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Offshore

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

Yachting

**One-design
Offshore**

**The King of
Mooloolaba**

**IMS spectacle
in New
Zealand**

**Electronics
Afloat Feature**



Escape the Ordinary...



A race running over 129km on foot, up and down three mountain peaks.
A voyage across 317 nautical miles of open ocean.



**David
Fuller**



From the Commodore's Desk

Winds of Change No Southerly Buster!

It seems that the winds of change, as forecast in OFFSHORE's April/May issue, were not blowing strong enough to persuade the Australian Yachting Federation to accept Australian Offshore's original proposal for significant reforms in the administration of offshore racing.

Despite a strong recommendation from the AYF's own working party, the Australian Offshore submission failed to gain acceptance at Council level. Subsequent meetings held by the AYF Offshore Committee have since embraced many of the initiatives put for-

"Their intention is for AO to become an owner/sailors association working closely with clubs and they will continue to press for effective change within the AYF"

ward by Australian Offshore.

However, representation rules have not changed.

Proportional representation and funding will remain a major issue with the Australian Offshore group led by Grant Simmer and Geoff Ross, who have provided a much needed

stimulus for change.

Declining an invitation to join the AYF Committee as non-voting members, Simmer and Ross will continue to press for effective change within the AYF.

Their intention is for AO to become an owner/sailors association working closely with clubs and they will continue to press for effective change within the AYF.

Concern With Yachting Association of NSW

Of greater concern to the Cruising Yacht Club of Australia are the deep divisions within both the Australian Yachting Federation and the Yachting Association of New South Wales.

Many clubs, including the CYCA, have withheld subscriptions pending the outcome of current efforts to revitalise these organisations and the creation of a new fee collecting proposal.

There is no doubt that the YA NSW is hopelessly underfunded and most clubs recognise the need to support higher levels of subscriptions.

Now, more than ever, our sport needs vision and leadership as we

move towards the Sydney Olympics. Funding is only part of the issue and will be much easier to raise once the house is put in order.

The Port Arthur Tragedy

So much has been written and spoken

about the Port Arthur tragedy that it has been hard to absorb and understand the ramifications of this terrible blot on our history.

Every sailor who has ever raced to Hobart would be deeply shocked by this event. Many of us included Port Arthur in the Hobart itinerary as a family day out before returning home.

It would be just inconceivable that such a beautiful and peaceful place could be the scene for a tragedy of this magnitude and horror. Our thoughts are with the victims, their families and our friends throughout Tasmania.

We need to send another great fleet to Hobart this year to aid the healing process. Let's make 1996 a special year for Tasmania.

David Fuller

Commodore, CYCA

What's Coming Up at the CYCA

June - July 1996

- The Digital Winter Series continues through to Sunday, July 28 (Ladies Day). The last pointscore race is on Sunday, July 21.
- Canon Sydney-Gold Coast Classic (August 3), notice of race is available at the Sailing Office and early entries would be appreciated.
- June Members' Night is Magic, Mystery and Mayhem on Friday, June 14. Tickets are \$45 from reception.
- Friday, July 26 is the Associates' 20-Year Members' Dinner. Details from reception on 02 363 9731.

Offshore

Yachting



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On His Last Voyage - Ian Bashford, champion sailor and far-sighted boatbuilder dies suddenly 39

PICTURE CREDIT: In the last issue of OFFSHORE we published a fine picture of the RAF's Red Arrows flying over HMAS Sydney during the Australia Day Regatta. The picture was taken by Judy Lee, wife of well known yachtsman and Australia Day Regatta committee member, Geoff Lee.



regular features

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COVER: The latest in one-design offshore racers, the Mumm 36 at speed in the first race of the New Zealand IMS Regatta on the Haukari Gulf. Note the entire crew standing behind the rudder post. Terry Fong took this spectacular photograph. Full story, page 26.

NEXT ISSUE:

Canon Sydney-Gold Coast Classic preview
Heading North to Hayman and Hamilton Islands
Australia challenges for Kenwood Cup


NATIONAL BUSINESS DIRECTORY SYDNEY-MOOLLOOLABA RACE & SYDNEY REGATTA

Victory in the National Business Directory Sydney to Mooloolaba race climaxed a remarkable summer of success for Kings Cross-Sydney, the evergreen 36-footer skippered by Middle Harbour yachtsman Ray Stone. Peter Campbell reports.

Kings Cross-Sydney's Blue Water Bonanza

It was just after nine o'clock on a balmy autumn evening off Queensland's Sunshine Coast, north of Brisbane, as *Kings Cross-Sydney* slowly sailed the final few miles to the finish line off Mooloolaba, the crew carefully tacking and trimming sails to maintain boatspeed in the mere four knots of breeze.

Only half an hour before, the 36-footer had been sweeping across Moreton Bay under spinnaker before the last of the south-easterly seabreeze, well on target to clinch victory in a unique series of ocean racing pointscores out of Sydney.



Above: A WINNER ... Crew packing the weather rail, owner/skipper Syd Fischer at the helm, the Farr 50 Ragamuffin heads for Mooloolaba in the National Business Directory race. Ragamuffin won IMS Division 1. (Pic - Ian Mainsbridge)

But three miles from the finish line off Point Cartwright on the Sunshine Coast, it looked as if *Kings Cross-Sydney* had "missed the boat" not only in the Mooloolaba race but also in the other major pointscores hinging on this last breeze of summer.

In the Mooloolaba Yacht Club, packed with crews from the 20 or so yachts which had already finished the race,

they were already buying drinks for local yachting personality Bob "Sir Robbo" Robertson who looked like at last winning a Sydney-Mooloolaba race, with his latest yacht, the NSX-36, *The Last Picasso*.

"A lot hinged on this race - but we did it," an elated Ray Stone said late that night as he and his crew finally joined the rest of the yachties in the club bar.

"Kings Cross-Sydney ended the summer ocean racing season of 1995-96 with a cleansweep of every major pointscore"

"We were having a fantastic spinnaker sail from Cape Moreton until the last half hour when the wind swung right on the nose - and dropped to four knots," Stone told OFFSHORE. "I thought 'this is it' but with constant trimming we kept going slowly and got there in time to win the race and the other pointscores."

In a complete change-around of computer predictions based on earlier position reports, *Kings Cross-Sydney* and the 31-footer *Wildfire* both ousted *The Last Picasso* from first place on corrected time in IMS Division 2 and "Sir Robbo" had to be content with third.

That success, Stone's first ever win in 14 attempts in the Mooloolaba race conducted by his own club, was the penultimate performance by *Kings Cross-Sydney*, originally designed by New Zealander Laurie Davidson in 1985 and twice optimised by Sydney-based Scott Jutson.

Always sailed with tenacious consistency by Stone, his son Glenn and an equally dedicated crew, *Kings Cross-Sydney* ended the summer ocean racing season of 1995-96 with a cleansweep of every major pointscore:

- Champion Yacht of the National Business Directory Sydney Regatta, winning the IMS Racer Class and accumulating the highest points of any yacht in the seven-race series.

- Winner of the Cruising Yacht Club's Blue Water Pointscore for long ocean races over the 1995-96 season - starting with the 1995 Canon Gold Coast Classic, including the Telstra Sydney to Hobart as a mandatory race, and finishing with the National Business Directory Sydney-Mooloolaba.

- Winner of Middle Harbour Yacht Club's Gillawa Shield for the eighth time.

- A winning double in the CYCA's combined clubs Short Ocean Pointscore, winning her division under both IMS and PHS handicaps.

This was the 33rd annual race to Queensland waters conducted by Middle Harbour Yacht Club and while the 45-boat fleet was down sharply from



Above: THE CHAMPION:... *Kings Cross-Sydney*, with owner/skipper Ray Stone at the helm, drives to windward in the National Business Directory Sydney-Mooloolaba, a race that gave her victory in the CYCA's Blue Water Pointscore for the fourth time and the overall trophy for the NBD Sydney Regatta. She also won IMS Division 2 of the Mooloolaba race. (Pic - Ian Mainsbridge)

Right: IMPRESSIONIST ... Queensland yacht *The Last Picasso*, skippered by "Robbo" Robertson, spears over a wave as she heads to sea in the National Business Directory Sydney-Mooloolaba race. (Pic - Peter Campbell)



the 62 which sailed in 1995, it was one of the best IMS fleets to race north and proved to be one of the most competitive in years.

The success of *Kings Cross-Sydney* is a tribute to the constant competitiveness of Stone and his crew, never giving up, always trying to extract that extra half knot out of the boat.

They went into the Mooloolaba race knowing they had to beat two particular yachts - Syd Fischer's Farr 50 *Ragamuffin* was two points ahead in the Sydney Regatta IMS Racer class, while only three points separated *Kings Cross-Sydney* and another veteran boat, Bruce Foye and Lance Peckman's Farr 43, *AMP Wild Oats*, in the Blue Water Pointscore.

Stone said two tactical moves as they rock-hopped and beach-bounced up the NSW Far North Coast and the Queensland Gold Coast gave them a vital edge after a disappointing first 24 hours at

sea in the 470 nautical mile race. "When we got around Cape Byron we went right along the shore until just before Cudgen Head, south of Tweed Heads, where we did a right turn and came out under spinnaker before a freshening sou'easter," Stone explained.

"We again sailed right along the Gold Coast beaches until the Southport Seaway entrance where we gybed and picked up an amazing 3 knot northerly current. We were showing 6.6 knots on the log but the GPS showed us making 9 to 10 knots - it was just amazing," Stone added.

Soon after buying the now 11-year-



Above: LAKE BOAT... *Dictator*, skipper Bruce Meade and her crew from Lake Macquarie set sail in the National Business Directory Sydney-Mooloolaba race. (Pic - Peter Campbell).



Above right: MAXI MATCH: Maxi yacht *Foxtel Amazon* (Peter Walker) overshadows pocket maxi *Infinity III* (Martin James) as they head for Mooloolaba. *Amazon* took line honours, *Infinity III* was third to finish. (Pic - Ian Mainsbridge) Above centre: OCEAN DEBUT ... Victorian yacht *Indospray Prowler*, skippered by Joe Westerlo, made her ocean racing debut in the National Business Directory Sydney-Mooloolaba race. The crew did a practice spinnaker hoist just before the start. (Pic - Peter Campbell)



old *Kings Cross-Sydney*, Stone commissioned Scott Jutson to optimise the IOR 36-footer with extensive modifications to the hull. Jutson later successfully optimised her to the IMS rule, with a new keel and rudder.

It was a good race for Hood Sailmakers, with *Kings Cross-Sydney* carrying a full Hood inventory, as did third placed *The Last Picasso*. Line honours winner, Peter Walker's Kell Steinmann-designed *Foxtel Amazon*, had a new Hood spinnaker and No 2 genoa. *Yendys*, which won the IMS Cruiser/Racer class of the Sydney Regatta also carries Hood sails.

"Ross, who had never sailed in an ocean race until he bought *Yendys* last year, believes that two-thirds of the success in long ocean racing comes from preparing the boat and its crew"

The Sydney-Mooloolaba was the seventh and final race in the 1996 National Business Directory Sydney Regatta, a series of short, medium and long ocean races which has given a significant boost to yacht numbers and the competitiveness of the post-Hobart racing out of Sydney by the combined clubs fleet.

Going into the Mooloolaba, *Ragamuffin*, with a string of wins that began with

the Sydney to Wollongong race, had a slight edge in the Sydney Regatta IMS Racer class and also in the overall Regatta pointscore.

Ragamuffin sailed a fine race to Mooloolaba, her last in Australia before heading across the Pacific for the 1996 Kenwood Cup in Hawaii in August. She actually led the fleet a couple of times in the race up the NSW North Coast and was always snapping at the transoms of the maxis and pocket maxis.

Foxtel Amazon finally got the gun, just over an hour ahead of Andrew Short's *Innkeeper Petaluma Wines* in a time of 60 hours 52 minutes 00 seconds, but Martin James' Farr 66 *Infinity III* and *Ragamuffin* finished only six hours later, with *Infinity III* crossing less than four minutes in front of *Ragamuffin*.

Ragamuffin won IMS Division 1 of the Mooloolaba race from the Iain Murray-designed ILC 40, *Bit o' Fluff*, sailed by Ed Psaltis and his crew from his old 30-footer, *Hall Chadwick Nuzulu*, third place going to Andrew Strachan's Farr 47,

Ninety Seven. However, in the IMS Racer class of the Sydney Regatta, *Kings Cross-Sydney*, had the edge to finish with 349 points to *Ragamuffin's* final total of 343. Third went to the Farr 31, *Wildfire* (Brian Saunders) with 342 points.

Wildfire finished second in the Mooloolaba race IMS Division 2 to *Kings Cross-Sydney*, both yachts finishing ahead of time to displace local yachting personality "Robbo" Robertson in his NSX-36, *The Last Picasso*, which earlier had looked the winner.

IMS Division 3 went to the Farr 1104, *Son of a Son*, sailed by Middle Harbour yachtsman Pat Nash and Bob Dempsey, with the Cavalier 35, *A Crewed Interest* (Warwick Sherman) second, and the Farr-designed Beneteau 45, *Yendys* (Geoff Ross) third.

Yendys' third gave her victory in the Sydney Regatta IMS Cruiser/Racer division, vindicating owner Ross' decision to commission designer Bruce Farr to create a new keel and rudder prior to the recent Sydney to Hobart in which she placed second in IMS Division D. He also installed the commercial version of the navigation software developed for New Zealand's successful



IN THE PINK ... Queensland owned *Bit o' Fluff*, skippered by Sydney yachtsman Ed Psaltis, finished second in IMS Division 1 of the National Business Directory Mooloolaba race. Psaltis is honorary treasurer of the CYCA. (Pic - Ian Mainsbridge)

America's Cup bid.

Yendys came from behind to total 337 points and win the Sydney Regatta Cruiser/Racer division from Martin James' Farr 66, *Infinity III*, on 332.5 points which took second place on a countback from the Bashford/Howison 41, *Sycorax* (Michael Quinn).

Ross, who had never sailed in an ocean race until he bought *Yendys* last year, believes that two-thirds of the success in long ocean racing comes from preparing the boat and its crew. "It's like running a small business - the same rules and dedication applies," said Ross, who runs a telecommunications and software business in Sydney. "There are no rock stars on board, just a keen and dedicated crew."

The PHS divisions of the Sydney-Mooloolaba also decided the outcome

of the Sydney Regatta, with the oldest yacht in the fleet, the timber-hulled former New Zealand 66-footer, *Fidelis* (Nigel Stoke) winning PHS Division 1 from the much-travelled *Hogs Breath Witchdoctor* (Maurie Cameron) and *J44 Phoenix* (Bob Reynolds).

PHS Division 2 saw a comfortable win by another Middle Harbour yachtsman, Kim Williams in his fast Ross 35, *Rock n' Roll*, from the Young 95, *Exocet*, skippered by computer programming whizz Howard Elliott, and *Toccata* (John Winchester).

The Mooloolaba win by *Rock 'n Roll* gave her a comfortable victory in the PHS Division of the NBD Sydney Regatta, accumulating 333 points over the seven raceseries. *Impeccable*, the 15-year-old Peterson 36 skippered by septuagenarian John Walker, finished second

with 328 points, third place in the Sydney Regatta pointscore going to *Exocet* with 319 points.

While there was no overall IMS winner of the Sydney-Mooloolaba race, Middle Harbour Yacht Club did run an overall PHS result. The winner was *Fidelis* which back in 1966 took line honours in the Sydney to Hobart.

The long, narrow timber sloop which was brought across the Tasman by a group of Sydney yachtsmen to contest the 50th Sydney to Hobart, sailed an excellent race to finish 15th in the fleet, winning the PHS overall trophy from the David Lyons-designed 40-footer, *Rapscallion*, the former *Cuckoos Nest* now owned by CYCA member Dick Voordehake. Third place went to *Elusive*, a Jarkan 42, skippered by another CYCA member, Geoff Lavis.

For *Fidelis*, along with *Ninety Seven* and *Henry Kendall Akubra*, Mooloolaba was just a short stopover. The three Sydney yachts were among 21 boats which set sail on Good Friday in the inaugural Solomon Islands Airlines Brisbane to the Solomon Islands ocean race, finishing at the western province capital of Gizo. ▲

Results

IMS DIVISION ONE: 1. RAGAMUFFIN, FARR 50, SYD FISCHER, RSYS - 53.07.022; 2. BIT 'O FLUFF, MURRAY ILC 40, ED PSALTIS, CYCA - 53.25.13; 3. NINETY SEVEN, FARR 47, ANDREW STRACHAN, RSYS - 54.02.11.

IMS DIVISION TWO: 1. KINGS CROSS, DAVIDSON/JUTSON 36, RAY STONE, MHYC 51.29.35; 2. WILDFIRE, FARR 31, BRIAN SAUNDERS, MHYC 51.37.42; 3. THE LAST PICASSO, JUTSON NS-38, BOB ROBERTSON, MYC 51.43.48.

IMS DIVISION THREE: 1. SON OF A SON, FARR 1104, PAT NASH/BOB DEMPSEY, MHYC 51.57.12; 2. ACREWED INTEREST, CAVALIER 35, WARWICK SHERMAN, CYC 52.06.00 3. YENDYS, BENETEAU 47, GEOFF ROSS, MHYC - 53.36.28; SCORING: SINGLE WINDSPEED (10 KNOTS) PRE-CONSTRUCTED COURSE.

PHS DIVISION ONE: 1. FIDELIS, RHEIMERS 66, NIGEL STOKE, RSYS; 2. HOGSBREATH WITCHDOCTOR, DAVIDSON 40, MAURIE CAMERON, CYCA; 3. J44 PHOENIX, JOHNSTONE J44, BOBREYNOLDS, MHYC.

PHS DIVISION TWO: 1. ROCK 'N ROLL, ROSS 35, KIM WILLIAMS, MHYC; 2. EXOCET, YOUNG 95, HOWARD ELLIOTT, RSYS; 3. TOCCATA, SWARBRICK 111, JOHN WINCHESTER, MHYC.

PHS OVER-ALL (ALL YACHTS IN FLEET): 1. FIDELIS, RHEIMERS 66, NIGEL STOKE, RSYS; 2. RAPSCALLION, LYONS 40, DICK VOORDEHAKE, CYCA; 3. ELUSIVE, JARKAN 42, GEOFFLAVIS, CYCA; 4. ROCK 'N ROLL, ROSS 35, KIM WILLIAMS, MHYC. 5. BRUNNHILDE, FARR 37, JOHN TAYLOR, MHYC; 6. THE LAST PICASSO, JUTSON NS-36, BOB ROBERTSON, MYC/RQYS.

LINE HONOURS: 1. FOXTEL AMAZON, STEINMANN 70, PETER WALKER, CYCA - 60 HOURS 52 MINUTES 00 SECONDS

Three's Company

Three marathon runs up three peaks in three days. Three nights of compressed hell sailing through Tasmania's Roaring Forties. That's the Boag's Australian Three Peaks Race, one of Australia's greatest endurance challenges. Bernard Lloyd covered this gruelling event from on-board line-honours winner *Vendetta*.



When the start cannon boomed into the Tamar River, in northern Tasmania there was no wind, only breath, but 18 yachts in the Boag's Three Peaks Race are all making at least a knot, some three, because in this race, rowing, paddling, pedalling, kedging or towing from the shore; anything human-powered is allowed. The catamarans have oarsmen out.

On *Vendetta*, (an Inglis 47' sponsored by Optus World) and on other mono-

"Two Scots runners, Adrian Davis and John Coyle turned in excellent runs and despite finishing in the dark, lifted their boat *Naiad*, (a Farr 40 sponsored by Business Post) from fourteenth to sixth position"

hulls, a variety of contraptions allowed up to four of the five crew to peddle a bike linked to a propeller. The lighter boats got off faster but as the fleet entered Bass Strait for the 90 nautical mile haul to Flinders Island, a stiff and steady

THREE PEAKS RACE

15 knot ocean wind off the side blew the smaller boats out the back door.

Aboard *Wildcard*, (a Radford 47) around midnight, a lower stay snapped and the mast broke in three places. It took two hours to save the mast and winch the gear on deck. She limped into George Town safely but she was out of the race. The approach to Flinders is treacherous, while some sailed by GPS alone, most sailors have a mud map as well, showing local knowledge of the ever-changing navigable entrances. Looking for unlit 'bricks', lumps of rock above and just below the surface), at dawn, some sailed by braille.

Vendetta steered a course for the last street light on Lady Barron. While her two runners were sorting their rations, maps and lights, shearwaters and petrels hooted quietly, like geese. *Vendetta* crept forward. John Saul, the skip-

per clenched the wheel, straining to see. "I'm lost," he said. "Its brick city up ahead," says sailor Royce Salter.

Vendetta runs aground a sandbar. The bikes can't shift her. Royce invents a main and Genoa two-sail technique to see-saw the boat sideways off the sand. The big multi-hulls, like Xs (an 11.6 Chamberlain cat sponsored by McKillops Insurance) and *Triumph* (the 9.4 metre Ostac trimaran sponsored by the Heart Foundation) which draw two feet of water, took even shorter cuts than *Vendetta* and made up places. But *Vendetta*, thrice aground, is still first in.

"First time I ever saw a boat that draws ten feet of water go through four feet," says her skipper, John Saul.

The runners leapt ashore for the 65 kilometre run to Strezlecki and back, the longest run of the race.

By the afternoon 15 pairs of runners were on the island at once and the wharf was abuzz.

Support crews of locals criss-crossed the island, dropping off glucoside, sustagen and other concoctions. The



punishing run soon re-sorted the fleet's positions. Philip Murrell and Gerry Oldfield, *Vendetta's* runners, ran in cool conditions but Mt Strezlecki was mist shrouded and Murrell, suffering the after-effects of a flu' dehydrated badly and finished with difficulty.

The gun runners, Sloan and Kromar, off *Es*, slashed 17 minutes off the record. David Quarrell ripped his hamstring on the ascent of the mountain and *Charlotte of Cerberus* (a 11.1 m monohull sponsored by Navy Tasmania) was forced to retire because two runners must compete each running leg.

Two Scots runners, Adrian Davis and John Coyle turned in excellent runs and despite finishing in the dark, lifted their boat *Naiad*, (a Farr 40 sponsored by Business Post) from fourteenth to sixth position.

The Scottish fell runners, Elspeth Scott and Helen Diamantides also made up two places. *J Walking on Easy Street* (*Southern Cross TV*) however, dropped from third to twelfth position when one of their runners, Peter Rand, 'blew up'

Main Pic: The crew of *Vendetta* cross the line at Hobart. Top: (Left to right) Murrell, Oldfield, Salter and Saul of *Vendetta* heading toward Freycinet. Above: Murrell and Oldfield running on Strezlecki

on the mountain.

Vendetta got away from Flinders with the out-going tide and set her biggest kite. Five thousand square feet of it. Coles Bay or Bust; she stormed down the east coast.

Conditions to Freycinet were fine but the tide gates slowed the fleet and held up *Aquilla* (a S&S 34 monohull) for nine hours on a sandbar near Cape Barren Island.

Vendetta races with twelve on deck, but in the Three Peaks, crews are limited to five. Tonight she sailed two-handed while sailor Peter Fletcher rested.

Fletcher is a competitive ten k road racer but his longest ever race had been

two hours; the next day he had to replace Murrell on a six hour mountain marathon.

Vendetta sailed at the edge, one mistake and the boat would have crashed. *Vendetta* is faster than the wind down the waves but *Es* is hot behind, surfing on them for minutes at a time and every wave brings her closer.

She runs *Vendetta* down, comes within ten nautical miles of her but then her wind puffs out and *Vendetta*, still on the tail of it, goes ahead again.

The Coles Bay wharf was packed with holiday-maker spectators. *Vendetta* was first in, again, though not before an hour of peddling through sub 1 knot winds.

Just for the Fun of it!



The Three Peaks Race originated in Britain. Competitors sail around the British Isles, scaling the three highest peaks of Scotland, England and Wales.

In 1988 a group of Tasmanian yachties (now aided by about a hundred on-course volunteer marshals and many sponsors) devised a similar event. (See map.)

Three marathons up three peaks in three days. Three nights of compressed hell sailing through Tasmania's Roaring Forties. There is no prize money, the race is run for fun. Ha! Ha! Ha! Many competitors say it's tougher than the Sydney Hobart race.

This year fourteen Tasmanian-based yachts, and four from the mainland, teamed up with twenty local runners. Two runners came from New Zealand and four from Scotland. The small crew-size (maximum of five) encourages multi-sport competitors and the Tilman trophy is awarded to the crew of the fastest boat on which all five complete a run. Inquiries for 1997, phone Race headquarters on (002) 252 012.

After *Vendetta*, the next three yachts in were all multi-hulls. *Bastet* (a 10 m cat sponsored by Southern Cross News) was the big winner, making up four places between Flinders and Coles Bay.

Vendetta's runners, Fletcher and the indefatigable Gerry 'Scud' Oldfield took off into the autumn blue. Fletcher ran across the Hazards hill but quick-walked up Mount Graham with Oldfield egging him on.

There was no track, the undergrowth was sharp, he had to scramble over boulders then trot down to picture-postcard Wineglass Bay. In its famous sands, both runners sank up to their ankles. It slogged them. Then on, around Mt Freycinet, back across the Hazards, and home.

After five and a half hours, Fletcher's dizzy head had a halo of sweat but he'd done it. Two hours behind them, Sloan and Kromar are busting to run.

Kromar, in pink and blue thermal leggings, wrap-round sunnies and shaven head, reckons he didn't even feel the first sixty five k's. By the half way mark they'd cut 45 minutes off *Vendetta's* lead and they broke the course record.

As their boat, *Es*, leaves port, now just ninety minutes behind *Vendetta*, the crowd gave them an unprecedented three cheers! The remaining runners, arriving throughout the afternoon, stumbled through darkness. It adds two hours to the five hour run.

For the final sea leg the sailors must make a choice, the 'short' cut through the Denison canal or the longer around-the-bottom of Tasman Island route. Only one boat has ever won going the long way and Saul is reluctant but he has bogged *Vendetta* twice in the canal and the wind and current favours the bottom trip for him.

Es cannot overtake *Vendetta* by following her round, she has to risk the shifting sandbars and sharp tacks of the

canal.

Life at 40 degrees south on a 45 degree angle, in 55 knot gusts was hard. *Vendetta* travelled with three reefs in her mainsail but it continually flapped undone and everyone was too exhausted to fix it.

The runners didn't sleep a wink as the boat cranked, bashed and ratcheted. The battering conditions forced a further six yachts to retire, with skippers radioing in, saying their crews were exhausted and the conditions were too rough for safety.

On the west side of Tasman Island, two fishermen, out picking up a cray pot, were swamped and while one made it to shore, the other two were drowned.

Meanwhile, battling winds, current and tide, *Es* took three hours to reach the canal, and then waited an hour for it to re-open.

Tartan (a Northshore 38 monohull sponsored by Ericsson) which pioneered the bicycle rig and can make three knots under peddle power, had to be towed through the canal. Sailor Paul Herron suffered a severe hand injury while dragging the boat.

Triumph was swept under the bridge at the canal and the bridge was held open for 20 minutes while she was

"Linking arms with the sailors, the five crossed the finish line together and then joyously poured champagne on each other before retiring below to celebrate with beer and pizza"

dragged free.

As dawn broke, *Vendetta* entered the Derwent with a rainbow off the starboard bow.

All hands were on deck to see if *Es* was beside, ahead or behind. She was no where in sight.

She was through the canal but just two hundred metres short of open wa-

How the world's fastest sails are made!



The crew trying to tow *Ericsson* clear of the opening bridge at Dunalley after she ran aground

ter, a squirt of wind blew her onto a sandbar.

Her crew jumped into the canal and tied a chain to pylons but it took three hours to winch off.

When the *Vendetta* crew learnt this, they called for a couple of warm stubbies.

The relief was palpable but runner Jerry Oldfield cut short the festivities. "She's not over till we cross the finish." Wellington was cloud covered. Someone suggested they all run up the mountain.

"Hell, we could walk the mountain and win the Tilman trophy as well as the Line Honours." But the Skipper rejects it. "It's not sportsmanlike. I came to win a race. Let someone else win the Tilman Trophy."

Vendetta takes two more tacks and crosses the finish silently. The runners leap off. They run through horizontal sleet to the peak. It snows. Three hours and 45 seconds later, they return.

Linking arms with the sailors, the five crossed the finish line together and then joyously poured champagne on each other before retiring below to celebrate with beer and pizza. *Vendetta* had won by seven hours, the biggest winning margin in the eight years of the race. It was John Saul's fourth attempt at the title.

Es was in second and, Sloan and Kromar, arriving at dusk, ran up the mountain and beat the Wellington record as well, even though the new course, which ends at the Casino boardwalk, was an extra two k's.

They were undisputed 'Kings of the Mountain'. Two of the smallest yachts, *Aquila* and *J Walkin on Easy Street* went round the bottom too, and moved from fourteenth to third and sixteenth to fifth places.

In this race, you don't have to be big to be strong and the skipper of *Wildcard* said, "Every boat that finishes wins and the last boat home has the longest adventure." *Aquila* on her maiden 3 Peaks voyage, won the Skipper's Prize. ▲



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the call came about 10 days before the starter's gun was due to go. "Please call Buggy". I knew that Buggy was currently the "main man" on the well known ocean racing yacht, *Ninety Seven*. I returned his call hoping it was an invitation.

"Do you want to do the Brisbane to Gizo race with us?" he said. "Where the hell is Gizo? I asked. "I've never even heard of it." Even as I asked the question images of unspoilt tropical islands danced inside my head.

"The Brisbane to Gizo yacht race starts at 10am on Good Friday. You will need at least ten days. Are you in?" asked Buggy (officially Ian Potter, a much travelled yachting and professional photographer.

Work was really busy. A new magazine launch and deadlines were upon me. Home life was hectic with a small

child who was teething and another one on the way. It would be totally irresponsible of me to leave just now. I was already stretching the friendship at work and home by doing the Mooloolaba race. "I'm in," I said.

We exchanged introductions on the way out to the starting line as I tried to remember names and see what went where on the boat. Some 1175 nautical miles and a week later we all knew the boat and each other intimately. Long races are like that.

Just prior to the ten minute gun, Andrew Strachan, the owner/skipper of *Ninety Seven*, gathered the crew together and made it clear he wanted to win. The pressure to perform was on. *Ninety Seven* is best known for being one of the smallest boats ever to win line honours in the Sydney to Hobart yacht race. It won line honours and second on

IMS handicap in the gale swept 1993 Hobart. That Hobart race was the hardest on record and earned *Ninety Seven* the tag "fob pocket maxi".

If the starting helmsman, Jan (Clogs) Schulten, felt any of that pressure it certainly did not show. He decided that the boat end was favored and that's where he put *Ninety Seven* with full pace right on the gun. Two boat lengths out of the start *Ninety Seven* was in a commanding position and from then on was never headed.

After leaving Moreton Bay the compass course is due North with the set often sweeping us North East toward the mark. The Solomon Islands lie to the east of Papua New Guinea at about 5 degrees South. That's about as tropical as it gets. The race was almost entirely a light weather race. Light headsails and shy spinnakers all got a workout. This



Where the Hell is Gizo?

Royal Queensland Yacht Squadron has conducted the inaugural ocean race from Brisbane to Gizo in the Solomon Islands. Offshore's publisher Larry Jamieson was aboard the winning yacht, *Ninety Seven*.

Fellow crewman Ian Potter took the pics.

made it very frustrating for the heavier cruising boats. I am sure that had there been a bit more breeze a number of boats such as *Collex Onyx Lets Go* and *Millennium* would have been real line hours contenders. The two one tonners, *Canon Copiers* and *Indian Pacific* were always going to be a threat on handicap. *Canon Copiers (Witchcraft II)* has been very successful on the northern circuit and is always well sailed. Throughout the race they were always in the running for handicap honours but drifting conditions over the last few days put paid to any chances of a win.

The theory is that it should be a run-

ning and reaching race before South East trade winds. That is the theory. In practice, May is too early for the trades to really get a roll on. Therefore rather than getting 15 knots from 120 we were getting 5-10 knots from 090.

The race organisers might consider putting the start back to June next time to give the yachts a quicker run. For my money, there can be no better feeling in life than to be running toward the warmth of the tropics under spinnaker on a fantastic racing machine and leaving the onset of winter behind.

There must be few more appropriate ways to arrive at a South Pacific island

than by sailing yacht. We arrived at the island of Gizo in the Solomon Islands after sailing almost 1,200 miles from Brisbane. Everyone loves a winner and *Ninety Seven* had just won both line and handicap honours in the first Brisbane to Gizo yacht race. The fob pocket maxi strikes again!

After being alone at sea with only the odd visit from seabirds, the welcome from the islanders was nothing short of spectacular. As we sailed across the finish line we were surrounded by Solomon islanders in traditional dugout canoes offering fresh fruit, flowers and cold beer. Thousands of dark skinned



natives lined the shores cheering. Surely this sort of thing only happens in the movies!

But no, it was happening to us here on this picture perfect tropical island. Gizo is the second largest town in the Solomon Islands with a population of about 3,500 people. Most of them seemed to be on the waterfront that day ready to shyly shake our hand. The largest town and the capital of the Solomon's is Honiara. Some 84% of Solomon Islanders live in traditional villages. Their population growth of 3.5% is one of the highest in the world. There is obviously no TV here!

After so long at sea we were anxious to get ashore. The party was ready to go with traditional Solomon island singing complimented by the sounds of drums and panpipes. The arrival of the yachts marked the start of feasting and celebrations for "VAKA TEPI WEEK" (Sailing Boat Week). Pacific islanders are surely some of the friendliest in the world. It is hard to believe that only a generation or two ago headhunting was prevalent and that visitors such as ourselves may well have been viewed as walking menus.

The islands and waters surrounding Gizo are littered with the remains of WW2. After anchoring and tying up to a mooring buoy off the main town, I enquired if the mooring was solid. "Oh yes", came the casual reply, "It's tied to a Japanese Zero sunk during the war".



The Western Province of the Solomon Islands has vast areas unspoiled by development and many of the outer villages of the province have experienced little contact with white people and Western culture. However, this is what can make a visit to these islands and outer villages a special and unique experience. You have only to respect the customs and the beliefs of the people in order to be welcomed. The Solomon Islands were described to me by an old hand as being somewhat similar to the Fijian Islands in the 1960s before tourism development surged ahead.

If your idea of a good holiday is great

service in a five star resort don't go to Gizo. Most of the accommodation is of the guest house variety, your diet will consist of various combinations of rice, fish and chicken with plenty of tropical fruit and vegetables. If, on the other hand, you are looking for an unspoiled paradise to cruise and kick back in the company of a simple and friendly people, Gizo could be your GO.

Air Solomons fly from Brisbane to Honiara with connecting flights to Gizo. Air Nauru fly from Sydney and Melbourne to Honiara twice each week. The Brisbane to Gizo yacht race may be held again "some time". ▲



Left: Winning Skipper Andrew Strachan being thrown overboard to the delight of the islanders lining the shore.

Kennedy island is named after the future American president whose ship was sunk by a Japanese warship and he had to swim ashore.



Above: Nude Sailing! After seven days at sea the approach of a rain squall means cloths off for a fresh water shower. Left: Pristine waters and friendly locals give a wonderful charm to the Solomons.

Previous page (inset): Traditional island dancers celebrate Vaka Teki Week with Andrew Strachan clapping out the beat. Previous page (main pic): Spectacular sunsets on the race to Gizo

Final race results:

Racing Division: 1 Ninety Seven (Andrew Strachan, RSYS);
2 Canon Copiers/Witchcraft II (Bruce Staples, RPAYC),
3 Let's Go Collex Onyx (Alyn Ovenden, RMYC).

Cruising Division: 1 Alstar (Alby Burgin, LMYC), 2 Fontana (Ray & Eve Foreman), 3 Fine Tolerance (Phillip Hogg, QCYC).

Prehistoric man first contemplates the idea of sail battens. (fire came later, in the off-season.)

If you're caught up in yacht racing, large or small, you'll know that it's a jungle out there. And it's certainly not the survival of the fittest but the survival of the fastest which improves the class.

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The Cruising Yacht Club of Australia made a special presentation to Richard Grubb at the summer season trophy presentation dinner to mark his 15 years as the club's principal race officer. Lisa Smith profiled this dedicated volunteer to the sport of yacht racing.

Offshore profile **Richard Grubb - CYCA** **PRINCIPAL RACE OFFICER**

at the end of the 1982 Winter Series, David Good, the CYCA's Principal Race Officer of twenty years turned over the finish to the apprentice Richard Grubb without warning. "What Richard doesn't know is that I was hiding on the bridge recording the finishing times just in case his nerves got the better of him," says David.

Following David's retirement early in 1983, Richard was appointed Principal Race Officer and for the past 16 years has forsaken his own sailing pursuits to volunteer his time to the Cruising Yacht Club of Australia every Sunday during the Digital Winter Series, every Saturday during the Summer Series and for the start of all the big races on the sailing calendar. He admits it's a major commitment, but he loves the sport.

Richard's face lights up as his mind wanders back over his time on *Offshore*, the CYCA's official start and rescue boat.

"Whether its competing in a race or running it, Dick applies one simple rule. 'Each person has a responsibility to do their job right' "

"I clearly remember the start of the 1988 Sydney-Gold Coast. A 50 knot westerly was howling down Sydney Harbour when I fired the start gun for only 10% of the fleet. The other 90% were huddled in Taylors Bay with no sails up."

And the best finish? "There was one race when 30 boats crossed the finish line at the same time and it was impos-

sible to tell who was who. Even watching a video of the finish didn't help me. In the end I had to ask the skippers of the 15 boats I missed where they thought they came."

Richard has a special relationship with the crew on *Offshore* with whom he will sometimes spend more than 10 hours on a light summer race day as they wait patiently for the last boat to cross the finish line.

He stresses the importance of strong camaraderie among sailors, not just from a social aspect, but also from a safety aspect.

"I strongly believe the boats with no crew camaraderie are the most neglectful of safety," Dick says. "If the skipper is in another world and the crew aren't working well together, basic things like wearing safety harnesses and ringing in scheds can easily be overlooked. I can't emphasise the importance of safety at sea enough."

One particular race, the only race ever abandoned by the CYCA, is etched clearly in Richard's mind as the turning point in changing the attitude of race officials towards safety. "This race probably saved more lives in the long-term," Richard sadly admits.

"The 1981 Tasman Cup was a long offshore point score race with two courses. Division Four, the Junior Offshore Group (JOG) turned right at the heads and headed south for Botany Bay while the rest of the fleet went north to Bird Island. At the time, none of the yachts in Division Four were required to carry safety equipment such as life rafts or EPIRBs.

"The boats heading north were quite



Richard Grubb - 15 years as CYCA principal race officer. (Pic - Ian Mainsbridge)

happy with the 30 knot sou'wester and a new race record was set by the maxi *Vengeance*, but for the JOG division travelling a course to Botany Bay, the wind strength and huge waves smashing across the bow spelled disaster.

"*Montego Bay*, a Hood 23, lost a crew member when the boat filled up with water and sank, and *Waikikamukau*, a Farr 737, rolled over and went down, taking a crew member who was struggling to release himself from his safety harness."

Richard alerted the CYCA who recalled the Bird Island fleet to help in the search while he spent the whole night driving *Offshore*, looking for the missing sailors. "I still think about it," he says. "It is something I'll never forget."

As a result of the lives lost, certain safety equipment became mandatory for all offshore racing divisions, including safety harnesses with clips on both ends.

Vice Commodore of the CYCA and Chairman of the Sailing Committee, Peter Bush says it is easy to forget Richard is a volunteer.

"Richard is so much a part of the CYCA race scene that we tend to fall into the unfortunate trap of taking him and his services for granted. We forget the long hours, the extremes of weather conditions and the occasional drama he has to sort out. Richard's tireless contribution to starting and finishing our fleet is one of the Club's greatest assets." ▲

Australia's oldest ocean race is born again

Peter Hansen's Elliott 56, *PL Lease Management Future Shock*, from Sandringham Yacht Club took line honours in the revival of Australia's oldest ocean race, the Queenscliff to Low Head (Georgetown) yacht race, in March. Story by Offshore's Kevan Wolfe who sailed as the navigator on *PL Lease Management Future Shock*.

The 196 nautical mile race, billed as the Bass Strait Challenge, was organised by the Georgetown Yacht Club and the George Town Council as a lead in to the Boags Three Peaks Race scheduled for the Easter weekend. In a first for ocean races between Victoria and Tasmania, \$4000 in prize money was up for grabs, to be shared between the line honours yacht and the place getters.

The race was the first held in 1907 and the first ever organised ocean race conducted in Australia. The trophy was the Rudder Cup.

A small fleet of nine - five mono-hulls and four multi-hulls entered for the race and before the race even started it had become a challenge between the two hull designs for line honours. The mono-hulls won, with *Future Shock* finishing some three hours ahead of the second mono-hull *Wild Card*, a Radford 46, sailed by Richard Edmunds from Port Dalrymple Yacht Club. The first multi-hull, *Bagatelle*, a Crowther 45, sailed by Lindsey Cuming from the Multi-Hull Club of Victoria finished a further 22 minutes behind in third place.

The multi-hulls took an early lead in the race with the Queensland Chamberlin 38, *Excess*, skippered by Robin Chamberlin from the Queensland Multi-Hull Club, leading the way from *Bagatelle*. Soon after, *Excess* broke the top of its mast, giving *Bagatelle* the lead



Above: Low Head Lighthouse at the entrance to the Tamar River. Right: *PL Lease Future Shock*

but, the multi-hull was soon run down by *Future Shock* which was sailing down the "old steamer route" - a current that runs past Cape Schanck, before setting course for Georgetown.

Unlike the first race, when the four entrants started in a northerly gale and then faced a black sou'ester in the middle of Bass Strait, the competitors in this year's race had a pleasant down hill run to the finish at the mouth of the Tamar River with nor'westers all the way. The race started in 25 knots and then dropped to about 15 knots about halfway across the 'paddock'. This allowed *Future Shock* to fly its huge asymmetric spinnakers for the full race distance, switching to a blast reacher for the last few miles near the finish.

Peter Hansen said that the race was perfect and the welcome by the people of Georgetown was one of the best he has ever experienced. "It is the right length and when you get there you can moor in a safe harbour. The whole town was behind the event and everyone was enthusiastic about it," he said.

Handicap winner was *Pure and Natural*, a multi-hull owned by Hans Wesker from the Victorian Multi-Hull Club based at Westernport. The 41 ft Grainger design had a dream run across Bass Strait with the crew reportedly watching videos below.

The small Georgetown Yacht Club is buoyed with the success of its first venture into running an ocean race, and except for a few minor glitches, such as the individual handicaps, which were



supplied by different clubs, it went off well. The Tasmanians now have plans to develop the race into a major event with up to \$10,000 in prize money.

After the dramas in Burnie Harbour and during the return to Melbourne last year it is unlikely that the Burnie Race will be held again for some time.

The Queenscliff to Low Head race now has the potential to fill the gap with a challenging race across Bass Strait

The Georgetown Club has now laid claim to the original Rudder Cup because of its past history and association with it.

The Rudder Cup has had a chequered history and after being lost for some years was 'found' on a bookcase in Melbourne and is currently the trophy for a series of races that includes the Cock of the Bay, Queenscliff to Devonport and Top of the Island Races. ▲

Going for Gold

Australia will again be represented in all ten sailing disciplines at the 1996 Olympic Games, with the yachting regatta to be held off Savannah, on the Atlantic coast of Georgia. Peter Campbell previews Australia's medal prospects.

Aussies Going for Gold at Savannah

The 1996 Atlanta Olympic Games are of great interest to Australia because in just four years time Sydney will host the 2000 Olympics. It will have a distinct bearing on the planning, administration and the classes likely to sail at Sydney in 2000, but the venues will be totally different. Performances by Australian sailors will point to our gold medal hopes on our home waters, particularly in the classes likely to be retained for Sydney 2000.

Because Atlanta is an inland city in the US State of Georgia, the yachting



Mitch Booth and Andrew Landenberger show their Olympic prospects in the Tomado catamaran class. Booth won the bronze medal at Barcelona and is tipped for a medal at the Atlanta Games, to be sailed off Savannah. (Pic - Ian Mainsbridge).

regatta has been located at Savannah, an historic port city on the Atlantic coast some 400km east of the Olympic Village at Atlanta. Savannah dates back to the earliest English settlement of the southern American coast.

The Savannah yachting courses will be on the open waters of the Atlantic Ocean or on Wassaw Sound, an area noted for its extreme heat and high humidity and even late Northern Hemisphere summer hurricanes. It is expected

that up to 443 athletes will take part, including the largest number of women in Olympic history with three specific classes for women sailors - the 470 double-handed dinghy, Europe single-handed dinghy and the Mistral sailboard. Racing will start on July 22 and continue through to August 1, with most classes sailing two races a day to complete their demanding schedule of 10 races for the regatta.

While Australia has not won a gold

medal since John Cuneo (Dragon) and David Forbes (Star) skippered their yachts to victory at the 1972 Munich Games, the Australian Yachting Federation is confident that the team has the potential for gold at Savannah.

We won two bronze medals at Barcelona, in the Tornado catamaran class and in the Lechner sailboards, and finished in the top dozen nations in the Star, Soling and 470 women classes.

This year Australia has distinct medal chances in the Star, Soling, Tornado, 470 women, both Mistral sailboard classes, and in the Laser dinghy which makes its Olympic debut at Savannah.

Former America's Cup yachtsman and two-times Etchells class world champion Colin Beashel from Sydney's Royal Prince Alfred Yacht Club will be competing in his fourth successive Olympic Games as the skipper of the Star class yacht. This is a record for any Australian yachtsman and a rare achievement for any Olympic athlete.

While "Beasho" has always looked a medal chance, he is currently sailing better than ever and he and his crew, David Giles, are ranked number three in the world by the International Yacht Racing Union.

Matt Hayes, a member of Middle Harbour Yacht Club, and his crew of well known Sydney sailors Steve ("Mothy") Jarvin and Steve McConaghy, have consistently proven themselves to be among the world's best in the Soling class and could well be among the medal winners in their Olympic debut. Jarvin, a Cruising Yacht Club member, joined the crew in 1995 after a distinguished career in international offshore and one design. He has even sailed for Dennis Conner in winning an Etchells world title.

Tornado skipper Mitch Booth from Sydney's Pittwater Catamaran Club, was within seconds of the gold at Barcelona but had to be content with a bronze medal. This year he and his new crew, Andrew Landenberger, have had to survive a close selection series and subsequent court battle to gain selection for Savannah. They are ranked 7th in the world and are a strong medal chance.

Victorian women Jeni Lidgett and Addy Bucek from Black Rock Yacht Club, are lining up for their second Olympics after placing a close ninth at Barcelona. They have had little com-



Matt Hayes, making his Olympic debut at Savannah in the Soling keelboat class.

petition for the Atlanta berth but showed their ability with a sixth behind the world number one crew of Theresa Zabell and Begona Via Dufresne from Spain at the recent Hyeres Olympic Regatta in France.

Great interest, because of its worldwide popularity leading up to an Olympic debut, will centre on the Laser single-handed class. Australia will be represented by Michael Blackburn, a member of Royal Queensland Yacht Squadron but currently sailing out of Middle Harbour Amateur Sailing Club. Blackburn who won a do-or-die duel for selection with Adam Beashel, younger brother of Star class skipper Colin Beashel, finished an impressive second at Hyeres.

Australia has always ranked highly in the sailboard classes with Lars Kleppich winning bronze at Barcelona. This year, Australia has strong gold medal chances in both the men and women Mistral sailboard classes, repre-

sented by Canberra's Brendan Todd and Natasha Sturges from Illawarra Yacht Club near Wollongong. Both are former world champions in Windsurfers and/or Mistrals and Natasha is a former IYRU World Youth Sailing champion.

Offshore's Editor for Savannah

OFFSHORE Yachting magazine will be represented at Savannah by editor Peter Campbell who has been invited by the Atlanta Committee for the Olympic Games (ACOG) to join the Yachting Information Team. The Team will be the official Olympic source for media information during the Olympic Yachting events in July/August.

Campbell, who is also media director of the Cruising Yacht Club's annual Sydney to Hobart, was nominated for the position by the Australian Yachting Federation and the International Yacht Racing Union.

This will be the fourth Olympic Games for Campbell, who has previously covered the yachting at the Montreal, Los Angeles and Seoul Olympics for Australian newspaper groups, yachting magazines and radio networks.

Dinghy Classes Decided at Hyeres Regatta

It was anything but sun, sex and string bikinis on the French Riviera in late April at the prestigious Hyeres Olympic Classes Regatta where a group of Australians battled among themselves for a berth in the team for the 1996 Atlanta Olympic Games, in particular, the yachting regatta at Savannah on the Atlantic coast of Georgia. Amanda Lulham reports from France.

While the weather was predominantly wet, cold and dreary, the competition for the Olympic team places was for the most part intense and, in the case of the Lasers, a true battle to the death.

While Victorians Jeni Lidgett and Addy Bucek easily sewed up the women's 470 double-handed dinghy berth, courtesy of no Australian competition at their second selection regatta, Tom King and Owen McMahon had to wait for the gold fleet cut to be sure of their selection as the 470 men crew. Their main competitors, young Sydney sailors Lee Knapton and John Harris, failed to make the gold fleet.

Lidgett and Bucek, who represented

"The court battle is behind us now. We're free to concentrate 100 per cent on the Olympics"

Australia at Barcelona in 1992, turned in a scoreboard of 13-10-4-1-5-9-13-2-10 to finish sixth overall behind the IYRU number one ranked Theresa Zabell and Begona Via Dufresne from Spain.

The single-handed Finn dinghy place was fought out by two Victorians, Paul McKenzie, from Colac, and Mark Bulka,

from Melbourne. McKenzie had placed ninth in their first selection regatta, CORK in Canada, while Bulka's had placed 12th.

Here at Hyeres they were even closer with McKenzie, the former A class catamaran world champion, notching up placings of 15-17-6-35-27-22-25-18-23 to placing 21st while Bulka scorecard was 21-26-28-26-7-23-dnf-16-11 to finished 22nd.

The Europe single-handed dinghy was also going to be tough with Queensland's Christine Bridge entering Hyeres with 4 points, South Australian Genevieve White with 6 and the fast improving Melanie Dennison with 7 points.

Christine Bridge went into the Hyeres Regatta with a handy points buffer and although she ended up one place behind the young Victorian Melanie Dennison it was sufficient for the Queenslander to gain the Olympic berth. Dennison turned in a scorecard of 5-29-10-30-13-4 to finish 11th overall while Bridge's scorecard was 26-12-6-17-29-12. South Australian Genevieve White finished 14th overall with placings of 21-2-9-23-22-13.

However, it was the Laser class which proved the most interesting because of the intense duel between Queenslander Michael Blackburn and his on-water rival Adam Beashel, the younger brother of Star class skipper and four-times Olympian Colin Beashel. Only one point separated the two young sailors going into the Hyeres Regatta, with yachting observers not willing to punt for one or the other.

In the end it was Blackburn who won through, finishing second overall for the regatta behind Norway's Peer Moberg, ranked number five in the world, and a vital one place ahead of Beashel. Beashel made a strong bid midway through the finals for the gold fleet, but a 24th in race five virtually ended his prospects.

Blackburn's gold fleet final scorecard for the regatta was 1-30-7-10-3-7-4 compared to Beashel's 2-25-6-6-24-5-7 and Queenslander Brad Anderson's 25th



Colin Beashel who will be representing Australia in yachting at the Olympics for a record fourth time in the Star class at Savannah.

place with placings of 6-38-23-28-18-30-3. Winner Peer Moberg placed 5-13-dsq-2-1-1-2.

Some 600 boats and 800 competitors took part at the Hyeres Regatta, with Australia's already selected Soling keelboat and Tornado catamaran classes also competing as part of their preparation for Savannah.

Matt Hayes and his Soling crew, Steve Jarvin and Steve McConaghy, went into the regatta suffering from stomach upsets and 'flu and their series in general was disappointing. Tornado sailors Mitch Booth and Andrew Landenberger also looked rather stale, a combination of a long break from sailing and pressures of the recent legal challenge to their selection by rivals John Forbes and Darren Bundock.

Basis of the court action was the decision by Booth to replace his original crew, Scott Anderson, with Landenberger.

However, the NSW Supreme Court ruled in favour of the AYF and ratified the selection of Booth, who won the Tornado bronze medal with John Forbes as crew at Barcelona.

Matt Hayes won the Soling berth with his crew of Steve Jarvin and Steve McConaghy by outsailing Sydney rival skipper Cameron Miles and Victorian Ian Walker at the 1996 Soling world championships in Italy, while Colin Beashel and David Giles had earlier won their berth in the Stars at the Miami Olympic Regatta.

The Team for Atlanta

The Australian Yachting Federation has nominated the following crews and individual sailors to the Australian Olympic Committee for inclusion in the Australian team for the 1996 Atlanta Olympics.

The yachting regatta will be sailed off Savannah on the Atlantic coast of Georgia from July 20-August 4.

SOLING triple-handed keelboat: Matt Hayes, Steve Jarvin, Steve McConaghy, Middle Harbour Yacht Club, NSW.

First Olympic Games. Current IYRU world ranking: 16.

STAR double-handed keelboat: Colin Beashel and David Giles (Royal Prince Alfred Yacht Club, NSW). Fourth Olympics for Beashel, 7th at Barcelona. Current IYRU world ranking: 3.

TORNADO double-handed catamaran: Mitch Booth and Andrew Landenberger, Pittwater Catamaran Club, NSW. Second Olympics for Booth, bronze medallist at Barcelona.

Current IYRU ranking: 7.

470 double-handed dinghy, men: Tom King and Owen McMahon, Sandringham Yacht Club, Victoria. First Olympics. Current IYRU world ranking: not in top 20.

470 double-handed dinghy, women: Jeni Lidgett and Addy Bucek, Black Rock Yacht Club, Victoria. Second Olympics, 9th at Barcelona. Current IYRU world ranking: 20.

FINN single-handed dinghy, men: Paul McKenzie, Colac Yacht Club, Victoria. First Olympics. Current IYRU world ranking: not in top 20.

LASER single-handed dinghy: Michael Blackburn, Royal Queensland Yacht Squadron, Queensland, Middle Harbour Amateur Sailing Club, NSW. First Olympics. Current IYRU world ranking: 12.

EUROPE single-handed dinghy, women: Christine Bridge, Royal Queensland Yacht Squadron, Queensland. Second Olympics, 20th at Barcelona. Current IYRU world ranking: not in top 20.

MISTRAL sailboard, men: Brendan Todd, Canberra Sailboard Club, ACT.

First Olympics. Current IYRU world ranking: 18.

MISTRAL sailboard, women: Natasha Sturges, Illawarra Yacht Club, NSW. First Olympics. Current IYRU world ranking: 6.

Danks Resigns as Sydney 2000 Yachting Manager

In a surprising move, Peter Danks, the Victorian yachting administrator who had recently been appointed by SOCOG as competition manager for sailing at the Sydney 2000 Olympics in 2000, has resigned to take up the position of marketing manager with the Melbourne Grand Prix.

Meanwhile, the International Yacht Racing Union has nominated David Kellett as its Olympic Attache for the Sydney 2000 Games.

Kellett, a former Commodore of the Cruising Yacht Club of Australia, is chairman of the Australian Yachting Federation's Offshore Committee and is the AYF representative to the IYRU and the Offshore Racing Council. ▲

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The Sydney International Boat Show, Australia's major showcase of marine products, will be held again at Darling Harbour in late July. Peter Campbell previews the sailing scene.

Strictly Sail Area At Sydney Boat Show

new developments with this year's Sydney International Boat Show will include a "Strictly Sail" area in Hall 2 of the Exhibition Centre, Darling Harbour. This will be in addition to Australia's most extensive floating boat show of yachts on the Cockle Bay marina.

For many years the sailing fraternity has not been adequately represented within the Sydney International Boat Show.

Now the Boating Industry Association, in conjunction with exhibitors who have shown early interest in an area that could be set aside for sailing, have developed "Strictly Sail."

The concept includes daily seminars, with big names from the sail fraternity, and commercial exhibits by smaller sailing craft manufacturers, ranging from training level craft through to full-on racing boats.

The 1996 Sydney International Boat Show runs from Thursday, July 25, through to Tuesday, July 30, and incorporates many varied boating orientated sports and leisure time activities, including diving and travel, power boating, water skiing, accessories, fishing and, of course, "Strictly Sail."



The Cockle Bay marina was packed with yachts at the 1995 Sydney International Boat Show and this year will see a "Strictly Sail" area within the Exhibition Centre. (Pic - Peter Campbell)

The "Strictly Sail" area is free on paid entry to the Boat Show and will run seminars at various times each day. Supported initially by Musto, Ronstan, Sunsail, International Paints and Epiglass, Barlow Distributors, RW Basham, and Bashford Boatbuilders, the "Strictly Sail" area is set to go, including onwater events at Cockle Bay over the weekend of the Boat Show.

BIA NSW promotions manager Doug Joyner said: "Sailing is one of the very pleasant activities one can do on Sydney Harbour or, in fact, on any waterway. It provides colour, competition, sport and enjoyment to many thousands of Australians.

"The Strictly Sail area of the Sydney International Boat Show will be a living, breathing and developing activity within the Sydney Show and it is encouraging to see the enthusiasm of industry to support this initiative."

Joyner went on to say "sailing has lacked major show promotion for many, many years, and BIA NSW is pleased to

be part of re-launching sailing to the average person on the street."

The Sydney International Boat Show, sponsored this year by Channel 7 Sydney and Club Marine Insurance, will display millions of dollars worth of boats and accessories through the Exhibition Centre, Darling Harbour.

More than five halls will be packed full of marine equipment and the traditional Cockle Bay Marina will be on an even larger scale.

The Boat Show opening times will be the same as in 1995:

11am to 9pm - weekdays

10am to 9pm - Saturday

10am to 8pm - Sunday

with the marina opening 10am to 8pm daily.

Entry costs have not increased at \$10 for adults, \$20 for a family (two adults and up to three children), \$5 for pensioners, \$5 for a child under 15 (children under 5 are free). A new ticket costing this year has been incorporated for Seniors as a discounted rate of \$8. ▲



Catalina Yachts provided an excellent display of cruising yachts at the 1995 Sydney International Boat Show and will be there again this year. (Pic - Peter Campbell)

AUSTRALIAN SHOWTIME

- Club Marine National Boat Show & Fishing Expo, Melbourne Exhibition Centre, July 4-9. Hours: weekdays - noon-10pm, Saturday - 9am-10pm, Sunday - 10am-10pm
- Adelaide Boat & Fishing Show, Wayville Showgrounds, July 12-16. Hours: weekdays - 11am-9pm, Saturday - 11am - 9pm, Sunday - 11am - 8pm.
- Sydney International Boat Show, incorporating Australian Dive Tourism Expo, Sydney Exhibition Centre, Darling Harbour. Hours: weekdays - 11am-9pm, Saturday - 10am-9pm, Sunday - 10am-8pm.

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PUBLIC HOURS			ENTRY COSTS
Thursday	25th July	11am-9pm	\$10 Adults
Friday	26th July	11am-9pm	\$20 Family (2 adults & 3 children)
Saturday	27th July	10am-9pm	\$5 Pensioners
Sunday	28th July	10am-8pm	\$5 Children (under 15 years)
Monday	29th July	11am-9pm	\$8 Seniors
Tuesday	30th July	11am-9pm	Children under 5 years, free entry
Marina Hours 10am - 8pm			

IN CONJUNCTION WITH



Waterways
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The new IMS handicaps for the 1996-97 offshore sailing season, plus a variable % allowance for Cruiser/Racers, are being hailed as a big step forward by yacht owners, designers and administrators, reports
Mike Sabey

IMS Handicaps for 1996-97

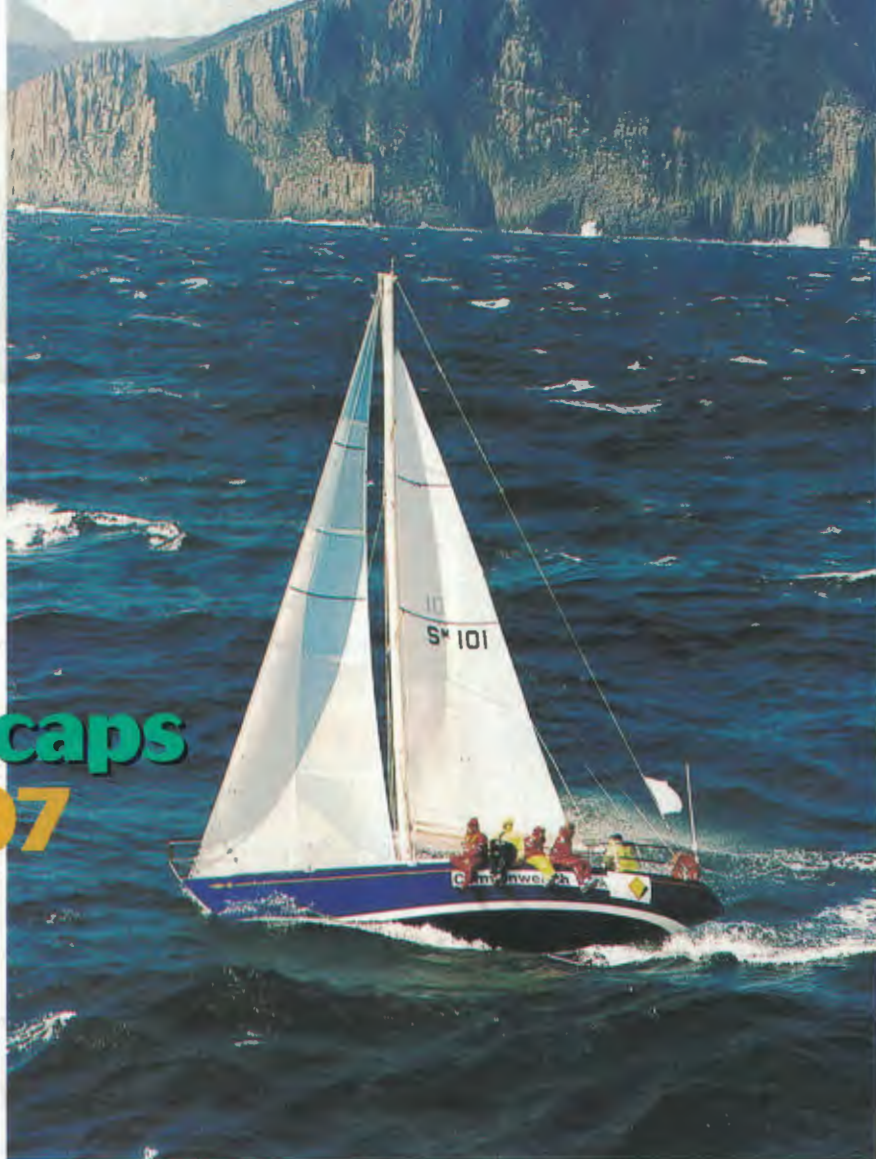
New IMS General Purpose Handicaps, announced by the Australian Yachting Federation's IMS sub-committee for the season beginning July 1, 1996, are being described as a significant step forward in the sometimes controversial rule and a major tidy-up of annoying problems and anomalies.

The new GPH's for S&S 34's, for instance see yachts like the new unbeatable Cruiser/Racer *Shenandoah II* (Victoria) being tightened by 11.5 seconds a mile, from 732 seconds/mile down to 711.5 seconds/mile. In an 18 nautical mile race, this will revise *Shenandoah II*'s corrected time by a whopping 3 minutes 27 seconds.

Other changes close several loopholes, such as the penalty the 1995 Sydney to Hobart race winner *Terra Firma* (Victoria) avoided with its forward projecting bulb keel in its first year. *Terra Firma*'s GPH comes in from 568.8 to 564.6 sec/mile.

The J35s, which have been so competitive and successful under IMS since the rule was introduced, next season will see their GPH's come in by around 5 sec/mile. For example, *Soundtrack* (NSW) was 621.3 and now becomes 616.3.

Another boat which was virtually



The new IMS General Purpose Handicaps for 1996-97 pick up most of the anomalies in the rule and dramatically reduce the favourable ratings of some yachts such as this S&S 34, *Shenandoah II*, with its GPH tightened by 11.5 seconds/mile - a whopping 3min 27 seconds over an 18 mile course. (Pic - Richard Bennett)

unbeaten was the modified Farr 1104 from Hobart, appropriately named *Invincible*. She drops from 676.8 sec/mile to 666.7 sec/mile.

Well known sailing identity and yacht broker Ron Jacobs from PBS International says: "I think the new handicaps will give IMS racing a much-needed shot in the arm. It also shows that the rule is finally working nearer to the way it should."

Variable % Factor for Cruiser/Racers

One of the most controversial aspects of IMS mixed fleet racing over the past two seasons has been the application of the 1% allowance for Cruiser/Racers. This boiled over just before the last Sydney to Hobart and was again the source of criticism at the recent Air New Zealand Regatta in Auckland.

It is expected that from July 1 Cruiser/Racers will instead be eligible for a range of variable % allowances, ranging from .25% to 3.5%, depending on a boat's own specific factors. Overseas countries have been using variable IMS % allowance factors for several seasons and now Australia is finally catching up on this area of the rule.

Colin Wilson, chairman of the AYF's IMS sub-committee, says: "My committee, which includes Andrew Machin and John Green from Victoria and David Lyons from NSW, hopes to have these new season's Cruiser/Racer allowance factors ready for the early races of the 1996-97 season. These include the Ocean Racing Club of Victoria Winter Series starting July 7, and certainly the big races up in Queensland in August, starting



IMS General Purpose Handicaps of most ocean racing yachts will change under the new ratings that come into effect from July 1, 1996. *Emotional Hooligan* (sail # 5441), a Mumm 36, will change from 596.2 to 592.1, but the pocket maxi *Infinity III* will gain, from 480.3 to 489.7. (Pic - Peter Campbell).


with the Sydney-Gold Coast Classic and followed by the Hayman Island Big Boat Series and Hamilton Island Race Week."

Wilson said that in determining the variable % allowance for Cruiser/Racers, the IMS sub-committee would take into consideration six main factors/characteristics, including:

1. Displacement-to-length ratio, which could be called the "heaviness" factor.
2. Sail area-to-displacement or the "power-to-weight" factor.
3. The prismatic coefficient or "fatness" factor, which seems to especially effect Elliott designs.
4. The sail area-to-wetted surface relationship, or "light airs" factor.
5. The speed-to-length relationship, or "surfing factory" (or "froude" factor if you're an engineer).
6. The age date base, in other words, the "age" factor.

Non purpose-built IMS boats like some Elliott and Lidgard designs with an age date before January 1, 1992, from the coming season may apply to the IMS sub-committee to allowed to race Cruiser/Racer for the first time. This will help many non-IMS boats caught by the change to IMS from IOR to go sailing this coming season.

Warwick Hoban, race director of the

XXXX Ansett Hamilton Island Race Week, welcomed the changes. "The new variable Cruiser/Racer handicaps will mean for our regatta it will be a simple exercise to work out an overall IMS winner from all the boats competing, something we really want to do." 

Comparison of IMS General Purpose Handicaps. Sample fleet as supplied by each State, comparing their IMS GPH's for 1995 and '96:

YACHT	1995	1996
	seconds per mile	
New South Wales:		
<i>Marara</i>	736.2	723.0
<i>Love & War</i>	628.0	624.3
<i>Wild Oats</i>	591.2	590.8
<i>Kings Cross</i>	647.2	642.4
<i>Emotional Hooligan</i>	596.2	592.1
<i>Never a Dull Moment</i>	600.1	600.3
<i>Witchcraft II</i>	626.3	623.8
<i>Ninety Seven</i>	540.8	540.3
<i>Assassin</i>	566.5	565.0
<i>Cuckoos Nest</i>	561.4	564.0
<i>Atara</i>	553.6	550.9
<i>Excentric</i>	606.3	606.5
<i>Sound Track</i>	621.3	616.3
<i>Dark & Stormy</i>	589.7	586.1
<i>Rising Farrster</i>	616.6	613.2
<i>Brunnhilde</i>	649.7	644.8
<i>Brindabella</i>	442.0	442.6
<i>Buck</i>	652.3	649.3
<i>Infinity III</i>	480.3	489.7
<i>Dictator (Jarkan 38)</i>	584.5	586.2
<i>Sycorax</i>	566.6	564.0
<i>Local Hero XII</i>	602.8	598.4
<i>Quest</i>	562.0	559.8
Victoria:		
<i>Bacardi</i>	612.3	609.6
<i>Chutzpah (Hick)</i>	640.5	639.8
<i>Frequent Flyer (Elliott)</i>	626.4	617.6
<i>Liberator</i>	589.0	582.8
<i>Jacobina</i>	658.7	651.8

<i>Reverie</i>	609.3	605.5
<i>Shenandoah II</i>	723.0	711.5
<i>Toxic Waste</i>	636.4	631.2
<i>Wet & Infamous</i>	620.5	616.3
<i>Terra Firma</i>	568.8	564.6

Queensland:		
<i>Infarra Dollar</i>	620.3	619.3
<i>Boomaroo</i>	773.9	760.8
<i>Big Wednesday</i>	608.3	604.8
<i>Bit o' Fluff</i>	562.7	562.3
<i>Saltash II</i>	732.2	728.3
<i>Public Bar</i>	569.3	567.8
<i>Asylum Years</i>	573.7	571.0

South Australia:		
<i>Suelan</i>	640.8	639.5
<i>Renegade</i>	645.2	641.3
<i>Escapade</i>	748.0	735.4
<i>Maglieri Wines</i>	563.3	561.7
<i>Zaphod</i>	654.2	652.4
<i>Prime Factor</i>	605.6	603.6
<i>Paradigm</i>	623.9	621.7
<i>Thunderdome</i>	600.1	598.7

Western Australia:		
<i>Huckleberry</i>	721.6	709.3
<i>Equaliser</i>	697.3	692.5
<i>Jolly Roger</i>	745.3	741.2
<i>Critical Path</i>	729.8	723.6
<i>Impulse</i>	698.6	693.8
<i>JTEC Finistere</i>	522.8	526.0
<i>Prime Minister</i>	616.1	612.4
<i>Le Truck</i>	633.9	637.2
<i>Botticelli</i>	657.1	653.5
<i>Skallagrigg</i>	648.1	647.0
<i>The Shady Doctor</i>	608.3	605.3
<i>Perie Banou II</i>	684.6	679.5

Tasmania:		
<i>Chaos</i>	676.5	669.7
<i>Invincible</i>	676.8	666.7
<i>Doctor Who</i>	553.8	554.2
<i>Intrigue</i>	597.7	599.0
<i>Mirrabooka</i>	579.2	576.5
<i>Saga</i>	672.5	669.8
<i>Astrolabe</i>	765.5	755.7
<i>Sheraton</i>	611.7	609.9
<i>Hartz Mineral Water</i>	599.7	595.5



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Helped by a 1% allowance, the cruiser/racers emerged the overall winners in the IMS Division of the Air New Zealand Regatta sailed off Auckland in March, sparking more discussion on the direction of the rule. Ivor Wilkins reports.

IMS-muttering at Kiwi Regatta



Australian yacht *Quest*, owned by Bob Steel and helmed by Rod Davis, approaches the leeward mark in one of the short races of the New Zealand Regatta. (Pic - Ivor Wilkins)

With cruiser/racers being purpose built to take advantage of the 1% allowance, the racers complained that apart from some "token" difference there was little substance to the cruiser side of the cruiser/racer definition. Some of the older, or the more heavily cruising orientated boats, on the other hand, complained that 1% was not enough to make them competitive against the modern breeds.

The out and out racers were represented in the main by *G'Net*, a new Farr ILC 40, which is Japanese-owned but had a line up of New Zealand heavies onboard, Sydneysider Bob Steel's *Quest*, a Nelson Marek 43, which won Hamilton Island Race Week and was second overall in the Telstra Sydney to Hobart, with Rod Davis on the helm, and a trio of Mumm 36s, helmed by Jeff Scott, Erle Williams and Makota Namba.

Up against them, and benefiting from the 1% allowance were boats such as *Georgia*, a new Farr 43 owned by Jim Farmer with David Barnes steering, three new Farr-designed Cookson 12m boats, one of which, *High 5*, had Mick Cookson in charge, while *Stackerlee* had Richard Dodson on the handlebars.

The series was won by Jim Farmer's *Georgia*, with *Stackerlee* second. Then came the two racers, *Quest* and *G'Net*, skippered by Ken Davern with Tom Dodson sharing duties with a very talented crew. *High 5* placed fifth.

In fact, had there been no 1% allowance for the cruiser/racers, Australia's *Quest* would have emerged the overall winner of the IMS division with *G'Net* second and *Georgia* back to third place,

Stackerlee fourth.

The regatta began with a 90-mile passage race in the Hauraki Gulf, which was marked by some wild spinnaker reaches as squalls of up to 40 knots pestered the fleet. The new McDell Marine Mumm 30, with Farr International's Geoff Staggs on the tiller, disappeared in a cloud of spray and was clocked at 25 knots.

Broaches were endemic and in one incident that might have had serious consequences, the owner of the Mumm 36, *Seahawk*, Naoniko Sera, was swept off the back of the boat. Fortunately, it was daylight and the crew were able to quickly douse the spinnaker and retrieve him within minutes. The sailmakers had a busy time afterwards as some 30 spinnakers were blown out.

It was not a sign of things to come. For the following three days of windward/leeward and triangle races, light to moderate breezes were the pattern, with one of the triangle races abandoned through lack of wind.

Then, for the final race, a 300-miler twice around a circuit of the Hauraki Gulf, the wind returned in abundance, accompanied by rain squalls. Regatta chairman Peter Taylor reported that as the boats completed the first circuit, there were some hopeful faces peering for a signal that the course had been shortened. And there were some deep sighs (and unmentionable advice) for the race committee as the fleet resigned itself to another bash around the track.

The weather took its toll as Chris

Packer's evergreen Davidson 55, *Thai Airways International*, lost its rudder. *Stackerlee* had a narrow escape when it went onto a reef, but was able to motor off unaided. US entry *Recidivist*, a new Ian Franklin-built Schumacher 12.4m, lost its steering, while *Cosmic Cruz*, a local Ray Beale design, lost its rig as it rounded one of the course marks in 40 knot winds and 3m seas.

Some debate might have surrounded the application of the cruiser allowance, but there was no argument at the top of the fleet. The standard was very high, as might be expected from the cast of America's Cup and Whitbread veterans in charge.

While the Mumm 36s felt a bit boxed in and starved of clean air at times, the top boats, racers or cruiser/racers,

"Peter Taylor reported that as the boats completed the first circuit, there were some hopeful faces peering for a signal that the course had been shortened"

around the 40-foot mark had some excellent racing. In the end, *Quest* and *G'Net* ended up on identical points in their division, the result tipping in favour of *G'Net* on a countback.

"There has been a pretty good standard of racing," said Rod Davis who had helmed *Quest*. He was less impressed with the 1% application.

"Some boats need more than that,"

he said. "Antaeus, for example (a Davidson 65 owned and campaigned by Charles St Clair Brown) is a full-on cruiser with all the fridges and bathrooms and so on, and the 1% does not go far enough to make it competitive. On the other hand, to give 1% to some of the boats being built right now to exploit the rule is a joke. I guess it will get sorted out eventually," Davis added

David Barnes, who drove overall winner *Georgia*, might not be expected to agree, considering the allowance helped him to victory. Yet, he feels strongly that the rule should be able to "see" the various characteristics of a boat and rate it accordingly without the arbitrary application of bonus points. "If you have a full interior, you can't be expected to have the same righting moment as a boat without an interior, and that should be reflected in the rating," he comments.

Some subjective allowance might be deserved for the deck layout, he suggests. A racing boat, with minimal cabintop and large cockpit is more efficient than a cruiser with a large cabintop and smaller cockpit. "There is a consideration there where some allowance should be granted," says Barnes. "But it shouldn't be 1%. Perhaps something like 0.5% would be more like it."

Georgia's owner, Jim Farmer, has no regrets about building a cruiser/racer rather than the ILC40 he considered building. He genuinely uses his boat for cruising. Replacing the racing forestay with a furling system and using an electric winch to handle the main halyard on a cruising mainsail, he says the boat, which includes a fridge/freezer and decent cooker, is a joy to cruise.

But he says that without the 1% the cruiser/racers would battle to be competitive in mixed fleets, although in



The newly launched Farr ILC40, *G'Net*, is Japanese owned but was sailed by a crew of Kiwi heavies in the New Zealand Regatta. (Pic Ivor Wilkins)

breezes of 12 knots and above the need for the allowance diminishes.

The two long races both saw the fleet of 35 hammered by heavy squally conditions. In the final double-points race, the first five places were divided between three racers and two cruiser/racers and remained identical whether the 1% was applied or not. However, *Georgia* trailed the racers which were first and second (*G'Net* and *Quest* respectively).

In the first race *Georgia* needed the 1% to elevate her from 2nd to 1st, swapping places with the Australian yacht, *Quest*. There was no change either way with 3rd (Cookson 12m *Stackerlee*) and 4th (Mumm 36 *Sea Hawk*) while the 1% saw *G'Net* drop from 5th to 6th, allowing *High 5* into 5th place.

In the light wind races, the 1% seldom changed things by more than a place or two in the top boats, but it all adds up. At the end of the series, the *Georgia*, *Stackerlee*, *Quest*, *G'Net*, *High 5* result would have read *Quest*, *G'Net*, *Georgia*, *Stackerlee*, *Sea Hawk* if the 1% regime had not been in force.

All this juggling of numbers and

what-if scenarios does nothing to make IMS racing more endearing. Fortunately, it is not always necessary. In New Zealand, all the locally-owned yachts, with the exception of one Mumm 36, are cruiser/racers. In fleets big enough to have entirely separate racing and cruiser/racer divisions, there's no problem either way. But, when an event attempts to score racers and cruiser/racers together, a more satisfactory answer is clearly needed.

Back in Sydney, *Quest* crew member and helmsman Jamie MacPhael said the consensus of opinion at the regatta debriefing that the additional 1% allowance given to all cruiser/racers was not the answer to equalising the fleets performance. "In fact, the inclusion of the 1% has only led to the establishment of a new breed of "super cruiser/racers" ironically further disadvantaging the traditional cruiser/racers, the boats that the 1% was meant to assist," says MacPhael.

"There was strong support for a revision of the means test, so to speak, with the result a system that would give the cruiser/racers the assistance in rating that they deserved, and not assistance that they 'just happened' to qualify for."

Stackerlee, a Cookson 12 will soon be racing in Australia, imported by PBS International. ▲

High 5, one of three new Cookson 12m yachts which made their racing debut in the New Zealand Regatta. (Pic - Ivor Wilkins)



Results:

IMS: *Georgia*, Farr 43 (Jim Farmer/David Barnes, NZ) 215 pts, 1; *Stackerlee*, Farr Cookson 12 (Richard Dodson, NZ) 210pts, 2; *Quest* (Bob Steel/Rod Davis, Aus) 208.5pts, 3; *G'Net*, Farr ILC40 (Japan) 203.5pts, 4; *High 5*, Farr Cookson 12 (Mick Cookson, NZ) 200pts, 5. **PHRF:** *G'Net* 180.5pts, 1; *Mumm 30*, Farr Mumm 30 (Geoff Stagg) 172pts, 2; *Georgia* 150.5 pts, 3; *Stackerlee*, 150.5 pts, 4; *Georgia* 150 pts, 5.

Ken
Batt

Weather Watch



The Landbreeze

I have written about the seabreeze in the past but very often people ask me about the pure land breeze. What is it, how does it come about and what are its implications on yacht racing?

Well firstly, the landbreeze is the opposite to the seabreeze. As the seabreeze blows essentially during the day especially over the warmer months of the year, the landbreeze operates during the dark hours and the early morning daylight hours. Its presence is felt more so during the cooler months.

Its mechanism is as follows (see Fig.1); overnight the land cools faster than the sea, so cool, dense surface air drains out to sea, following the terrain. The result is often a shallow layer of seaward moving cool air topped by a temperature inversion (where relatively warmer air sits on top of a colder earth's surface). This surface flow- the landbreeze- is usually only 5 to 10 kt in average speed (stronger near river valleys and also where mountainous terrain is close to the coast), but the wind above the inversion is sometimes much stronger and can lead to tricky situations when one is racing or cruising up and down say, the NSW coast.

This situation can place the tactician in an awkward position having to decide whether to stay well off the coast in stronger breeze and possibly a lot of current (assuming that we are sailing north. Sailing south one would be saying "yes please") or coming in close in less breeze, but less current generally speaking.

Where we have a set of hills or a mountain range fairly close to the coast (Mid-North and North coasts of NSW as well as from Stanwell Tops south-

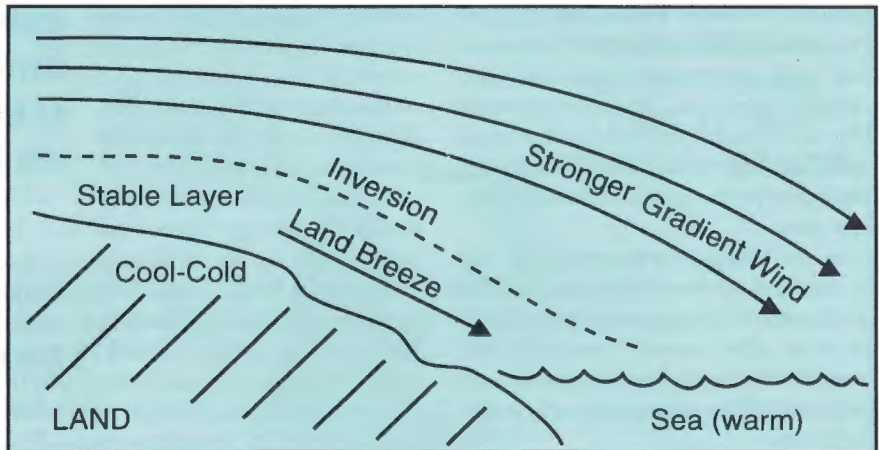


Figure 1

wards), the Katabatic wind or downslope wind (which blows overnight as well) will re-enforce the land breeze and will take its speed generally well beyond 10kt.

River valleys will also have the same effect on the landbreeze. This situation comes about when valley winds overnight blow downslope on either sides of the valley.

These winds combine with the general down-valley flow towards the coast which will then re-enforce the landbreeze. The best examples along the NSW coast are the Hunter, Shoalhaven river valleys and to a lesser extent the Hawkesbury and other river valleys dotted along the coast.

The direction of the landbreeze will vary along the NSW coast, anywhere between southwest to northwest and is very heavily dependent upon the orientation of river valleys and to a lesser extent, the orientation of hills and mountain ranges.

To benefit fully from the land breeze one will have to be positioned within a few miles of the coast, especially from about 2300 hours onwards. The landbreeze will persist at the coast until

sometime between 0900 to 1100 hours.

As you sail north during the colder months you can set your watch to the arrival time of the landbreeze at various places along the coast and especially over the southern Queensland coast where it will have an onset time of around 2230 hours.

The above situations have assumed a slack pressure gradient (isobars further apart), say, under the influence of a high pressure system, especially around the centre. When we have situations where we have a tighter pressure gradient, which means that the gradient or isobar induced wind has control of the situation. We may come up with some simple rules;

Rule 1: with onshore winds, say where the gradient wind speed is over 25kt, not only will the gradient be felt at the surface over the day but also during the night. For example we've had a SE of 30 kt blowing during the day. At night away from the coast, the wind direction will stay SE and the speed stay the same or get a little stronger in the early hours of the morning.

Closer to the coast, say within 5 nm, the wind direction will turn a little into

the south and the speed will drop by about 5 kt.

Once the gradient wind speed drops below 25 kt, well away from the coast (greater than 5nm), both day and night, the wind direction will stay close to the gradient as well as the speed. Whilst within 5 nm, the wind direction and speed during the day will be generally close to the gradient.

But during the dark hours the land breeze will take control and there will be a transition zone, about 1 nm across, between the land breeze and say the gradient further seawards. This transition zone will contain very light and variable winds and must be avoided! The land breeze will hold at the coast until around 1100 hrs before being swamped by the gradient induced surface wind.

In the case of the seabreeze, it will become cut-off from the coast and the landbreeze will take control from about an hour after sunset. Generally witnessed by the wind direction going more left over the late evening and early morning hours.

Rule 2: with offshore winds, again firstly where the gradient wind speed is

over 25kt and we have cloud and it can be either day or night. The surface wind direction and speed will be closely aligned with the gradient whether close to or well away from the coast, though stronger further away from the coast. When we are cloud-free and the gradient is over 25 kt. The situation by day is as above, but during the night close to the coast, within 3nm, the wind speed will slowly abate somewhat and close to dawn the land breeze direction will be evident as the temperature inversion is at its maximum strength over the land and within 3nm of the coast. Further seawards the wind will blow as it did during the day!

With gradient speeds less than 25kt, the day-time wind will be determined by the orientation of the isobars and cloud cover. There would be a good chance of a seabreeze, especially as the gradient speed dropped below 20 kt. At night whether cloudy or not, the landbreeze would become established within 5nm of the coast. Further seawards, the surface wind would be aligned well with the gradient.

The rules above will hold for the cooler months of the year because we find that during the warmer months the landbreeze is much weaker or non-existent. This is because most of the time we don't get the temperature difference between the land and sea to drive a decent landbreeze.

Take notes on landbreeze character-

"In the case of the seabreeze, it will become cut-off from the coast and the landbreeze will take control from about an hour after sunset"

istics as you sail north or south and remember that the Southport race is coming up in August. So do your homework!!

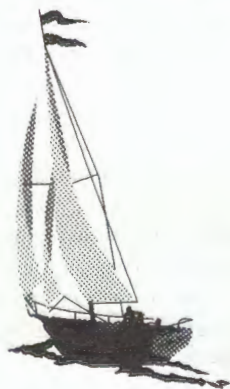
Ken's CYCA marine meteorology course commences May 27 and will run for eight weeks. Further details from Ken on (02) 269 8622 or the CYCA office on (02) 363 9731. ▲

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NOVEMBER 3-11 1996

Connect a serious party programme with some fun races around the amazing Whitsunday Islands.

You nominate your elapsed time for each leg within a certain time frame, if you get it right you win the prize.

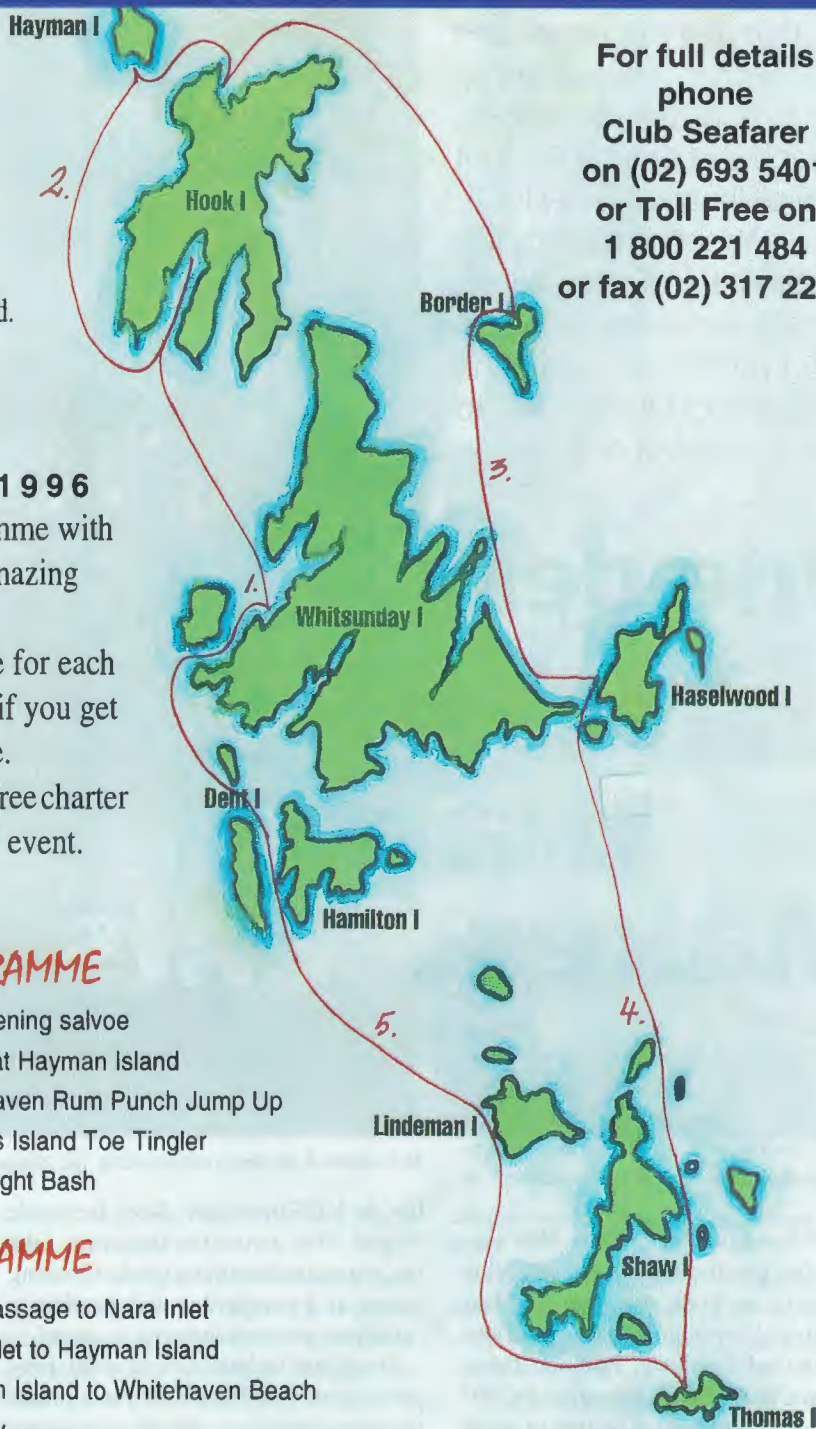
The over all winner will receive a free charter to defend the title in the 1997 event.

HERE IS THE PARTY PROGRAMME

Sunday November 3	The opening salvoe
Tuesday November 5	Lunch at Hayman Island
Wednesday November 6	Whitehaven Rum Punch Jump Up
Friday November 8	Thomas Island Toe Tingle
Saturday November 9	Final Night Bash

HERE IS THE RACE PROGRAMME

Monday November 4	Dent Passage to Nara Inlet
Tuesday November 5	Nara Inlet to Hayman Island
Wednesday November 6	Hayman Island to Whitehaven Beach
Thursday November 7	Lay Day
Friday November 8	Whitehaven Beach to Thomas Island
Saturday November 9	Lay Day
Sunday November 10	Thomas Island to Dent Passage



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Many yacht owners are looking at one-design offshore sailing as the way to go for competitive racing, and the charter company The Moorings has come up with an innovative concept to make this easier and more cost effective with a plan to build ten one-design yachts of around 36-foot overall length. OFFSHORE Yachting magazine's publisher Larry Jamieson, a widely experienced ocean racing yachtsman, lends the support of OFFSHORE to the concept of one-design offshore.

One-design Racing that Makes Cents

the trend is clear in yacht racing. One design is the way to go. Why? People are realizing that the old saying "the more things change the more they stay the same". is true.

IOR has gone but, while IMS certainly has produced quicker boats, it is unrealistic to think that one rule can equitably allow a maxi like *Sayonara* to race against *Southerly*. For one thing they are quite likely going to be 100 miles apart on the race course in quite different wind conditions.

While Australia is at the forefront of making the IMS rule work, many top level yachtsmen cry out for level racing.



All the action of one design offshore racing (pic: Kenyon Sport Photo)

It's the KISS principal - Keep It Simple Stupid. First across the line wins. Like me, many are becoming tired of looking across at a competitor and needing a calculator to work out who is ahead.

It will not be hard to find many people to agree with the above. Now comes the eternal problem. Which boat are we all going to race.

Again many potential owners are cynical because they have heard it all before. Last month the Mumm 36 was

going to be the boat, next month it is the Whitbread 30. There are two Mumm 36 yachts in Australia. One in Pittwater and one in Hobart.

They are great boats but quite simply there will never be enough of them on the line every Saturday to create exciting class racing.

Let's be clear about another world wide trend - Cruiser-Racers.

There are far more Cruiser - Racers in any fleet than there are grand prix Rac-



ers. Always was, always will be. Anyone who watched several Bashford Howison 41's go around the track together in the Southern Cross races prior to Christmas has to agree that they had great racing.

The attractive part of the Cruiser Racer is that those very same owners may well have been found enjoying a BBQ in Pittwater with their family the next weekend.

Dual purpose yachts. Race hard Sat-

urday, take mum and the kids for a cruise on Sunday.

OK, so we agree that we need a fleet of one design cruiser racers. How do we get a fleet going? As with any product in any business if we want volume we need to sell it at a keen price.

This is where our friends at The Moorings come in. One day recently Trevor Joyce, managing director of The Moorings Australia, mentioned that he wanted to get a fleet of 10 boats for

corporate charter work on Sydney Harbour.

When I heard ten boats I heard "instant one design fleet". I also sensed a way for the ocean racer to get in at an entry level price.

The availability of an inexpensive one design racing yacht that has an income stream to pay the bills is sure to attract attention.

The Moorings is about to offer such a proposition to the Sydney yachting



Above: Sommerbreeze ... new Cavalier 350SL - the type of cruiser racer suitable for one design racing.
Right: The Moorings managing director, Trevor Joyce

fraternity. As part of its plan to put a charter fleet of matched yachts on Sydney Harbour the company has its eye on what the racing sailor wants.

The fleet will be primarily used for skippered charter work in the growing market spinning off from the in-bound tourism industry, the conference and incentive business that is already worth more than 2 billion dollars a year to Sydney, and the management training market.

“Whilst it is unlikely that we will meet the needs of the grand prix racing sailor who wants to go to Hobart, we believe that we will provide a financially sensible package to many sailors who enjoy their harbour and offshore racing”

The operating formula will provide for the owner to use the yacht for club racing events such as the summer point score and the winter series conducted

by the Cruising Yacht Club of Australia.

The Moorings will initially order ten yachts, with the construction scheduled for completion before the start of the 1998 summer.

The package will provide for two sets of sails, one for use when the yacht is in charter mode and the other for exclusive use by the owner when the yacht is racing.

The criteria that Moorings managing director Trevor Joyce is using in his evaluation of the options include the following;

- A name designer and a name builder.
- Full bareboat charter survey.
- Reasonably competitive IMS handicap rating.
- High performance but sea handling characteristics.
- A size around 36 ft overall length.
- A large cockpit to accommodate a crew of six and a skipper.
- Simple fit out below decks to comply with minimum IMS requirements.
- Glass construction to facilitate easy repair.



- A price tag under \$200,000 complete.
- High re-sale value.
- Easy maintenance

A yacht of this type operating in a charter fleet has the potential to earn up to \$15,000 per year for the owner after paying insurance, marina berth and maintenance costs, subject of course to how much time the owner wants.

“Whilst it is unlikely that we will meet the needs of the grand prix racing sailor who wants to go to Hobart, we believe that we will provide a financially sensible package to many sailors who enjoy their harbour and offshore racing”, points out Trevor Joyce. ▲

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



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

Canon

RELIABILITY

STRENGTH

INNOVATION

Hamilton Island Race Week 1996 will not only be another great regatta in the tropics of the Whitsunday Islands of Far North Queensland, but will also be an important showcase of the latest in yacht designs, rigs, sails and hi-tech accessories. Mike Sabey provides an early preview.

Hamilton Island Goes Hi-tech

hi-tech, lightweight carbon fibre masts which are set to revolutionise the yachting landscape will make their Australian debut in August at this year's XXXX Ansett Hamilton Island Race Week.

Carbon fibre moulded masts, once the sole domain of America's Cup yachts and the odd one-off, spare-no-money rig for a maxi racing yacht, are now being made at affordable prices in Aus-

"Over the next 12 months these new carbon masts are expected to take over grand prix style offshore events and regattas in Australia"

tralia by Carbon Tech Spars at Nowra on the NSW South Coast.

At this year's eight race Hamilton Island Race Week, at least two and pos-



sibly up to four new IMS yachts are expected to sport carbon fibre spars, costing around an additional \$15,000 over conventional alloy masts.

Carbon Tech Spars managing director Ian Holley says he expects a new Singapore-based Bashford/Howison 41, owned by well known business identity Jeffrey Leon, and a new BH36, a sistership to Kevin Wood's *Local Hero*, to carry carbon spars this year.

Over the next 12 months these new carbon masts are expected to take over grand prix style offshore events and regattas in Australia. Yachting experts predict they will save

around 40kg aloft on a 41-footer, making for a significant improvement to a boat's righting moment and, of course, its overall speed.

Despite the tragic death of Ian Bashford, at least four of his latest IMS cruiser/racers, including a new Iain Murray-designed souped up 60-footer, a two BH41s and a 36-footer will be campaigned by yachting 'heavies', Iain Murray, Jamie Wilmot, Peter Gilmour and others.

Another significant area of development among the grand prix racing group has been in the use of 3DL sails. North Sails Sydney loft manager Grant Simmer says: "I expect to see 3DL double their numbers at Hamilton Island Race Week this year with up to half the serious IMS boats (around 10 to 12) wearing these increasingly popular moulded see-through, panel less sails."

This year's Race Week will be sailed under the new 1996 IMS ratings which take effect from July 1, with some significant changes. Overall, the more com-



petitive IMS boats from last season will lose from .75 second up to 11.5 seconds/mile as the rule swings back to favour the more prismatic shapes.

A feature class at Race Week this year will be the Magic 25s, with around ten of this exciting new class being trucked to Far North Queensland especially for the regatta.

Hamilton Island Race Club has made a number of key changes to this year's program, reflecting suggestions from competitors after last year's event which attracted more than 115 entries. Race director Warwick Hoban, who missed the 1995 Race Week following a serious ski accident, says: "For the racing boats there will be eight races instead of six, with two races around 15 nautical miles each being sailed on the Thursday. On most days we will send the cruising boats on a different course so as to avoid



Main pic: Warwick Hoban of Queensland competing in XXXX Ansett Hamilton Island Race Week. (pic - Ian Grant)

Left: Warwick Hoban...limbering up for Race Week after missing the 1995 event because of a serious snow skiing accident. (Pic - Kevan Wolfe)

clashes at key rounding marks, whilst the South Molle Race will sail into Airlie Beach to make more of a spectacle (wind permitting)."

Race one of the regatta, the South Molle and Daydream Island Trophy, will be sailed on Saturday, August 24, races two and three, the XXXX Classic events, will be on the Sunday, with race four, an 85-mile day/twilighter race for IMS and PHS division yachts and a 25-miler for Trailable and Cruiser divisions, on Tuesday, August 27.

The famous Whitehaven Beach Party will be on the Wednesday this year with racing resuming on the Thursday with the Ansett Classics, two 15 mile races for racing divisions, sailed back to back, with one race only for cruising yachts.

On Friday, August 30, the Hamilton Island Challenge will be sailed, with a 30 mile triangular race.

Race Week will conclude on the Saturday with the popular 22 mile Lindeman Island Trophy race.

Special Ansett Race Week Fly/Accommodation packages are now available for Race Week at varying rates (telephone Ansett Holidays on 131 344). As usual, competing yachts will be given

"For the racing boats there will be eight races instead of six, with two races around 15 nautical miles each being sailed on the Thursday. On most days we will send the cruising boats on a different course so as to avoid clashes..."

free berthing, subject to space, at the Island's Boat Harbour. Notice of race for the 1996 XXXX Ansett Hamilton Island Race Week are available from all keelboat clubs by faxing Hamilton Island Yacht Club on 079 467 278. Entries close on August 16.

Electronics Afloat

What's New in Marine Electronics

YACHT INSTRUMENTATION

Brookes & Gatehouse Latest Go-Fast Aid

You sail upwind with 12 knots true windspeed, carrying a full mainsail and number one headsail. Running into the leeward mark, true windspeed reads 16 knots, so you change headsails accordingly on the second work.

Back on the wind, however, the boat feels underpowered and true windspeed is reading 12 knots again. Slow? Frustrating? The cause of this is the wind accelerating over the sailplan, creating a difference that varies across the range of windspeed.

Brookes & Gatehouse's Hydra 2 has a calibration feature which allows this error to be corrected.

Sailing up a beat in normal conditions, you find that true wind direction changes from tack to tack. The amount of change varies as wind speed changes. Your true wind direction number is useless, you can't use it to pick a wind shift. B&G Hydra 2 has calibration facilities which enable an accurate, reliable true wind direction to be calculated, taking leeway, upwash and heel angle into account.

Autohelm ST80 Provides Multi-purpose Information

Autohelm, a Raytheon Marine Company and said to be the world's leading manu-

facturer of marine instruments for the leisure boat market, has launched another technological breakthrough in the design of boat information systems. It's called ST80.

To create the ST80 system Autohelm's engineers went back to basics and examined the primary functions of a boat information system; a way of measuring or sensing information; a means of distributing it; a method of displaying it; and a way of controlling it.

While conventional systems tie up the measurement, display and control functions in a single instrument, Autohelm's ST80 creates a new concept which enable information to be viewed where it is most convenient and control to be placed where is most accessible.

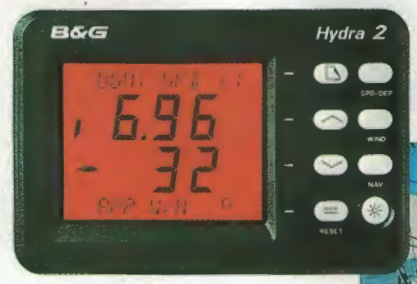
To overcome the need for multiple displays, the solution developed by Autohelm is to keep the primary functions, ie measurement, distribution, display and control, as entirely separate and independent.

Further information: OceanTalk Australia on freecall 1800 029 948.

KVH Release Quadro2 Instrument System

US-based KVH Industries' significantly upgraded Quadro2 instrument system for competitive racing yachts is now available in Australia from Coursemaster Autopilots.

Space no longer dictates how much information you have access to with the ST 80 instrumentation system developed by Autohelm.



Brookes & Gatehouse Hydra 2 includes a calibration feature

Quadro2 instrument packages range from a basic depth, speed, sea temperature and logs through to the Race Performance package which, together with an IBM-compatible laptop, evaluates your yacht's performance against polars, helping to quickly make the right tactical decisions.

Features of the latest KVH Quadro2 instrument system include "supertwist" digital displays that are easier to read than standard LCD displays; a new line of analogue displays for wind angle, wind direction, wind speed, compass and boat speed; a new circuit configuration which has reduced electronic noise with other on-board electronics; easier installation with "pigtail" cables.

Further information: Richard Chapman at Coursemaster Autopilots Pty Ltd, 7 Smith Street, Chatswood, NSW 2067, ph: (02) 417 7097 or fax: (02) 417 7557.



GLOBAL POSITIONING SYSTEM

Magellan Release Hand-held GPS 3000

The Magellan GPS 3000, just released, sets new standards in value, price and size of hand-held GPS receivers. Designed for fishermen and yachtsmen who want the lowest possible price without sacrificing the features they require in a marine GPS unit, this will fit any mariner's budget.

Features include a versatile tack plotter with adjustable scale and "pan and scan", numerous co-ordinates including latitude/longitude and TD readouts, differential GPS capability, and NMEA output which enable the unit to be used with radars, sonars and auto-pilots.

The six navigation screens provide directional arrows and information on distance to go, bearing, course over ground, time to go, speed over ground, X-track errors and velocity made good.

Further information: Magellan Australia, Ph: (09) 444 0233 or fax: (09) 443 2598.

Apelco GPS 15 - Hand Held With Trackplotter

OceanTalk's new Apelco GPS 15 is not only differential ready but also has trackplotting and course deviation indicating displays.

The GPS 15 is a compact, waterproof handheld GPS that will operate for eight hours on four nicad or AA batteries. The unit measures 19cm high and weighs less than 450gm.

Up to eight satellites are monitored on five channels by the patch antenna, which helps ensure position accuracy, no matter where the satellites are in the sky.

NMEA 0183 output facilities download position information to autopilots, fishfinders, radars and chartplotters via the standard, supplied mounting bracket.

A graphic steering indicator provides the visual means to reach a destination with great accuracy as cross track error is boldly displayed.

Further information: OceanTalk Australia - freecall 1800 029 948.



KVH Quadro's new "supertwist" dual display shows with wide viewing angle LCDs, two pieces of fullsize information with digits as large as a standard single instrument.

ELECTRONIC CHARTS

Electronic Charts in Navionics CD-Rom

Navionics, who built the first electronic chart, have gone a major step forward with the release of a CD-Rom containing more than 9,500 nautical charts and port plans.

According to Navionics, there is now no need for dealers to stock a wide selection of electronic charts, creating an taxable inventory that can go out-of-date and might not sell fast enough. Instead, a customer can see what he wants on a computer screen, order it and have a seamless chart on disk within five minutes.

OceanTalk Australia Adds To Chart Plotter Range

The Geonav LCD-7 chart plotter created a great deal of attention on introduction to the Australian market in 1994. Serious fishermen buy them because of the many obvious advantages a chartplotter offers over digital only display GPSs.

The Geonav LCD-7 daylight viewing chart plotter caters specifically for the demands of smaller boats and budgets whilst maintaining Geonav's rugged waterproof design. It contains all the features that make the standard model so sought after, including single button functions, waterproof one-page quick reference "bridge card", efficient design, built-in world chart, up to 440 waypoints, 1100 markers, selective displays etc for user-friendly operation.

The Geonav LCD-7 Plus charter plot-

ter, like all other GPS chart plotters in the Geonav range, uses Navionics seamless electronic charts. Further information: OceanTalk Australia on 1 800 029 948.

NavPlotter from Autohelm - The Missing Link

Autohelm has launched its NavPlotter 100, the first paper electronic chartplotter to work directly with the SeaTalk product range of autopilots and instruments. The NavPlotter 100 comprises a digitising mat to which charts are attached and an electronic "puck" with LCD and controls.

The NavPlotter 100 is a traditional navigators electronic tool linking the safety and security of paper chart navigation to modern onboard systems and instruments without the need for expensive electronic cartography.

When connected to SeaTalk network with instruments, navigation equipment, GPS and autopilots the Autohelm NavPlotter 100 has even more powerful features than currently available on similar types of plotters. Information available from the SeaTalk system includes tide speed and direction, direction and speed through water, true wind speed and direction.

Price of the Autohelm NavPlotter 100 is \$1965, including Autohelm GPS sen-

Magellan's GPS 3000, a most affordable hand-held GPS receiver.





OceanTalk Australia's Apelco GPS 15 showing the graphic steering indicator display with the last waypoint and the next three waypoints in a boat's route as an on-the-water perspective.

son or \$1212 to with an existing GPS. Further information from OceanTalk Australia - freecall 1 800 029 948.

AUTOPILOTS

Navico Tillerpilots Redesigned

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 challenges: high thrust; lower power consumption; quiet operation; and storm-proof weather protection in developing the Navico Tillerpilot 100 and the Navico Corus Tillerpilot 300.

As well as Navico's 10-year world-wide experience in tillerpilots, some in-

ternational racing sailors have contributed their expertise to the latest units, drawing on the personal experience in some of the world's most arduous long-distance sailing events such as the Route de Rhum, the Round Britain and Mini-Transat.

The outcome is that both the Tillerpilot 100 and the Corus Tillerpilot 300 are uniquely user-friendly, with steering to a compass course or auto-track at the touch of a button, leaving the skipper to help with trimming the sails.

Autohelm ST80 Most Advanced Autopilot

OceanTalk Australia are describing the ST80 Autopilot as the most advanced automatic steering ever made for pleasure boats, providing high-specification steering and navigation for powerboats and yachts.

By adopting the ST80 design principles and utilising the stunning graphical display power of the ST80 Masterview, the ST80 Autopilot requires no dedicated autohelm display unit. Rather, this is an autopilot that communicates with the skipper in words, numbers and pictures and provides an unsurpassed standard of control and convenience.

A Masterview can be dedicated to display only the Autopilot chapter and emulate a conventional, dedicated autopilot control head. Or, for more flexibility you can activate as many Masterview chapters in addition to the autopilot chapter, to maximise the information available from a single display.

Further information: OceanTalk Australia - freecall on 1 800 029 948.

POWER FAULT PROTECTION STO.P Electronic Fault Protectors

Undervoltage, a sudden dip in voltage caused by engine starting and other heavy loads is one of the primary causes of memory failure in GP, Loran and Decca navigation system, along with spikes, transients, overvoltages, surges, electromagnetic interference, and induced EMF through nearby lightning strikes.

Thus the new line of STO.P electronic fault protectors are described as a "must have" accessory for any pleasure craft owner ventures offshore, or relies on electronic navigation for comfort and safety.

The Geonav LCD-7 electronic chart from Navionics, designed for smaller cruisers, yachts and fishing boat.



UNBELIEVABLE GPS OFFER



SILVA NEXUS GPS SYSTEM

(Complete system including display instr., receiver, cables etc)

\$1698

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- 25 routes with 24 waypoints per route
- Magnetic or true compass bearing
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- NMEA compatible In & Out
- Man Over Board (MOB) function
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To get the full story talk to the marine communications experts at Icom or your nearest Icom dealer.

Call free on 1800 338 915 or write to Icom Australia Pty. Ltd.
7 Duke St Windsor Victoria 3181 P.O. Box 1162
Ph: (03) 9529 7582. Fax: (03) 9529 8485. A.C.N. 006 092 575



With a GPS connected to the Navplotter 100, this mode provides continuously updated read-outs of the boats current latitude/longitude co-ordinates. The direction indicator arrow tells you how to move the puck to your current position on the chart.

STO.P keeps electronic navigation equipment, fishfinders, cellular telephones, communication equipment, and instrumentation safe from the Seven classes of electrical system faults mentioned above.

Further information: Karl Sebastian, PO Box 62, Main Beach, Qld 4217, ph: 015 141 545.

BATTERY CARE

Link 10 Battery Marine Battery Monitor

Flat batteries are, unfortunately, a commonplace problem faced by boat owners.

At least you can be prepared to meet the problem by having a Link 10 battery monitor on your control panel.

The Link 10 reads your battery like a fuel gauge, is simple to install, easy to use and splash proof.

The Link 10 features a multicolour bar graph display which tells the battery level-of-charge at a glance. It flashes a red warning when it's time to recharge. The digital display indicates how many amp-hours have been consumed while a time remaining function advises the operator how long you can continue to operate DC loads at the present power consumption rate before your battery is depleted.

Further information: Power Protection Solutions Pty Ltd, PO Box 122, Redcliffe, Qld 4020, ph: 073880 1798 or fax: 073203 4235.

Ample Power - Name in Battery Maintenance

Ample Power Technology, a US market leader in battery maintenance systems for both land and sea based operations, has moved into Australia. With a new office in the Melbourne suburb of Mordialloc, APT is already heavily involved in the design and implementation of a number of new and refit installations.

APT equipment ranges from high output alternators (with field maintenance kits available) to a range of multi-step regulations, energy monitors which calculate AMP-hours capacity remaining in batteries. The company has also introduced the Trace range of inverters from the US.

The two STO.P electronic protectors, the STO.P 3+ is for smaller boats with limited electronics such as VHF radios, GPS and Fishfinder.



Further information on APT products and services and the Ample News subscription from APT, PO Box 382, Mordialloc, Vic 3195, or fax: (03) 9580 1755.

Electronic Charting News

To date, the sailing public might be forgiven for presuming that electronic charting is all about compact plotters displaying vectorised charts prepared by firms such as C-Map and Navionics. Such devices have certainly made an impact already, and will probably continue to develop, but they are a long way from being the electronic equivalent of an official paper chart.

Behind the scenes however, the Hydrographic Services around the world - the people who conduct the marine surveys and prepare the official charts - have not been idle.

Their aim has been to develop electronic charts that may accurately serve as the plotting basis for navigation into the 21st Century, faithfully reproducing all the information on the equiva-

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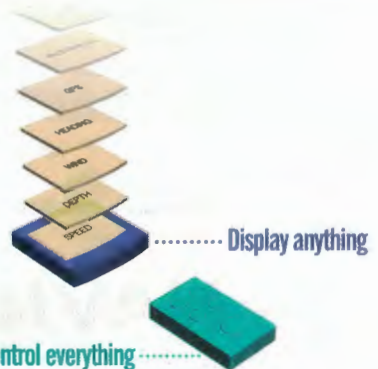
ST80's remote keypads bring control of every display and every function to your fingertips — even autopilot and GPS.

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Prototype raster scan charts such as this one issued by the RAN Hydrographic Office in 1995 reveal the full detail of the official chart.

lent paper chart without distortion, are readily updated, and yet can't be pirate copied.

The RAN Hydrographic Office, which has long used digital techniques in the preparation of our regular paper

charts, has been working on the development of Australian charting data in a Raster format since 1994.

Trial 'Beta' versions of selected charts were produced on CD-ROM in 1995, and a second generation, using the final

ADC (Australian Digital Chart) format was trialed in April this year.

ADC is compatible with a similar 'scanned' system developed by the British Hydrographic Office, known as ARCS (Admiralty Chart Raster Service).

ARCS charts on CD-ROM for increasing large areas of the world have been available since early this year, and release of our Australian ADC charts should begin in September. New Zealand charts will be available within ARCS.

So, before the end of the year it will be possible to display Official Australian charts on your PC or colour LapTop computer, at home or on board. ECS (Electronic Charting System) programs are already available for navigating using ARCS or ADC charts.

At the time of writing, the RAN Hydrographic Office is considering the value of releasing an ECS.

A more detailed report on these developments is being prepared for our next issue - **Andrew Gowen**

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The Language of Modern Yacht Electronics

By Robin Kydd - Oceantalk Australia

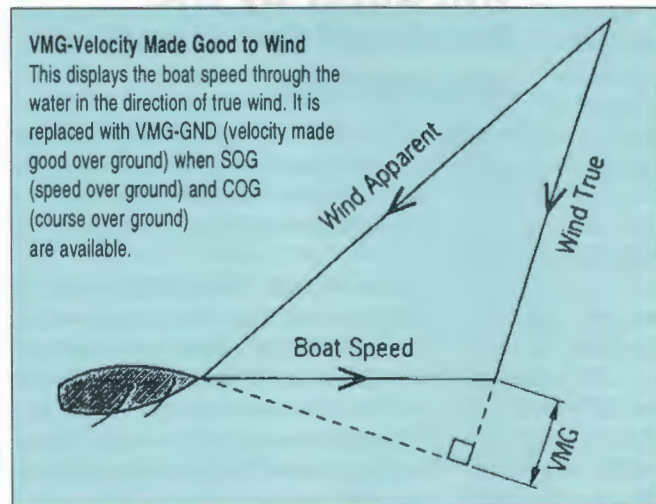
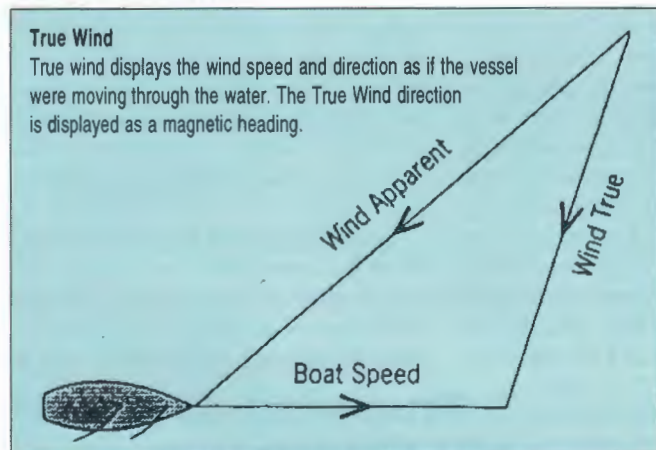
Over the last decade or so yacht instrument systems have embraced the microprocessor and in doing so created a whole new world of parameters by which the yachtsman can judge his performance and that of his yacht and crew.

In the old days the needs of navigation were satisfied with boat speed, depth, wind speed, wind direction and heading. Position was calculated from coastal navigation, celestial navigation and when all else failed, which it often did "DR" or dead reckoning. Today's modern integrated instrument system measures these basic parameters and additionally knows its position within boat length precision on a second by second basis from GPS.

From these basic functions microprocessors calculate, calibrate, display and provide myriads of functions. The manufacturers of integrated systems have taken names for their creations from big ship navigation and where none existed invented new terms. In the main the new language is common across different brand of instruments although the computations being carried out behind the scenes may differ greatly from brand to brand to produce a figure with the same name.

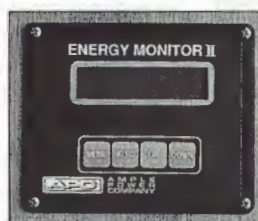
Let us look at some of the available functions and terms, how they are derived and some of their applications.

Boat Speed. Simple to understand it is the speed of the boat



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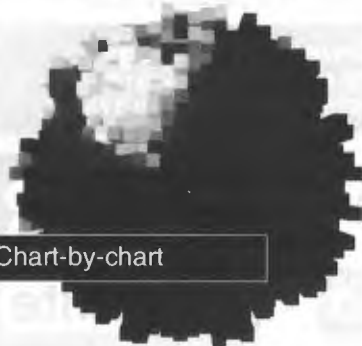


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through the water. Generally measured with a sensor that calculates the speed of the water passing under the boat.

Speed Over the Ground. (SOG). In contrast to boat speed which is a water based measurement SOG is usually calculated from the rate of change of GPS derived position and is thus the speed the boat is travelling over the surface of the earth.

Velocity Made Good. (VMG). The most common of the calculated functions VMG is the speed of the boat parallel to the direction of the wind. A positive value is a measure of upwind efficiency and a negative value is a measure of performance downwind. VMG over a period of time is a particularly useful tuning function and can be used to gauge optimum tacking angles.

Velocity Made Good Over Ground. (VMG-GND). This is the same calculation as standard VMG with the effects of tide and leeway also taken into account.

Wind Speed. (Apparent). A boat is nearly always a moving platform. Thus the raw measured wind speed, measured at the masthead is the wind that is apparent on the moving boat. This differs from the actual or "True wind speed" by the movement of the boat.

Wind Speed. (True). By taking the movement of the boat into account, both speed and direction the apparent wind speed measured at the masthead can be corrected to give real or true wind speed.

Wind Direction. (Apparent). As for wind speed in terms of raw measured information a stand alone instrument system does not take into account the movement of the boat and the actual or "True wind direction" will differ by the factor of the boat's movement.

Wind Direction. (True). There are two different types of true wind direction. Most commonly it is expressed on a dial or in digital format as an angle relative to the boat. As with true wind speed however more sophisticated systems also express it as a compass heading. The second version is particularly useful for picking wind shifts and is derived either by using the measured apparent wind angle and a heading derived from an electronic compass or a GPS derived heading. Since GPS derived heading is independent of set and drift and leeway it will give a better result however is unreliable at low boat speeds (less than

3 knots) with most marine GPS.

Depth. The depth of water measured under the boat. Generally from a navigational depth sounder which is part of the system.

Heading. The direction the boat is pointing. All boats have liquid filled traditional compasses as a matter of safety. Instrument systems get magnetic heading from electronic sensors the most common of which is the fluxgate.

Course Over the Ground. (COG). GPS measurements being independent of the boats contact with the water are actual. COG is expressed as a compass heading and can be true or magnetic to match the traditional compasses on the boat if required.

Set and Drift. (Tidal Vector). An integrated system can compare in real time Speed and course through the water with speed and heading over the ground. The difference is the effect of leeway and tide also called set and drift. Picking the set early can win races.

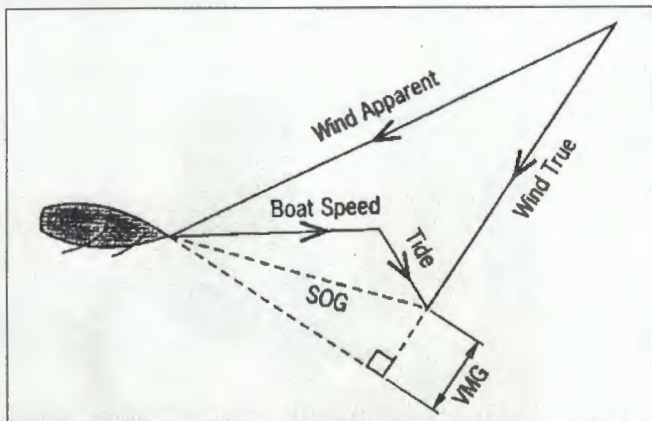
Way Point. (W P). A Waypoint is a destination of rounding mark. Literally a point to which you want to go or make way too. It is defined in terms of Lat and Long and can be entered into systems as such or as a range and bearing from a known point or the boats current position. Systems containing chart plotters allow the entering of waypoints by just placing the cursor over the desired destination.

Speed Towards A Waypoint. (VMG Wpt). It is more often the case that it is not possible to steer directly towards the Waypoint and that even if it is possible this may not be the fastest way to

" 'True wind direction' will differ by the factor of the boat's movement"

get there. Thus by monitoring and maximising speed towards the Waypoint the racing tactician can determine the most efficient tack/gibe and trim for the boat.

Cross Track Error. (XTE). Having told the system of a Waypoint or mark that is the desired destination the function Cross Track Error starts to generate. This is the distance off the originally defined course at right angles to the original course. It is also known as distance off lay line.

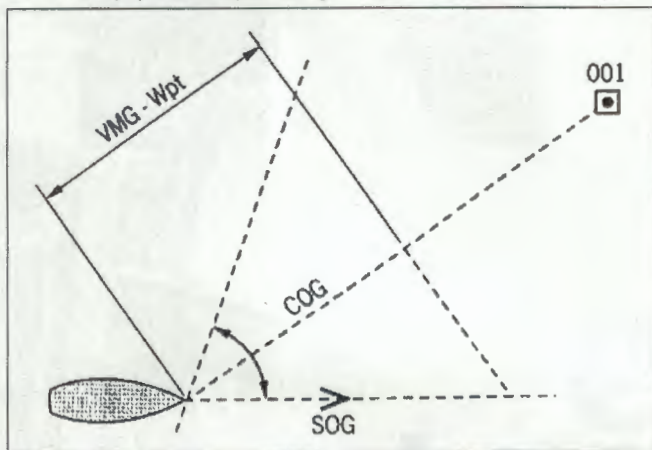


Above: VMG-GND Velocity Made Good to Wind over Ground

This calculated function displays the boat speed over the ground in the direction of the true wind. Because it uses COG and SOG, the effect of any tide on VMG is included. VMG-GND automatically replaces VMG if COG and SOG are available from the navigation receiver.

Below: VMG-WPT Velocity Made Good to Waypoint

VMG-WPT displays the boat speed over ground in the direction of the next waypoint.



GPS and Electronic Charts Seminar

While most of us have come to regard GPS (Global Positioning System) as part and parcel of offshore yachting, there are still many aspects of GPS and its use with electronic chart displays (ECDIS) that remain unexplained to weekend sailors.

GPS can now offer positioning accuracy almost to the metre, displayed automatically with course and speed on an electronic chart. But there are hidden dangers for the unwary.

The recreational boat owner and crew will benefit just as much as the professional at a seminar, "GPS, Electronic Charts and You" to be held at the Australian National Maritime Museum, Darling Harbour, on Sunday, June 2.

Jointly sponsored by the Australian Institute of Navigation, the Australian Maritime Safety Authority and the Maritime Museum, it is aimed at everyone who puts to sea.

Seminar, Museum entry, trade display and refreshments are included in a fee of \$35, cheque or credit cards accepted. Bookings are essential - call (02) 552 7544, fax (02) 281 3182 or mail your details to the ANMM Members Office, Box 5131, Sydney 2001. ▲



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Offshore Yachting magazine, in conjunction with the Cruising Yacht Club of Australia, will host a Gala Fashion Parade and Dinner at the CYCA on Friday, September 6, to introduce the new season's range of yachting and leisure wear.

no longer is offshore sailing wear a question of donning protective "oilies" over old shorts and jumpers. Today's garments are not only the best ever produced for the competitive and cruising sailor, but they are also a fashion statement. Likewise, fashionable garments are being made for after-sailing wear at the yacht club as sailing attracts a broader range of participants, in particular, more young women.

All the major companies will be displaying their latest protective sailing garments, for both offshore and inshore sailing, along with their broadening range of leisure wear at the Offshore Gala Fashion Parade and Dinner.

The Parade will be held in the upstairs auditorium of the CYCA at Rushcutters Bay and will be attended by prominent yachtsmen and women as well as the media and fashion industry representatives. Guests will be served complimentary champagne on arrival at 7pm, with a formal three-course dinner served from 7.30pm.

There will be three Fashion Parades of 15 minutes duration timed to run between the courses, with professional models displaying the very



Offshore Presents ...

Yachting Fashion Parade

latest gear to wear during the summer sailing season of 1996-7, both offshore and onshore.

A complete full colour feature and program guide to the Offshore Gala Fashion Parade will be published in the August/September issue of Offshore. A copy of the program with details of garments to be displayed will be provided for each guest at the Fashion Parade Dinner.

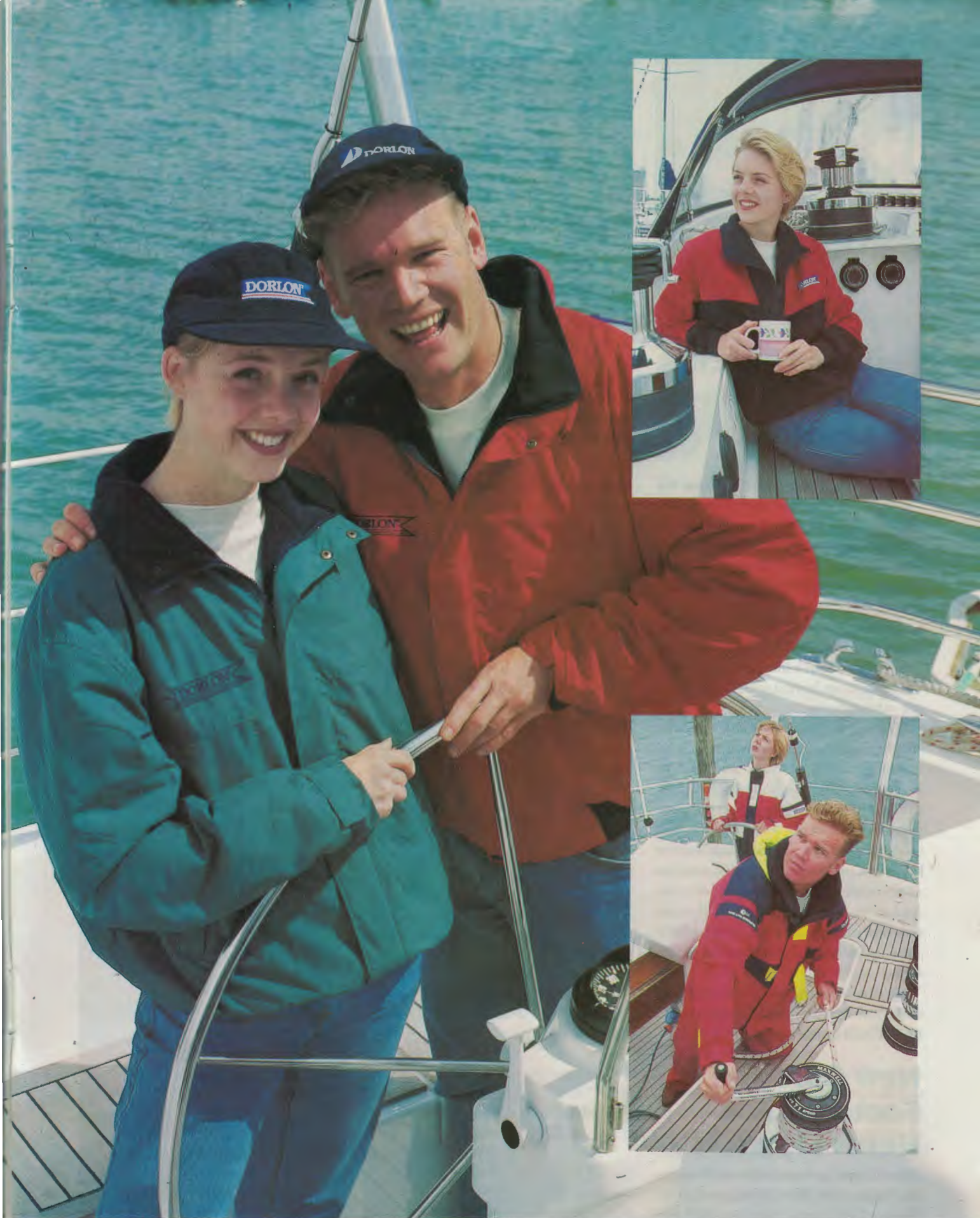
Tickets are \$49 per person and bookings can be made at the CYCA reception - phone (02) 363 9731. There will be a lucky door prize drawn on stage during the evening - two return tickets to Port Douglas.

Featured in this issue are some examples of the latest in sailing garments, including some of the Dorlon range one of the companies involved in the Offshore Fashion Parade.

** Book now at the CYCA for Offshore Yachting magazine's first annual Yachting Fashion Parade - Friday, September 6.*



Above: David Adams/True Blue - Billy Black



what's
new

Fail-safe Ratchet Blocks Released by Lewmar

a new 80mm ratchet block has been added to Lewmar's Racing hardware range. Easy to operate, it features a fail-safe "on-off" lever mechanism to stop the ratchet from accidentally being disengaged.

Suitable for mainsheet applications on boats up to 40 feet LOA, the new 80mm ratchet block is available in a number of configurations from single ratchet to triple ratchet becket and cam.

The use of dual pawls in the ratchet mechanism ensures a safe working load of 800kg on a single block. For the weight conscious sailor, Lewmar ratchet blocks are said to be 25% lighter than the competitors equivalent.

A fully adjustable cam arm can be fixed in a multitude of positions on the cheek of the block, enabling a sheet to be lead at the best possible angle. Sheaves are constructed from hard anodised aluminium for longevity and run on Delrin balls.

Further information: Peter Shipway at Barlow Distributors (Australia) - ph: 02 318 2128 or fax: 02 319 1858.

New Colours, Features For Henri Lloyd

Henri Lloyd have added extra features and colours to their popular offshore Ensign Tech range. Additional to the



Lewmar Racing's new 80mm ratchet block features a fail-safe "on-off" lever mechanism.

already long list of comfort and safety features is extra reflective tape, new dortex internal wrist seals and a drainage gutter fitted to the hood that is designed to divert water away from the face.

Warm gold with graphite trim has been added to the Ensign Tech's other colour choices of Navy - white trim, Red - navy trim, and Green - purple trim.

The recommended retail price is unchanged at \$442, including a free harness and is available from Henri Lloyd stockists. For dealer listings phone 02 838 4333 or fax 02 638 7951.

International ocean racing skipper Lawrie Smith wearing the Henri Lloyd warm gold Ensign Tech jacket and Classic trousers.



Folding Winch Seat For All Yachts

Titan Australia Pty Ltd (the floating winch handle manufacturer) has just released worldwide its new folding winch seat for all yachts. The Aqua Seat is manufactured from UV stabilised injected moulded polypropylene and is non corrosive with the use of brass and stainless steel fittings.

With its clever design the seat unfolds in seconds from a compact size with the carry handle designed to engage as the back support brace. The seat is neat, portable, lightweight (3.2kg) and folds up for easy stowage, measuring only 90mm in height.

The Aqua Seat has taken two years of design and development time to iron out all the flex and strength requirements but the company's CEO, Geoff Cropley, describes the result as "fabulous."

A range of accessories is available, including a cushion seat, angle adaptors and mounting pads. The angle adaptor is required when the seat winches are not mounted vertically. The mounting pad kit is used where winches are not fitted on the yacht, still enabling use of the Aqua Seat.

The Aqua Seat is distributed in Australia by Ronstan International and is available at leading chandlery shops.

Compact Sterndrive Diesels From Volvo Penta Marine

Volvo Penta has launched a new turbocharged and aftercooled 79kW (105hp) TAMD22/SX to further extend the highly acclaimed four cylinder 22/SX sterndrive diesel series.

The new TAMD22/SX joins Volvo Penta's 57 kW (78hp) turbocharged TMD22/SX and 43 kW (59hp) naturally aspirated MD22/SX in a range of sterndrive diesel units with outputs now ranging from 43 kW through to 170 kW (50 hp to 230 hp).

Volvo Penta's 22/SX series provides the ideal option of RIB's runabouts and other planing craft, providing small engine units in terms of size within a power range not previously available



The Aqua Seat in stowage ready for the tired sailor.

from a quality sterndrive. These smooth and highly compact power packages are designed to replace petrol outboards and smaller petrol I/O units in a new generation of boats which Volvo Penta claim will offer far greater economy, security and owner satisfaction.

Volvo Penta is represented in Australia (except WA) by Eastern Engines Pty Ltd, ph: 07 3899 1622, fax: 07 3899 1045, and in WA by Seapower Australia Pty Ltd, ph: 09 335 977, fax: 09 335 3233.

Breathable Deck Shorts Released by Musto

Now part of the new breathable MPX range, the Sydney designed Musto deck shorts (pictured) are lighter, have a



wider leg and external cargo pocket.

Further information: Musto Australia, ph: 02 360 5455 or fax: 02 360 2040.

Versatile Honda 9.9hp 4-stroke Outboard

Honda Marine, the world's leading manufacturer of 4-stroke outboard motors, now has a range of outboards from 2hp through to 90hp but the compact BF 9.8, a 280 cc, two-cylinder, 4-stroke outboard engine remains one of the most popular models in the Honda range.

Much of its popularity stems from its versatility. The BF 9.9 is an ideal size for small fresh or saltwater fishing boats, for most of the top-selling inflatable



Set for a day's fishing with a Honda BF 9.5. It's also an excellent auxiliary for a trailable yacht or smaller cruiser/racer.

boats and as the auxiliary engine for many trailable yachts and small racer/cruisers without inboards.

It is available in long shaft and short shaft models.

Many powerboat owners use the Honda 4 strokes as auxiliaries (or "kicker engines as they are often called) because their engine characteristics make them ideal for trolling.

In either small or large boats the fuel efficient Honda 4-strokes will troll happily all day and night without annoying



The Line Reever slipping a line through a ring bolt on the wharf.

2-strike "sputter" or spark plug fouling. The Honda BF 9.9 has all the latest consumer features of a modern outboard, including CDI ignition for quick, easy starting, neutral start protection, reverse lock mechanism and fingertip close gear shift lever.

Further information: Honda INFO-Line, toll free - 1-800 80 75 90.

Line Reever Makes Mooring Simpler

One of the most innovative ideas demonstrated at the Sydney International Boat Show was the Line Reever, designed to help short-handed or less agile boaters in grabbing that sometimes illusive mooring ring on a wharf, pontoon or floating mooring - and then reeving a line through it.

It is easily possible to tie a clove with the Line Reever once you get the hang of this remarkable device.

The Line Reever is available from Liberte Enterprises from their catalogue of innovative and unusual marine and leisure products. Cost is \$35.00 plus \$2.50 postage and packaging.

Further information: Liberte Enterprises, ph: 02 300 9661 or fax: 02 301 929.

The 48th annual Brisbane to Gladstone yacht race this Easter saw the end of a remarkable era in Queensland yachting, as Ian Grant reports.

Ashore after 47 Years Before the Mast

four decades plus seven years before the mast may sound like a tale from the early colonial days when the great sailing ships ran the fringe of the Roaring Forties and rounded "The Horn" in killer gales.

This is not a tale of the days of square riggers but it is an equally remarkable story about an Old Salt from Queensland who has finally hung up his sea bag and spent Easter 1996 at home for the first time in 48 years.

Cabbage Tree Creek's most famous sailor, Ivan "Skipper" Holm, has had an association with the sea and sail which dates back to World War II when he commanded a Royal Australian Navy Fairmile patrol vessel in the Pacific region. His trusted oilskin sou'wester hardly had time to dry out after the gunsmoke had settled at the end of World War II when he answered the

"Surprisingly, with so many races under keel, *Laurabada* has never had her name inscribed on The Courier-Mail Cup as the overall corrected time winner. She has been close, finishing second, third, fourth and fifth, including three second placings on line honours"

challenge of the sea once more.

This time it was not at the helm of a Navy ship, but the call of sail when he set about building singlehanded a yacht that was to be his labour of love over the next six years and which he was to skipper for the following 43 years.

However, construction tools were laid to rest at Easter of 1949 when "Skipper" Holm was invited to navigate the gaff-rigged ketch *Sari Marais* in the in-

augural Brisbane to Gladstone ocean race. Joining him were some intrepid sailing mates, including founding Queensland Cruising Yacht Club Commodore John Manahan, radio station 4KO announcer Ray Barrett, the jovial Jock "Robbie" Robinson, and the legendary boat builder Charlie Crowley, plus a crate of homing pigeons as the method of communication for the race north.

Queensland offshore yacht racing was born when seven sound sea-going cruising yachts set sail from Woody Point at 1100 hours on Good Friday, 1949. They kedged the sandbanks off Bribie Island's Skirmish Point before clearing Caloundra shortly after dusk.

Apart from a few breakages, George Pickers' *Hoana* took line honours in just over 47 hours while Stan Spencer's *Mahra* and *Sari Marais* filled the minor placings, with the baby of the fleet, *Sea Prince* (John Bourne) winning on handicap.

Ivan Holm continued to navigate for Joe Manahan, sailing in the first four Gladstone races before launching his own ketch, *Laurabada*, in January, 1953. This was the start of a remarkably loyalty to Queensland's major offshore classic.

Since then, Holm has skippered *Laurabada* in every race north, personally slipping the yacht in his usual dedicated preparation for the event. This year, after 47 years and 43 years as master of his own yacht, Holm elected to end his annual Easter tradition.

The veteran sailor made the decision before his 47th consecutive Gladstone race in 1995, with more than 200,000



Queensland's famous "Old Salt" Ivan (Skipper) Holm has finally hung up his sea boots after sailing in 47 Brisbane to Gladstone yacht races. (Pic - Ian Grant)

nautical miles of racing and cruising recorded in *Laurabada's* log book. However, while skipper Holm has hung up his sea boots and enjoyed a relaxed Easter breakfast with his wife, Thora, *Laurabada* did not stay rising with the tide at her Cabbage Tree Creek mooring off the backyard jetty.

She headed north once more with the big fleet on Good Friday in her 44th Brisbane to Gladstone race in the good hands of sons, Ivan and Peter, with grandson Trevor starting his ocean racing career at the age of ten.

Laurabada's sailing career goes beyond the Brisbane to Gladstone race. In 1953 she became the first Queensland yacht to sail in the Sydney to Hobart, finishing seventh after being becalmed for 13 hours in the Derwent. She holds the narrowest line honours winning margin in the 1967 Brisbane to Gladstone, just 41 seconds from Peter Docker's *Sayonara* after 308 nautical miles of tough spinnaker running.

Surprisingly, with so many races under keel, *Laurabada* has never had her name inscribed on The Courier-Mail Cup as the overall corrected time winner.

She has been close, finishing second, third, fourth and fifth, including three second placings on line honours. A knockdown in big seas and strong trade winds after weathering Lady Elliott Island cost her an almost certain double in 1955. ▲



Optimising

King's Cross - the technical story

Most scientific experiments require some form of a control group by which the end results of the experiment can be compared. In the science of offshore handicap formulas such a control rarely exists since boats constantly change as do the crews and the conditions in which they sail.

The relativity of their success or failure is hard to determine.

A rare exception to this is the ever-green *King's Cross* which, under the same ownership and crew, has managed to race successfully under both IOR and IMS and has accrued an unprecedented first overall in four Blue Water Point Scores equally spread between the two systems.

The critics could write off one or two of these as the result of sheer persistence but the sum of four is hard to ignore and deserves applause.

When Ray Stone first bought the boat in June of 1990 it was planned to continue to race under the IOR system as long as it was supported. It is fair to say that the boat had never been a great success since launch and the previous

two owners had not accumulated a record that would lead one to be overly optimistic. The delivery up from Melbourne highlighted a number of vices that required immediate attention if the boat was to be useable. These were mostly control related issues regarding helm and stability. The first job was to replace the existing rudder with a new high performance foil that would work efficiently given the large helm angles required to control this vintage of IOR design.

Second, consideration was given to the total ballast and trim package as it effected stability, rating and actual performance. The assessment was made using our VPP based analysis system which allowed us to prescribe the right mix of ballast and where it should be placed. The result of the analysis was an increase in internal ballast of 300 kg as well as adding weight to the keel sides and removing a somewhat crude bulb. This was a blessing in disguise as the keel was quite unfair and in definite need of work.

We used the same keel sections that

had been so successful on *Ultimate Challenge* as they were as well suited to the performance needs of a 37 footer as a 40. The net gain was estimated to be as much as 5 seconds per mile around a WW/LW course.

This work in hand the racing began. The handling vices of the boat were certainly corrected and her sailing attitude and speed through the water were also improved.

Speed against handicap was also better but it was still hard work on the water to get a result. Here Ray and his team's persistence (remember, it is a virtue!) paid off and they were rewarded with their fair share of victories including two Blue Water Point Scores.

"Two issues needed to be addressed simultaneously and they were stability and acceleration. Fortunately they were goals that could be achieved in a parallel process"

Nevertheless, IOR was a tough game and, as the rule had been frozen at this stage, there was a definite pecking order on the water that was not to be violated. It was not till 1994, when IMS

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John Williams, joint owner of Victorian Yacht "Bacardi"



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The crew of King's Cross collect their Mooloolaba and Sydney Regatta trophies (Pic: Mike Sabey)

proved it had the staying power that consideration was made to move into the IMS division. We were again asked to review the design with the proviso that the keel and rudder were to remain as is. However the limit of positive stability was not at Cat 1 so some adjustments would need to be considered.

Freed from the constraints of IOR and the awkward trim it promoted there was no question that we would end up with a better boat. Two issues needed to be addressed simultaneously and they were stability and acceleration. Fortunately they were goals that could be achieved in a parallel process since to increase LPS required a reduction in displacement while holding on to the current level of stability. The original designer agreed to release the IMS hull file to us so the process could be carefully controlled to achieve the maximum effect. The analysis showed that, of the 300 kg of internal ballast, 200 kg would be removed and a bulb of 110 kg would need to be fitted. This made the boat Cat 1 legal as well as faster and easier to sail. Combined with a new sail drive motor to replace the tired and complex V drive installation and the IMS GPH moved less than .5 sec/mile. There was now reason to be optimistic.

As an IMS boat King's Cross was much more successful and was also more rewarding to sail. The acceleration issue will always be a problem for heavier designs and it was thus no surprise to find that her competitiveness was diminished in shorter races around the cans where acceleration off the line and out of tacks gave the newer designs a winning edge. However, in longer races where it was less an issue her true capabilities under the rule were shown and she notched up a significant string of victories. This culminated this year with an overall win in the Sydney to Mooloolaba Race (i.e., lowest corrected time) as well as overall victory in the Telecom Business Directories Regatta.

The King's Cross campaign was always a small budget affair with sails and gear being replaced as needed and not as a matter of policy. Always owner steered with no professional involvement the boat is a testimony to what can be done with sensible and cost effective optimising and consistent campaigning. More importantly it showed that the seemingly incompatible transition from IOR to IMS could be made easily and successfully for a minimum of effort and a maximum of result. And in case you are worried about your chances in the BWPS next year, rest assured. King's Cross has been sold - to Perth!

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On His Last Voyage

Australian yachting lost one of its driving forces with the sudden death of champion yachtsman and the nation's leading production yacht builder, Ian Bashford, in early April.

Ian Bashford ... Champion Sailor and Boatbuilder

aged only 37, Ian died at his home at Vincentia on the NSW South Coast, believed to be from a heart attack. He leaves a wife, Louise, and two young children, daughter Ashley (5) and son Stuart (4 months).

He also leaves as a legacy to his remarkable foresight, drive and organisational ability, Bashford Boatbuilder Pty Ltd at South Nowra, the largest builder and exporter of production yachts in Australia. Only recently the company had moved to new purpose-built premises described as the largest and most efficient boat-building plant in the Southern Hemisphere, employing some 70 people.

Ian had been working on the company's latest project, an Iain Murray-designed 60-foot IMS racing yacht, the day before he died.

In a distinguished and versatile sailing career his state, national and international successes ranged from high performance catamarans through to one design keelboats and ocean racing yachts. A natural skipper, he won national and a world championship in the Hobie 18 catamaran class, national and South Pacific championships in Hobie



Boatbuilder Ian Bashford (centre) with his yacht designer, Iain Murray (left) and Hobie International's Scott Foresman, at the launch of the Magic 25 sports racing sloop at the Nowra factory of Bashford Boatbuilder Pty Ltd last year. (Pic - Peter Campbell)

16s and the endurance Hogs Breath 1000 in Hobie 16s.

Moving into one-design keelboats Ian was several times State, Australian, North American and European champion in J24s, plus a third place in a world championship.

He also won many races in Australia and overseas in the Soling and Etchells keelboats. In 1990 he was named the Yachtsman of the Year by his club, the Royal Prince Alfred Yacht Club. He was also a member of Middle Harbour Yacht Club and sailed for Middle Harbour in the 1995 Southern Cross Cup.

In 1994 Ian built and was sailing master of *Raptor*, the Iain Murray-designed Bashford/Howison 41 cruiser/racer which was overall IMS winner of the 50th Sydney to Hobart race that year. In a remarkable effort, the yacht was launched only a week before the Hobart race start but went on to score an outstanding victory.

Some 18 BH41s have since been built, with about a dozen of them exported to South East Asia, the United Kingdom, Europe and South Africa in a partnership with Scottish yachtsman Geoffrey Howison. Ian had been involved in many other successes with the BH41s and sailed aboard *Sycorax* in the Sydney-Mooloolaba race just before Easter. This year he sailed the BH36, *Local Hero XII*,

to wins in the Nissan Regatta and Tom O'Shanter Race on Port Phillip, and in the Geelong Australia Day Regatta.

From originally building J24, Etchells 22 and J35 yachts, Bashford Boatbuilder currently builds for local and export markets the Bashford/Howison 41 IMS/CHS cruiser/racer, the BH 36 IMS racer, the Magic 25 sports trailable monohull, Hobie catamarans and had recently started work on the new 60-footer.

The company had an annual turnover of around \$7 million and Bashford had also been working closely on a campaign to challenge for the America's

"In a remarkable effort, the yacht (*Raptor*) was launched only a week before the Hobart race start but went on to score an outstanding victory"

Cup in Auckland in 2000.

Representatives of many areas of sailing attended a memorial service at St Lukes Church of England, Mosman, to pay tribute to a remarkable sailor and businessman.

Bashford Boatbuilder Pty Ltd will continue with the vision of Ian Bashford, striving for excellence in boat-building and marketing and the domination of the sailing scene in Australia and overseas. - Peter Campbell



25th West Coaster Race Celebration Planned

This year will mark the 25th annual Melbourne to Hobart ocean race, the West Coaster, which each December takes a fleet of hardy yachtsmen down the rugged west coast and around the southernmost tip of Tasmania. The 1996 race, starting from Portsea, just inside Port Phillip, on December 27, is expected to attract a large fleet of Victorian, Tasmanian and South Australian yachts.

Many plans are being made to celebrate the silver anniversary, including a dinner on an enclosed pontoon floating in Melbourne's Victoria Dock on the eve of the Cock 'o' the Bay race on December 26, which takes the fleet down Port Phillip to Portsea for the start of the Melbourne-Hobart and Melbourne-Devonport races.

Prominent Melbourne businessman Sir Donald Threscowthick, one of the founders of the Sovereign Series of Yacht Races comprising the Cock 'o' the Bay, the Melbourne-Hobart and King of the Derwent, has donated \$25,000 as prizemoney for the 1996 race - \$1000 for each year the West Coaster has been conducted by the Ocean Racing Club of Victoria.

One Tasmanian yachtsman already planning to make a strong bid for line honours is veteran Tamar Valley orchardist Dennis Wivell, who stopped over at Sydney's Cruising Yacht Club recently on his way back south with his new boat, the original *Wild Thing*, which set a race record in 1990.

The Inglis 47 was re-named *Decimator* by its subsequent owner Queensland's, Wayne Millar, but Wivell plans to change the name again to that of his previous yachts - *Adam's Apple*.



Richard Bennett's magnificent picture of *Wild Thing* during the 1990 West Coaster race was published worldwide.

Tasmanian photographer Richard Bennett took a dramatic picture of *Wild Thing*, then owned by Melbourne yachtsman Grant Wharington, surfing at 28 knots near Tasmania's South Cape in the 1990 West Coaster. "*Wild Thing* might have been doing 28 knots but we were also hitting 26 knots in the old *Adam's Apple*," Wivell recalled. "We aim to break *Wild Thing's* record this year with the new *Adam's Apple*."

AYF Offshore Committee Proposes Major Changes

The Offshore Committee of the Australian Yachting Federation has recommended a major restructure of its operations, in response to calls that it needs to be more responsive to the needs of yacht owners and pro-active in the promotion and development of offshore sailing in Australia.

The most significant immediate result has been the allocation to each member of the Offshore Committee a specific portfolio, each representing key result areas of the sport, including marketing and communication, on-line services, national team selection, IMS and other handicapping systems, safety and finance and administration.

Communication to all boat owners was seen as a critical need and the Offshore Committee has decided that a

regular newsletter on relevant offshore matters be produced and distributed directly to offshore sailors.

The Offshore Committee's "new look" proposals are the outcome of a working party report compiled by the members of the Australian Offshore Group and the AYF which was published in detail in the last issue of OFFSHORE. Delegates from all States reported to the Offshore Committee the views of their member clubs, with the majority of offshore clubs around Australia feeling that change was needed, but that any change be accommodated through the structure of the AYF.

Many clubs responded that the initiatives of the working party report were highly worthwhile, and the AYF Offshore Committee resolved to adopt those initiatives that it felt could advance offshore sailing.

Under its restructuring plan, the Offshore Committee in future will comprise one representative from each State and Territory, the Chief Measurer, a Chairman and others co-opted for their expertise. The portfolios allocated to present members of the Committee are:

- Development/Sponsorship/Funding/Marketing - Colin Wilson (NSW).
- Communications/Newsletter/Promotion/Program Co-ordination - Robert Green (Vic).
- On-line Services/Data Base - Cedric Lockley (Tas).

- IMS Regulations & Management - Colin Wilson (NSW).
- Measurement - John Green (Chief Measurer).
- Handicaps (non-IMS) - Robert Green (Vic).
- Safety/Education/Training - Bill Burbidge(WA).
- Youth - Bill Burbidge (WA).
- Multihull/Short Handed/Others - Ian Davis (Qld).
- National Team Selection - David Kellett (Chairman).
- Finance & Administration - Wally Rantanen (SA).

The Offshore Committee has also invited two of the key proponents of the Australian Offshore proposals, Grant Simmer and Geoff Ross, to sit on the Offshore Committee in recognition of their contribution to the future development of offshore sailing. The Australian Offshore group has already indicated a positive response to the proposals.

The Committee member responsible for the above portfolios will also have the power to create sub-committees and call on the expertise and energy level of individuals from around the country to achieve positive results. All sub-committees will have as their major goal improving the service to Australian offshore sailing.

Ausmaid Joins Team For Kenwood Cup

The Australian Yachting Federation has chosen the Victorian yacht *Ausmaid*, along with the two Sydney boats, *Ragamuffin* and *Quest*, as Australia's team for the Kenwood Cup in Hawaii in August. Originally, it had been expected that the 60-footer *Exile* would be the third boat in the team, but apparently the selection panel felt three yachts of similar size would make a better team, particularly in tuning up off Hawaii.

Ragamuffin is a Farr 50 owned by Syd Fischer from the Cruising Yacht Club of Australia and the Royal Sydney Yacht Squadron, *Ausmaid* a Farr 47 owned by Giorgio Gjergja from Sandringham Yacht Club, while *Quest* is a Nelson Marek 43, owned by Bob Steel from the CYCA.

All three Australian yachts are in top form. *Ragamuffin* won her division of the Sydney-Mooloolaba race, *Quest* was



Melbourne yachtsman Ross Lloyd (left) who will skipper *Ausmaid* in the Kenwood Cup, with owner Giorgio Gjergja at the helm of the Farr 47. (Pic - Kevan Wolfe).

top performing IMS racer in the New Zealand Regatta, and *Ausmaid* has just won the Victorian Becks Regatta. *Ragamuffin* has undergone modifications to the bow, stern sections and keel to improve her handicap under the new IMS ratings which will apply in the Kenwood Cup before being sailed across the Pacific to Hawaii.

It is understood that *Exile*, a Reichel/Pugh 60 owned by CYCA member Warwick Miller will compete as an individual entry with the "green machine", which was third to finish in the 50th Sydney to Hobart, then coming back to Sydney for this year's Hobart race. Another individual entry will be *Seaview Challenge Again*, a Murray-designed BH41, whose owner, Victorian Lou Abrahams, is a director of the Royal Hawaiian Ocean Racing Club.

The 1996 Kenwood looks like attracting the largest fleet in years to Honolulu, with nine races scheduled for between August 5 and 13. Already race director Ken Morrison has positive indications from the owners of 75 yachts which, if all previous trends remain valid, could end with upwards of 60 yachts racing in the tropical tradewinds of the Pacific.

Heading the line-up could be as many as 12 yachts in the over 60-foot class, with five new ILC Maxis from five different designers. An important decision by the Royal Hawaiian Ocean Racing Club has been to fix the ILC maxi rating as the upper limit, the same as the CYCA limit for the Sydney to Hobart.

The maxis expected to be in Hawaii include the Sydney-built, Reichel/Pugh-

designed *Morning Glory* which earlier this year took line honours in the Cape Town to Rio Race, and the Farr ILC Maxi *Sayonara*, which Larry Ellison sailed to victory in last year's Telstra Sydney to Hobart. Other new maxis expected are *Sagamore*, *Boomerang* and *Falcon 2000*, a Nelson/Marek 78-footer.

Sad Note to Veterans Yacht Race Victory

A much loved crew member was missing from the cockpit of the former Sydney to Hobart ocean racing yacht *Tawarri* when she took handicap honours in the Cruising Yacht Club of Australia's annual Great Veterans Yacht Race on Sydney Harbour.

Pam Vasey, wife of skipper Russell Vasey and always a regular member of the crew of the 42-footer, died earlier this year from cancer, diagnosed only a few weeks after she sailed aboard *Tawarri* in last year's Great Veterans Race.

Russell and Pam Vasey, members of the Royal Prince Alfred Yacht Club, had sailed many thousands of sea miles together on *Tawarri*, including a notable circumnavigation of Australia. *Tawarri* is owned by well known retired Sydney businessman J.D.Lewis, who was unable to sail because of illness.

A fleet of 20 former ocean racing yachts which competed in Sydney to Hobarts before 1966 sailed in fresh to strong south-easterly winds, with the Great Veterans Yacht Race highlighting the opening day of the CYCA's Digital Winter Series.



CYCA Youth Sailing Academy youngsters competing in the Digital Winter Series in preparation for the Canon Sydney-Gold Coast Classic aboard the 50-footer *Sidewinder* which owner John Needham has made available to the Academy. (Pic - Ian Mainsbridge).

Tawarri, which last raced to Hobart in 1974, won on corrected time from line honours winner *Lorita Maria* (Paul Smith) from Botany Bay Yacht Club and *Cherana*, skippered by CYCA rear-commodore John Keelty. Race favourite, Don Mickleborough's *Southerly*, was forced to retire from the race after a collision with a small catamaran in Rose Bay. The catamaran came off second best.

A record 142 yachts have entered for the Digital Winter Series, ranging from Elliott 5.9 day racers through to maxi yachts headed by George Snow's *Brindabella*. The maxi yacht, in her first race since the last Sydney to Hobart, sailed through the fleet from her scratch start to finish a close second to *Addiction*, skippered by Royal Sydney Yacht Squadron member Richard Perini, in Division A.

Among other winners was *Storey Teller*, a recently launched Beneteau yacht skippered by former Australian Yachtsman of the Year John Gilder, a world champion dinghy sailor in the early 1970s. Originally from Adelaide, Gilder is now a member of the CYCA.

Brindabella Likely Starter in Canon Gold Coaster

Australia's fastest maxi yacht and last year's line honours winner, *Brindabella*, is likely to head a strong fleet in the 1996 Canon Sydney-Gold Coast Classic despite earlier comments by owner George Snow that he was "giving up ocean racing."

Despite failing in three attempts to take prestigious line honours in the Syd-

ney to Hobart, *Brindabella* has taken the gun in races to Mooloolaba, the Gold Coast and Lord Howe Island and is still a great yacht. Snow has already entered the Jutson 75 for this year's Fujitsu Gosford to Lord Howe Island Classic. He is also racing the maxi in the CYCA's Digital Winter Series.

The fact that *Brindabella* took the double of line and IMS handicap honours in last year's Canon Gold Coaster is likely to encourage Snow to head north again on Saturday, August 3. The Classic looks likely to attract a big fleet as the feeder race north to the Big Boat Series at Hayman Island and Race Week at Hamilton Island later in August.

Other maxis and pocket maxis heading north will include *Amazon*, which took line honours in the recent Mooloolaba race, *Fudge*, *Infinity III* and *Freight Train*. This may be the final race for *Freight Train* as owner Damien Parkes has on order the first of the Iain Murray-Designed Bashford/Howison 60s being built at South Nowra. *Freight Train* will then join the charter fleet in the Whitsundays.

With the handicap emphasis on divisions, rather than an overall winner, the Gold Coast Classic is a series of races within a race and as such attracts a broad cross-section of IMS and PHS rated yachts in the handicap stakes. Missing from the fleet will be last year's IMS Division B winner, *Kings Cross Sydney*, which has been sold to Western Australia by Ray Stone after winning his fourth CYCA Blue Water Championship.

Among southern States yachts heading north to the XXXX-Ansett Hamilton

Island Race Week via the Sydney-Gold Coast Classic will be Joe Westerlo's fast Elliott 47, *Indospray Prowler*, and Alf Neate's *Morning Mist III* from Melbourne, and the Tasmanian Farr 36, *Hartz Mineral Water*, with John Fuglsang campaigning north again. Peter Hansen is also expected to bring *PL Lease Future Shock* north again.

An interesting competitor will be *Atara*, the "recycled" 43-footer which has been chartered by Roger Hickman for the next 12 months. Hickman has previously won the Gold Coast race when a partner in *AMP Wild Oats*.

Several of the veteran timber yachts which have done so well over the past couple of years are expected to head north again, including Ian Kiernan's *Canon Maris*, Don Mickleborough's *Southerly* and Phillip Ashe's *Lahara* which were placed in that order in IMS Division C last year. The CYCA's Youth Sailing Academy will again be crewing for CYCA member John Needham aboard his beautiful Dubois 50, *Sidewinder*.

In an innovative move, the Cruising Yacht Club has invited the Australian Short-Handed Sailing Association to work in association with the CYCA in running a short-handed division.

The Notice of Race for the 1996 Canon Sydney-Gold Coast Classic is available from the CYCA and other major yacht clubs. This will be the first ocean fleet to sail under the 1996-97 IMS ratings.

New Keppel Bay Marina Opened by Qld Premier

The new Keppel Bay Marina, at Rosslyn Bay on the Capricorn Coast of Queens-

Cavalier yachts parked in the pond at the Cruising Yacht Club after the recent Cavalier Regatta.



land coast has been officially opened by Premier Bob Borbidge.

The new marina features 180 floating marina berths, a resident bare boat fleet and a repair and maintenance facility, including a 40 tonne straddle carrier.

The award-winning Marina Centre houses the chandlery, tourist service, Waterline Cafe and boat brokerage. The Marina is situated at Rosslyn Bay, giving berthed vessels 360 degree protection and easy access to fuel.

Sydney Sailor Wins Sayonara Cup

Sydney yachtsman Neville Wittey has won the historic Sayonara Cup from the Royal Yacht Club of Tasmania in a hard-fought match racing series in Dragons on the Derwent River against the Club's defending skipper, David Graney. The Cup, first sailed for in 1904, now goes back to New South Wales and, for the first time, to the Royal Prince Edward Yacht Club.

Down 1-2 after the first day of the challenge against Graney, Wittey showed great determination and aggressive tactics to win three straight races on the second day and regain the Cup for NSW, 4-2. Graney, a successful Tasmanian Dragon sailor, showed superior boatspeed in the opening encounters but Wittey's match-racing skills and aggressive pre-start tactics proved the winning factor.

Strong Line-up For Cavalier Regatta

The Cavalier 1996 Regatta on Sydney Harbour attracted a fleet of 31 yachts, ranging from Cav 28s through to the newly launched latest model, the Cavalier 375.

Two races were held but only a few boats completed the morning race, led by the 30SL, *A Crewed Interest* (Warwick Sherman) just returned from a successful ocean race to Mooloolaba.

Winds, although still light, were more favourable in the af-

ternoon and all yachts completed the course with close racing within each division as well as for line honours. Led by Hans Sommer's *Sommerbreeze*, two 350SLs and two 395s were the first yachts to finish, followed by a mixture of 35s, 28s, 30s and 32s.

Division winners were: Cav 32 - *Maggie V* (Joe Camilleri), Cav 28/30 - *Trikerie Bay* (Peter Murray), Cav 35/37 - *Monique* (Bruce Isaacs), Cav 395 - *Cavalier Express* (Dick Voordehake) and Cav 350SL - *Sommerbreeze* (Hans Sommer).

Overall pointscore winner on the day was *Monique*.

Maiden Victory For Two in King Island Race

Nigel Jones' Mornington based 40-footer, *Cadibarra 7*, led from start to finish to take the gun in the Ocean Racing Club of Victoria's 110 nautical mile race from Melbourne to Grassy on King Island, breaking a three-year big race "hoodoo".

Since *Cadibarra 7* was launched in

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Geoff Wood - the new Executive Director of the VYC

1993, the yacht has twice been runner-up in the Melbourne to Burnie and Melbourne-Port Fairy Races, has twice been knocked out of the Sydney-Hobart, and in last year's ORCV Winter Classic lost the front three feet of her bow in a pile-up with a 50-footer.

Cadibarra 7 finished nearly two hours ahead of Graeme Ainsley's veteran Peterson 43, *Bacardi*, taking 18 hours 38 minutes 36 seconds to sail the Bass Strait course, some seven hours outside the record set by the maxi, *Helsal II*. Handicap honours in the King Island Airlines-

"He has competed in national and international regattas which gives him excellent knowledge of how major events are organised"

sponsored event went, appropriately, to commercial airline pilot John Parkinson, sailing his new Cavalier 395, *Hijack*, from Sandringham Yacht Club. - Mike Sabey.

The Navy Cleans Up Last Race of Victorian Season

The consistent Navy yacht, *Charlotte of Cerberus*, steered by Taffy Evans, won its second Performance Handicap win for the season in the ORCV's 140 nm race from Melbourne to Port Fairy.

This was the final Bass Strait race of the summer season with the Swarbrick 36 scraping home on corrected time from David Power's Sandringham-based Swanson 36, *Breakaway*, with Rolf Flessner's Adams 35, *Akuna*, from

Hobsons Bay Yacht Club, placing third.

Rear Admiral Peter Briggs, who navigated *Charlotte of Cerberus*, said: "We won the race by anticipating the southeasterly and standing out well offshore on the run down to Cape Otway. This enabled us to gybe across quite close to the lighthouse which saw us pick up six places and around 10 miles on the lead boats."

In the IMS division, Bruce Taylor's Hick 35, *JLW Chutzpah*, took the honours for the second year in a row, defeating Rex Billing's Cavalier 37, *By Order of the Secretary*.

Line honours went to the powerful St Kilda sloop, *Animal Farm*, skippered by Robert Hopcraft.

However, the 52-footer was led a merry chase by the former Sydney-Hobart handicap winning one tonner, *Ultimate Challenge*, with Ross Coates at the helm. - Mike Sabey.

Exciting Fleet For Hayman Island Big Boat Series

Some of Australia's most exciting yachts, including three Sydney to Hobart winners, are among the nominations for the second annual TAGHeuer-Ansett Australia Big Boat Series at Hayman Island in August.

The fleet, which is expected to be limited to 17, will include maxi and pocket maxi yachts *Hammer of Queensland* (Arthur Bloore), *Bobsled* (Kerry Spencer), *PL*

Lease Future Shock (Peter Hansen) and *Innkeeper Petaluma Wines* (Andrew Short).

Among the favourites for handicap honours and the title of Big Boat Series Champion are the winner of last year's Sydney to Hobart, *Terra Firma*, owned by young Victorian yachtsmen Scott Carlile and Dean Wilson) and two previous Hobart winners, Robin Crawford's *Assassin* and Bruce Foye and Lance Peckman's *AMP Wild Oats*.

Also nominated is Andrew Strachan's Farr 47, *Ninety Seven*, which took line honours in the galeswept race of 1993 and has just won the double of line and handicap honours in the inaugural race from Brisbane to the Solomon Islands.

Such is the interest in the Big Boat

Series that Sydney yachtsman Richard Friedrichs is trying to get a new yacht from Spain to Hayman Island in time for the series, starting on August 18. Racing will be over four days this year and comprise six events, four over short courses adjacent to Hayman Resort and two over 40-45 nautical courses which will take the yachts around many of the magnificent islands in the Whitsunday Group.

New Executive Director for VYC

By Kevan Wolfe

Sweeping changes have been made to the Victorian Yachting Council, the governing body of yachting in Victoria, with the appointment of a new executive director.

Well known Laser sailor, 27 year old Geoff Wood, has been appointed to the position following the resignation of former Executive Director Lynne Cazaley.

Wood, formerly employed in Queensland, has given up a bid to make Australia's Olympic Team for Atlanta, to take up the job. As well as holding several state Lasers titles, he has wide experience in keel boats and catamarans and is a member of Royal Brighton and Sandringham Yacht Clubs.

In the past few years the VYC has led other state bodies in the promotion and marketing of the sport and according to VYC President, Harry Leggett, the new structure will be more suited to the way in which the organisation is moving in the future.

Leggett said that Wood was well suited to the job. "He has competed in national and international regattas which gives him excellent knowledge of how major events are organised. And, as well as having an engineering degree, he has skills in marketing and negotiating with government and private enterprise.

Wood's appointment comes at a time when the VYC is involved in planning a major yachting event for Melbourne.

Ausmaid wins Beck's Range Series

Australia's Kenwood Cup team member, *Ausmaid*, owned by Giorgio Gergia, has won the 1995/96 Beck's Range Series sailed on Port Phillip.

Ausmaid, a Farr 46 from Sandringham Yacht Club, beat the smallest yacht in the IMS Racer Division, Peter Bedggood's Davidson half tonner, *Shambles* (RYCV) by just one and a half points. *Shambles* sailed consistently during the series finishing with a seventh in the first race and four seconds. Telstra Sydney/Hobart winner, *Terra Firma* also from Royals finished third overall, just two points behind *Shambles*.

The Range Series, which started in October last year, is sailed over six heats and incorporates some of the major trophy races run by the individual clubs at the top of the bay. Such as, the Royals McCutcheon Cup, the RMYS Edward Lumley Trophy and the RBYC E.B. Green Trophy.

This year the series was cut to five races after a 50 knot storm hit the Bay on the morning of the Dick Lean Trophy to be run by RMYS.

The storm caused havoc in the Squadron's St Kilda Marina and the race was cancelled.

The Series was one of the most successful sailed in Melbourne with more than 260 yachts taking part in the two IMS divisions and three Performance Handicap divisions.

The entry of the tiny 26ft *Shambles* in the IMS Racer Division again sparked controversy over small boats having an unfair advantage over larger yachts under the IMS rule. Repeated attempts by some sections to have the yacht excluded were unsuccessful.

Results

IMS Racer: 1, *Ausmaid*, Giorgio Gergja, SYC, 14.5; 2, *Shambles*, Peter Bedggood, RYCV, 15; 3, *Terra Firma*, Dean Wilson/Scott Carlisle, RYCV, 24.

IMS Cruiser/Racer: 1, *Wet 'n Infamous*, Kevin Wood, SYC, 14.5; 2, *Challenge Again*, Lou Abrahams, SYC, 19.5; *Wise of Time*, Dan Hellier, HBYC, 24.

Performance Handicap Div 1: 1, *Affirmative Action*, Ross Coates, SYC, 71; 2, *Wise of Time*, Dan Hellier, HBYC, 103; 3, *JLW Chutzpah*, Bruce Taylor, RYCV, 104.

Performance Handicap Div 2: 1, *Western Morning*, Justin Brennan, RYCV, 37; 2, *Dictator*, D. Underwood, RBYC, 44; 3, *Double Malt*, E. Main, RBYC, 60.75.

Performance Handicap Div 3: 1, *Lets Go*, B. Thatcher, SYC, 28.75; 2, *Kaos*, Harold Davis, RYCV, 31.75; 3, *Onedin*, N. Poole, RMYS, 42.

Hong Kong - Vietnam Yacht Race 1996



The Farr 41, *Hi Flyer*, dropping her spinnaker in front of the beach during the Pepsi Cola Friendship Race off the Vietnamese town of Nha Trang. Some 10,000 locals turned out to the watch the "boat people" in action. (Pic - Guy Novell).

The Royal Hong Kong Yacht Club scored a world first earlier this year by organising the inaugural Hong Kong to Vietnam Yacht Race. Guy Nowell sailed in the race and wrote this report.

The 680 nautical mile downhill slide was timed to take advantage of the north-easterly monsoon prevailing at this time of the year, and competitors were not disappointed.

A fleet of 17 boats started, with the largest being Sam Chan's newly acquired *Free Fire*, the Nelson/Marek 68 ULDB which formerly raced as *Phantom VI*. At the other end of the scale was John Blay's S&S 36, *Windseeker*, a seasoned campaigner in Hong Kong yachting circles.

Starting conditions were northerly winds of 15-20 knots, and these prevailed for most of the race. Steve Ellis in his new *Bashford/Howison 41*, *Wizard the Sequel*, acting on weather routing info from Bob Rice, and expecting the breeze to veer to the north-east, opted for the right hand side of the course.

When the change did come, 100 or so miles from Nha Trang, the wind unexpectedly backed to the north-west. In 25-30 knots of breeze, both

Wizard and *Xanzibar*, Alan Stevens' X-4122, skippered by Hong Kong X-Yachts agent Roger Eastham, were both in a good position for the new wind. "We were going exactly where we had planned, but on the opposite gybe," Eastham said later.

Ellis commented: "It was probably the best day's offshore sailing I have ever had. Sixteen knots became quite boring, and we were hitting 20 knots regularly, surfing sequences of six or so waves in a row."

Ironically, *Free Fire* never saw the newer and stronger wind. She was too far in front, taking the expected line honours in just 61 hours after the start, with the rest of the fleet being blown home behind her.

The back marker, *Shun Fung La Creole*, a Ta Shing 40, crossed the line 40 hours later.

Overall winner under IMS handicaps was the BH41, *Wizard of Sequel*, skippered by Steve Ellis, with second place going to the ILC40 *Orion Express* (Ellian Perch), third to the Farr 41, *Hi Flyer* skippered by Neil Pryde. Under CHS handicaps *Wizard of Sequel* also placed first, with *Hi Flyer* second and the X-412, *Xanzibar* (Alan Stevens) third.

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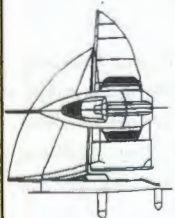
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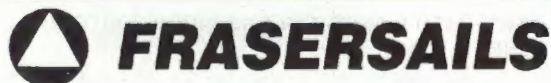
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MAJOR OFFSHORE EVENTS IN AUSTRALIA AND OVERSEAS

NEW SOUTH WALES, QUEENSLAND & VICTORIA

JUNE

- 2 Digital Winter Series, Race 6, Sydney Harbour, CYCA.
- 9 Digital Winter Series, Race 7, Sydney Harbour, CYCA.
- 16 Digital Winter Series, Race 8, Sydney Harbour, CYCA.
- 23 Digital Winter Series, Race 9, Sydney Harbour, CYCA.

JULY

- 7 Melbourne Winter Series, Race 1, Port Phillip, ORCV.
- 7 Digital Winter Series, Race 10, Sydney Harbour, CYCA.
- 14 Digital Winter Series, Race 11, Sydney Harbour, CYCA.
- 13,20,21 Round the Whitsundays Race and XXXX Series, Whitsunday SC.
- 21 Melbourne Winter Series, Race 2, Port Phillip, ORCV.
- 21 Digital Winter Series, Race 12 and final pointscore, Sydney Harbour, CYCA.
- 28 Digital Winter Series Ladies Day Race for Chris Lee Trophy, Sydney Harbour, CYCA.
- 27 20th Darwin to Ambon ocean race, Darwin SC.

AUGUST

- 3 Canon Sydney-Gold Coast Classic.
- 4 Melbourne Winter Series, Race 3, Port Phillip, ORCV.
- 18 Melbourne Winter Series, Race 4, Port Phillip, ORCV.
- 18-22 TAG Heuer - Ansett Australia Big Boat Series, Hayman Island YC.
- 24-31 XXXX Ansett Australia Race Week, Hamilton Island YC.

SEPTEMBER

- 1 Melbourne Winter Series, Race 5, Port Phillip, ORCV.
- 7-13 Hogs Breath Race Week, Whitsunday SC.
- 14 Great Whitsunday Fun Race, Whitsunday SC.
- 15 Melbourne Winter Series, Race 6 & last, Port Phillip to Westernport, ORCV.
- 30-4 Australian International Regatta Sail Down Under, Olympic classes, Sydney Harbour.

OCTOBER

- 26 Fujitsu Gosford to Lord Howe Island Classic, Gosford SC.

DECEMBER

- 17 Asia Pacific Offshore Championship, off Sydney, Races 1 & 2, CYCA.
- 18 Asia Pacific Offshore Championship, Sydney Harbour, Races 2 & 3, CYCA.

19

Asia Pacific Offshore Championship, off Sydney, Race 5, CYCA.

20

Canon Big Boat Challenge, Sydney Harbour, CYCA.

21

Asia Pacific Offshore Championship, off Sydney, Race 6, CYCA.

22

Asia Pacific Offshore Championship, off Sydney, Race 7, CYCA.

26

52nd Sydney to Hobart Ocean Race, 630nm, Race 8 Asia Pacific Offshore Championship, CYCA.

INTERNATIONAL

JUNE

- 12 Merit Cup Challenge, Sardinia.
- 17-28 Etchells World Championship, Cowes, UK.
- 22-30 Kiel Week, Hamburg, Germany.
- 15-16 New York Annual Regatta, New York Yacht Club, USA.
- 21 Newport-Bermuda Race, USA.

JULY

- 8-18 IYRU World Youth Sailing Championship, Newport, Rhode Island, USA.
- 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.

22-1

Rolex Commodores Cup International Teams Series, Cowes, RQRC

AUGUST

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

SEPTEMBER

- 9-16 Sardinia Cup, Porto Cervo, Italy.
- 18-22 The Big Boat Series, San Francisco, St Francis Yacht Club.
- 19-24 World Championship of Match Race Sailing, Rovinj, Croatia.
- 21 Grand Mistral World Yacht Race starts, Marseilles, France.
- 28 Australian International Regatta, Olympic Classes, Sydney Harbour.

OCTOBER

- 19-27 Corum Cup - Hong Kong offshore racing championship, Royal Hong Kong YC.

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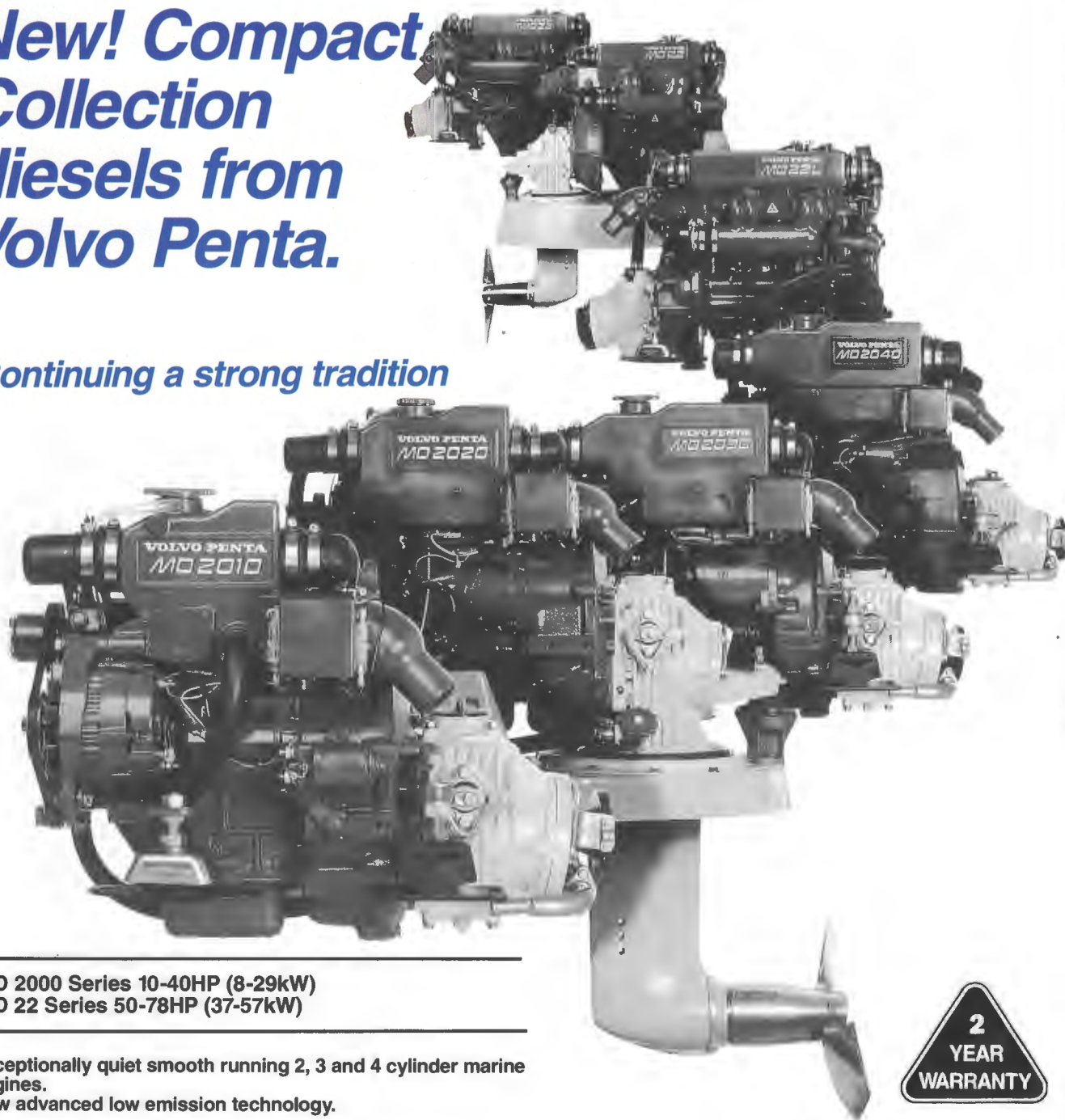
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