets and he promised early action. The Club's Sailing Com-







An IMS Forum organised by the Cruising Yacht Club of Australia in the wake of the last Sydney to Hobart attracted the largest gathering of owners ever seen in Australia - outside of the 50th Hobart briefing. OFFSHORE's editor, Peter Campbell, was there.

mittee has already begun a detailed analysis of the demands of the owners.

He said that differing views had been presented on the application of percentage credits to cruiser/racer yachts and the sailing committee would also seek technical advice on how a more equitable system could operate within the IMS measurement mechanism.

Major speakers at the forum included prominent yachtsman Syd Fischer, designers Iain Murray and Scott Jutson, Australian Yachting Federation offshore committee chairman David Kellett, while owners of older cruiser/racer yachts and veteran yachts had their views strongly represented by local club sailors Frank Walker from the Royal Prince Alfred Yacht Club and by Bill Ratcliff, a former director of the CYCA. All major Sydney clubs were represented while the views of yacht clubs in Victoria, Tasmania and South Australia were also presented to the meeting.

Scott Jutson, speaking on behalf of other leading Australian designers, stressed that while the results of the 51st Hobart were "an IMS dream" which

should have seen the CYCA applauded as the world's best practice, the system had three perceived faults.

Firstly, there were no progressive results, which limited media involvement; Secondly, results came late because course construction was not formed until most yachts had finished; Thirdly, there was no pre-race scratch sheet for competitors to use during the race.

"In considering a solution we have kept it within the framework of one simple fact: The Sydney-Hobart is an international event and it should use the recognised world handicap system for calculating the overall winner if it is to maintain its status, particularly in the light of a potential IMS racing circuit in the Pacific area," Jutson said.

"The answer to the three objections which will retain the best of the IMS system can be achieved by using a TCF for a pre-constructed course which amalgamates the weather patterns."

Jutson said the benefits would be:

- Progressive results can easily be calculated;

- Results available as yachts finished;
- Pre-race scratch sheets for competitors;

Elimination of optimising which a single point system allows;

It was better than using the Ocean course as it was flexible, in that it could account for full upwind or downwind if necessary. Overall results and divisional results could be calculated from the same construction.

Discussing controversy over the Cruiser/Racer credit, Jutson said the application of a percentage was quite arbitrary, which could be applied by race committees from between 0.5 and 5 per cent of the elapsed time.

"The ideal situation is to include a calculated adjustment in the certificate to eliminate the need for this type of divisionalising," Jutson added. "As designers and technical advisers to the Australian Yachting Federation, we would support this."

Syd Fischer, a former Admiral's Cup, Kenwood Cup and Sydney to Hobart race winner and currently the owner of the Farr 50 IMS grand prix racer, *Raga-*

muffin, went in to bat strongly on behalf of owners of IMS racer class yachts.

He said a poll of the majority of grand prix owners, in particular those who competed in the recent Sydney to Hobart, showed that only 7% of Australian owners supported the current system using the IMS race committee guide. "We want a time on distance factor created for the course for each yacht which must be available to the yacht prior to leaving the dock," Fischer stressed.

"Quite simply we want: a scratch sheet created before the race; a course constructed from available weather before the race, including historical weather data over a long period.

"We want everyone to have an idea of how they are performing against other yachts in the race at any time during that race. We, the owners, want fast answers. Our crews want fast answers. The media demands fast answers."

### **"I suggest that the suitability of a sliding scale be examined before the start of the next sailing season"**

Iain Murray, speaking primarily on behalf of owners of modern cruiser racers, such as his own-designed and highly successful Bashford/Howison 41s said that many owners had bought this type of yacht with the expectation that there would be some recognition of the fact that their yacht had been built to specific cruiser/racer standards.

"However, I would be the first to

acknowledge that perhaps a 1% credit allowance for the modern cruiser/racer is too much," Murray added. He agreed that a more equitable system for all types of yachts would be for it to be taken into consideration in the rating of boat. He urged the CYCA to prepare a submission to the IMS technical committee and said his design team would be willing to work closely with the club.

Murray, the designer of the last two overall winners of the Sydney-Hobart race said there must always be an overall winner. "A race of the nature of the Sydney-Hobart, certainly from a sponsorship and marketing point of view, is lost without an overall winner, certainly for people outside our sport," Murray added.

Frank Walker, speaking on behalf of owners of Cruiser/Racer yachts of what he termed the "Never a Dull Moment" type, said that of the 415 IMS certificates on the books of the Australian Yachting Federation, 277 were cruiser/racers, 95 were racers and 44 were unspecified.

Pointing out that the cruiser/racer classification had come into existence as a means of separating purpose-built race boats "built specifically to exploit the IMS rule", Walker said ocean racing was now witnessing rapid growth of a new generation of cruiser/racer.

"In order to keep boats on the water there needs to be a mechanism to overcome the differences between the older and later designed (Cruiser/Racer) boats," Walker told the Forum. "The Ocean Racing Council IMS technical



committee has suggested an additional handicap allowance of 1% to be applied to cruiser/racers racing in mixed fleets. However, even within the cruiser/racer division there are differences in performances between the older and newer yachts."

CYCA member for 34 years Bill Ratcliff, a veteran of 31 Sydney-Hobarts, and representing owners of Veteran yachts, expressed similar sentiments. "I find that the current race management system used by the CYCA is unacceptable both in term of how results are currently calculated as well as how the IMS information is applied", he told the Forum.

Ratcliff, the owner of a 23-year-old Sparkman & Stephens 34, said it was essential that all yachts, old and new, racers and cruiser/racers, be allowed to compete in events on an even playing field. He described as an "absurdity" to provide the same percentage allowance for all Cruiser/Racers, from a new Bashford/Howison 41 to yachts of 30 and 40 years old. ▲



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# A Lifting Tack For Offshore Racing

National promotion and management of offshore yachting in Australia is about to change tack, if new proposals are adopted by the Council of the Australian Yachting Federation. Peter Campbell summarises the plan.

**f**ar-reaching changes to the national management of offshore and related sailing is proposed in a series of recommendations made by a working party of the Australian Yachting Federation in conjunction with representatives of the Australian Offshore organisation of yacht owners and their advisers.

The proposals would see the formation of the Australian Offshore Sailing Association ("Australian Offshore") as a new division of the AYF, incorporating the existing technical functions of the Offshore Committee and its various sub-committees.

Under the plan, Australian Offshore will be responsible for the national management of sailing relevant to offshore capable yachts, subject to the ultimate control of the AYF Board and Council. The main charter of Australian Offshore will be to:

- Promote and develop the sport of offshore and related sailing.
- Be highly service orientated, with yachts clubs and participants in the sport recognised as prime customers. Much of this service will be on-line, utilising the internet, as is happening overseas.

The existing regulatory and technical functions handled by AYF staff member Tony Mooney would continue, as would the technical sub-committees with representation from State Offshore Committees in their technical management roles under the direction of the Australian Offshore Management Com-

mittee. The proposals reflect the conclusions of a working party of the AYF Board comprising Bruce Dickson, Robert Green, David Kellett and Mark Lockie in conjunction with Grant Simmer, Geoff Ross and Robin Crawford representing Australian Offshore which initiated the plan as a result of extensive surveys of yacht owners.

The recommendations have been presented to State yachting associations and were due to be discussed by the AYF Council at its late March meeting.

A first year plan presented to the States and to the AYF Council envisages the election of a Committee of Management of Australian Offshore by mid-June this year for the 1996-97 financial year. It is proposed for the first election that a "ticket" of candidates be developed by representatives of AYF and Australian Offshore which will provide wide representation with the highest level of expertise.

Provision of services will be a priority under the proposals with promotion and development being attacked at two levels:

- Direct communication with participants through a quarterly newsletter and attractive on-line services up and running within the first year;
- Service to clubs. The initial focus will be on getting clubs and state yachting authorities on-line, training them in effective use of on-line services, and providing content which helps them, which they need or they want to access.

Examples of on-line services include safety and current rating certificates; race entry forms; a national handicapping data base; race results; news pages to disseminate current information to clubs and all participants; discussion groups to bring participants Australia wide together on specific issues.

The proposals for Australian Offshore's year one include:

- Investigation and implementation of a national PHS system.
- Co-ordination of a national offshore program of races and regattas.
- Obtaining sponsorship for Australian Offshore activities so that services can be expanded and improved.
- Co-ordination of existing technical and regulatory functions; including Australian submissions to the Offshore Racing Council.

## **"Provision of services will be a priority under the proposals with promotion and development being attacked at two levels"**

- Initial work on setting up a national race management service.

The proposals from the working party include a detailed budget plan which includes provision for a technical trainee to understudy / assist Tony Mooney and also develop the national PHS handicapping system and help get clubs on-line and effective in using the potential of on-line services.



# THE America's what?

The New York Yacht Club recently called a meeting of potential challengers for the America's Cup 2000 and already there appears to be controversy on the horizon. Kevan Wolfe assesses the current status of the Auld Mug.



The America's Cup is in danger of being overshadowed by other major world events such as the 1997-98 Whitbread

Round the World Race and the 1996-97 Grand Mistral World Race, which starts from Marseilles in September, and another major event being planned in Melbourne that nobody is talking about at the moment.

With the defence of the America's Cup in Auckland still four years off it has already become embroiled in controversy over the rules and many prospective challengers are reviewing their options.

When Team New Zealand won the America's Cup in San Diego last year, syndicate head, (Sir) Peter Blake, announced that he was going to clean-up the Cup and make the rules fair for all.

After their win, the New Zealanders were very quick to issue a protocol for the next defence of the Cup and accept the New York Yacht Club as the Chal-



Last year's America's Cup winners - Team New Zealand

lenger of Record. The Challenger of Record is meant to be independent and represent all challengers, but by accepting the role, the NYYC appears to be in conflict with its own challenge for the Cup and the other challengers.

This became evident at a meeting of about 12 prospective challengers at the NYYC earlier in February. The NYYC believes that there is a need to change the way the America's Cup has been run over the past 10 years and sees itself as playing a big part in the changes because of its 130 year association with the Cup. However, the NYYC Challenger of Record Committee is already questioning many of the sections of the New Zealand rules protocol which it readily agreed to and Robert James, the Vice Commodore of the NYYC, countersigned in San Diego last May.

The NYYC Committee undertook to issue prospective challengers with a list of the areas that they consider needed to be changed by the middle of February. By the end of the month nothing had been seen.

One of the major issues is the type of sails that challengers can use. In 1995, all syndicates were able to use the then state-of-the-art 3DL sails that are only manufactured in the US. Under the present rules only the US syndicates will be able to use the technology in New Zealand - this could already give the American challengers an advantage.

Team New Zealand, which is based at the Royal New Zealand Yacht Squadron in Auckland, has decided that it will

be the only New Zealand defence syndicate and that there will be no defender trials. Under the present rules Team New Zealand will be able to build and develop four boats while the challengers will only be able to build two boats.

According to the waterfront scuttlebutt, Team New Zealand has become a closed shop and many of New Zealand's top sailors and designers have been virtually locked out. It is a decision that is splitting the New Zealand sailing community.

Many Kiwi sailors, such as Chris Dickson, who skippered New Zealand's first America's Cup Challenger *Kiwi Magic*, in Perth in 1987, are already looking around for overseas syndicates to join.

Dickson, who has recently joined the Royal Perth Yacht Club, is obviously positioning himself to join a foreign syndicate. Rod Davis, who steered *oneAustralia*, could also defect. And

**"According to the waterfront scuttlebutt, Team New Zealand has become a closed shop and many of New Zealand's top sailors and designers have been virtually locked out"**

given the protocol's three year residency rule there is not much time to join an overseas syndicate.

It has been estimated that the America's Cup could be worth between \$700-800 million to the New Zealand economy and now that they have the Cup the RNZYS intends to do everything they can to keep it. ▲

# Getting the Gong

They may be the Cruising Yacht Club of Australia's races, but it was Middle Harbour Yacht Club yachts which cleaned up most of the top placings in the Wollongong weekend, as Peter Campbell reports.

**T**he weather had been diabolical all week...rain, strong southerly winds, heavy seas offshore. The forecast was foreboding for the Friday night race to Wollongong...strong southerlies right on the nose and nasty, lumpy seas off the New South Wales Coast.

What's new! That has been the accurate weather forecast for almost every year since the CYCA's South Coast "flag officer" Colin Wilson convinced the Club to put an annual passage race to the 'Gong to link in with the city's Festival of Seafood and Sail.

It looked the same sort of wet and windy weekend for the Wollongong weekend of February, 1996, with a fleet of near 50 yachts entered for the 45 nautical mile Friday night dash to the Illawarra coast, followed by a day of R&R at Wollongong, day race back to Sydney on the Sunday.

As the afternoon wore on, CYCA officials warned owners of smaller yachts to exercise "prudent seamanship" in heading to sea on a dark and stormy night. They took heed and the fleet diminished. So did the wind and sea...eventually.

It was lumpy outside the Heads but as the 36 starters continued south, the headwinds and seas abated but still strong enough to give the leaders a record-breaking beat to windward. By the time the tailenders had berthed in



AMP Wild Oats sails out of historic Belmore Basin for the return Wollongong-Sydney race. Part owner Bruce Foye's grandfather was captain of a coastal trader which used the same port many years ago. (Pic - Peter Campbell)

Wollongong's historic Belmore Basin the breeze was down to a gentle 10 knots, the sun was shining and the crews were very thirsty.

That's the way it continued all weekend. For the crews of the 35 yachts which made it to Wollongong, and their friends and families who drove down the coast to meet them and stay overnight it was a relaxing Saturday and two equally enjoyable medium distance ocean races. The locals enjoyed it, too, with a couple of thousand spectators lining Flagstaff Hill to watch the fleet start on the Sunday morning.

But back to the results....The race south was for the Trade Winds Trophy, the two races counting towards the CYCA's Blue Water Pointscore, and also as the first two races in the Telstra National Business Directory Sydney Regatta.

The race to Wollongong saw a boat-for-boat dual to windward between Martin James' Farr 66 *Infinity III* and Syd Fischer latest *Ragamuffin*, the purpose-designed Farr 50. *Infinity III* finally got the gun off Wollongong's Flagstaff Hill by a mere 54 seconds. Both boats cut about 17 minutes off the record, with *Infinity III* covering the 45 nautical miles in 6 hours 46 minutes 34 seconds.

While the CYCA's *Infinity III* got the gun in both races and *Ragamuffin* won the Trade Winds Trophy on IMS, the most successful sailors were from Middle Harbour Yacht Club, led by Ray

Stone and his evergreen *Kings Cross* in the IMS Racer class. *Kings Cross* finished second on corrected time to *Ragamuffin* in race south and first on the return race.


Another Middle Harbour yachtsman, James Mark Anthony, sailed his US-built Tripp 47 *Abracadabra* into first place on corrected time under Performance Handicaps in both weekend races. However, he subsequently withdrew the yacht from the PHS division of the Sydney Regatta pointscore to concentrate on the IMS category.

*Infinity III*'s time for the return race, sailed in an 8-12 knot nor'easter, was slightly faster at 6 hours 34 minutes 47 seconds but it was nearly double the record time she took in 1995, surfing

**"The locals enjoyed it, too, with a couple of thousand spectators lining Flagstaff Hill to watch the fleet start on the Sunday morning."**

north under spinnaker in 3 hours 32 minutes 50 seconds.

This, of course, favoured the smaller yachts with *Kings Cross* winning the IMS division from the Bashford/Howison 41 *Sycorax*, skippered by another MHYC member, Michael Quinn. Third place went to Brian Saunders' Farr 31 *Wildfire* from the Royal Sydney Yacht Squadron.

Under overall PHS handicaps *Abracadabra* won from *Adria* (Chris Gorman, RPAYC) and Kim Williams' *Rock 'n Roll*, skippered by Kim Williams, also from MHYC. 

# Rock-hopping to the Sunshine Coast

Middle Harbour Yacht Club's annual Sydney to Mooloolaba race remains one of the great long races on the Australian East Coast and this year's 33rd race to Queensland will be no exception, predicts Peter Campbell.

**W**hile the 1996 Telstra National Business Directory Sydney to Mooloolaba race will lack the glamour maxi yachts of 1995, *Brindabella* and *Tasmania*, the 469 nautical mile dash up the New South Wales North Coast to the Sunshine Coast of Queensland will again be a test of seamanship and sail trim, daring rock-hopping navigation and astute tactics.

Starting off Watsons Bay at 1300 hours on Saturday, March 30, this will be the 33rd annual race to Queensland waters conducted by Middle Harbour Yacht Club. Racing will be under IMS and PHS handicapping, with divisions, but no overall winner on corrected time.

With *Tasmania* gone to the USA and *Brindabella* up for sale since owner George Snow hung up his seaboots after another disappointing Sydney to Hobart, this year's race will open the way for a well-deserved return to number



Amazon, Peter Walker's Steinmann 70, now sporting a carbon fibre mast, will start short odds favourite for line honours in the Telstra National Business Directory Sydney to Mooloolaba Race. Ian Mainsbridge captured her in action during the recent Sydney to Hobart.

one place in the fleet by Peter Walker and his might *Amazon*.

Unless it is a howling sou'wester all the way north then the Steinmann 70 must have to rank an odds-on favourite for line honours. However, if such hard running conditions prevail the competition could come from the Gladstone race record-holder, Kerry Spencer's *Bobsled*, another Steinmann creation.

These two stand out as the big boats to beat although Andrew Short and his extended *Innkeeper Petaluma Wines* did a number on *Bobsled* in the last Pittwater to Coffs Harbour race. However, *Bobsled* was under charter to a group of

Victorian yachtsmen unfamiliar with the yacht. Also in with a line honours chance will be *Infinity III*, Martin James' Farr 66 which broke her own record in the recent Sydney to Wollongong race.

A reported "burn-out" of crews after the intensive competition of the Southern Cross Cup and Telstra Sydney to Hobart has been given as a reason for fewer yachts lining up for Mooloolaba this year. The 1995 race attracted 63 starters and when OFFSHORE went to press Middle Harbour Yacht Club had received just over 50 entries.

Some potential entries are heading further afield in the Royal Queensland



Wildfire gets an early break on RapsCALLION after the start of race three of the National Business Directory Sydney Regatta. Both are heading for Mooloolaba on March 30. (pic - Peter Campbell)



Above: *Sycorax* will be the only Bashford/Howison 41 in the fleet heading for Mooloolaba and is expected to be a strong contender in the Cruiser/Racer class. (Pic - Peter Campbell)

Left: *Kings Cross* was one of the few yachts to carry spinnaker as fleet dashed for the Heads after the start of race three of the National Business Directory Sydney Regatta. *Kings Cross* headed the pointscore after three races and will be one of the favoured yachts in the NBD Sydney-Mooloolaba race. (Pic - Peter Campbell)

Yacht Squadron's inaugural race from Brisbane to Gizo in the Solomon Islands. Of the 20 boats in that race, starting Good Friday, nine are from NSW although three of the entrants, *Ninety Seven*, *Henry Kendall Akubra* and the veteran *Fidelis*, are racing to Queensland with the Mooloolaba fleet.

MHYC had offered to include a double-handed division for the Short-Handed Sailing Association but a variety of problems reduced the likely number to just three and they then decided not to race north this year. Similarly, the Club offered to include a division for ocean racing multihulls but this was not taken up by owners.

Nevertheless, it is a significant event on the ocean racing program as the last of seven short, medium and long races for the 1996 National Business Directory Sydney Regatta and the final long ocean race to decide the Cruising Yacht Club of Australia's prestigious Blue Water Pointscore for 1995-96. Certainly, most of the best IMS and PHS ocean racing yachts in the Sydney fleet are heading north.

The Blue Water Pointscore is decided on the best six out of nine long ocean races over the summer, including the

mandatory Sydney to Hobart. After eight races only the merest of points separated the two top yachts in the IMS Division - Ray Stone's Davidson/Jutson 36 *Kings Cross* from MHYC and the Farr 43, *AMP Wild Oats*, owned by Bruce Foye and Lance Peckman from the CYCA. With one discard *Kings Cross* is on 373 points and *Wild Oats* on 370, but with each discarding their two worst races so far, the margin is just one point.

The outcome of the NBD Sydney Regatta is likely to be still wide open when the fleet dashes down the Harbour and turns left for Mooloolaba. When OFFSHORE went to press only three races, the medium distance races to and from Wollongong (see separate story) and the first of four short ocean races off the Heads, had been sailed.

At that stage, *Kings Cross* led narrowly in the IMS Racer class from *Ragamuffin* and the Farr 31 *Wildfire* (Brian Saunders, RSYS). Improving with every race is the Queensland-owned Murray ILC 40 *Bit o' Fluff* which is being skippered north by Ed Psaltis with a crew based on his former yacht *Hall Chadwick Nuzulu* which he sailed to victory in two previous Mooloolaba races. *Skilled*

2KY (Bob Mulkearns, MHYC) is another close enough in the pointscore to upset the final result in the IMS Racer class.

In the IMS Cruiser Racer class the Iain Murray-designed Bashford/Howison 41 *Sycorax*, skippered by Michael Quinn from MHYC, headed the pointscore after three races in the Sydney Regatta from the Beneteau 47 *Yendys*, skippered by another MHYC yachtsman, Geoffrey Ross.

*Impeccable*, the Peterson 36 skippered by 74-year-old John Walker from MHYC, was leading the PHS pointscore and looking good to again be Champion Yacht of the National Business Directory Sydney Regatta. Another Middle Harbour boat, Kim Williams' *Rock 'n Roll* was a close second with *Exocet* (Howard Elliott, RSYS) in third place.

Apart from these yachts which have figured well in offshore racing results throughout the summer and in the Sydney Regatta, the 1996 Sydney-Mooloolaba fleet is a very classy one, including the 1993 Sydney to Hobart IMS winner *Cuckoo's Nest*, now racing as *RapsCALLION* and owned by Dick Voordehake.

Another one to watch will be *The Last Picasso*, Bob Robertson's new NSX-38, which sailed impressively to finish second overall in the Pittwater-Coffs Harbour Series.

The motor yacht *Lauriana* will again be the radio relay vessel for the 469 nautical mile race to Mooloolaba.

\* Meteorologist Kenn Batt gives his advice on how to play the shifts and lifts up to Mooloolaba, Page 50. ▲



Women's sailing in Australia took another positive step forward when the Royal Sydney Yacht Squadron hosted the Women on Water J24 Asia Pacific Women's Regatta on the Harbour.

# Women Show their Sailing Skills

The 1996 J24 Asia Pacific Women's Regatta was the fifth organised by Women on Water, the organisation founded by ocean racing skipper Kerry Goudge five years ago. This year it took on a new meaning with the regatta including an impressive two-day coaching clinic under the direction of Nation's Cup world champion Susan Walters.

More importantly, the sponsorship of WOW by Nortel Australia, a former major sponsor of the Sydney to Hobart, does not just cover a yacht in the Hobart race and this regatta. WOW is now an organisation with more than 600 members and with the Nortel sponsorship the group also runs regular coaching workshops and clinics to raise the level of women's sailing.

The standard of sailing achieved by Australian women has been underlined by the success of the Hobie 16 crew Kerry Ireland and Vicki Tanner in the IYRU World Sailing Championships in



France in 1994 and the great victory of Susan Walters in winning the IYRU Nations Cup women's match racing grand final in San Francisco last year. Other fine international performances over the past year have been the ongoing success of boardsailor and Olympic aspirant Natasha Sturges in the Mistral class, the IYRU World Youth Sailing Championship gold medal by Sarah Blanck, and the Laser Radial world championship win by Heidi Gordon.

Another innovation at this year's Asia Pacific Women's Regatta also saw the introduction of a students division, sailing Yngling keelboats and this series attracted entries from New Zealand.

After a week of at times dramatic sailing in strong, gusty winds, the overall champion was 1988 Olympic sailor Karyn Gojnich who was a member of Susan Walter's winning team at the IYRU Nation's Cup. Skippering the

**"The crew performed very well together as a team and, most importantly, we had great fun."**

*Computer Results Team*, Gojnich won seven out of the nine races.

The record fleet, sailed by some 90 women from NSW, Victoria, Western Australia and Queensland, had to con-



tend with gusty winds of up to 20 knots. In one race, four women went overboard in wild broaches, several yachts were damaged and the weary crews came ashore with a few black eyes and at least one case of concussion. Wisely, race officials cancelled the rest of the day's racing.

Although the *Computer Results* team dominated the regatta, race results were close with less than four seconds between the first four boats in race eight and six seconds separating the first two in the final race.

"It was a very challenging regatta with strong competition from a number of crews," winning skipper Karyn Gojnich said. "The crew performed very well together as a team and, most importantly, we had great fun."

The Royal Queensland Yacht Squadron entry, skippered by university stu-

Above: Olympic sailor Karyn Gojnich at the helm during her outstanding victory in the WOW Nortel J24 Womens Asia Pacific Regatta. She and the *Computer Results* team won seven of the nine races.

dent Libby McBride, finished second with the West Australian State champion crew, skippered by Nicola Davies, third.

The Yngling division for students was won by the *Musto Crew*, skippered by 15-year-old Janey Treleaven, who finished first in all nine races. Crewing with Janey were Belinda Morrison and Jo Dikkenberg.

Janey was the youngest participant in the 1995 Sydney to Hobart race, sailing on *Rager*. Belinda and Janey are both students at SCEGS Darlinghurst and sail together at the Cruising Yacht Club of Australia's Youth Sailing Academy in Elliott 5.9s. ▲

Above: The Mothers Under Mast team battle to hold their spinnaker during the WOW Nortel J24 Womens Asia Pacific Regatta in a fresh breeze on Sydney Harbour.

Top: Mothers Under Mast team sailing MUM in the Womens Regatta....a week of heavy weather sailing in J24s.

# Electronics Afloat

## GLOBAL POSITIONING SYSTEMS (GPS)

### Myths and Realities by R B Kydd

Since the late 1980s when the leisure marine market started to buy and use GPS equipment there has been more misinformation put about with regard to what it will and won't do than perhaps any subject outside politics. Despite this and perhaps because of it, as a brand new piece of technology, it has been accepted and fitted to thousands of craft Australia wide.

It may be fair to assume that a technology with such wide acceptance is well understood by those that use it. Sadly this is not always the case. Many installations may be accidents waiting to happen. Following are some of the common miss-conceptions and real benefits that GPS provides.

**Accuracy:** The GPS is a US Government system supported by and financed by the US Pentagon. As such its primary reason for being was military and it is still controlled by the US military. The thought of an unfriendly force being able to decide which window of the White House to send its message through sent shivers down their military spines and there was talk of withdrawing civilian access totally. By this time, however, the number of civilian uses had snowballed and the resulting compromise has resulted in a system that is accurate to around 100 meters. It does not matter how much you spend, what brand you buy this is the system accuracy.



The latest in GPS marine navigation units

This downgraded accuracy is achieved by the application of what is called Selective Availability. (SA) Watch out for it on brochures. Any manufacturer quoting an accuracy of better than 100m without referring to SA is trying the pull the wool over a prospective client's eyes.

In practical terms the current accuracy does not detract greatly from the potential benefits of a GPS unit. You may not be able to find your favourite fishing hole in one pass, but you will save a lot of fuel steaming in a 100m circle looking at the sounder.

**All weather:** GPS operates on a very high frequency (L Band) line of sight from a number of satellites. As a result it is truly an all-weather system. Most marine sets are capable of operating in rain falling at a rate of greater than 25mm per hour with a properly installed antenna.

**Portable:** Portable GPS units have been perceived as better value for money than installed units. This is not always the case. If you have a genuine need for portability there may be good reason for going for one. But remember, when the chips are down and it's raining cats and dogs and you want to know where you are, do you want to be standing out the back of the boat peering at a small LCD screen? External antenna kits often make the price prohibitive when compared with an installed unit. Antennae do not always work well inside or under a bimini top, particularly in wet weather.

**Number of Channels:** There are single-channel sets, single-channel multiplexing sets, multi-channel sets and multi-channel multiplexing sets. All the manufacturers have their pet phrases. In basic terms a GPS requires to work on the signals from three or more satellites at a time to provide a two-dimensional fix.

Just about all current units on the market today work well enough to satisfy the needs of all but the most exacting marine applications. It is the speed of the processor that governs the performance rather than the number of channels.

In lay terms, it is fair to say that the more channels the better and an 8 or 12-channel set with full or partial multiplexing will give ultimate performance. Software needs to be different for different environments. For example, a GPS that has been designed to work properly in a helicopter will be too twitchy on a boat.

**Which Manufacturer?** At last count there were 32 brands of GPS on the market in Australia.

Current thinking in the GPS world suggests that the total R & D spend by the GPS industry far exceeds what is likely to be recoverable from the market (huge as it is). From this, one may conclude that there are likely to be some falls (Some brands have come and gone already) and it is thus prudent to steer clear of names that rely solely on GPS for their survival. ▲

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# THE HOBART... *Towards* the Millennium

The 1995 Telstra Sydney to Hobart is over. The tales have been told, the rum has been drunk, the New Year toasted in Hobart's Constitution Dock and the competing yachts have gone home. But for the man who oversees the running of one of the world's three great ocean yacht races, the planning doesn't stop. JANE SANDILANDS reports.

**I**n the very early morning at Sydney's Cruising Yacht Club, there are two lone figures going about their business. One is 'Sydney to Hobart' the Blue Burmese cat. The other is Phil Thompson, Sailing Master at the Cruising Yacht Club and Race Director of the Sydney to Hobart race.

A competitor in fifteen Sydney to Hobart races and involved in various roles with the CYCA for just on eleven years, Thompson is steeped in the mixture of practicality and mystique which surrounds the race.

And there are probably few better qualified than Phil Thompson to talk about yachting and its challenges. For many years, he sailed between 10,000 and 15,000 miles each year both in Australia and internationally, gaining knowledge and experience of all aspects of ocean racing. Now, as well as his responsibility for the Sydney to Hobart, Thompson oversees the running of the Youth Academy, the Slipway, the Marina and the Club's sailing program.



## World Class Competition

In world terms, the Sydney to Hobart is one of the world's three great classic ocean races and, Thompson believes, the most challenging. "From an Australian perspective, everyone wants to do the Sydney to Hobart. Once you've done it, your next aim is to compete in the Admiral's Cup and the Kenwood Cup. If you're competing internationally, you meet a lot of people from other countries and the feeling is that no matter how many other races you might have competed in, unless you've done the Hobart, you've never quite made it."

Setting aside its reputation for being the most gruelling and unpredictable ocean race, challenging the world's best sailors, Thompson sees its fascination - and that of yachting generally - lying elsewhere. "If you look at yachting compared with other sports, there is a very short time span in which you can be good. Look at rugby league - players are old by the time they're 30. With yachting, you have a group of people who can be any age, male or female, and as long as they're prepared to work as a team, they'll do well."

Using the 1995 Telstra Sydney to Hobart as an example, Thompson cites the inclusion of yachts such as Sayonara and Brindabella, the so called 'glamour' maxis. "The appeal for the businessmen who own and sail these yachts is that they don't often get the opportunity to compete in another sport which gives them the same camaraderie and competition at the same time." Yacht-

ing, Thompson says, is a great leveller. "You talk to the crews and you know that Larry Ellison and Rupert Murdoch, both of whom sailed on Sayonara, would have been given consideration because of age and who they were, but they would still be expected to pull their weight. If they couldn't do the hard yards up on the foredeck or the bow, they'd still be expected to do the cooking or the washing up, things that may be outside their daily experience."

The 1995 Sydney to Hobart was the first in which Thompson had sole responsibility for all operational aspects. While this meant he had far less contact with yacht owners and crews, he regards the running of the Sydney to Hobart as an important career challenge, particularly for the experience it gives in the management of a significant public yachting event in the lead-up to the 2000 Sydney Olympics.

## Impact and Infrastructure

The race has a huge impact on Sydney. It is the only recreational yacht race in the world where the Harbour is declared an exclusion zone: no aircraft, no commercial shipping, no ferries. This alone, Thompson says, takes a huge amount of administrative time, not to mention the organisation of hundreds of thousands of spectators, lining the harbour and in craft on the day.

"The bodies concerned with the race - which is not simply a yacht race but an important public event - are the Waterways which control the Harbour, the Water Police, Harbour Control, control-



Phil Thompson - Sailing Master at the Hobart Cruising Yacht Club and Race Director of the Sydney to Hobart Race

ling the port activities, Civil Aviation, the Department of Transport and volunteer bodies including the coastal patrol and coast guard."

Already they are planning the 1996 Sydney to Hobart, having regular six weekly meetings on ways to improve the Boxing Day spectacle. And the 1995 race was the first run-through for the volunteers who will be involved in crowd control for the 2000 Sydney Olympics.

As well as local bodies, at the Federal level, the Australian Maritime Safety Authority has a strong involvement in the race, along with the Bureau of Meteorology and now also CSIRO, with its increasing technological ability to map movements in the ocean floor, showing the currents which affect conditions for sailors.

Media coverage of the race increases each year, now well beyond domestic sporting interest.

Over 500 million homes in Europe and Asia will this year see the race featured on television, over a quarter of a million people had access to the Telstra Home Page of the Internet during the race and there is always huge coverage in radio, print and electronic media. This also, Thompson says, adds another dimension because the media want camera links and other communications with the yachts during the race, making more demands on both participants and race organisers.

## The Future

For Phil Thompson and the Cruising Yacht Club, the focus is now firmly on the 2000 Sydney Olympics, with the Club as the host for all yachting events. As part of the long-term Olympic involvement, which will obviously put the Cruising Yacht Club in the world spotlight, Thompson feels that the time is ripe for a number of changes.

"The Club now has a real opportunity to move forward. The biggest challenge we have to face is that many people want to do things the same way they were done 50 years ago."

The bottom line for Thompson is that the Club should seize the opportunity offered by the 2000 Sydney Olympics to be world class and centre stage. "We've always had links with other major clubs running major events. Now we need to be making links together in an international code, so that competitors from around the world understand the rules and they know they're playing the same game as you are."

Balancing the varying and sometimes different needs of the Club and its members, Thompson says, isn't always easy. "Sometimes I get disillusioned with the politics and power plays, but I've learnt that although you mightn't agree with the way things are going, what actually matters at the end of the day is that you stay true to yourself - and go on to achieve your part in the big picture." ▲

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# Galloping Across SA's Gulfs

A low pressure system west of Tasmania turned the weather for this year's Fosters Adelaide to Port Lincoln race from summer into winter-like conditions, reports Tim Nelligan who skippered *Echelon* in a demanding race.

**T**he 1996 Adelaide to Port Lincoln race presented the near record fleet with most unseasonable weather, providing the fleet with testing sailing conditions throughout the 151 nautical mile race across the Gulf of St Vincent and into the wide expanse of Spencer Gulf.

The cause was a stationary low pressure system west of Tasmania which intensified in the days leading up to the race. It gave the fleet south to south-westerly winds of 35-40 knots for much of the course, which took them between 18 and 95 hours to complete.

The rough conditions on the Friday afternoon saw the start moved into the Port River, opposite the container terminal, presenting an exciting spectacle for people lining the wharves. The winds were still strong and gusty inside the river, with the Melbourne 50-footer, *Gee-Whizz*, being dismasted before she even got to the line.

First out of the river in the Division 1 fleet was *Grand Tasman Wild Thing*, chartered and skippered by Port Lincoln yachtsman Steven Kemp and David Buckland, followed closely by the famous *Helsal II*, skippered by 74-year-



Overall winner of the Fosters 46th Adelaide to Port Lincoln race was the former Sydney 40-footer *Beyond Thunderdome*, now owned by Adelaide yachtsman David Urry. (Pic - Port Lincoln Times).

old Royal South Australian Yacht Squadron member Keith Flint. Aboard *Grand Tasman Wild Thing* were owner Grant Wharington, National Tasar champion Brett Young and *America3* crewperson Marcia Porter.

However, once out into the Gulf, *Helsal II* took command to lead from *Grand Tasman Wild Thing* and Graham Williams' Davidson 50, *Prime Example*. The next group of boats beating to Marion Reef included the Farr 40, *Prime Factor* (Hayden Jones), the eventual overall winner *Beyond Thunderdome* (David Urry), *Stand Aside* (Jim Manion) and *Santana II* (Ivan Samanzia).

After seven to eight hours of hard beating to windward into a sharp 10 and 15 foot chop and the 35 to 40 knot winds, most boats made Marion Reef

and were able to lay Cape Spencer on one tack. *Seduction*, a new Binks-built Farr 38 IMS, was able to sail high to windward from the start to Cape Spencer to maintain seventh place in the fleet.

Skippered by Cruising Yacht Club of South Australia member Trevor Skinner, *Seduction* outpaced similar sized boats to claim second place overall. On IMS, the Port Lincoln yacht *Pandemonium*, sailed by John Hood, also did well on the breeze to maintain a strong chance of handicap honours.

On the hard reach from Cape Spencer, *Helsal II*, *Grand Tasman Wild Thing* and *Prime Example* could only two-sail reach whilst the 40-footers managed to carry spinnakers in the gusty conditions. Overall and IMS winner, *Beyond*



Keith Flint, the 74-year-old Adelaide yachtsman who notched up his sixth line honours victory in the Fosters 46th Adelaide to Port Lincoln ocean race. (Pic - Les O'Rourke).



Running under spinnaker along the sandy coast of Spencer Gulf during the 21st Port Lincoln Race Week which followed the Fosters 46th Adelaide to Port Lincoln Race. (Pic - Port Lincoln Times).

Thunderdome, made up a lot of ground in 30 knots with sailmaker Ray Brown helming the Davidson 40 perfectly in difficult conditions.

After some 18 hours of racing Helsal II crossed the finish line just under two hours outside her own record to give owner Keith Flint his sixth line honours win to Port Lincoln. *Grand Tasman Wild Thing* finished half an hour later with *Prime Example* a close third finisher.

Overall and IMS winner *Beyond Thunderdome* is Adelaide yachtsman David Urry's first race boat in three years. He previously raced a number of yachts with "War Games" in their names but then took a break from sailing before buying the IOR-designed, IMS-optimised 40-footer from Sydney and seemingly giving her a new lease of life on the racing circuit.

In Division II, the conditions suited perfectly the Duncanson 34, *Tradition*,

sailed by RSAYS member Bill Strangways. With ten Sydney-Hobart races credited to four of the crew, they were able to tackle the race with confidence. With two reefs in the mainsail and a number four jib, *Tradition* was able to lead the Division 2 fleet out of the Port River.

*Tradition* finished about six o'clock on the Saturday evening to win Division II by more than half an hour from *Amourette*, an Elan 33 sailed by Alan Down from the RSAYS. Third place went to *Turilawa*, a Lotus 10.6 skippered by Warren Matthews from the RSYS.

### Lincoln Week Regatta To Victorian Yacht

Fortunately, the Lincoln Week Regatta was sailed in much better weather, with mostly 10 knots of breeze and fine and warm sunny days.

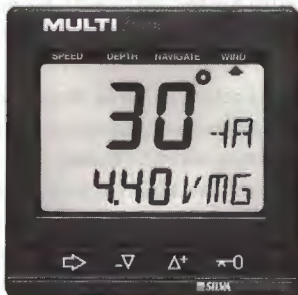
The Victorian yacht *Reverie*, skippered by Allan Woodward from the Royal Brighton Yacht Club, sailed a consistent series to post a 3-4-3-5-4 scoreline to beat *Grand Tasman Wild Thing*, skippered by Port Lincoln Yacht Club members David Bucland and Steven Kemp.

*Maglieri Wines*, which Geoff Vercoe had sailed across for Lincoln Week after repairing the damage suffered at the start of the Adelaide to Port Lincoln race, dominated the IMS results.

A well deserved Division II victory went to *Jigsaw*. After deciding not to race in the rough conditions from Adelaide, owners Bruce Harris and David Bice from the Cruising Yacht Club of SA, made the effort when conditions moderated to sail across for Lincoln Week Regatta. *Jigsaw* scored 2-1-2-6-2 to just edge out Whyalla yachtsman Dean Ryan, sailing *Orion* which placed 1-2-4-2-5. ▲

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# Victorian Yachts Bid For Three Peaks



The Boags Australian Three Peaks Race around the coast of Tasmania at Easter incorporates some innovative changes designed to broaden mainland sailing interest as Julian Burgess reports.

**m**elbourne to Hobart line honours winner *Vendetta* and the Victorian 50-footer *Gee-Whizz* are the early favourites for the 1996 Boags Australian Three Peaks which starts from Beauty Point on the Tamar River on Good Friday.

*Vendetta*, owned by Hobart medico John Saul, is an Inglis 47 while *Gee-Whizz*, to be skippered by Ben Doolan, was a sistership until undergoing an

**"A fleet of 25 yachts, one of the biggest in the race's eight year history, has entered and includes multihulls and motorsailors as well as regular ocean racing yachts."**

Iain Murray revamp and being extended to 50-foot.

While *Gee-Whizz* is tackling the demanding combination of ocean sailing and endurance bushland and mountain running for the first time, *Vendetta's* skipper is a veteran of the race.

He finished a disappointing sixth last

year after breaking his steering on the Flinders Island to Coles Bay sailing leg and having one of his runners breakdown on the Freycinet run.

Despite the setback, *Vendetta* won the Tilman Trophy for all-round excellence in the race.

With the inclusion of Steven Neal's 50-footer *Cyclone* and perpetual Three Peaks competitors Nick Edmunds (*Haphazard*) and Richard Edmunds (*Wild Card*) in their Radford 47s, the 1996 race will be one for the big boats. With yachts restricted to crews of only five (three sailors and two runners) the sailors definitely do it tough on the 50-footers.

Interestingly, the 1992 race record of Victorian yacht, *Wild Thing*, only fell last year when *Wildcard* covered the 320 nautical miles of sailing and 130 kilometres of running in 2 days 16 hours 13 minutes.

At least three top international running teams are competing. Britons Adrian Davis and John Coyle will sail on the Farr 40, *Niaid*, which finished last

in 1995 after her runners got lost in fog in the Freycinet National Park after the yachts berthed at Coles Bay on the Tasmanian East Coast. Skipper Bruce Guy, however, was in the winning 1991 crew.

Top Scottish runners Elspeth Scott and Helen Diamantides have been signed up by *Gee-Whizz* and a New Zealand team, including 1994 runner Russell Prince will be aboard a 40-foot catamaran.

A fleet of 25 yachts, one of the biggest in the race's eight year history, has entered and includes multihulls and motorsailors as well as regular ocean racing yachts.

The Australian Maritime College's seamanship training ship *Wyuna*, a radio relay ship for the Sydney to Hobart in the 1980s, will act as safety ship for the race.

As a lead-up to the Three Peaks and to boost mainland participation, Australia's oldest ocean race, from Queenscliff to Low Head has been revived as the Bass Strait Challenge, starting pm Saturday, March 29. The aim is to get Victorian yachtsman to spend Easter in northern Tasmania, either



Top: Crowd of wellwishers at Coles Bay to send off Southern Cross Television as her runners finish the gruelling Freycinet bush and mountain run on the Tasmanian East Coast.

Above: Tamar River yacht Adams Apple beats past a rugged island as she nears Lady Barron on Flinders Island in last year's Boags Three Peaks Race. (Pic - Peter Campbell)

Left: Launceston yacht Ericsson powers towards Lady Barron on Flinders Island at the end of the first leg of the Boags Australian Three Peaks Race last year. Note the cycling arrangements on the transom to enable the crew to use "peddle power" in light winds and through the Dunalley Canal - allowed under the rules of this unique event. (Pic - Petr Campbell).

cruising the Tamaar or competing in the Three Peaks. Four Victorian yachts contested the first Queenscliff to Low Head race in 1907 for the Rudder Cup.

### RACE FACTS:

Modelled on a British event, the Boags Australian Three Peaks Race starts off the Inspection Head wharf at Beauty Point on the Tamar River at 2pm on Good Friday, April 5. After a 90nm sail to Lady Barron on Flinders Island in eastern Bass Strait, two of the five crew members must run 65km to the summit of Mt Strzelecki and return.

A 127nm sail to Coles Bay on the Tasmanian East Coast for a 33km dash up Mt Freycinet is followed by a 100nm sail to Hobart and the final run to the summit of Mt Wellington and return to the Wrest Point Casino.

More information is available from Race Development Manager Alan Rider on 019 970 100 or the Boags Australian Three Peaks Race office on 003 371 201. ▲

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designs  
of the '90s

# New Hick 30

Designed for  
performance  
handicap racing.  
By Kevan Wolfe

**a**fter creating much controversy with his boats designed for the IMS rule, such as *Joint Venture 1V*, *Chutzpah* and *Atria*, Melbourne designer and builder, Robert Hick has done a complete about face.

His latest boat is designed for performance handicap racing. Hick says that most boat owners don't want to get into IMS because of the cost and the fact that the rule is changing so much. He points out that only 19 boats competed in the IMS Division of the recent Nissan Regatta, while 112 boats competed in the two Performance Handicap divisions.

"The minute you create a rule you create obsolescence," said Hick. "Every time we design a boat to the IMS rule other owners complain because our boats beat them."

Hick says that with an IMS boat, people have to spend a lot of money on fittings and equipment they don't want. Many of the overnight races are losing popularity as people don't have the time or are unable to get crew who can afford the time to be away at weekends, so most people tend to compete in the day races... especially in Melbourne.

The prototype of Hick's nine metre



The latest Hick 30 - designed for performance

one design, which was the plug for the production mould, went into the water just in time for the first race of Nissan Regatta in January. The crew was still screwing bits and pieces on as it went to the line. The boat finished fourth outright in Performance Handicap Division One.

The production boat will be constructed from balsa and E glass and has two ring frames in the bow and stern with bunk fronts either side of the keel.

The keel is mounted on a very strong framewith a hollow fibreglass fin and an 800 kilo beaver tail bulb on the bottom. The bulb has reduced the displacement and if required extra ballast can be added through the top of the tapered fin which has been moulded in two pieces and saves some 200kg on an aluminium one.

A big feature is the ease in which the keel can be unbolted. It's a simple matter of undoing six bolts and the keel can

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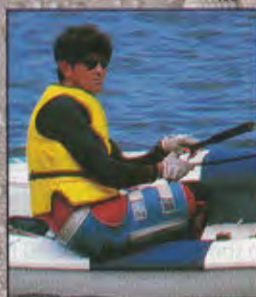


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either be taken right off or allowed to slide up into the cabin, leaving just over half a meter underneath. This makes it ideal to put on a trailer or a truck and take it off to major interstate regattas such as Hamilton Island Race Week.

There is none of the paraphernalia, as Hick puts it, of stoves, sinks and tables in the cabin that people don't want for day racing. Although there is plenty of space on the built in bunks and headroom for about six crew to sit down below and have a can or two after a race. Two pipe cots can also be mounted under the cockpit. "But if I put them in no-one will use them," said Hick.

The rig is a conventional Spunspar aluminium mast with double swept-back spreaders that do away with the need for runners. It carries the same sail plan as his IMS 30, *Atria* which won its division in the 1994 Sydney to Hobart, a main, a number one and three and a masthead and a hounds spinnaker. The main is also cut with a conventional roach. Hick says that big roaches only get caught in backstays.

"I have tried to come up with a compromise between a day sailor and a keel boat that will go fast and will be easy to sail," he said. "A lot of boats in the search for speed have been difficult to sail and I have been very careful to design this one with a big rudder and a little fuller in the bow so that it won't nosedive and to make it more comfortable to sail.

The huge four metre-long cockpit has ample room for a crew of five or six without people falling over each other.

"I have tried to design a boat that is not a great outlay and one that people can jump into and go fast. It's a boat that people can feel that they don't have this big investment just sitting in a pen depreciating."

The boat sails and handles like a dinghy and gets up and planes downwind, and unlike most lightweight boats it also sails fast upwind.

Robert Hick has not made up his mind what to call the design yet, he is thinking of the Hick 30 One Design, the HM 9000 or being totally unconventional and calling it the Lizard with a stylised lizard on the mainsail. The prototype is named *The Lizard*, a irreverent nickname he has for his wife, Liz.

The sailaway production boat, complete with Bukh 13hp sail drive, with nothing extra to pay, is expected to sell at around \$70,000. ▲



## SPECIFICATIONS

LOA	9M (30ft)
Beam	2.9m
Draft	1.8m
Displacement	1800kg

# 1000th Student At cyca Youth Sailing Academy

The Cruising Yacht Club of Australia's Youth Sailing Academy has celebrated its third year of operation with the 1000th student completing a Learn to Sail course in the Academy's fleet of Elliott 5.9s.

Established as the result of the enthusiasm and hard work of a small group of prominent club members, mostly ocean racing yachtsmen, the prime objective of the Academy was to build up a nucleus of well-trained young crew members for offshore racing and one-design yachts. That objective in itself has been achieved, with more than 40 students crewing aboard yachts in the Sydney-Gold Coast Classic and the Sydney-Mooloolaba races while at least another 20 now have one or more Sydney to Hobarts in their logbooks.

The CYCA Youth Sailing Academy has gone far beyond that basic concept and its members and the Elliott 5.9 fleet is now an integral part of the Club's activities. Importantly, it has been well supported by corporate sponsorship. However, the Academy needs new sponsors for several of its yachts - support that receives wide exposure as the boats are seen almost daily on Sydney Harbour.


Located at the CYCA in Rushcutters Bay, Sydney, the Youth Sailing Academy is a fulltime training centre for youth aged 14 to 21 to receive expert sailing tuition utilising the Australian Yacht Federation's Training Scheme.

The Academy conducts three types of course - Learn to Sail, Intermediate and Advanced. Most students start off at the Intermediate level, as they have been active in dinghy sailing for several years.

The Advanced courses, conducted over every weekend during the winter months, fine tune the sailor in all aspects of the

sport. Racing rules, tactics, physical fitness, campaign planning, sail trim and boat maintenance are just some of the subjects covered over the 20-week course. Students in the Advanced course have many incentives to do well as there are representative teams selected to compete in the Youth Interclub Regatta and

two International Youth Match Racing Regattas. Another feature of the winter program and a major goal for the Academy is to provide opportunities for youth sailors to crew aboard keel yachts in the popular Digital Winter Series with the CYCA.

This has been an excellent vehicle for young sailors, both boys and girls, to develop their keelboat sailing skills over two to three months and then make their offshore coastal racing debut in the Gold Coast Classic. 

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## **"Around The Big Blue Marble"**

The BOC Challenge 1994-95 Single-handed Race Around the World - By Nigel Rowe.

"I stared up at the black, angry sky and closed my eyes. Dear God, save us from this hell. What had started as a dream, to sail around the world, had become a living nightmare."

Twelve years after launching the first BOC Challenge, Nigel Rowe set sail aboard his boat, *Skycatcher*, on the first leg of the 1994-95 race. The man who, as head of corporate relations for the multinational BOC Group, had staged the first three Challenge races, could no longer resist the urge to compete in this most challenging of events himself."

For the first time the dramatic story

**"Basketball fans learned from Michael Jordon that practice can make someone who was cut from his high school team a great player. Yet somehow sailors think that it's unsportsmanlike to actually practice sailing their boats well."**

of the race is told from the perspective of someone taking part in this gruelling 27,000 nautical mile, single-handed race around the world.

More than that, as one of the originators of the BOC Challenge and the person who has masterminded it ever since, Nigel Rowe has a unique insight into the ultimate test of yachting skills and seamanship.

"Around the Big Blue Marble" is a gripping story of the race written by an author who is communicator first and a

sailor second. He conveys the lure of the lonely ocean and the challenge of pitting oneself against the worst that the sea and storm can do.

Distributed by Cardigan Street Publishers. RRP \$34.95 hb.

## **"Rescue in the Pacific"**

A true story of terror and heroism - by Tony Farrington

"...there was no point in deluding them about the storm's ferocity, or the horrible night they were in for. Better they should be prepared for what lay ahead. Allowing them to cling to a false hope might encourage them to risk their own safety...." Jon Cullion of Kerikeri Marine Radio Centre.

In June 1994 a dangerous "bomb" storm caught dozens of cruising sailors by surprise as they voyaged north from New Zealand. This is the true story of how nine yachts struggled to survive the hurricane-like conditions.

Their calls for help were answered by Jon Cullen of Kerikeri Marine Radio Centre who initiated a massive air and sea search. Royal New Zealand air and navy crews battled their ways through the storm to rescue those in peril - a story that was detailed in an edition of *OFFSHORE* later in 1994.

This is the story of the heroic men and women on the yachts, in the planes, on the ships and on land who were part of this sea drama. Author Tony Farrington interviewed most of those involved and his book is both a shock course in survival for bluewater sailors and a riveting human drama for sailors and non-sailors alike.

"Rescue in the Pacific," Tony Farrington, published by McGraw-Hill Australia.

RRP \$39.95 hc.

## **"Sailing Drills"**

How to sail better, smarter, faster, safer - by Rick White and Mary Wells.

Basketball fans learned from Michael Jordon that practice can make someone who was cut from his high school team a great player. Yet somehow sailors think that it's unsportsmanlike to actually practice sailing their boats well. It's not, but since many of your competitors won't bother to, practice will improve

your position on the race course.

For a start, buy a copy of Rick White's new book "Sailing Drills." After you buy the book, don't just put it on your bookshelf; take it out and execute some drills. They apply to all sizes and shapes of sailboats - and are currently being used by the US Olympic team contenders.

"Sailing Drills" contains a collection of drills Rick White has used in his many sailing clinics in the US. Each drill has a clear diagram and well-worded explanation listing the number of boats required, marks needed, what the practice is, goals to be achieved, how to set up the drill, how to execute, and some additional helpful hints.

"Sailing Drills" is available from Sports Books Australia, 23 Palm Tree Drive, Safety Beach, Victoria 3926 or ph: 059 810 734 at \$44.95 plus \$3.00 postage.

## **"Cruising the New South Wales Coast"**

A sailors guide to the ports, anchorages, rivers and lakes of Australia's First State. - By Alan Lucas.

This is the fourth edition of this outstanding manual of cruising the coast of NSW, fully updated and revised by Alan Lucas. First published in 1976, this edition was compiled from research and surveys compiled aboard his classic wooden ketch, *Renee Tighe*, during 1994 and 1995.

It is, without doubt, the most comprehensive and up-to-date guide to the ports, anchorages, rivers and coastal lakes of NSW and this edition also includes Lord Howe Island, that unique World Heritage listed island some 320 nautical miles east of Port Macquarie.

Alan's latest book is not only the outstanding book on cruising the coast of NSW with its excellent charts and port maps, but contains a wealth of general information on the history of this fine coast. If you are cruising beyond NSW, add his other books to your library, such as the famous "Cruising the Coral Coast", "Cruising the Solomons", "Cruising Papua New Guinea" and "Cruising New Caledonia and Vanuatu." "Cruising the New South Wales Coast", published by Alan Lucas Cruising Guides, 3-15 Kurrawa Ave, Point Clare, NSW 2250, ph: 043 25 3545. RRP \$52.00. ▲

The Pittwater Regatta provided spectacular racing and was a showcase of yachting technology.

## Magic 25's Wave Their Wand on Pittwater

Olympic yachtsman Colin Beashel returned to Pittwater, where he learned his sailing skills, to win the inaugural NSW championship for the Magic 25, the innovative new one-design keelboard class designed by Iain Murray. Hosted by the Royal Prince Alfred Yacht Club, the regatta not only provided spectacular round-the-buoys racing for both spectators and competitors but it also was a showcase of yachting technology and the resourcefulness of Australia's marine industry.

These fast, simple and strict one-design yachts designed, built and rigged by Australian expertise, brought together some of Australia's bestknown yachting names and, significantly the event attracted a world class sponsor in Tag Heuer wristwatches.

There were other firsts in one-design keelboat class racing: these 25-footers are sailed with three to four crew on trapeze (under strict weight rules); the championship was sailed over an innovative series of eight short-course windward/leeward courses with a final mini-marathon that took in most of Pittwater and lower reaches of the Hawkesbury River; and there were cash prizes for the placegetters.

The tricky west to south-west winds offered the local sailors a slight advantage as Colin Beashel finally triumphed ahead of long time rivals Jamie Wilmot and the Magic 25 design team, Iain Murray and Andy Dovell.

All three skippers and their crews sailed with solid consistency throughout the series.

Beashel, just returned from a second



Queenslander Rod Coles and his crew in action during the Magic 25 NSW State championship on Pittwater.

(Pic - David Everdell)

in the Miami Olympic Regatta which assured him and David Giles a place in the Australian Olympic team for Savannah, was in magic touch in his first race in the new class.

He won his first race at the helm of *Bainbridge* then notched up a consistent string of 4-3-4-4 placings, and finished with three straight wins to win comfortably from Wilmot, steering *Nightmare on Helm Street*, third place going to Murray, helming his own boat, *IMA*.

In fourth place was Queenslander Stuart Bishop sailing with a local crew on *Harken* who just edged out Kerli Corlette (*Sailing Scene*) and Mooloolaba's Mal Grey, better known as a champion Hobie 16 sailor, at the helm of *Sunstate*.

The fleet of 16 boats enjoyed close, spirited competition whilst blasting across Pittwater at speeds in excess of 20 knots. The concept of identical hulls, sails and masts provided all competitors the opportunity to sail on a "real" level playing field.

### RESULTS:

1, *Bainbridge* (Colin Beashel, RPAYC) 1-2-4-3-4-4-1-1-1, 16pts; 2, *Nightmare on Helm Street* (Jamie Wilmot, MHYC) 2-5-5-1-3-1-5-9-2, 23.5 pts; 3, *IMA* (Iain Murray, RPAYC) 7-1-2-14-1-6-ret-3-5, 38.5pts; 4, *Harken* (Stuart Bishop, RQYC) 6-13-1-5-8-3-6-4-9, 41.75pts; 5, *Sailing Scene* (Kerli Corlette, RPAYC) 3-3-9-10-7-5-2-10-3, 42 pts; 16 starters.

### First Magic 25 Nationals To Victorian Ian Walker

Sailed two weeks after the NSW championships on Pittwater, the inaugural TAG Heuer Australian championship for the Magic 25 was conducted over three days by Middle Harbour Yacht Club. The series attracted 20 yachts with skippers and crews from Queensland, New South Wales, Victoria and Tasmania.

The winner was Olympic yachting team aspirant Ian ("Barney") Walker

**"The fleet of 16 boats enjoyed close, spirited competition whilst blasting across Pittwater at speeds in excess of 20 knots"**

from Victoria, who is aiming for the Atlanta team berth as the Soling keelboat skipper. He comfortably won the eight race Magic 25 series, scoring three wins, a second, a third and a fourth, plus a disqualification for a PMS (premature starter).

Walker finished with 17.25 points, well clear of Pittwater sailor Jason Rowed on 29.75 points from a consistent series of 6-7-6-2-8-5-3-3-1, third place going to former Laser world champion and Barcelona Olympian, Glen Bourke on 40.0 points from placings of 9-2-2-8-16-8-6-5. Apart from Walker and Rowed) the heat winners included Victorian Nigel Abbott, who won three races. ▲





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# GO Whitsundays ...

*Cruising and Racing in the Tropics*



The East Coast of Australia is blessed not only with a pleasant coastal climate for most of the year but also with some of the finest waterways in the world for cruising and racing under sail. Of these, one particular section of our coast stands out as a magnificent area for both island cruising and highly competitive yacht racing - the Whitsunday Islands of Queensland.

The Australian bareboat charter fleet is centred on the Whitsundays, its islands have distinctive tropical resorts, and the area rightfully boasts several famous regattas - from the Great Whitsunday Fun Regatta with its topless figureheads to the international Hamilton Island Race Week and the new Hayman Island Big Boat Series. OFFSHORE Yachting magazine has long been a supporter of sailing in the Whitsundays, publishing extensive previews and reports of the major regattas as well as cruising guide feature articles.

To enable yacht owners, potential charterers (and their crews) to plan ahead, OFFSHORE presents Go Whitsundays '96 - a guide to cruising the Whitsundays, a guide to bareboat charter organisations and facilities, as well as a preview of the big spring regattas at Hayman Island, Hamilton Island and at Airlie Beach, plus the new long ocean race from the Whitsundays to Port Vila in Vanuatu.

World charter industry leader, The Moorings, has created a new regional focus in the South Pacific and the recent inclusion of Australia in the network has added weight to that strategy. Access to world markets, which The Moorings dominate, means new business for Australian charter yacht owners.

# Setting *New Standards* in the **Whitsundays**





operation of the new Moorings base in The Whitsundays commenced last April and the fleet based on Hamilton Island now numbers nine yachts, all built and equipped by Beneteau to a Moorings specification that has evolved over 25 years in the charter industry.

This specification includes modifications to the stem fitting and anchoring system, 240 volt shore power, expanded battery capacity, more powerful alternator, auto pilot and GPS navigation systems VHF radio, 5 stack CD player with internal and external speakers, bimini, mechanical refrigeration system, duplicated pressure water pumping system, acrylic maintenance free floorings, solenoid switch on the LPG system, gas barbecue, plus of course the necessary modifications for Australian survey requirements.

In fact, Beneteau in the USA have a production line dedicated to construction of Moorings yachts that turns out nearly two yachts every week.

Many cruising sailors have called in at The Hamilton Island base over the past nine months and commented favourably on the high standard of the yachts and the equipment on board, some having had less than pleasurable experiences on older yachts chartered from other companies. Moorings charterers have without exception commented on service, professionalism and quality in their post-charter briefings.

## New Bruce Farr 50 Joins the Fleet

The most recent addition to the Hamilton fleet is a brand new Bruce Farr designed 50 footer developed jointly by Beneteau and The Moorings. The Moorings 505, which offers accommodation in four double cabins each with private shower and toilet, will sit unrivalled at the top of the Whitsunday bareboat fleet. Other features of the yacht include air-conditioning, 240 volt generator, CD player with internal and cockpit speakers, bimini and dodger. The yacht will also be offered on a fully crewed basis with all meals and beverages included in very competitive charter rates.

## Two cabin 35 footers scheduled to arrive in May

In May, two new Moorings 352's will be



Above: Yachts at anchor Chalkeys Beach

Right: Moorings 405 alongside in Hamilton Harbour

Previous page top: The new Moorings 505 Bruce Farr 50 footer adapted from the successful First 53f5.

Previous page bottom: Life on the open waves



added to the fleet. This customised version of the Beneteau Oceanis 351 has a salon and galley set-up that was originally designed for The Moorings and the two cabin configuration offers plenty of space for two couples or a family of 4-5. The 352 is based on the First 35s6 and so offers spirited performance.

## New Bruce Farr 46

In July of this year The Moorings will import another brand new yacht from the Bruce Farr, Beneteau stable, the Moorings 463. This yacht uses the same hull as the successful cruiser/racer – the first 45f5 *Yendys*, which finished second in class D in the 1995 Sydney-Hobart



Yacht race, and offers a three cabin configuration with en-suite shower and toilet in each cabin. The design and layout of the 463 reflects the emerging trend at the top end of the charter industry for more space, comfort and privacy in a yacht that still offers good sailing performance. A four cabin version of the same yacht – The Moorings 464 – will arrive shortly after the 463.

### **Moorings Advantage Charter Yacht Ownership**

All of the yachts in the fleet are Australian owned and managed under *The*

Top: Looking towards Whitsunday Island from Chalkeys Beach

Above: Interior shot of the 505.




Above: Moorings 3600 Catamaran and monohull at anchor in Cid Harbour

*Moorings Advantage* charter yacht ownership programme which offers guaranteed returns, reciprocal access to the entire global Moorings fleet and maintenance standards that are the benchmark of the charter industry world-wide.

For more information on chartering with The Moorings in the Whitsundays

contact Club Seafarer, the exclusive general sales agent for The Moorings in Australia, on (02) 693 5401 or toll free on 1 800 221 484.

For details of *The Moorings Advantage* charter yacht ownership programme contact Trevor Joyce at The Moorings in Sydney on (02) 667 4055. 

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# Bareboat Chartering in the Whitsundays

The islands, bordered with coral reefs and white sandy beaches, range from uninhabited national park protected islands to famous tropical island resorts such as Hamilton, Hayman, South Molle and Lindemann.

Skippering a charter yacht, you can choose between exhilarating day sailing between islands, fishing, snorkelling or scuba diving, bushwalking on the islands or exploring coral reefs; barbecuing aboard or going ashore to an island resort for dinner among the palm trees.

Most charters start from either Airlie Beach, Shute Harbour or Hamilton Island with all bareboat charter yachts fitted out and equipped for tropical cruising. Beneteau and Catalina are the most popular modern yachts and they can accommodate up to three couples in luxurious comfort. The major charter

boat operators in the Whitsundays are:

Australian Bareboat Charters, PO Box 357, Airlie Beach, 4801. Ph: 079 46 9381, fax: 079 46 9220 or free call: 1800 075 000.

One of the largest charter operators in Australia, this operation has a range of Australian designed and built yachts specifically for bareboat charter in the tropics.

- Charter Yachts Australia, PO Box 18, Airlie Beach, 4802. Ph: 079 465 388. This company has a fleet of more than 30 yachts and cruisers for bareboat charter. At the top of range are the Beneteau 325 yachts, ideal for two to six people.

- Cumberland Charter Yachts, PO Box 49, Airlie Beach, 4802. Ph: 079 46 7500 or freecall : 1800 467 500, fax: 079 6230. Operating for more than 14 years, this company has taken delivery of more than a million dollars worth of cruising catamarans in the past year.

- Queensland Yacht Charters, PO Box

The Whitsunday Islands of North Queensland are the most popular bareboating destination in Australia, offering unequalled cruising in tropical waters among 74 islands sheltered by the Great Barrier Reef.

293, Airlie Beach, 4802. Ph: 079 46 7400 or toll free 088 075 013, fax: 079 46 7698. This multi-award winning company has been based in the Whitsundays for 14 years. Recent additions to the fleet include the latest Hunter Legend, the Catalina 320 and the Beneteau 350, all designed specifically for the tropical sailing of the Whitsundays.



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OR MILES WOOD: HOG'S BREATH COMPANY. PH: (079) 465 444. FAX: 465 449.



The 74 Islands of the Whitsunday Passage .....Charter limits

• Sail Whitsunday, PO Box 929, Airlie Beach, 4802. Ph: 079 40 4070, fax: 079 46 7044 or freecall: 1800 075 045. Boutique charter company of 13 vessels from 28-foot to 47-foot LOA. Specialising in a high standard of service quality and personalised service. Winners of Tourism Award in 1991, 1992, 1993 and 1995. Operating from Abel Point Marina. Bill and Jacinta Lipson - directors.

• The Moorings, Unit 2, Harcourt Estate, 809 Botany Road, Rosebery, NSW 2018. Ph: 02 667 4055, fax: 02 317 2258. The world's largest yacht charter organisation, The Moorings established a charter operation in The Whitsundays last year, with a range of specially-designed Moorings 383 two-cabin cruisers, a new 41ft, four-cabin catamaran and the new, Bruce Farr designed 50-foot Beneteau First 53f5.

• Tropical Sailing Holidays, Suite 6, 370 Victoria Ave, Chatswood, NSW 2067. Ph: 02 419 7544 or toll free 1800 222 014. fax: 02 413 2215. Range of luxurious, modern Beneteau yachts ranging from the First 285 with berths for four adults through to the Oceanis 350 which sleeps six to eight people.

• Mandalay Boat Charters, PO Box 273, Airlie Beach 4802. Ph: 079 46 6298 or freecall 1800 075 123, fax: 079 46 6211. A range of economy and deluxe vessels available for charter, from 25-ft to 47ft.

• Whitsunday Rent A Yacht, PMB 25, Mackay 4741. Ph: 079 469 232 or freecall 1800 075 111, fax: 079 469 512.

• Whitsunday Escape, PO Box 719, Airlie Beach 4802. Ph: 079 46 5222 or freecall - 1800 075 145, fax: 079 467 301. Has a range of catamaran cruisers, houseboats and a variety of yachts, with accommodation ranging from four to eight people.

There are also a range of fully crewed charter yachts available as well as day cruises aboard such famous yachts as Gretel, Anaconda, Siska and Apollo. ▲

# Whitsunday To Port Vila Race in June

The progressive Whitsunday Sailing Club will conduct the inaugural "Paradise to Paradise" ocean marathon, the Whitsunday to Port Vila Race, starting from Pioneer Bay, Airlie Beach, on June 1.



**T**he 1200 nautical mile race across the Coral Sea and into the South Pacific for both monohull and multihull yachts is being sponsored by the internationally known A.P. Marine Underwriting Agencies Ltd of Melbourne.

Race director is ocean racing yachtsman Dave Harper who previously has organised the successful Shell Coral Sea Classic. "The Whitsunday Sailing Club and the Vanuatu Cruising Yacht Club have combined to offer a major yacht race in the Pacific and we are indeed fortunate to have a major marine company as our sponsor," Harper said at the announcement of the race in conjunction with A P Marine executives Peter Stockwell, Alex Chin and Alex Low.

Entries close with the Whitsunday SC on May 6 with the notice of race now available from major yacht clubs. In fact, the club already has received its first entry, the famous 21-year-old maxi ketch Anaconda II.

The 25.4m Anaconda II, a veteran of 16 Sydney-Hobart races for her previous owner Josco Grubic of Adelaide, is now registered in the Whitsunday Islands charter industry and is skippered by David Walker. Her long waterline length and huge sail carrying capacity will be well suited to the 1200 mile course and Walker is currently signing up crew for the exciting new race.

Race director Dave Harper will compete in the race himself, skippering Rick Hardings' 1995 Coral Sea Classic champion, Sterling Silver. "We already have had more



## The new heart of Whitsunday cruising!

**B**usy Abel Point Marina is the premier Whitsunday cruising destination. It is the departure point for many day and extended cruise and bareboat charters, and is very popular with private cruising holiday makers.

### Why berth at Abel Point Marina?

The marina has more than 200 berths, available in 5 sizes from 11m to 24m, all of which are protected and safe. Public transport stops at the door and it is the only location on the

Whitsunday coast with fuel, gas, workshops, marine brokerage, convenience store, kiosk, laundry and full bathroom amenities.

### Abel Point Village - open May '96

And, from May 1996 visitors can soak up the marina atmosphere - visit the restaurant, bar, new cafe; see a sailmaker at work, have a look at what boats are for sale, book a day or extended cruise or a bareboat charter - and park in spacious comfort.

**For berth bookings and more details, ask the knowledgeable staff!**

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than 30 requests for the notice of race," Harper said.

Apart from the race to Vanuatu, the progressive Whitsunday Sailing Club has races throughout the year and has several other major events coming up, starting with Fosters Classic of three races on April 6-7. On July 13, 20 and 21 the club will run the XXXX Series which includes the 140 nautical mile Round the Whitsundays race.

Following on from Race Week at Hamilton Island, the club expects a strong fleet to line up for the Hogs Breath Race Week, a series of six races off Airlie Beach, including Olympic and longer courses. Commodore Geoff Smith, who sails the famous old ocean racer, Mercedes V, is even planning an IOR division for such veteran races, based on their last certificate.

Then will come the highlight of sailing in the area, The Great Whitsunday Fun Race on September 14. Sponsored by CUB, The Fun Race attracts between 350 and 380 yachts and it is mandatory that each yacht carries a living figurehead, usually topless!

## "America's Cup" gold trophy for regattas

A magnificent gold and silver ewer, based on the America's Cup, has been donated as a unique perpetual trophy for two regattas in the Whitsunday Islands - for the highest scoring yacht under the Performance Handicap System in the XXXX Ansett Hamilton Island Race Week and the Hog's Breath Race Week off Airlie Beach.

Hand-crafted by a Melbourne jeweller and valued at \$7000 it is one of the

Hayman Island Resort which will again play host to the TAG Heuer - Ansett Australia Big Boat Series in August.



The famous Race Week "beach party" is part of the attraction of the Hamilton Island regatta.

most expensive perpetual trophy ever offered for competition on the Australian coast. Melbourne businessman Richard Ladley has donated the trophy, called the Whitsunday Vista Cup, to the Whitsunday Sailing Club.

The first competition for the Whitsunday Vista Cup will be this year, with racing at Hamilton Island in late August and at Airlie Beach in early September. All types of ocean racing yachts will be eligible to compete for the trophy under a PHS handicap, including grand prix IMS racers and record-breaking maxis such as *Hammer of Queensland* and *Bobsled*.

Racing for the trophy will involve six highly competitive races in the XXXX Ansett Hamilton Island Race Week followed by another six races for the Hog's Breath regatta.

Further information on the Whitsunday Vista Trophy and the Hog's Breath Race Week from Geoff Smith at the Whitsunday Sailing Club on 079 466 138.

## Five-star Sailing For Hayman Island

Australia's newest prestige regatta, the TAG Heuer - Ansett Australia Big Boat Series at five-star Hayman Island Resort, has been scheduled for August 18-22 this year, bringing it ahead of Race Week at Hamilton Island.

Last year's inaugural regatta, won by Kiwi Chris Packer's *Thai Airlines International/Starlight Express*, was voted by competitors and officials as the most enjoyable offshore yacht series staged

in Australia.

Hayman Island Yacht Club commodore, Sir James Hardy, commented: "The inaugural Big Boat Series at Hayman Island set new standards on the Australian and international sailing scene. The series could only be compared with those I have experienced at the Aga Khan's exclusive Costa Smeralda resort in the Mediterranean - and the Hayman Island event was superior."

This year the regatta will span five days and comprise six races. The third day will be a lay day where competitors and guests will rendezvous for a party on a beach at a nearby uninhabited island. ▲

## What's ON in the Whitsundays

April 6-7 - Fosters Classic, three races, Whitsunday Sailing Club.

June 1 - A P Underwriting Agencies inaugural Whitsunday to Port Vila (Vanuatu) ocean race, 1200 nm, Whitsunday Sailing Club.

July 13, 20, 21 - XXXX Round The Whitsundays Races, 140nm, Whitsunday Sailing Club.

August 18-22 - TAG Heuer - Ansett Australia Big Boat Series, 6 races, Hayman Island Yacht Club.

August 24-31 - XXXX - Ansett Australia Hamilton Island Race Week, 6 races, Hamilton Island Yacht Club.

September 7-13 - Hogs Breath Race Week, 6 races, Olympic and longer courses, Whitsunday Yacht Club.

September 14 - CUB Great Whitsunday Fun Race, live figureheads mandatory, Whitsunday Sailing Club.



# Warming up in the Whitsundays

Allowing for his excess enthusiasm generated by a welcome change from Tasmania's midwinter chill for the comfortable warmth of the Whitsundays, OFFSHORE'S man in Hobart, Bruce Montgomery again gives a glowing report of bareboat chartering aboard a new Catalina 320.

**I**n the space of a comparatively short flight, from Hobart to Proserpine, one gains an understanding of Australia's diverse winter climate.

Leaving Hobart at latitude 43 degrees south on a winter's morning, the temperature was only 6.5 degrees. Three planes and seven hours later and at 20 degrees south, it was still winter in Australia but the air temperature was 26 degrees and the water in Whitsunday Passage was 23 degrees, about as warm

as your bathwater when you figure it's time to get out.

After my initial visit to the Whitsundays last year on a chartered Catalina 34, I went back to the islands this July to make a circumnavigation of the group, to look at some of the lesser known islands and to test sail one of the new range of Catalinas, the 320.

In 1994, I, my wife Vicki and Hobart sailing mate Tony Hale called in to the resorts at Hayman, Hamilton and Long



The Catalina 320, *Sheer Bliss*, at anchor off an island resort in the Whitsundays. (Pic Bruce Montgomery).

Islands, but the special place of that cruise was a quiet anchorage named Maureen's Cove at the northern end of Hook Island.

Here we spent more than two days, sheltered from the south-east trades, snorkelling with the reef fish and swimming with a huge manta ray, which

## Catalina Redesigns Its Range

Catalina Yachts USA introduced its C320 in 1994 - an exciting new design that successfully combined the best modern features and construction with Catalina's hallmark comfort and value. Based on a high performance and high volume computer optimized hull design, the 320 is light on the helm and tracks well under sail or power. The model was so favourably accepted that the company not only redesigned its existing range - 28MKII, 30MKIII, 34MKII, 36MKII, 42MKII - but added several new models to complement the fleet - the C250, C270, C400 and C380.



The range is the logical result of America's most experienced sailboat builder continuing to listen carefully to the needs and desires of experienced sailors. All sailors desire speed under sail, easy motion and predictable handling characteristics. The hulls of the Catalina yachts are high volume, and easily driven, with a fine entry, firm midship section, and smooth run aft terminating in modified reverse transoms with uncommonly spacious and functional boarding platforms.

There is no question that you can buy a more expensive sailboat. However, for the specific needs of the majority of sailors, you cannot purchase a better sailboat value than a Catalina.

To inspect Catalina yachts please contact:

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PO Box 90, Milsons Point NSW 2061

patrolled continuously along the coral beach.

Stirred by those memories and those of the splendid evenings imbibing in the cockpit as the prawns roasted in the garlic on the barbecue, we opted this winter to concentrate on the natural elements, the "free range" aspects of the Whitsundays.

An owner contracted to Queensland Yacht Charters (QYC) at Abel Point Marina at Airlie Beach had just taken possession of a brand new Catalina 320, Sheer Bliss, from the Catalina Australia distributor, Norman Ambrose of Sydney. QYC invited a test sail of the boat which they regard as perhaps the optimum for short-handed, bare boat charter work.

The 320 is imported from the US. There are 13 so far in Australia, three of them now in the Whitsundays. As its name suggests, it is 32 feet (9.91m) long, has a 29 h.p. Perkins Perama diesel engine, is fitted with a single-line reefing system to the mainsail and standard self-furling genoa, with all sheets coming back to the cockpit, which is fitted with a dodger and stern awning.

The boat has accommodation for seven with a spacious double cabin aft, double berth in the forepeak and the saloon table and port settee able to sleep another three. However, for those who demand a little privacy in their lives, the boat is best suited to four, at the most five, people. For three, it's a dream and quite manageable under sail and attending to the anchor.

Last year, we ordered our provisions through a local firm, The Airlie Birds,

## **"On the last night, moored at the Palm Bay Hideaway resort on Long Island, we still had enough food left to feed a small army!"**

opting for their partial standard provisioning package, \$23 per head per day, which was to have given us sufficient food for five days away but allowing for a couple of nights ashore, eating at resort restaurants. That cost us \$551 and included what I described as a "liberal order" of wine, beer, soft drinks and bottled spring water for the three of



Bareboat chartering in the Whitsundays...the Catalina 320, Sheer Bliss, reaching past one of the 74 islands which make up the Whitsunday Group in Farr North Queensland. (Pic - Bruce Montgomery)

us. On the last night, moored at the Palm Bay Hideaway resort on Long Island, we still had enough food left to feed a small army. That small army duly arrived in the form of a starving female crew aboard another bare boat charter who had seriously underestimated their hunger on the high seas. They took all our surplus provisions and in return we took their garbage back to Abel Point. Not a bad deal from their point of view!

This year, we decided to be canny. We again used The Airlie Birds, but selected our groceries from their supplied self-select list. We thought it would be more economical. The bill came to \$604.70, due, in no small part to the 4kg of King and Tiger prawns on our list! I'm certain we had economised on the grog order. Perhaps next time we'll revert to their initial recommendation.

Abel Point Marina, owned by a Sydney business syndicate, is a half-hour's drive from Proserpine Airport (\$20 return on Sampson's buses) and a 10 minute walk from the centre of the backpacker resort of Airlie Beach. The marina office is open 0800-1800 Monday to Friday and 0800 to 1700 at the weekends. Keys to the marina gate and shower block cost a refundable \$20.

The marina has laundry facilities (\$2 and \$1 coins), a fuel berth with diesel, ULP, LPG, super and outboard mix available. There are marine mechanics and a marine electrician on site and a chandlery.

Storing the food aboard the Catalina 320 was not a problem.. The C-shaped

galley has a 5.8 cu.ft ice box, a deep food storage bin between the gimbaled double-burner gas stove/oven and twin sinks.. Non-immediate bottles of wine and beer went into the lockers beneath the port settee or under the navigation table.

A note of caution: the water on board was undrinkable. It may have been due to the virgin state of the tanks or to the presence of chlorine in the water at Abel Point which we are not accustomed to, but even coffee made from the yacht's water was undrinkable.

The most noticeable feature of the 320 is its space both below and above deck. The saloon is airy, well-ventilated, comfortable and enhanced through the use of ash and teak trim. The navigation table has a lift-up lid to reveal the full complement of dividers, parallel rules, pencils, handbooks, log books etc.

Like the equipment aboard last year's Catalina 34, the only obvious item not supplied by the charter company was a pair of binoculars, which we believe are a necessity when navigating around several of the marked but submerged rocks to be found, particularly in the southern extremes of the Whitsundays.

The switchboard, above the navigation table, was clearly set out, and again logical. The boat was fitted with a stereo tape/radio as well as VHF communications radio, used to make the twice daily sked to QYC at 9 am and 4 pm, the witching hour for charter boats sailing in the Whitsundays - the anchor must be down for the night by 4 pm!

The bathroom, opposite the galley, contained the pristine head, vanity basin and main shower (there is a second near the transom). All plumbing worked

perfectly. Hot water after 15 minutes of engine power!

The great advance in the 320 is the spaciousness of the cockpit - a beamy 3.58 metres (11ft 9in). The coamings and seats are generous and comfortable and the middle section of the pushpit on the stern unclips to form a boarding ladder which swings over the transom, down to the rudder.

There was much better instrumentation at the wheel than on the Catalina 34 tested last year - wind direction and speed, true and apparent, boat speed and depth - absolutely fundamental for both navigation and anchoring in these waters. The anchor presented us with the major headache - its fairlead on the bow was too short, resulting in the stock of the anchor perpetually fouling on the drum of the genoa self-furler.

My only other criticism of the boat in this shake-down cruise was the first reef, which, is a single-line reefing system, but is in effect two-lines, with the clew end of the reef supposed to self-adjust as the reef is hauled into position. We found that the first reef came down as



Close up of the transom and cockpit of the Catalina 320 ...features which make it an ideal yacht for bareboat chartering. (Pic- Bruce Montgomery)

designed at the mast but the clew end was ragged. We were not blessed with great winds for the week, but the Catalina was a pleasure to sail, quick to accelerate as the breeze strengthened, light and responsive on the helm, easy to trim from the cockpit.

### The Charter

Queensland Yacht Charters, founded in 1980, operated by Adrian and Suzette Pelt and David Berry. Ph 008 075 013

Charter rate for the Catalina 320: Off peak: \$360 per day, \$2520 per week; Peak: \$399 per day, \$2793 per week.▲

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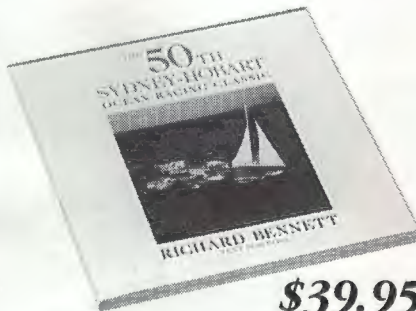


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Batt**

## Mooloolaba Meteorology

**W**ith the sub-tropical ridge (STR), or belt of high pressure, positioned on average south of Sydney at this time of the year, racing to Mooloolaba can either be relatively easy under, say, SW or SE flow or rather tricky under a sea breeze / land breeze regime or a mix of the lot!

YOU should keep a close eye on the position of the STR, and for that matter the general weather pattern, on a daily basis at least a week before the race as its position may be north or south of the average track. To achieve this you will have to rely on the daily newspaper weather map or better still Weather by Fax an Infifax product to monitor this situation (latest surface weather map 019 725210, directory on 1800 630100 and many, many others at 55¢ per min.)

Please remember that to the north of the STR, there is general easterly windflow, to the south, general westerly flow and in the middle basically very light winds. With light winds, local winds, such as the seabreeze and the landbreeze will tend to dominate.

If the STR is to the south of the state, which may well be the case during this years race since over this summer the mean position of the STR has been south of Tasmania. If this is the case then SE winds will not only predominate but may also provide a showery onshore influence along the coast and the adjacent inland. At times a trough of low pressure may be generated in coastal waters roughly parallel to the coast and this in turn enhances the shower activity as well as the wind speed. In fact, this trough can veer the wind direction more into the south over waters between the trough and the coast.



The start of the 1995 Mooloolaba Race

Cold fronts are generally less intense than their winter counterparts and hence often shallow, but be aware that the odd intense front may rear its ugly head, SO BE PREPARED. As a general rule, NE to NW winds ahead of the front will turn SW to SE across the state as a high pressure system moves eastward behind the front, then back either rapidly or slowly to the NE as the high establishes itself in the Tasman Sea.

The seabreeze can be a regular occurrence at this time of the year and is generally less intense than its summer colleague. It becomes more regular as you head north. It generally commences during the late morning/early afternoon after an overnight land breeze. The most common sea breeze direction along the NSW/QLD coast is from the NE, but this can be modified by the orientation of the coastline.

The land breeze starts to become a more dominant overnight feature of the race track at this time, especially as you sail north. To benefit fully from this breeze one will have to be positioned within a few miles of the coast especially from midnight onwards. Its direction will vary between SW and NW depending on where you are along the

coast and typically its speed will vary too along the coast, strongest near river valleys, high mountains close to the coast and over the southern Qld coast.

### Some problems at this time of the year:

- The East Coast Low can be a problem, especially a late tropical cyclone or a tropical low that has moved south from Qld waters. Imagine running into the situation off the northern NSW coast/southern QLD coast which occurred over the period 15 to 17 Feb. earlier this year which the master of the Q.E.2 described as the "some of the worst weather that he has ever encountered". For two days the ship, plying between Brisbane and Sydney, encountered gale to storm force winds from the south and seas between 10 and 20 metres!! Extreme running conditions for yachts racing north to say the least! This was an east coast low.

- Severe thunderstorms, with their attendant problems can still occur at this time of the year. Their problems can be associated with damaging winds, damaging hail, very heavy rain and from time to time, waterspouts over the water and tornadoes over the land. Keep

your eyes open to the west for development along the mountain ranges as thunderstorms are steered by the winds at around a height of 4 to 5 km above the ground, which on average over coastal NSW are from the west. This means that storms develop along the ranges and move toward the coast, killing say, the seabreeze that has been blowing for most of the afternoon. The seabreeze or the surface wind at the time is replaced for a short period of time by strong to very strong winds, which may cause a lot of damage to water craft. Be aware that even a non-severe thunderstorm can create problems, especially from a wind point of view. The moral of the story is, **DO NOT** trust any thunderstorm cloud. **BE AWARE TAKE CARE!**

- With a fairly straight coastline and few offshore reporting points it is often assumed that coastal stations are representative of conditions at sea, which may be far from the case. Wind speeds may be 25% to 50% stronger than over the land. The extent of seabreezes seaward is not well known.

- The East Australian Current (EAC) which brings warm water from the Coral Sea into the cooler Tasman Sea can run with speeds up to 4 knots around the continental shelf and can spawn a number of eddies to the south of the main current, is generally felt by yachts racing north during this race. Its meanderings will be elaborated on at the pre-race briefing.

- The NSW coast is largely exposed to deep ocean conditions, and swell forecasting poses a major problem. Even when the local weather pattern is unfavourable for swell generation, a tropical or extra tropical system sometimes thousands of kilometres offshore has the potential to produce a moderate or heavy swell along the NSW coast with little warning. A deep low located in the Tasman Sea will usually generate a south to south east swell (sometimes east) along the NSW coast.

## GENERAL

- Your race strategy will of course be initiated and changed by the prevailing wind and ocean current conditions. Never just hang in close to the coast just for the heck of it, just because someone told you that this is the only way to go fast to Mooloolaba. Assess the weather and ocean current situation very carefully because there just could be a chance that the wind say 10 to 15 miles offshore could be 10 to 15 kt stronger than the wind closer inshore (strong westerly flow would be a good example coupled with little or no current).

- Get as much weather information that you can from the many sources available during the race e.g. your visual observations, Penta, VIS, HF weatherfax, Coastal Patrol, Coast Guard and if you are very lucky the World Wide Web via your suitably equipped onboard laptop or PC. Dream on Kenn??!

- Kenn Batt is available for meteorological advice and tuition. He can be contacted after hours on (02) 99180749 or work hours on (02) 2698622.

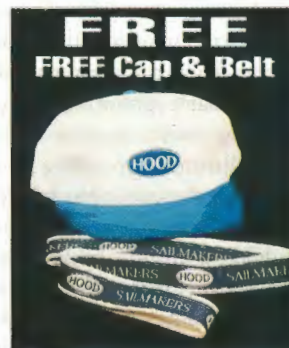
## A HUGE APOLOGY

In my last article, "More on Sea Breezes" Feb/Mar 1996, I regrettably omitted to mention my principal reference source for the article as that written by Roger Badham of Marine Weather Services and titled Success Sail Meteorology Notes, 1989, which also includes a Sea Breeze card (1990). My sincere apologies Roger.

\* Kenn will be conducting a marine meteorology course at the Cruising Yacht Club of Australia commencing May 27 and running for eight weeks. Further details from Kenn on (02) 269 8622 or the CYCA office on (02) 363 9731. See you there!



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## what's new

### Lightweight Racing Winches From Lewmar

Lewmar has introduced an extensive range of new racing winches, comprising six sizes from the 440 Astor to the 111 Astor, which are aimed at serious designers and competitors looking for the latest design and material technology.

Lewmar's racing winches have a wide diameter drum for enhanced efficiency and Lewmar's patented Wavespring self-tailing jaw, capable of handling today's slimmer, smoother lines under heavy load. Aerospace technology used in the design and material of the winches includes special aluminium alloys, high strength heat-treated pawls, and low friction bearings around the gear spindle for exceptional strength and durability.

Further information: Peter Shipway, Barlow Distributors - ph: 02 318 2128 or fax: 02 319 1858.

### Satcom-M Briefcase Finds Its Sea Legs

STN Atlas Australia, with the support of Telstra Corporation Limited, has released a mobile version of the Satcom-M satellite communications briefcase which allow the terminal to be used in marine applications as well as on land.

The first of its kind in the world, the mobile briefcase terminal uses sophisticated mechanical interlocking devices to activate marine software installed in the briefcase. This enables it to lock onto the marine tracking antenna usually located on the mast or cabin top of a vessel.

The marine "tracking" antenna has also been adapted and installed with new software so that it becomes a sim-



Lewmar's new 440 racing winch

ple extension of the briefcase. The result is a "portable office" that offers satellite telephone, fax and data facilities when the vessel is under way.

Further information: Telstra Customer Service Centre - 1800 810 023.

### Canadian Autopilot For Australian Market

A full range of Canadian-made ComNav marine autopilots and accessories are now available in Australia through Sydney-based Rubin Marine. Among the latest is a model 1440 Hand Held Autopilot which gives you complete autopilot control in the palm of your hand.

The portable controller comes with a snap-on dash mount bracket and can be used at multiple steering locations with optional second station hardware. The unit is designed for inboard, outboard and sterndrive power boats as well as for cruising yachts,

Further information: Rubin Marine, ph: 02 439 233 or fax: 02 439 2278.

### Muir Engineering Finalist For Export Awards

Tasmanian-based Muir Winches Australia was one of the 37 finalists for the recent Australian Export Awards. The marine machinery manufacturer posted export earnings of \$1.9 million for the 1994-95 financial year with exports of

winches and windlasses for marine craft.

Research and development saw Muir design a patented automatic freefall anchor windlass which drops the anchor by remote control. Muir is now regarded as a world leader in marine technology.

### Revolutionary Atlas For Aust Mariners

A revolutionary new atlas is changing the face of Australian maritime navigation. For the first time, "Crawford's Mariners Atlas: Port Stephens to Jervis Bay" brings together the Royal Australian Navy's charts for this section of the NSW coast into one convenient volume, at new A-3 size.

This means that mariners can now purchase a product with all the benefits of a complete set of naval charts for less than \$50 - a saving of \$230. A full range of charts is included in the atlas, from an overview of the coast between Port Stephens and Jervis Bay to the approaches to Broken Bay, Port Jackson and Botany Bay, to large-scale, fully detailed charts for inshore navigation.

For those requiring a guide to major enclosed waterways, the atlas also contains MSB Waterways maps for the Shoalhaven and Crookhaven Rivers; Lake Illawarra, Georges and Woronora rivers and Chipping Norton lakes, Tuggerah Lake, Lake Macquarie and the Myall Lakes. There are also many pages of general information about boating in NSW.

Further information from distributors, Garry Allen Pty Ltd, ph: 02 725 2933.

### Beneteau Chose Titan Winch Handle Products

Beneteau Yachts are renowned for

The Canadian-made autopilot by ComNav



choosing the best quality fittings for their range of yachts. For Beneteau yachts fitted out in Australia, the company has chosen local manufacturer, Titan, to supply winch handle pockets for all new models

Geoff Copley of Titan in Sydney is now working towards an order which will mean that all Beneteau yachts are supplied with his revolutionary composite light Titan winch handles.

#### CORRECTION

Offshore magazine apologises for an error in the February/March 1996 issue's "What's New" column, in relation to Brindabella's Fraser Sails FS Plus mainsail.

Fraser Sails did build an FS Plus mainsail for Brindabella to use in the Hobart race. However, unknown to Offshore magazine, the sail was replaced prior to the start of the Hobart race. The replacement sail was a more conventional one built from woven Kevlar with glued and sewn seams.

Offshore magazine apologises if this error has misled our readers.

### Navico Tillerpilots Offer High Performance

After major technological advances and a radical new design, Navico's new Tillerpilots are now available through Navico's Australian distributor, Coursemaster Autopilots.

Navico has tackled four design chal-

lenges: high thrust, low power consumption; quiet operation; and storm-proof weather protection in producing the Navico Tillerpilot 100 and the Navico Corus Tillerpilot 300.

As well as Navico's 10-year worldwide experience in Tillerpilots, some highly experienced internationally competitive sailors contributed their expertise, drawing on personal experience in some of the world's most arduous long-distance sailing events, including the Route de Rhum, the Round Britain and Mini-Transat races.

The Navico Corus Tillerpilot 300 can be conducted directly to Corus instruments and most NMEA 0183 GPS receivers, allowing an easy switch between steer-to-compass, steer-to-wind and steer-to-GPS modes.

Further information: Coursemaster Autopilots, ph: 02 417 7097 or fax: 417 7557.

### Canon Announces New Binocular Range

Canon Australia now has a complete range of binoculars - from the recently-released flagship 12x36 IS model incorporating maximum stabilisation technology, to the compact 8x22A with a folding design that allows it to fit into a pocket or purse.

Five new models have been released, offering top-quality optical performance including field flattener lens elements (many utilising aspherical design) which reduce the curvature of field for excellent edge-to-edge sharpness and contrast. The 8x32WP and 8x23WP models also offer a nitrogen-filled waterproof construction. The binoculars are available from selected Canon dealers.



Corus © Tillerpilot 300 and hand programmer

### Navionics CD-Rom Chart Breakthrough

Navionics, the leader in electronic charts, has introduced a breakthrough products that provides chart customer's needs in minutes, using a Navionics CD-Rom that be opened by a computer novice.

"For the first time, there is no need for dealers to stock a wide selection of electronic charts, creating taxable inventory that can go out-of-date and might not sell fast enough," says Dr Guiseppe Carnevali, founder and president of Navionics. "Instead, a customer can see what he wants on a computer screen, order it and have it five minutes."

Navionics technology has compressed more than 9,500 nautical charts and port plans into a single CD. The customer can display the ports he wishes to see, in all zoom ranges and in full colour right on the dealer's PC. When the choice is made, the dealer inserts the Navionics' Microchart into the PC and in moments the customer's electronic chart is ready.

Further information: Navionics Australia, ph: 02 9939 1054, fax: 02 9939 1341 or free call: 1 800 807 948. ▲



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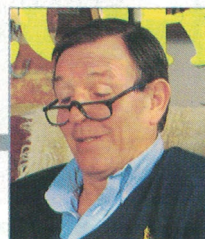
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## The Fisher Column



### Meeting The Rules on Cruiser Racers

**a**t Key West Race Week, Richard Breeden's Nelson/Marek 46, *Bright Star*, was the overall top boat, chosen from a quite complex formula based on the closeness of the leading five boats in each class in every race. It is a very reasonable way of choosing the best boat from a number of classes and there is nothing arbitrary about it, yet this year, it caused a few squeals.

*Bright Star*, skippered by 1984 Olympic silver medallist in the 470 class, Steve Benjamin, an exact hull sister of *Titan*, which was a member of the South African team in the Champagne Mumm Admiral's Cup, was sailing as a cruiser/racer and thus able to claim one percent deduction from her elapsed time.

It was all tied into just how much accommodation she had below and the shape of her cockpit coamings. I had to admit that there were few other 46 foot cruiser/racers that I knew which had pedestal grinders in their cockpits, but rules are rules and under the IMS, *Bright Star* qualified for her allowance, and I reminded myself that the IMS is, principally, a cruiser/racer handicap rule, and not a grand prix one. Oh, the ironies of life.

### An Amateur's Dream For the Whitbread

Another of life's ironies is that there are people who have the gift of convincing others that they can achieve more than their capabilities. This often results in valuable resources being misdirected and those who could produce the desired effect unable to progress without the necessary backing. If only it were possible to have an ombudsman who

could direct beneficiaries to the right causes, but that would probably be seen as undemocratic. It might have helped in the case of the most recent announcement of the registration of a syndicate in the Whitbread Round the World Race.

It is difficult to say much about the Sussex Challenge, an amateur entry into the Whitbread Race without causing distress. At a press conference called at the Royal Thames Yacht Club, we were regaled by 42-year-old Jacky MacGillivray into her belief that she could win the next race with *Hetman Sahaidachny*, which would prove beyond all doubt that a W-60 that is a ton overweight is the right boat for the race.

This self-admitted Corinthian from Eastbourne - 'I'm the ordinary housewife mother of two. I woke up one morning and said, "Gosh, it's a nice day - I'll do the Whitbread.'" - has to be joking. I thought she was when she made that statement, but I was wrong in giving her the benefit of the doubt. She was serious and thus terribly out of place.

Mrs. MacGillivray claims 500,000 miles of cruising and racing - about the same as Peter Blake - and admitted that she was not 'one of the well-known, high-profile names usually associated with the Whitbread.' Yet, she has convinced Bupa International to part with money and a number of other Sussex concerns to do likewise to pay for her indulgence. Her admitted budget was well below that of others who aim to win the race, only \$2.5 million

### 21 Syndicates At America's Cup Challengers Meeting

There were 21 syndicates represented by 39 people at the first meeting of the Challengers for the America's Cup - the inaugural meeting being held at the West 44th Street clubhouse of the New

York Yacht Club, the Challenger of Record - and other syndicates were represented by proxy. It forecast a heavy assault on the Cup when the Royal New Zealand Yacht Squadron defends in 2000. The United States was quite the most heavily represented with seven different groups present.

Among those was Vincent Moeyersoms for the America3 Foundation. He was however non-committal, 'My presence here should not be seen as an America3 commitment, the event is so far away that its hard for anyone to make serious plans.' Bill Trenkle, representing Dennis Conner Sports agreed with him, but did say that if DC mounted a challenge it would be through the USA YC which Conner formed in 1989 and which now has more than 400 members.

Both John Bertrands were present, the skipper of oneAustralia keen to continue his assault to become the man to win it twice for Australia while the other was there to represent an undeclared American syndicate. There was one other Australian syndicate represented, from the Southport YC in Queensland, where the oneAustralia and Syd Fischer syndicates were berthed before heading for San Diego.

In addition, there were two syndicates from Canada, one including Bruce Kirby, three from France, and one each from Britain, US Virgin Islands, Italy, Japan, Russia and Switzerland. The Nippon Challenge, which has announced that it is ready to begin its assault on the Cup for 2000, was represented by Emili Muira and John Newton, while Laurent Esquier was wearing two hats; for the St. Francis YC, in which Larry Ellison of Sayonara is said to have an interest, and also for the Yacht Club Costa Smeralda of Italy. ▲



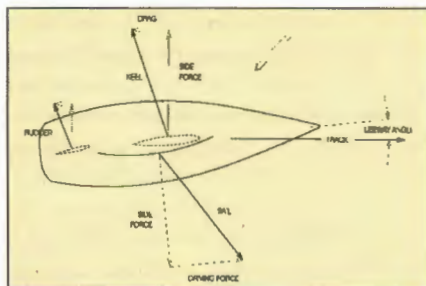


## The Facts About Your Foils

The foils on your sailboat are as critical as your sails in terms of performance on all points of sail. They are equal partners in creating the lift needed to get you upwind or hold you on track on a reach and, like your sails, the more efficient they are the faster you will go. Unlike sails they cannot be adjusted on a conventional sailboat so they must embody a range of compromises so that they can do the many jobs required with the greatest efficiency and the fewest downsides.

Efficiency in a keel or rudder is defined by the ratio of lift production to its necessary partner drag. Given that a certain task, say a tack, requires an actual physical amount of force to be generated by the rudder to turn the boat a "good" rudder will do this job but generate less drag than a "bad rudder". In this same way it can be seen that a more efficient foil could be smaller overall to do the same amount of work.

What defines a good or bad foil? Most people think it is the profile shape of planform since this is the most readily visible part. The trend to highlight this area was strongest in the latter days of IOR when the elliptical planform keel



Simple Force diagram showing relationship between foils and sails

was all the rage and enormous efforts were made to achieve a marketable shape. The enlightened observer today would want to know why IMS keels are so different. Well, with keels, it's horses for courses. Let's look at the two principle foils separately.

### The Keel

The keel is a static foil unlike the rudder, is generally twice the surface area, and, in the case of yachts, carries as much as 50% of the total displacement in lead ballast. The primary job list for the keel then reads as follows: provide a control surface for sailing and carry suitable ballast to provide for adequate stability. These requirements are somewhat contradictory but they go a long way to

## Optimising



defining the shape of the keel.

The ballast requirements are often rule driven. In IOR where the bulk of the lead was internal and stability was penalised in rating the keels became quite fine and small and the planform shape then became a derivative of the designer's need to massage the lead into the right place for the rating. Many of the fantastic shapes were driven by this. In the modern IMS boat stability is still rated but light weight boats are acceptable so that more lead must now go on the keel to keep the boat upright. As a result the planform shape has changed dramatically to straighter leading and trailing edges with faired in bulbs at the bottom. This is a rule driven change and should not lead one to think one shape is better or worse than the other. Taken to the extreme you can look at the America's Cup class where stability is unrated but draught is limited. The solution is a straight foil and an enormous bulb carrying up to 80% of the displacement. Horses for courses.

Within the constraints of a particular class or rule then what is critical in keel design? Foils are like sails in that they have a cambered shape with a measurable depth, a location for that depth, an entry angle and so forth. The difference

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is that a keel or rudder is symmetrical and generally uses a single foil shape that must adapt to a wide range of conditions. The cross sectional shape is then the real workhorse of the foil. Two identical keels can produce markedly different performance if the cross sectional shapes are different.

There are a variety of issues the designer must resolve when selecting a good cross sectional shape for the keel. The two most critical are performance characteristics and the ballast carrying ability. In terms of performance one must consider the aspect ratio of the foil, the operating speeds of the yacht, and the angle of attack. Angle of attack is basically the angle of the foil relative to the direction the boat is moving. A keel will operate at 0 degree angle of attack running square at which time it is doing no work. In this situation it needs to effectively disappear so the least frontal area and skin friction will be desirable. However, when you turn the corner the keel will be operating at up to three degrees angle of attack due to leeway and it then gets back to the need to produce lift efficiently. Thus a good keel foil would hold a lot of lead volume for its thickness and be very efficient at low angles of attack and also have very low drag downwind. This lead carrying ability can be defined by a concept known as the prismatic or box coefficient. In other words if you put a rectangle around the shape how much area of the rectangle does it fill. A commonly used keel section such as the NACA 64 may carry as much as 12% less volume for a given thickness than a modern high performance keel section.

### The Rudder

The requirements for the rudder are quite different. First, the rudder does not have to carry ballast so its thickness and planform shape is not constrained that way. Also unlike the keel the rudder operates at potentially high angles of attack (i.e., tiller up around your neck) and, as a result, the ultimate stall angle, which is when you lose it, must be as high as possible. Structurally rudders must carry a stock and the choice of materials determines the final thickness of the blade with carbon generally producing the best balance of weight and strength. The selection of the cross sectional shape then is based on this new set of criteria and thus you would correctly expect the rudder section to be quite different to the keel. The issue of stall angle generally drives the point of maximum thickness (draft in sail terms) further forward to between 30-35% of chord length and the leading edge is generally fuller and more rounded than the ideal keel section. The thickness of the rudder is also an issue with thicker foils generally being more stall resistant but creating higher drag at low angles of attack. For rough offshore sailing a very thin America's Cup style rudder will be a potential nightmare even for an experienced helmsperson.

In searching for the ideal foil it should be noted that all the published literature is aero space related and much if it is not applicable to sailboats. This is because the effective design range of these foils is determined for much faster rates of flow over the foil than yachts tend to experience so the best foils are designed for the specific application.

Finally, the real fault of most sailboats lies in the execution. Typically keels are not symmetrical around the centreline and very unfair. A good set of templates and a few days in the shipyard can work wonders in this area and will certainly be the performance equal of a new mainsail. Same applies to the rudder the results here being generally felt immediately by the steerer. A good rudder requires less helm movement to tack and will hang on when the going gets hairy. Your speed out of tacks will be noticeably improved as well. ▲

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<http://www.merlin.com.au/offshore/>

## news all from ports

### Australian Teams Likely For Major Offshore Regattas

**a**ustralian yachtsmen are working towards mounting international challenges for this year's Rolex Commodore's Cup and next year's Champagne Admiral's Cup, both conducted by the Royal Ocean Racing Club out of Cowes on the Isle of Wight off the south coast of England in July/August.

In addition, it seems certain there will be at least three yachts representing Australia at the Kenwood Cup in Hawaii in August this year - Syd Fischer's Farr 50 *Ragamuffin*, Warwick Miller's Reichel/Pugh 60 *Exile* and Bob Steel's Nelson/Marek 43 *Quest* which placed second overall in the Telstra Sydney to Hobart.

*Quest* went to New Zealand in March to contest the Royal New Zealand Yacht Squadron's Air New Zealand IMS Regatta and will go direct from there to Hawaii.

The Commodore's Cup will include an Iain Murray-designed Bashford/Howison 41 and a BH 36 exported to the UK. Builder Ian Bashford and sailmaker Grant Simmer are expected to be closely involved. The third and smaller yacht in the team has yet to be determined.

The RORC have announced a ban on all professionals competing in the Commodore's Cup to maintain it as a corinthian event and stepping stone to bigger series like the Admiral's Cup, Southern Cross and Kenwood Cup. Each team will comprise three yachts with the racing before Cowes Week.

Three owners have already indicated



*Quest*, the Nelson/Marek 43 owned by CYCA yachtsman Bob Steel will go to Hawaii for Kenwood Cup after contesting the New Zealand IMS Regatta in Auckland. (Pic - Ian Mainsbridge).

their interest in representing Australia in the more internationally prestigious Admiral's Cup - Sydney yachtsmen Syd Fischer, with a new *Ragamuffin* built to the ILC 46 rule, and Robert Skinner with his Mumm 36, *Emotional Hooligan*, and Melbourne yachtsman John Calvert-Jones, with a new ILC 40.

The 1997 Admiral's Cup will be held from July 28 through to August 14, comprising nine races and ending with the Fastnet. In a bid to increase competition (only eight teams challenged in 1995) the RORC is inviting challenges not only from countries, but from "regions" which may include two or three countries. Thus, a country with a single yacht or two yachts may join forces with a neighbouring country.

### Sydney's 160th Australia Day Regatta Success

Strong support for Sydney Harbour's 160th Australia Day Regatta on Sydney Harbour and the traditional Australia Day Regatta at Geelong, together with more Australia Day regattas on other waterways, has underlined the significance of the traditional on the water celebration of Australia's National Day.

The 160th Australia Day Regatta on Sydney Harbour had more than the usual colour and excitement. Apart from the keen racing between cruiser/racer

classes, the ferrython and the schooner race, competitors and spectators had the amazing spectacle of an aerobatic display by the Royal Air Force Red Arrows, including low level flights over the harbour, seemingly just a few metres above the water.

Adding further tradition and national pride to the 160th Australia Day Regatta on Sydney Harbour was the gesture by the Regatta sponsors, Philips Electronics, in handing out 1000 Australian Red Ensigns to participants and spectator craft to fly on the day.

Fittingly, the 160th Australia Day Regatta was the final on-the-water official function for His Excellency, Rear Admiral Peter Sinclair, Governor of New South Wales, and Patron of the Australia Day Regatta. He and Mrs Shirley Sinclair lunched aboard the Flagship, HMAS Sydney, watching the Regatta racing and the Red Arrows aerobatics.

In total, 550 inshore and offshore racing yachts, dinghies, catamarans and model yachts took part in the Australia Day Regatta on the Harbour, Pittwater, the Parramatta River, Botany Bay, Cronulla, Middle Harbour and Manly, up the North Coast at Taree and on Narrabeen Lake and Hinkler Park.

Winners of major trophies on Australia Day included:

- Lord Mayor's Cup and Victor Everson Cup for 18-footers: *Prudential* (Rob Brown, Sydney Flying Squadron).
- City of Sydney Sesquicentenary Cup (ocean race): *Red, Hot n' Blue* (Bruce Thomas, Cruising Yacht Club of Australia).
- Dangar Memorial Cup (Sponsor's Trophy): *Over the Edge* (P. Taylor and Partners, Royal Sydney Yacht Squadron).

### Inaugural Ocean Race To Solomon Islands

A fleet of 20 Australian yachts will set sail from Brisbane on Good Friday, April 5, in the inaugural ocean race to the Solomon Islands. Organised by prominent Royal Queensland Yacht Squadron member Dayle Smith and sponsored by Solomon Airlines, the race has attracted a talented fleet of racing and cruising yachts from Queensland, New South Wales and Victoria.

The race will take the fleet on an 1175 nautical mile course through the Coral Sea to finish at Gizo, capital of the West-

ern Provinces of the Solomons. Race headquarters will be at a new tourist hotel but marina facilities are limited to 20 yachts.

Heading the fleet is *Ninety Seven*, Andrew Strachan's Farr 47 which took line honours in the 1993 Sydney to Hobart and has since sailed across the Pacific to Hawaii for the Kenwood Cup as well as sailing under charter to Hong Kong in the 1995 Admiral's Cup.

Another former Sydney-Hobart line honours winner is the veteran sloop *Fidelis*, originally from New Zealand but now owned by a syndicate of Sydney yachtsmen headed by Nigel Stoke.

Sydney's Royal Prince Alfred Yacht Club will be strongly represented by two ex-IOR, Farr 40s, with Commodore Richard Hudson skippering *Indian Pacific* and Rear Commodore Bruce Staples sailing *Witchcraft II*. *Indian Pacific* won the Sydney-Hobart on IOR corrected time back in 1984 while *Witchcraft II* has won just about every race north from Sydney to Queensland waters, plus the Lord Howe Island race.

Australia's grand old man of the sea, Alby Burgin, now in his 80s, has entered



The spectacle of Sydney's 160th Australia Day Regatta ranged from a regatta for radio-controlled model yachts through to the gaff-rigged Ranger class yachts on Sydney Harbour while overhead the RAF's Red Arrows aerobatic team swooped low over the flagship, HMAS Sydney.

his famous 52-footer, *Alstar*, which he has sailed in short-handed race around Australia, to Japan and across the Pacific and fully crewed to Hobart and New Caledonia.

Queensland entries include *Skeddadle Again* (Rodney Smith, RQYS), *Fontana* (Ray and Eve Foreman, Mooloolaba YC), *Ivanhoe* (Heikki Valsanen, Southport YC), *Windjammer* (Thomas Lee Clough,

Queensland Cruising YC), *Aussie Spirit* (Peter Cassidy, RQYS), *Fine Tolerance* (QCYC) and *Public Bar* (John Davies, Gold Coast Cruising YC).

### Australian Schools Championship

The 18th Coca Cola Australian Secondary Schools' Sailing Championships and the 21st annual NSW Secondary Schools'

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Championships will be sailed in conjunction with the 30th annual Combined High Schools Championships at the Belmont 16ft Sailing Club on Lake Macquarie from April 9-13.

Entries are expected from around Australia for this annual regatta which has produced many the nation's outstanding sailors in later years. Racing will be in classes for monohull skiffs, dinghies and yachts, for slower monohulls, catamarans and sailboards.

## **Terra Firma Takes Out Revived Apollo Bay Race**

*Terra Firma*, the overall IMS winner of the Telstra Sydney to Hobart, has continued her winning ways by taking line and handicap honours in the revived Queenscliffe to Apollo Bay race in Bass Strait. The Iain Murray-designed 41-footer, owned by Scott Carlile and Dean Wilson from the Royal Yacht Club of Victoria, sailed the 55 nautical mile course in a slow 10 hours 30 minutes 30 seconds.

*Terra Firma* defeated Chris Gendala's Peterson 30 *Stampede* from the Royal Melbourne Yacht Squadron, for IMS Division first place with Kevin Williams' Cole 43 *Rangatira* taking third. The PHS division saw a deadheat on corrected time between the Dubois 40 *Hi Time We Went*, skippered by Rob Hampshire from the Royal Geelong Yacht Club, and the Navy's Swarbrick 36-footer *Scarborough of Cerberus*, with Rear Admiral Peter Briggs at the helm. Third place to Stephen Collis' Adams 12 *Aggro* from the Royal Melbourne Yacht Squadron.

## **Future Shock Back To Winning List**

Peter Hansen's pocket maxi *PL Lease Future Shock* was the star performer of Sandringham Yacht Club's Mazda Overnighter race on Port Phillip, overcoming some of the disappointment that followed the yacht's forced retirement from the Sydney to Hobart following an altercation with a whale. The Elliott 55 was not only the fastest boat over the 70 nautical mile course, but also collected two trophies on corrected time.

A seabreeze enabled the fleet to provide a spectacular spinnaker start for cliff-top watchers, with *Future Shock* setting a huge red and white kite to

sweep through to win the "Dash for Cash" to a mark off Brighton.

As the yachts headed down the bay in the evening breeze *Future Shock* moved away from the fleet and was not headed.

Division A was highlighted by the race-long duel between the two Iain Murray-designs, *Edge Computer Local Hero* (Jock MacAdie) and *Seaview Challenge Again* (Lou Abrahams) which were rarely more than a hundred metres apart throughout 13 hours of sailing. At the finish *Challenge* finished three minutes in front but *Local Hero* took out the prestigious Tam O'Shanter Trophy on corrected time from *Challenge Again* and Bruce Eddington's *Dixie Chicken*.

Over the 55 mile course for Division B, first place went to *Amicus* (John Stenford) from *Lawless* (Mario Kalpokas) and *Alibi* (Theo Korbel) with fastest time going to *Island Trader* (John Chatham). The *Jisuma Trophy*, awarded for best corrected time in the overall fleet at the end of 55 miles, went to *Future Shock* from *Local Hero* and *Amicus*.

Sandringham Yacht Club holds regular non-spinnaker races on Wednesday afternoons and Thursday evenings, and this year the concept was extended into the Mazda Overnighter, with these yachts sailing a shorter course. Line honours was taken by 84-year-old Ron Langman and his crew of veterans aboard *Margaux* while corrected time went to Brighton sailor Mark Burton in *Marjanal*.

## **Milson Cup Win To Classic Yacht Cyan**

One of the Royal Sydney Yacht Squadron's most prestigious annual races is for the Milson Cup, commemorating one of the founders of the club. It is held over a short ocean course off Sydney Heads and this year attracted more than 90 competitors, from regular ocean racers to yachts which do most of their racing in the Harbour.

Winner of the Milson Cup, based on Performance handicaps, was the classic timber sloop, *Cyan*, owned by wellknown Squadron members Deidre Crichton-Browne and Bill Manning. *Cyan* is a regular competitor in short ocean racing in the combined clubs fleet.



The classic timber yacht *Cyan*, winner of the Royal Sydney Yacht Squadron's historic Milson Cup. (pic - Peter Campbell)

## **Electronic Charts Seminar at National Maritime Museum**

A sextant and paper chart have been the mariner's navigation tools for centuries. Very soon they will virtually become museum pieces as satellite navigation and electronic charts rapidly take their place aboard vessels from runabouts to supertankers.

By far the most common means of satellite navigation is GPS or the Global Positioning System. GPS can offer the mariner positioning accuracy down to one metre. The fix, along with the course and speed, can then be displayed automatically on an electronic chart.

While GPS and electronic charts have enormous potential to increase safety at sea and will make the task of navigating much easier, there are hidden dangers for the unwary.

The Australian Institute of Navigation recognised the need to inform boat users of the latest developments in navigation technologies. The Institute, along with the Australian National Maritime Museum and the Australian Maritime Safety Authority are jointly sponsoring a "Charts and You" seminar at the Museum in Darling Harbour on Sunday, June 2m with speakers from yachting, academia and the Navy.

## **11 Metre One Design Aust Championship**

One of the growing club racing classes

in Australia is the 11:Metre One Design and a strong fleet contested the fourth National championship, hosted by the Lake Macquarie Yacht Club over the Australia Day long weekend. The class has grown to 22 boats, mostly based the Royal Prince Alfred Yacht Club, Pittwater, Royal Sydney Yacht Squadron on the Harbour, and at Sandringham Yacht Club on Port Phillip. There is also one new boat in Perth.

Lake Macquarie provided near perfect conditions which saw close competition throughout the six-race series with the five different winners and the title decided tactically on the last heat.

Ultimate winner Jamie McPhail set the pace with True Blue in winning the opening heat but 1995 champion Steve Stuart then notched up two successive wins with his new boat, Clear. However, Clear had placed only seventh in race one and after heat four, won by Sold By (Simon Grosser), the pointscore leader was still True Blue.

Michael Nash, the former Australian NS14 champion, took out race five in Razzle Dazzle, only 12 seconds separating the first six boats. Going into race six the championship was still open with Steve Stuart and Jamie McPhael covering each other to place fourth and fifth. The end result was McPhael winning the Australian title with a net 11.75 points from Stuart on 14.5 points, third place going to Gosford sailor Michael Turner, sailing consistently in Nella G to finish with 15 points.

### **Sydney-built Morning Glory Wins Cape to Rio Race**

Sydney boat-builder John McConaghy has produced another internationally successful yacht from his Mona Vale complex, with the Reichel/Pugh-designed, ILC-70, *Fancourts Morning Glory* taking line honours in the 1996 Rothmans Cape to Rio race in record time.

German software magnate Hasso Plattner and his crew of professional yachtsmen sailed the course in 14 days 14 hours 52 minutes to slice 12 hours 18 minutes off the previous record held by *Broomstick*, the downwind flyer which contested the 50th Sydney to Hobart.

### **Peter Gilmore Wins Eunos Australia Cup**

*By John Roberson*

By winning the Eunos Australia Cup in early February, Peter Gilmore moved closer to reclaiming the top spot on the Omega Rankings, a position he was pushed out of in May last year by Russell Coutts. Current incumbent is American Ed Baird, who took over the top spot after winning the world championships in Auckland back in November.

Gilmore came home to Perth for this the first event on the 1996 grand prix circuit, his aim to put his name on the trophy for a third time, and so equal the record achieved by Rod Davis two years ago. However Davis was not about to make it easy, now representing New Zealand again, he came to try and chalk up a fourth win.

While these two headed the list of talent who accepted the Royal Perth Yacht Club's invitation, the field was full of rising young stars and one or two old war horses. The Australian, British, New Zealand and European match racing champions were amongst the twelve invitees who came to do battle on

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the Swan River's Matilda Bay.

They were Dave Clark of Perth, Stuart Childerley who was also Britain's Finn representative at the Barcelona Olympics, surprise winner of the Kiwi championships was Ray Davies, an Auckland Laser sailor, while Denmark's Sten Mohr holds the European title.

America's Cup sailor J.J. Isler became the first woman skipper to sail in the Australia Cup, while Neville Wittey came back for his third attempt at the trophy.

The two groups sailed a double round robin, so guaranteeing every competitor at least ten races. The top four from each group then progressed to the main double round robin, from which the top four went into the semi-finals, and hence to the finals.

Eliminated at the end of the first stage were Ray Davies, Stuart Childerley, J.J. Isler and Andrew Bell. The main round robins saw some tough competition, with Rod Davis heading the leader board early on, but when it came to the cut for the semi-finals the order was Peter Gilmour, Rod Davis, Sten Mohr and Neville Wittey.

Gilmour selected Wittey as his semi-finals opponent, and defeated him in two straight but hard fought races, while Davis handed out a similar defeat to Sten Mohr. In predominantly light winds Gilmour controlled every match of the finals, to take the trophy by three races to nil.

The whole regatta was contested in sauna like conditions, with Perth experiencing the beginning of what was to become the longest heatwave on record.

### RESULTS:

1. Peter Gilmour, Aus; 2. Rod Davis, NZL;
3. Neville Wittey, Aus; 4. Sten Mohr, Den;
5. John Cutler, NZL; 6. Gavin Brady, NZL;
7. Gordon Lucas, Aus; 8. Dave Clark, Aus;
9. Stuart Childerley, Gbr; 9. Ray Davies, NZL; 11. J.J. Isler, USA; 12. Andrew Bell, Aus.

### Chappell's Etchells Title

By John Roberson

Just occasionally a venue lives up to its reputation, and Fremantle did just that for the Etchells nationals in January, and local skipper Peter Chappell revelled in the conditions, while Queenslander Peter Conde kept praying for the Fremantle Doctor to miss his



Peter Gilmour in a close race with Kiwi Gavin Brady during the round robins of the Eunos Australia Cup.

daily rounds. Chappell, crewed by Stuart Skeggs and Graeme Johnson, blasted to four bullets in six races, driven by a seabreeze that was rarely less than 15 knots, and often up around 25 knots.

Third place went to another Western Australian, Michael Manford, who improved as the regatta progressed, with these three skippers the only race winners. Iain Murray, sailing Dennis Conner's boat, was a late entry and the lack of preparation showed, but always comfortable in strong winds he finished fourth, despite a disqualification after a protest with Manford.

### RESULTS:

1. Lulu - Peter Chappell/Skeggs/Johnson, 6 pts;
2. No Jacket Required - Peter Conde/Baron-Hay/Hillier, 10.75;
3. The Croc - Michael Manford/Rowell/Miller, 16.75;
4. Menace IV - Iain Murray/Jarvin/Coxon, 26;
5. Five Circles - Ian Brown/Anson/Northcote, 31;
6. Bandwagon - Skip Lissiman/Rosser/Phillips

### Peter Elliott announces Whitbread entry

By Kevan Wolfe

Melbourne sailing identity Peter Elliott has confirmed that he will head a team to compete in the 1997 Whitbread Round the World Race.

Elliott said that the team will be called Team Joint Venture Australia and will be based at the Royal Yacht Club of Victoria.

The Elliott family is well known for its series of *Joint Venture* 40 foot (12.1m)

one tonners which competed in international One Ton Cups and the Admiral's Cup in the 80s.

Elliott said that he had always wanted to race in the Whitbread but until now he had not had the opportunity. He said that the team would include prominent yachtsmen from previous *Joint Venture* campaigns, an experienced marketing manager and Ron Elliott, as project manager.

Many of the crew who have sailed on the *Joint Ventures* in the past are now international names in yachting. They include New Zealand's America's Cup winning helmsman, Russell Coutts and Olympic representative and former World Etchells Champion, Colin Beashel.

The team expects to start building its Whitbread 60 yacht in Melbourne in June and given their long association with the Bruce Farr design office it will be the latest Farr design.

"We are putting together a campaign to win and our professional approach to the race will match that of our sponsors and our club," Elliott said. "We are going to have a good go."

So far 38 syndicates have registered for the race which starts at Southampton in September 1997 and organisers are expecting a fleet in excess of 20 yachts to start.

Five syndicates have registered from Australia but only two will probably start - Team Joint Venture Australia and John Bertrand's Team Bertrand. ▲



## IYRU Asked to Review Match Racing in Olympic Games

By Bob Fisher

A paper submitted to the IYRU by its Chairman of the World Match Race Sailing Committee, Richard Endean (NZL), suggests that an Open Match Race event in Sydney in 2000, will have 'an incredible benefit to the sport.'

Endean says, that as a firm believer in the adage that the sport is more im-

portant than the individuals within it, 'I propose to keep pushing this proposal as hard as I can.'

At the November meetings of the IYRU, Endean had addressed the Council early in its deliberations and well before the voting for the Sydney disciplines took place. The Star and Soling lobbies worked hard to ensure that there would be a fleet/match event in 2000 and not an all-match race event - that way, both their classes were ensured of survival for another four years.

The likelihood of an eleventh class for 2000 which might be allotted to a women's match race event, does not find great favour with Endean who believes that to hold such an event while there was no men's match racing would 'create a riot in the sailing community,' and feels that he could not support such a move because he believes that 'women have not achieved sufficient depth in the discipline to sustain an Olympic event.'

Endean believes that whatever decision is made should reflect on what is best for the future of sailing and not

based on preserving the past, and one of his additional requests is that the Olympic entries should be based on the IYRU world rankings, taking the top twelve at a given date.

The IYRU is known to have had long discussions with the Chairman of the World Match Race Sailing Committee and while appreciating his point of view, can only act within the guidelines of the IOC, who will only give an additional event for women.

The IYRU will have an attempt to put a women's match event in Sydney. There are 23 countries ranked on the Women's list, which is a sufficient number for the IYRU to recommend this to the IOC. For the men's event, the option may be to allow 16 boats into the 2000 Olympics.

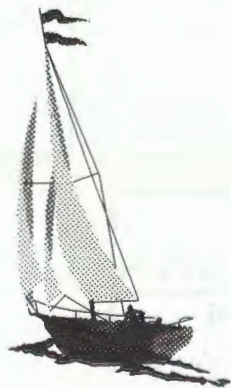
There are other lobbies afoot at present and doubtless the mid-term meetings of the Union will hear a number of other options, one of which, from Denmark, is that the Soling is retained as the fleet racing keelboat at the expense of the Star and that J-22s be used for men's and women's match racing events. ▲

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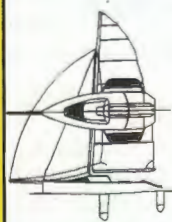
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##### MARCH

- 29 Fremantle-Albany ocean race, RPYC/PRSC, Perth, WA.
- 30 National Business Directory Sydney-Mooloolaba ocean race, MHYC

##### APRIL

- 5 VB 48th Brisbane to Gladstone ocean race, QCYC.
- 5 Brisbane to Gisa, Solomons Islands, ocean race, RQYS.
- 5 Boags Australian Three Peaks Race, Beauty Point to Hobart, Tasmania.
- 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 Capon 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

##### 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 XXVth 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.
- 21 Newport-Bermuda Race, USA.

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# THE CONTINUING CHALLENGE

**NEW LIQUID CRYSTAL SAILCLOTH** – a new woven fabric made from Vectran® high modulus fibre, interwoven with high-tenacity polyester. The result is the first light weight, low stretch, long lasting, high performance sailcloth. Hood Vectran® is woven in our own textile mill in Ireland, to withstand the extreme conditions of the BT Global Challenge, or provide you with the softest, most durable, easy-handling sails you can buy. Racing or cruising, Vectran® sails combine the proven durability and longevity of woven polyester sailcloth, with the light weight and high strength of Kevlar® and Spectra® laminates – without concerns of delamination.

For more information, contact your nearest Hood loft.

Sydney (02) 9905 0800; Melbourne (03) 9646 5273; Brisbane (07) 3893 1022; Adelaide (08) 494 000;  
Hobart (002) 235 660; Lake Macquarie (049) 504 485; Townsville (077) 715 429; Gippsland Lakes (051) 567 099;  
Sail Power WA (09) 386 3094; The Yacht Shop Darwin (089) 812 948.

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