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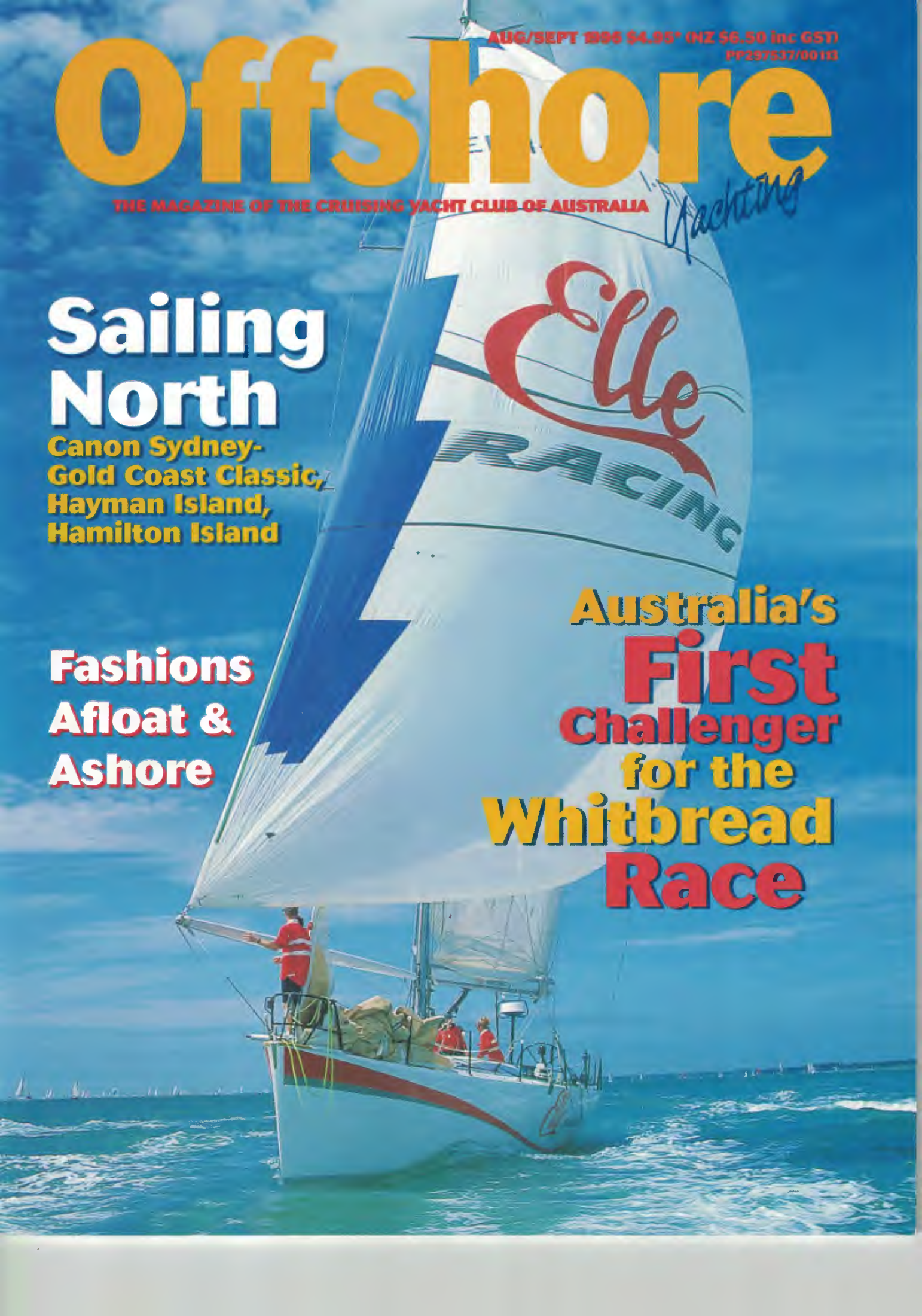
THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

Sailing North

Canon Sydney-Gold Coast Classic,
Hayman Island,
Hamilton Island

Fashions
Afloat &
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Australia's
First
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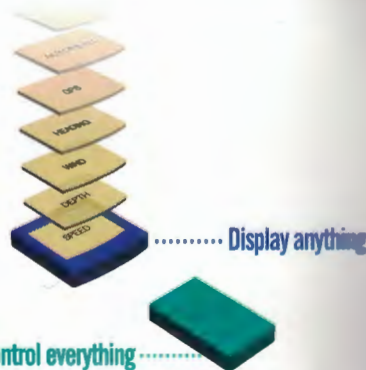
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Peter Bush New CYCA Commodore

Peter Bush has been elected as the Commodore of the Cruising Yacht Club of Australia, taking over the helm of Australia's premier ocean racing club from retiring Commodore David Fuller.

Bush, an experienced ocean racing yachtsman and owner of the pocket maxi, *Rager*, had previously been Vice-Commodore and Chairman of the club's Sailing Committee. He was elected at the annual general meeting in a close ballot with Rear Commodore John Keelty.

The annual elections saw every position of Flag Officer, Honorary Treasurer and Directors of the board go to the ballot. An unprecedented 18 candidates were nominated for the six positions of Directors and the annual general meeting saw a record attendance of more than 300 members.

History was made when members elected well known offshore sailor Ms Lori Wilson as the first woman to serve on the Board of the CYCA. Lori has competed in six Sydney-Hobarts and was for'ard hand aboard *Wild Oats* when it was overall IOR winner of the galeswept 1993 race. In 1994 Lori was named Ocean Racing Crew of the Year.

The new Vice-Commodore of the CYCA is Hugo Van Kretschmar while the two new Rear Commodores are Hans Sommer (formerly a Director and Chairman of the House Committee) and Ed Psaltis (formerly Honorary Treasurer). The new Treasurer is Alan Green. In addition to Lori Wilson, the elected Directors are Bob Brenac, Maurice Cameron, Roger Hickman, Dennis McDonald and John Messenger. Apart from Cameron, all are new to the Board, but have extensive active sailing

backgrounds while Brenac was Sailing Secretary of the CYCA until he resigned last year.

Commodore Bush paid tribute to the great contribution to the Cruising Yacht Club by retiring Commodore David Fuller who had completed his two-year term. In all, Past Commodore Fuller had served 12 years on the Club's Board, including Chairman of every major administrative committee over that period.

"David has made an outstanding contribution to all aspects of club administration in his long term as a director and flag officer and, in particular, during his past two years as Commodore," Commodore Bush told members at the AGM. "The financial turnaround of the Club over the past 12 months is testimony to the work that David has put into the CYCA."

Commodore Bush said the attendance of more than 300 members at the annual general meeting was a landmark in the history of the CYCA and is "a vote by members of their faith in the CYCA as a great yacht club."

Retiring Commodore David Fuller (right) congratulates Vice-Commodore Peter Bush, his successor at the helm of the Cruising Yacht Club of Australia. (Pic - Peter Campbell)



From the Commodore's Desk



Peter Bush - Experience and skill

Peter Bush brings to the role of Commodore of the Cruising Yacht Club of Australia vast experience as an ocean racing yachtsman and extensive skills in senior business management with some of Australia's major public companies, fitting attributes to lead one of the world's major yacht clubs.

He has played a key role in the administration of the Club over the past three years as a Director, Rear Commodore and Vice-Commodore. For the past two years he has been Chairman of the Sailing Committee.

On the broader field of sailing, Commodore Bush has been part of the three person Whitbread Committee responsible for getting Sydney as a stopover for the 1997-98 Whitbread Round-the-World Race.

"Long ocean racing is my greatest interest and passion," he told OFFSHORE after his election. "I would sail in every long ocean race on the calendar if it wasn't for having to work for a living."

Currently the owner of the Greg Elliott-designed pocket maxi *Rager*, Commodore Bush has been ocean racing for 18 years and has sailed in 14 Sydney-Hobarts.

A BA (Econ), Peter Bush has a background in consumer marketing, with his key focus being on company turnaround and change management. He is currently General Manager (Sales & Marketing) with Arnotts, Australia's largest biscuit company and, in fact, the seventh largest biscuit manufacturers in the world. Commodore Bush and his wife, Adrienne have two children, Kate (14) and Hamish (10) and live in the Sydney suburb of Cremorne.

-Peter Campbell

Offshore



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COVER: *Elle Racing*, Australia's first challenger for the 1997-98 Whitbread round-the-world race, is already campaigning with an all-women crew sailing halfway round the world from England to Australia in their training Whitbread 60. Picture by Allsport.

Brindabella Heads Big Fleet Going North

Ranking second only to the Sydney to Hobart, the Cruising Yacht Club of Australia's winter race to Queensland, the Canon Sydney-Gold Coast Classic is again expected to attract a large and competitive fleet of IMS and PHS racers and cruiser/racers. Peter Campbell looks at some of the contenders for line and handicap honours.

Australia's fastest maxi yacht, *Brindabella*, will return to ocean racing in the Canon Sydney-Gold Coast Classic, heading a fleet which the Cruising Yacht Club of Australia is confidently predicting will see between 70 and 80 yachts on the starting line on Saturday, August 3.

With final entries closing after OFF-SHORE went to press, the Club expects another large and competitive fleet to head north to warmer climes with many expected to continue on to the Whitsundays. By late June, entries had already been received from Victoria, Tasmania, New Zealand and many



local yachts. Several Queensland yachts were expected to also come south to join the race back.

Last year 71 yachts, the largest fleet in several years, contested the race to Southport and CYCA sailing manager Phil Thompson says this year's line-up could exceed the record 83 yachts which set sail in the inaugural race 11 years ago.

The one disappointment is that the radical New Zealand schooner *Primo* will now miss the race to Southport, with owner Tom McCall unable to put together sufficient crew for this race and the Whitsunday regattas. She will now sail direct to Queensland waters.

Brindabella took line honours last year in her first race to the Gold Coast and with the likelihood of strong sou'westers at this time of the year, she





has every chance of breaking *Hammer of Queensland's* race record of 38 hours 57 minutes 00 seconds even though it was set in a south-westerly gale in 1988.

Apart from *Brindabella*, the front runners will be *Foxtel Amazon*, a three-times line honours winner, the veteran *Condor of Currabubula*, which got the gun in 1994, *Bobsled* from Queensland and the two Greg Elliott designed speedsters, *Rager* and *PL Lease Future Shock*.

Rager, owned by CYCA Commodore Peter Bush, is a Gold Coast line honours winner (1989) while *Future Shock*, now owned by Melbourne yachtsman Peter Hansen, led the fleet for much of the way last year as the fleet ran and reached north under spinnakers. *Future Shock* was

finally overtaken by *Brindabella* when the wind direction switched to headwinds just south of the border.

The entry of *Brindabella* is a very welcome sign for Australian ocean racing. After another luckless bid for line honours in the Sydney to Hobart last year, owner George Snow was quoted as saying that the Jutson 75 was "on the market" and he would take a break from ocean racing.

He has been racing *Brindabella* regularly in the CYCA's Digital Winter Series on Sydney Harbour and has also entered her for the Fujitsu Gosford-Lord Howe Island race in October, indicative that he will once again have a tilt at the Sydney to Hobart.

Condor of Currabubula has undergone a major refit and owner Tony Paolo is expected to again enter the Gold Coast

ABOVE: The fleet heads to sea before a freshening westerly breeze in last year's Canon Sydney-Gold Coast Classic. (Pics - Peter Campbell)

LEFT: *Brindabella* sweeps up the Queensland Gold Coast to take line honours in last year's Canon Sydney-Gold Coast Classic. (Pic - Peter Campbell)

Classic, with David Kellett returning as sailing master.

Another big boat racing north, but for the last time in a long career, is *Freight Train* which will be joining many other famous ocean racing yachts "put out to grass" as day charter yachts in the Whitsundays. Owner Damien Parkes has ordered the first of the new Iain Murray-Designed Bashford/Howison 60-footers.

New Murray, Farr Designs in Bid for IMS Honours

The worldwide growth of interest in smaller, high performance one-design or non-IMS offshore racing yachts will be underlined in the Canon Sydney-Gold Coast Classic when two of the first three Mount Gay 30s to be launched in Australia compete in the 386 nautical mile dash up the NSW North Coast to Queensland waters.

Adding interest to the handicap competition will be the ocean racing debut of the latest IMS cruiser/racer from Iain Murray and Associates, the 41-footer *Zoe*, and the expected first appearance in Australia of the Bruce Farr-designed Cookson 39, the Queensland owned *No Fearr*.

Unlike the Sydney to Hobart, there is no overall IMS handicap winner of the Canon Sydney-Gold Coast Classic. Depending on final entries - and the CYCA is confident there will be between 70 and 80 - there will be at least three IMS Divisions plus one or two PHS divisions, thus providing keen competition right across the fleet.

This will be the first time two Mount Gay 30s, originally called Whitbread 30s, have raced against each other in a long ocean race and will focus world attention on the Classic. The two yachts are a David Lyons design for Nigel Holman called *Team Fujitsu* and a Scott Jutson design for Ray Stone, unnamed when OFFSHORE went to press.

Both designers and both owners have had considerable success in IMS racing and the decision by two high profile yachtsmen to order Mount Gay 30s will certainly give a fillip to the class in Australia. Holman won the 1993 Sydney to Hobart with the Lyons 40, *Cuckoos Nest*, while Stone won the CYCA's prestigious Blue Water Pointscore an unprecedented four times with the Laurie Davidson-designed 36-footer *Kings Cross-Sydney* which Jutson successfully optimised firstly for IOR racing and then for IMS competition.

The Mount Gay 30 is an international offshore racing class which allows individual designs within "box" rules - maximum restrictions on LOA, beam,



Among several new yachts making their ocean racing debut in the Canon Sydney-Gold Coast Classic is Ivan Wheen's *Zoe*, a development of Sydney-Hobart winner *Terra Firma*, designed by Iain Murray and Associates. (Pic - The Northern Beaches Weekender).

draft, displacement, sail area, stability, etc. The designer can work within the "box" rules on variations of hull form, keel draft and sail aspect ratio.

Basic specifications within the "box" rules provide for a maximum LOA of 9.59m (31' 6"), maximum beam of 8.10m (26' 8"), draft of 1.95m (6' 4"), displacement of 2300kg (5072 lb) and ballast of 1100kg (2246 lb). The yacht carries a mainsail of up to 36.0 sq m (388 sq ft), a genoa of 30 sq m (323 sq ft) and a maximum spinnaker of 100 sq m (1077 sq ft).

Holman's yacht was the first out of the mould at Andrew Bristow's BAC Yachts in the northern Sydney suburb of Dural, and is a superbly constructed craft, built to ABS Plan Approval and AYF Category 1. Holman's plan is to also race the yacht in this year's Fujitsu Gosford to Lord Howe Island race

across the Tasman.

The first two Jutson designed Mount Gay 30s have been built side by side by Tim Brown's Salamander Yachts at Tomago, just past the Hexham Bridge north of Newcastle. One is for Ray Stone, the other for David Farrell, a well known short-handed sailor who plans to team up with David Adams in campaigning the yacht at Hamilton Island Race Week. A third boat is being built for a US yachtsman and will contest the inaugural Mount Gay 30 world championships.

While the design allows for water ballast to compensate for crew weight, this will not be permitted in the Canon Sydney-Gold Coast Classic in which they will race in the Performance Handicap division with crews of probably seven.

Zoe, the new IMS 41-foot cruiser/

racer from Iain Murray and Associates, is a development of *Terra Firma*, overall IMS winner of the 1995 Telstra Sydney to Hobart, built by America's Cup yacht builder John McConaghy. A sistership built in England and already racing in the UK for an English owner, has won selection for the Royal Ocean Racing Club's Rolex Commodore's Cup at Cowes in late July.

Zoe, which made an impressive racing debut in the CYCA's Digital Winter Series on Sydney Harbour in late June, is owned by Ivan Wheen, an active Etchells sailor and member of the Royal Sydney Yacht Squadron. The yacht will be skippered by Richard Chapman, his partner in the Etchell, *Predator*. Tactician will be America's Cup and international yachtsman Grant Simmer from North Sails whose loft made the 3DL sails.

In designing *Zoe* and her sistership, Iain Murray & Associates have utilised developments achieved during the last America's Cup campaign, including a carbon fibre mast, boom and spinnaker poles, a stainless steel, hard-cast keel with a lead-filled bulb, and a high strength stainless steel rudder stock. As well as building the hull, keel and rudder, McConaghy also made the one-piece carbon fibre mast at his new mast-making facility at Mona Vale.

No Fearr, the other new boat expected to make its ocean racing debut in the Canon Sydney-Gold Coast Classic,



ABOVE: *Aspect Computing* will again sail north in the Canon Classic, skippered by David Pescud and sailed by a crew with disabilities. (Pic - Ron Clemens)

RIGHT: David Lyons and Nigel Holman (left) inspect Holman's new Mt Gay 30.



Blue Water Pointscore and is a significant starter for the ocean racing season of 1996-97 as well as being the feeder race for yachts from southern States heading further north for the TAG Heuer Ansett Australia Big Boat Series at Hayman Island and the XXXX Ansett Race Week at Hamilton Island.

Many of the fleet will also contest Southport Yacht Club's XXXX Winter Regatta off the Gold Coast which follows the race from Sydney and the SCOR regatta at Mooloolaba.

Early entries for the Canon Sydney-Gold Coast Classic ranged from David Gough's luxurious Buizen 48 fast cruising yacht from Hobart, *Eclipse*, and Peter Kurts' vintage former Admiral's Cup team boat and two times Sydney-Hobart winner, *Love and War*, through to the state-of-the-art

IMS cruiser/racers like *Zoe* and the maxis *Brindabella* (George Snow) which won line honours last year, and *Foxtel Amazon* (Peter Walker) which has taken the gun three times in this race.

The CYCA's Youth Sailing Academy will again be crewing John Needham's Dubois 50, *Sidewinder*, while Academy students will also be aboard other yachts, including *Never a Dull Moment*.

Other early entries include *Addic-*

tion, Aspect Computing, Adria, Caliban, Classic Blue, Charisma, Eclipse, Freight Train, Hewlett Packard Farr Lap, New Horizons, Pendragon, Storm Rider and Spirit of Defiance.

The 1996 Canon Sydney-Gold Coast Classic will start from Sydney Harbour at 1300 hours on Saturday, August 3, with the leading maxi and pocket maxi yachts expected to cross the line off Southport on the Monday morning. ▲

Faster Results For Canon Classic

The CYCA is confident it will be able to produce much faster results in the Canon Sydney-Gold Coast Classic, using a preconstructed course and providing scratch sheets to competitors on the morning of the race. This is the same method it plans to use in this year's Sydney to Hobart race.

The race will be scored by using a preconstructed course with a selected windspeed, based on information received from the Bureau of Meteorology and historical data.

The recommended AYF Cruiser/Racer allowance will be applied.

"Aside from these high-profile yachts, the 11th annual race to Southport is expected to attract a wide cross-section of the Australian offshore yachting scene"

is owned in Townsville by Carey Ramm and is the first of the Farr-designed Cookson 39s to be imported into Australia. It is a development of the successful *High 5*, campaigned by Terry Cookson.

Aside from these high-profile yachts, the 11th annual race to Southport is expected to attract a wide cross-section of the Australian offshore yachting scene.

It is the opening race of the CYCA

Kiwi Schooner heads Hayman Island fleet



Relaxing aboard one of the yachts racing in last year's Big Boat Series at Hayman Island... a mix of good racing and social activity ashore.

To be accepted as a competitor in the TAG Heuer - Ansett Australia Big Boat Series at Hayman Island has become something of a status symbol in Australian offshore yachting.

Perhaps best described as a boutique regatta, this second annual social and sailing event has not attracted any real "big boats" other than pocket maxis *Bobsled*, *Hammer of Queensland* and *PL Lease Future Shock*, but it is very much a prestige fleet of top-shelf ocean racers. The size of the fleet is limited to 17 or 18 yachts and participation is by invitation.

Focus of attention will be on the radical New Zealand 16m schooner *Primo*, the Greg Elliott downwind flyer which finished second in last year's marathon double-handed race from Melbourne to Osaka in Japan. *Primo* features two wing masts, carries minimum crew and is capable of high speeds downwind.

Now owned by prominent Auckland yachtsman Tom McCall, *Primo* will sail in the Hamilton Island Race week following the Big Boat Series.

The Big Boat Series will be decided over six races between August 18-22, with four short races on the waters of the Whitsunday Passage adjacent to Hayman Island Resort. There will be two other distance events over courses set around the rugged uninhabited islands east of Hook and Whitsunday Islands.

Like similar exclusive regattas overseas, the social side of the event such as poolside cocktails and evening dinner parties is very much part of the attraction of the Big Boat Series. Hayman Island Resort is offering special travel and accommodation packages for

Hayman Island, the beautiful resort in the Whitsunday Group off the coast of North Queensland, will host the second annual TAG Heuer - Ansett Australia Big Boat Series in August.

guests wanting to experience the exciting atmosphere that will encompass the resort during the regatta.

The resort's new \$5 million luxury motor yacht will carry guests wishing to watch the action on two of the four race days while much of the sailing will be within sight of the island.

Yachts so far accepted as entries for the Big Boat Series are:

Abracadabra, James Mark Anthony's powerful Tripp 48 from Sydney; *Assassin*, Robin Crawford's successful Farr 40 from Sydney; *Atara*, the Farr IMS 43 chartered by Sydney yachtsman Roger Hickman; *B-52*, Queenslander Wayne Millar's Bashford/Howison 41; *Bartercard Morning Mist III*, Victorian Alf Neate's Farr 50; *Bobsled*, Queenslander Kerry Spencer's flying Steinman, *Hammer of Queensland*, Arthur Bloore's pocket maxi, another Steinmann; *J44 Phoenix*, Rob Reynold's US-designed J44 from Sydney; *Maglieri Wines*, Dr Geoffrey Vercoe's Jutson 42 from Adelaide; *Ninety Seven*, the much-travelled Farr 47 owned by Andrew Strachan from Sydney; *No Fearr*, a Farr-designed Cookson 39 newly imported from New Zealand by Queenslander Carey Ramm; *PL Lease Future Shock*, Greg Elliott designed 55-footer owned by Victorian Peter Hansen; *Primo*, radical Greg Elliott designed 16m wing mast-ed schooner, owned by Tom McCall

from New Zealand; *Sycorax*, Sydney yachtsman Michael Quinn's Iain Murray designed BH41; *Yendys*, Farr designed Beneteau 45, owned by Sydney yachtsman Geoffrey Ross; and *Zoe*, newly launched IMS 41 designed by Iain Murray for Sydney yachtsman Ivan Wheen.

In addition, Warren Johns is planning to return this year. He will either charter a yacht or bring the "old girl" (*Heaven Can Wait*) out of retirement for the Big Boat Series. Johns sailed the 50-footer to victory in the Performance Handicap division last year and finished second to the Big Boat Series champion, *New Zealand's Thai Airways International*, in the IMS division.

The 1996 Big Boat Series has the potential for a highly competitive joust between the new boats, *No Fearr* and *Zoe*, and the proven IMS racers such as *Assassin*, a past Sydney to Hobart IMS winner, *Ninety Seven* which recently took line and IMS honours in the inaugural race from Brisbane to Gizo in the Solomon Islands, *Atara* and *Maglieri Wines*.

Incidentally, Andrew Strachan has nominated *Ninety Seven* under the burgee of the Royal Ocean Racing Club in England while Roger Hickman will be representing his longtime home club, the Royal Yacht Club of Tasmania, with the chartered *Atara*. ▲

XXXX-Ansett Hamilton Island Race Week

Hamilton Island Race Week, coming up for its 13th anniversary, is still the hottest and most popular week-long winter regatta in the South Pacific. Ian Grant previews Australia's best known regatta in the tropics



Exhilarating and Exhausting

The famous Whitehaven Beach party will again be a feature of the social activities of the XXXX-Ansett Hamilton Island Race Week in late August. (Pic - Ian Grant)

Sun-drenched beaches, warm 30 degrees breezes to sail in against international competition, and endless warm balmy nights to party in port...they are the ingredients which have made Hamilton Island's XXXX-Ansett Race Week in the Whitsunday Islands of North Queensland the South Pacific's biggest annual international winter keelboat regatta.

This year's regatta running from Saturday, August 25 through to the following Saturday, August 31, will be one of the biggest Race Weeks in its colourful and, at times, dramatic history. Entries are flowing in from around Australia, Papua New Guinea and New Zealand, including several new state-of-the-art ocean racers.

At the same time, Olympic, America's Cup and World champion sailors will be jetting in to "splice the mainbrace" with their Aussie compatriots in the island resort's many bars and enjoy the international competition on the water in this "land of the twelve month summer."

Race Week 1996 is expected to attract around 120 boats, ranging from the latest 25-foot high-performance day-sailers to the powerful maxis and pocket maxis. This year the red hot boat looks likely to be *Primo*, the 16m wing-masted schooner from Auckland. Designed by Greg Elliott and owned by Tom McCall, *Primo's* ability to plane

downwind at 20 knots plus has enabled it to set four New Zealand race records after being narrowly beaten by *Wild Thing* in last year's 5500 nautical mile race from Melbourne to Osaka in Japan.

Yachts entered when OFFSHORE went to press included another new Elliott designed yacht from New Zealand, Rod Brittain's 49-footer *Hydroflow* which has dominated Auckland races over the past summer. Also coming across from NZ are *Cotton Blossom*, a Dubois 72 owned by Peter Spencer and a Dibley 46 named *Max Out*.

At least two yachts are sailing down from Papua New Guinea - *API-Morebartalk*, an Elliott 10.65m sloop owned by Laurie Needham, and *Kai Mai Flyer*, a Young 11 owned by Chris Walmsley.

Hamilton Island Race Week gets strong support from the growing North Queensland fleet of offshore racers, with early entries including Warwick Miller's *B-52* and *No Fearr* (Carey Ramm). *B-52* is the former Australian Challenge 2000 which Ray Roberts and the late Ian Bashford sailed to victory in the IMS cruiser/racer class of last year's Race

Week while *No Fearr* is a newly imported Cookson 39, a development of the successful New Zealand yacht *High 5*. Other Queensland entries include Arthur Bloore's *Hammer of Queensland* and "Robbo" Robertson's latest IMS racer, *The Last Picasso*.

Royal Melbourne Yacht Squadron commodore Bruce Taylor is bringing his *Hick 35*, *JLW Chutpah*, north for Race Week as is Joe Westerlo with his Elliott 49, *Indospray Prowler*, and Trevor Neate with *Morning Mist III* from Mornington. Other Southern States entrants are *Maglieri Wines*, owned by Adelaide medico Dr Geoffrey Vercoe and *Hartz Mineral Water*, skippered by Tasmanian John Fuglsang.

As always, a strong contingent is

"Race Week 1996 is expected to attract around 120 boats, ranging from the latest 25-foot high-performance day-sailers to the powerful maxis and pocket maxis"

coming from New South Wales and Victoria, including the newly launched Iain Murray-designed *Zoe*, a development of 1995 Sydney to Hobart winner *Terra Firma* owned by Sydney yachtsman Ivan When. Murray may be aboard during Race Week.



Boatspeed 23 at full flight during last year's XXXX-Ansett Hamilton Island Race Week.

Two interesting new yachts will be Australia's first Mount Gay 30s, designed by Scott Jutson, designer of the maxi yacht *Brindabella*. One has been built for Ray Stone, who previously raced the successful IMS racer *Kings Cross*, while the other is for well-known short-handed sailor David Farrell. BOC Challenge solo round-the-world race class winner David Adams will skipper Farrell's boat in Race Week, sailing as a fully crewed entrant.

Both yachts were due to be launched in late July.

Successful ocean racing yacht Roger Hickman has chartered the Irish-registered, Sydney-based Farr 43, *Atara*, for all the major winter events, and expects to be a strong force at Race Week while other Sydney entrants include *Abracadabra*, a US-built Tripp 48 owned by James Mark Anthony, *Sycorax* (Michael Quinn), *Yendys* (Geoffrey Vercoe), *A Crewed Interest* (War-

wick Sherman), the two J44s *Adria* (Chris Gorman) and *Phoenix* (Rob Reynolds), *Assassin* (Robin Crawford) and *Aspect Computing*, which David Pescud is again campaigning with his crew with disabilities. *Ninety Seven*, still in Queensland waters following her line/handicap win the inaugural race from Brisbane to Gizo in the Solomon Islands, is another big boat in the impressive fleet.

Entries for the 1996 XXXX-Ansett Race Week at Hamilton Island close on August 16, but there is a special offer for crews to have their yacht's name embroidered free of charge if skippers order top quality, Australian-made Race Week '96 polo shirts from the race office by Tuesday, August 6.

Orders for the \$45 shirts can be faxed to 07 467 278 on the order form in the notice of race.

Magic 25s in Race Week Debut

An expected fleet of 30-plus trailable yachts, including ten Magic 25s and at least four Boatspeed 23s, will provide an added spectacle at the Hamilton



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Island Race Week.

With some 40 Magic 25s already sold in Australia, the Iain Murray-designed high performance sloops will provide spirited competition for the Boatspeed 23s which have been regular participants at Race Week.

Aside from these boats, an eye-catcher is expected to be the new David Lyons' designed 8.0m fluoro flyer, *Too Hot 2 Trot*, owned by David Eickmeyer, one of Australia's most skilled trailable yacht skippers.

Olympic Laser Dinghies To Match Race at Hamilton

Whitsunday Tourism's David Hutchen, one of the founders of the XXXX Ansett Hamilton Island Race Week, will provide his Fantasea fleet of Laser dinghies, the new Olympic single-handed class, for a special match race series at Hamilton Island during Race Week.

With sponsorship from The Moorings charter company and Ansett Australia, a prize worth \$10,000 in airfares, accommodation and a charter cruise in

the Whitsundays, has been offered for the winner of the match racing series.

Nominations are restricted to crew members officially contesting Race Week with the racing on a course inside Hamilton Harbour and America's Cup style on-the-water judging. The event is expected to attract up to 120 competitors with the series being slotted in between the big boat events of Race Week.

Dramas and Disasters

Despite the magnificent location, centred on Hamilton Island in the Whitsundays, Race Week has never been far from drama and controversy.

In 1985, as crews tucked into their cornflakes at breakfast one morning, they watched helplessly as the resort's main office, reception centre and computer system, together with several shops and a vast restaurant complex, was burnt to the ground in a spectacular fire.

Damage was estimated at \$5 million and it caused a major disruption to guest movements. In one incident, a wellknown international yacht owner

lost \$10,000 when the safety deposit it was stored in was incinerated.

However, the ashes were sent to the Reserve Bank which carefully counted the tiny metal threads from the notes which had survived, and his lost money was subsequently refunded. ▲

-Mike Sabey

XXXX-Ansett Race Week - The Racing

Saturday, August 24: South Molle and Daydream Island Trophy, 25nm

Sunday, August 25: XXXX Classics, 2 races of 15nm each.

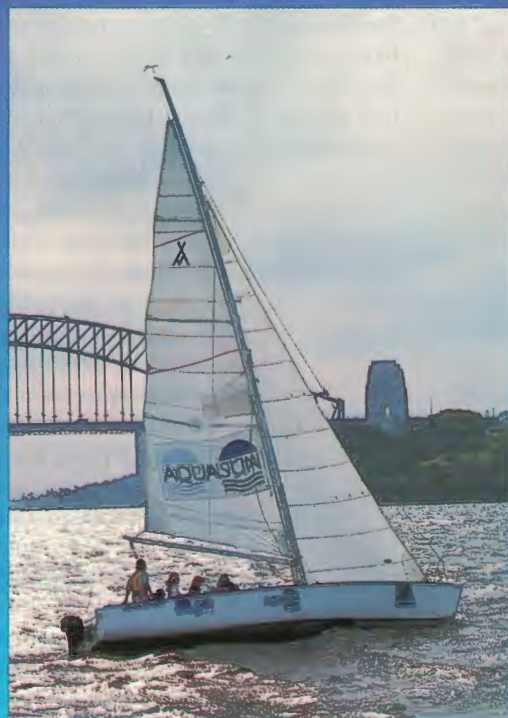
Tuesday, August 27: Coral Sea Race, IMS, PHS yachts to sail 85nm course, shorter Coral Sea Race for cruising yachts, trailable yachts and day sailers, 25nm.

Thursday, August 29: Ansett Australia Classic, 2 races of 15nm. (one race for cruising yachts)

Friday, August 30: Hamilton Island Challenge, 30nm triangle course.

Saturday, August 31: The Lindeman Island Trophy, 22nm

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Kiwi Schooner for Hayman & Hamilton

Every now and then a new boat comes along to nudge the state-of-the-art - and define the designer. For New Zealander Greg Elliott his own ocean racer *Party Pro*, which burst onto the scene in 1986, was one such defining project.

It announced the arrival of a creative thinker prepared to move outside the square and to follow his own instincts. *Party Pro*, with its pugnacious, slope-shouldered appearance, ignored the aesthetics of the time and certainly ignored the dictates of the IOR, which was the predominant racing arbitrator of the time. This was definitely a boat with an attitude, although it hardly had time to demonstrate its real performance before it was lost in a wreck while comfortably leading the New Zealand to Fiji race in 1987.

Now, a decade later, Elliott has come up with something altogether different again. While this may not exactly redefine the designer - some of its features have been seen in his earlier

"She has a bigger wheel, quite a lot of subtle changes and she has second generation mainsails. She is faster to windward without loss of any downwind speed."

boats - it does present an amalgamation of concepts in a single, highly individualistic project.

The design is *Primo*, a radical wing-masted 16-metre schooner, which as Elliott Marine contested the 1995 two-handed marathon from Melbourne to



New Zealand schooner *Primo* heads for Port Phillip Heads after the start of last year's race from Melbourne to Osaka in Japan. The Greg Elliott design was just beaten by Australia's *Wild Thing*. (Pic - Kevan Wolfe).

The radical wing-masted schooner *Primo* from New Zealand promises to be one of the star attractions at the Hayman Island and Hamilton Island regattas in Queensland in August. Ivor Wilkins writes about this innovative and fast ocean racer.

Osaka in Japan, later sailing to the US for the TransPac. In both events, she showed she is an unrestrained ocean speed machine.

Owned by well known Auckland yachtsman Tom McCall, *Primo* originally was entered for the Canon Sydney-Gold Coast Classic, and then all races and regattas north to the TAG Heuer Ansett Australia Big Boat Series at Hayman Island and the XXXX-Ansett Hamilton Island Race Week. Now she is sailing direct across the Tasman to Queensland waters.

Primo is another step forward, a large one at that, in Greg Elliott's design thinking and a project very much close to his heart. So much so, that he joined fellow Kiwi Brian Peterson in sailing the yacht in the 5,500 nautical mile south to north race to Osaka. After leading for most of the race, the schooner got caught by unfavourable winds and currents and lost the race to the Australian yacht, *Wild Thing*, by just 96 minutes.

Subsequently, the schooner was

sailed to the US to contest the famous TransPac Race from Los Angeles to Honolulu. While in the US, she finished second to 1995 Sydney-Hobart race line honours winner *Sayonara* in the San Francisco to Catalina Island race. TransPac officials placed her in the division for 70-footers, and she beat five of the nine big boats to Hawaii. She also overtook the 50-footers which had started a day before under the staggered starts used for the TransPac and beating the first of these by a total of 29 hours in elapsed time. At one stage of the race the Kiwi flyer maintained more than 20 knots for some 30 minutes sailing in 25 to 28 knots true breeze on a broad lead under full sails.

Back in New Zealand, *Primo* took fastest time and broke the record in this year's double-handed race around the North Island, sailed by former Whitbread Race sailors Mike Sanderson and Brad Jackson. Greg Elliott sailed on the second yacht, *Hydro Flow*, a 49-footer he designed for Auckland yachtsman Brian Brittain.

"We've made quite a few changes to *Primo* since she returned here," Elliott told OFFSHORE. "She has a bigger wheel, quite a lot of subtle changes and

she has second generation mainsails. She is faster to windward without loss of any downwind speed."

Primo looks every inch a speed machine. The small blister coachroof denotes a boat with serious offshore work in mind and the shape and character of the hull makes it clear that no handicap rule has influenced the designer's pen. This is an unrestricted ocean speed machine.

Elliott has given the traditional schooner configuration a modern shake-up. The radical rig comprises two equal length carbon fibre wing masts, both rotating through 180 degrees with diamond stays for column strength and kevlar standing rigging. The masts are well separated, with the aft mast considerably raked to maximise the separation for the efficient use of staysails. The ample deck beam forward provides an efficient staying base for the forward mast. Between them the masts represent 200 square feet of sail, before any kevlar is hoisted.

When the sails, developed by Norths, are revealed they give a new

meaning to the term square-rigger. The two mainsails feature squared headboards made of kevlar and carbon which project the roach well back from the mast and maximise the sail area on relatively short masts - big horsepower with low centre of effort.

With only kevlar standing rigging to hold up the masts, it all sounds like a major engineering feat, but Elliott insists it is not a complex arrangement. "Actually it is very simple. It is far simpler than the multi-spreader, multi-stay arrangements you see on an IMS boat with all the rig tension and compression that goes with it," he says. "With this set-up, once the stay is attached, that's all there is to it. It's just a question of getting the angles right."

If the boat is different above the water, it is also interesting below the water. The two masts are matched by two foils. The main keel is in the back third of the boat which Elliott says "promotes exceptional reaching and

running performance." For upward efficiency, a retractable canard foil just ahead of the forward mast comes into play.

The hull construction comprises a carbon and kevlar outside skin over a divynylcell core with a kevlar inner skin. For the bottom of the hull, the divynylcell is replaced by a balsa core. The hull shell is well supported by bulkheads and frames which Elliott

"If the boat is different above the water, it is also interesting below the water"

describes as "a girder and diaphragm arrangement like the old aeroplanes used."

Primo will certainly add a new dimension to the race in the Whitsundays, up against speedsters like the Elliott-designed *PL Lease Future Shock* and the Kell Steinmann-designed Queensland flyers, *Hammer of Queensland* and *Bobsled*. ▲

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Aussie Teams for Hawaii and Cowes



Australia has mounted a strong bid to regain the Kenwood Cup in Hawaii and will also be represented for the first time in the Commodore's Cup at Cowes. Peter Campbell reports.

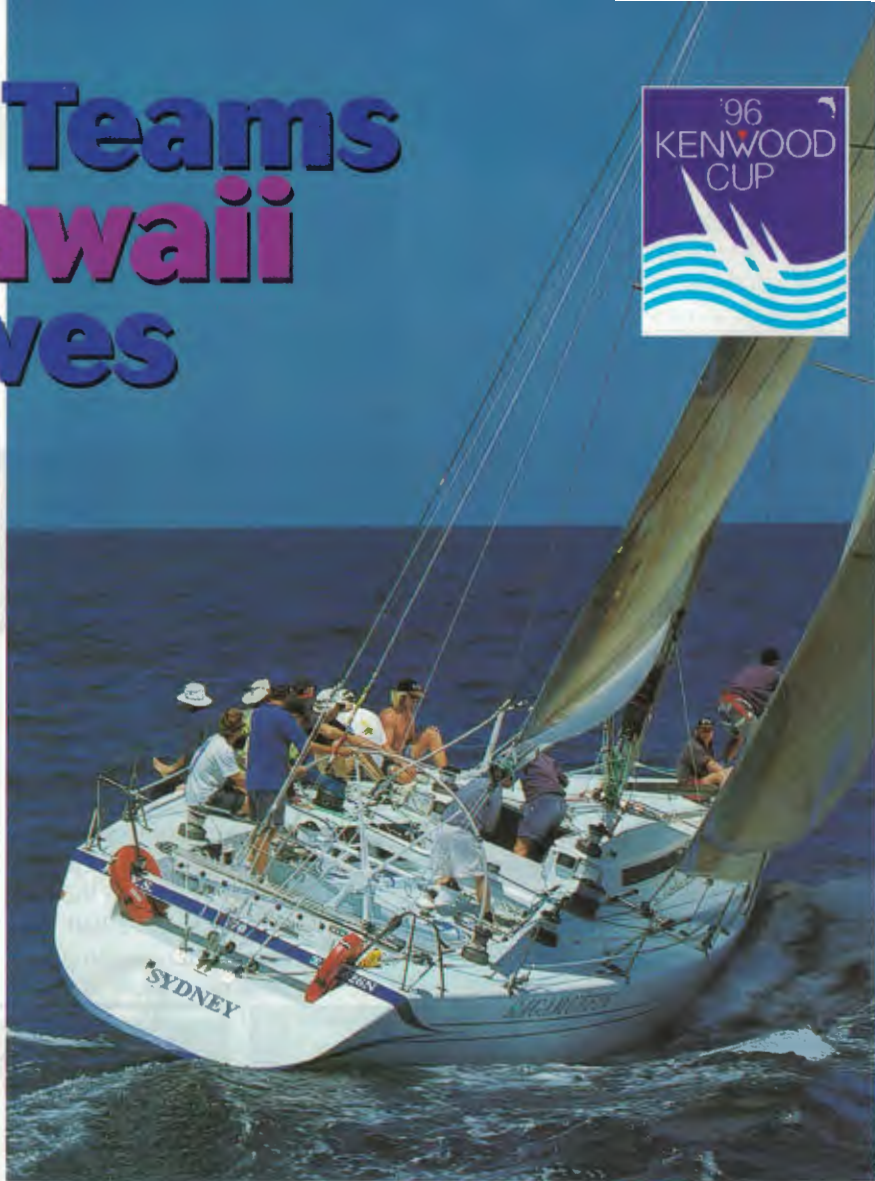
Trio For The Tradewinds

Australia's most successful ocean racing skipper, Syd Fischer, is leading a formidable team to Hawaii for what promises to be one of the best Kenwood Cup regattas in the warm tradewinds of the Pacific, the tenth biennial Hawaii International Ocean Racing Series.

Racing starts on August 5 with the first of six spectacular short ocean races in the deep blue waters off Honolulu's famous Waikiki beaches, the series also including two demanding medium to long ocean races, the 150 nautical mile Molokai race and the final Kaula race of 400 miles.

Joining Fischer and his Farr IMS 50, *Ragamuffin*, are two other outstanding Australian yachts - Bob Steel's Nelson/Marek 43, *Quest*, also from Sydney, and Giorgio Gjergja's Farr IMS 47, *Ausmaid*, from Melbourne. Each owner has put together crews comprising many of Australia's outstanding sailors for the eight race event, a combination of longtime ocean racing experience and talented one-design expertise.

Fischer is a veteran of the Royal Hawaiian Ocean Racing Club's international ocean racing series and has captained winning teams. Under his driving force, Australia has an out-



The Farr 50 *Ragamuffin*, which will lead Australia's team at the Kenwood Cup in Hawaii starting August 5. (Pic - Ian Mainsbridge)

standing chance of winning the Kenwood Cup (previously the Clipper Cup) for the first time since 1988. Before then, Fischer had played a major role in Australia's wins in 1978 and 1980 with previous yachts named *Ragamuffin*. For the other two owners, this will be their first to date of racing in Hawaiian waters but they have considerable experience in their crews.

Fischer has put together a most capable crew of experienced and younger yachtsman to sail *Ragamuffin* in Hawaii. Principal helmsman will be Olympic and America's Cup sailor and three times Laser world champion Glenn Bourke, fresh from coaching the Australian Laser and Finn sailors in the Olympic yachting at Savannah.

Other crew members for *Ragamuffin* include David Blanchfield (bow),

Andrew Crowe (mast), Greg Johnston (pit), Chris Hoskins (trimmer), Tony Ellis (crew boss), Hugh Bradie (trimmer), Michael Mottl (trimmer), with Glenn Bourke, Adam Beashel, Grant Simmer and Syd Fischer in the afterguard. Yet to be chosen when OFFSHORE went to press were the grinder and mainsail trimmer.

Aboard *Ausmaid*, owner Giorgio Gjergja will be joined by sailmaker Ross Lloyd as sailing master and tactician, mastmaker Iain "Barney" Walker as principal helmsman, young Robert Case as navigator, Glen Ferguson, Simon Cunnington, Mick Maloney and the yacht's builder, Mal Hart, as trimmers.

Bob Steel's crew for *Quest* will be much the same team who have sailed the boat with success since it was



LEFT: The "green machine", *Exile*, owned by expat Australian Warwick Miller, will be competing in the Kenwood Cup as a member of the Victorian team. (Pic - Peter Campbell)

imported from America a year ago. Jamie MacPhail will be principal helmsman, Ron Jacobs is handling the dual role of tactician and navigator (the 1996 crew weight means the yacht is down from eleven to ten crew), while other key members of the crew include the owner, sailmaker Peter Antill, with Tom Braidwood the bowman.

Three other Australian yachts will be competing in Hawaii as individual entries: the Iain Murray-designed IMS racer, *Terra Firma*, the 1995 Telstra Sydney to Hobart overall winner, the Murray designed Bashford/Howison 41 cruiser/racer, *Seaview Challenge Again*, and the dashing "green machine", the Reichel/Pugh 65, *Exile*. They have formed a Victorian team.

Skippering *Terra Firma* for Victorian owners Dean Wilson and Scott Carlile will be hard-driving international yachtsman Grant Wharington who sailed his own boat in Hawaii in 1992, while this will be yet another Hawaiian appearance for Lou Abrahams with his latest yacht, *Seaview Challenge Again*. Abrahams is a director of the Royal Hawaiian Ocean Racing Club. *Exile*, owned by expatriate CYCA member Warwick Miller, will be on her way back to Australia to contest this year's Sydney to Hobart, in which she was third across the line in the 50th Hobart in 1994.

"I believe we have a strong chance of winning the Kenwood Cup series

this year. The team is a good one with three proven ocean racing yachts and experienced crew on each of them," said Fischer.

Australia's strongest opposition will come from New Zealand and the United States, current holders of the Kenwood Cup. The Kiwi team comprises *White Cloud*, a new Farr-designed Cookson 39, *Georgia*, a Farr 43, and *Georgia Express*, a Mumm 36

The US is fielding three teams with the Red team comprising *Infinity*, a Nelson/Marek 43, *Flash Gordon II*, a Farr 43, and *Gauche*, the powerful Farr 46. The US White team comprises *Recidivist*, a Schumacher 39, *Jack Rabbit*, a Nelson/Marek 39, and *Desperado*, a Lidgard 36. The US Blue team had not been finalised when OFFSHORE went to press.

The Kenwood Cup Hawaii International Offshore Series will start on August 5 with two short windward/leeward races off Waikiki, with a similar format the following day. The fleet will set sail in the 150 nm Molokai race on August 6, with two more short windward/leeward races for the Corum Trophy off Waikiki on August 10. The next day the fleet will contest the Champagne Mumm short ocean triangle, with the final race, the 400 nm Kaula Race starting on August 13. The awards banquet is scheduled for August 16.

In addition to team yachts, the popular regatta will include several of the

LEFT: Melbourne yachtsman John Calvert-Jones is leading the Australian team at the Rolex Commodore's Cup at Cowes, England, with his new Bashford/Howison 41, *Great News*. (Pic - Peter Campbell)

world's fastest yachts in the over 65-foot class, including Australia's *Exile*, and four new ILC Maxis from five different designers including the Reichel/Pugh designed 80-footer *Morning Glory*, the Farr-designed 78-footer *Sayonara* which took line honours in last year's Telstra Sydney to Hobart, *Falcon 2000*, a new Nelson/Marek 78-footer built in New Zealand, *Boomerang*, a Frers 80, along with *Cassiopeia*, a Davidson 72, and *Sagamore*, a Sparkman and Stephens 78.

Australian Designs on Show at Cowes

Australia is represented for the first time by a three-boat team at this year's Rolex Commodore's Cup at Cowes, England, including two Australian-designed and built IMS cruiser/racers.

Heading the team is Melbourne yachtsman John Calvert-Jones, sailing his new Iain Murray-designed, Bashford Howison 41, *Great News*, in a significant appearance leading up to the 1997 Admiral's Cup. He and Syd Fischer have already indicated to the Australian Yachting Federation they are interested in forming a team for the Admiral's Cup.

The other Australian team boats for the Commodore's Cup will be the BH 36, *Virginia*, which will be skippered by Bashford/Howison export director Geoffrey Howison, and *Mean Mousse*, a Judel/Vrolik-designed ILC 30, chartered by UK-based, former Sydney yachtsman David Lowe.

When OFFSHORE went to press, the RORC expected a record number of teams for the Rolex Commodore's Cup, including the Channel Islands, USA (holders of the Cup), Chile, Norway and Russia with one team each. At least two teams each were expected from England, Wales, the Netherlands, Germany and Sweden.

Cowes Week, which will follow the Commodore's Cup, will also have a strong Australian representation, with seven BH 41s and four BH 36s expected to race. ▲

Elle Racing sails for Whitbread

Super model Elle McPherson has given high profile support to Australia's first challenge for the Whitbread Round the World Race in 1997-98, an all-women crew headed by experienced Sydney sailor Adrienne Cahalan. Peter Campbell reports that the challenge is already well under way.

Australia will finally have a yacht in the Whitbread Round the World Race - an all-women crew with super model Elle McPherson as chief executive of the \$10 million Elle Racing project and Adrienne Cahalan as the skipper of a yet-to-be-built Bruce Farr-designed Whitbread 60.

Elle Racing and its crew of women have upstaged earlier announced challenges lodged by Melbourne yachtsmen John Bertrand and Peter Elliott by being first on the water.

Cahalan and a crew of Australian, New Zealand, English and American women are already sailing the previous Whitbread Race contender, *Heineken*, from England to Australia as part of crew training and evaluation aboard the 60-footer.

The yacht, re-named *Elle Racing*, is due in Sydney in late August, after stopovers in Cape Town and Fremantle, with Elle McPherson flying back to Australia specially for a major launch of the Whitbread Race project in September. As part of the training program, the yacht will contest the 52nd Sydney to Hobart race in December.

OFFSHORE Yachting has invited Elle McPherson, Adrienne Cahalan

Elle McPherson, who has given a high profile to the Australian challenge for 1997-98 Whitbread Round the World Race. (Pic courtesy, Barry Mackinnon, *The Sunday Telegraph*)



and members of the *Elle Racing* crew to be present at OFFSHORE'S Fashion Parade at the Cruising Yacht Club of Australia on Friday, September 6.

The seventh Whitbread Race starts from Southampton on September 21, 1997 and will finish back there at the end of May of May, 1998. For the first time, there will be two stopovers in Australia - at Fremantle in November-December, 1997 and in Sydney in December-January.

Renowned as one of the world's toughest races, the Whitbread is designed for people with strength, endurance, team spirit and a driving passion for success. The combination of McPherson's success in the international fashion business and Cahalan's experience on the water, including sailing as navigator aboard *Heineken* with an all-women crew in the previous Whitbread Race, provides the

basis for success in the Whitbread Race.

Elle McPherson's commitment to the Whitbread is significant to women around the world.

"Involvement in the Whitbread Round the World Race represents a rare opportunity for personal challenge, adventure and team spirit," she says.

Her hands-on approach to the development of the overall corporate strategy and marketing of the project will greatly assist the team's ultimate success. With the experience of sailing with her father in Sydney as a teenager, Elle plans to compete in two short legs of the Whitbread Race, from Fort Lauderdale to Baltimore on the US East Coast, and the final dash from La Rochelle, France, to the finish back at Southampton, England.

Sailing aboard *Elle Racing* on the



The crew of *Elle Racing*, with skipper Adrienne Cahalan in the cockpit, posed for this picture in Southampton before sailing for Australia. (Pic - Allsport)

training voyage from England to Australia are Australians Adrienne Cahalan, Clare Richards, Belinda Stowell, Teresa Michell and Lindsay Marwood; New Zealander Jenny Armstrong; Americans Joan Touchette and Molly McCloud and Englishwoman Emma Westmacott. All are experienced sailors, ranging from Olympic classes through to ocean racing and the America's Cup.

Speaking before she set sail from Southampton in June, Adrienne told OFFSHORE: "Our combined sailing credentials represent the best from Australia and the world. Many crew members have special technical skills to back up their yachting experience.

"Dedication, hard work and strong management will ensure a balanced

campaign. Solid pre-race technical development is complemented by high skill levels on board in navigation and meteorology, with unfaltering team work."

Preparatory design and weather analysis work is already under way at Bruce Farr and Associates who designed eight yachts in the 1994 Whitbread Race. The *Elle Racing* team also has retained Whitbread Race veteran Chris Dickson as a consultant on design, yacht construction and sail program. David Ryder is in charge of logistics and the Australian Bureau of Meteorology will provide special weather services.

John Harvey is heading the marketing and public relations aspects of the major campaign. Harvey was respon-

"Our combined sailing credentials represent the best from Australia and the world. Many crew members have special technical skills to back up their yachting experience"

sible for much of the organisation and fund-raising for John Bertrand's oneAustralia Challenge for the 1995 America's Cup before a fall-out with Bertrand.

The purpose-build *Elle Racing* yacht will be launched early in 1997 and in the lead-up to the 1997-98 Whitbread, Elle Racing will nominate for this year's Sydney to Hobart (with the training W60) and, with the new boat, the 1997 New York to Southampton race and the Fastnet Race.

The Whitbread Race will cover more than 31,600 nautical miles and take about eight months to complete, with stopovers in five continents:

- Leg 1 - Southampton-Cape Town, 7350 nm, September 21, 1997.
- Leg 2 - Cape Town-Fremantle, 4600nm, November 8, 1997.
- Leg 3 - Fremantle-Sydney, 2250nm, December 13, 1997.
- Leg 4 - Sydney-Auckland, 1270 nm, January 4, 1998.
- Leg 5 - Auckland-Sao Sebastio, 6670nm, January 31, 1998.
- Leg 6 - Sao Sebastio-Fort Lauderdale, 4750nm, March 14, 1998.
- Leg 7 - Fort Lauderdale-Baltimore, 870nm, April 19, 1998.
- Leg 8 - Annapolis-La Rochelle, 3390nm, May 3, 1998.
- Leg 9 - La Rochelle-Southampton, 450nm, May 22, 1998.

Dennis Connor gains Toshiba sponsorship

Four times America's Cup winner and world champion yachtsman Dennis Connor has received sponsorship for his Whitbread challenge from the Computer Systems Division of Toshiba



Elle Racing, the training boat for Australia's all-women crew challenging for the 1997-98 Whitbread Round the World Race, in action on The Solent in England before setting sail half way round the world to Sydney. (Pic - Allsport)

America Information Systems.

Conner's new Bruce Farr-designed Whitbread 60, to be named *Toshiba*, will be equipped with advance notebook computers with infrared/wireless communication capabilities and other advanced computing features.

This will be Conner's second Whitbread Race campaign, in which he will be supported by a crew of eleven experienced round-the-world sailors. Team Dennis Conner has already named New Zealander Chris Dickson as co-skipper and Australian Andrew Cape as navigator. Both competed in the last Whitbread race aboard Tokio.

In other Whitbread Race news, with 40 registered syndicates from countries around the world:

British yachtsman Lawrie Smith has signed a contract to skipper Sweden's *Team EF* in the Whitbread Race.

The project includes two race boats

and two training boats and is being backed by a newly created company, EF Yacht Racing AB.

Project vice-president Johan Salen headed the campaign for the second-placed *Intrum Justitia* European team in the last Whitbread.

The \$15 million plan is to build two training and two racing yachts with strong support from major Swedish companies.

"The purpose-built *Elle Racing* yacht will be launched early in 1997 and in the lead-up to the 1997-98 Whitbread, *Elle Racing* will nominate for this year's Sydney to Hobart"

Norway has announced it will campaign a yacht to be named *Innovation Kvaerner*, with former Olympic sailor Knut Mauriz Frostad as the skipper. The \$8 million project is being financed by some of Norway's companies. ▲



COUNTRY ROAD

Fashions Offshore & Inshore

Offshore's Gala Fashion Parade, being held in conjunction with the Cruising Yacht Club of Australia, on Friday, September 6, will not be just about sailing garments or even leisure wear. It will cover a broad range of fashion, from swimwear to smart casual wear, even business clothing and the trend-setting footwear so much in vogue.

Featuring many of Sydney's top models, the Fashion Parade will include the latest in yachting, leisure and smart fashion wear from well known brands and outlets such as Country Road, Burke/Henri Lloyd, Douglas Gill, Gottex from Evelyn's Resortwear at Double Bay, Musto/Line 7, Sebago Docksides and Double Bay's John Serafino.

Members of the Elle Racing all-women's crew who have challenged for the 1997-98 Whitbread Round-the-World Race, and their executive director, Elle McPherson, have been invited to the dinner. The crew, kitted out in Musto and Line 7 gear, is currently sailing their training Whitbread 60 from England to Australia to compete in this year's Sydney to Hobart race.

The Parade and Dinner will be held in the upstairs auditorium of the CYCA at Rushcutters Bay and will be attended by prominent inshore and offshore sailors as well as the media and the fashion industry.

There will be three Fashion Parades of 15 minutes duration, timed to run between the courses, with professional models displaying the very latest gear for men and women to wear during the summer sailing season, both offshore and onshore, as well as swimwear, resort clothing and smart casual clothing and shoes.



She wears Pacific Knit Polo with Big Bill Canvas Cap and Baggy Deck Shorts. He wears Pique Knit Polo with Gunnel Baggy Short, with the Pacifica Sailing Jersey in Cotton/Tactel over the shoulder, all from Line 7.

Guests at Offshore Yachting magazine's Gala Fashion Parade and Dinner at the Cruising Yacht Club of Australia will have an exclusive introduction to the summer season's range of yachting, leisure, business and fashion wear from many of Australia's leading companies.

This inaugural Offshore Fashion Parade, directed at the affluent yachting community, is causing considerable interest among sailors and their families. Bookings are still open, with tickets \$49 person, and can be made at the CYCA reception - phone 02 9363 9731. There will be a lucky door prize drawn during the evening - two return tickets to Port Douglas.

On the following pages Offshore Yachting magazine presents a representation of some of the things you will see at our first annual Yachting Fashion Parade.



Burke's Tasman jacket and pullover look and feel great, keeping you warm, wet or dry, and make an ideal middle layer under wet weather gear.

Burke Accessories

Burke has added all red trousers to the ever popular white in their latest range of Southerly, Pacific and Super Dry ranges. The Southerly jacket is also available in red/white with an internal harness facility.

The Southerly Jacket and Pants Offshore has been developed and tested over thousands of miles of America's Cup, Admiral's Cup and by cruising sailors.

The result is wet weather gear that has the most practical design, safety and comfort features for the serious sailor. The trousers have no exposed stitching to wear on the knee, padded seat reinforcing and feature an elasticised back for a snug fit.

Environmental conscious Burke are using Polar Fleece fabric made from recycled Pet bottles to make their durable and warm Tasman fleece jackets. The new fabric is silky smooth and is available in heather grey, navy and neptune green.

The Burke Spray Jacket has also been re-designed for 1996-97, using the same colour ways as the Super Dry. The new design is fully lined with a stow away hood storm flap and comes in blue/white, green/white and red/white colour combinations.

Dealer information from Burke, phone 02 9638 4333 or fax 02 9638 7951.



International yachtsman Lawrie Smith wears the new Henri Lloyd breathing Offshore Racer Jacket with his Gore-tex Ocean Racer trousers.

Henri Lloyd

Henri Lloyd has recently introduced the new 1996-97 yachting range with a host of innovative features and designs. The new range covers all forms of sailing from the dinghy and coastal sailor through to the offshore sailor.

Henri Lloyd leads another revolution with Breathing (TM) incorporating GORE-TEX fabric Ocean Technology the first 100% water proof and breathable clothing system specifically designed to cope with the demands of the marine environment. The introduction is the first breakthrough since Henri Lloyd introduced Neoprene coated nylon to yachting more than 30 years ago.

The Henri Lloyd Reef Jacket is an all new fashion garment for harbour racing, the yacht club, or anywhere you need to look good and feel warm and dry.

Made from soft satin feel "Microplex", a Teflon coated high technology fabric with a finishing process that forms a molecular barrier around the fibres of the cloth, making it water and dirt repellent. Features include breathable and water resistant fabric, zip-fronted Polartec lining, fleece lined pockets with zips, ribbed cuffs and hem, fleece lined collar and secure inside breast pocket.



The Southerly jacket and trousers from Burke Accessories. The jacket is also available now in red/white and has an internal harness facility.

Dealer listings are available from Burke Accessories and Safety Equipment, phone 02 9638 4333 or fax 02 9638 7951.

Country Road

There's a lot of talk about men "dressing down" in the workplace; about the new clothing options that men can consider today as alternatives to the corporate suit. With the bewildering array of casual business wear now in contention, the question still remains: What are these new rules of dressing for the office? What constitutes formal versus casual and how can men dress smarter within these new, relaxed dress rules?

In defining these new parameters for men internationally, Country Road is giving its menswear customers what it has always done: a great range of urban career options, superbly designed and coordinated to provide the ease and versatility required when taking the Friday to weekend dressing option.

If you begin by defining the workplace, then the clothes will easily follow. Casual business attire is not leisure or athletic wear - that is strictly time-out clothing.

The answer for some could well begin with the suit that presently hangs in the wardrobe. By splitting the suit up and not wearing it with the



Simple casual shirts from Country Road...part of the modern man's streamlined wardrobe.

same familiar shirts and ties, it can become the most versatile piece your own. Certainly nothing can match it for ease and comfort and by adding a fine knit piece or soft shirt in a luxury yarn you'll soon be regarding your trusty favourite with renewed confidence.

The suit is definitely made to be split-up at Country Road: consider other jacket options with the pants or work with the jacket back with different fabrics that suggest a new silhouette and modern approach.

Still unsure about what constitutes a more casual approach to business wear?

DON'TS:

Logo t shirts, tank tops, baseball caps, seats, holes or tears, shorts, shiny black brogues, sandals, athletic gear, loud patterns on shirts or pants, sneakers, baggy oversized pants or anything that incorporates elastic in its design.

DO'S:

Fine gauge turtle or polo neck knitwear - always looks sophisticated under split suits, subtly patterned shirts, softly tailored pants, urban casual jackets, well-pressed Chinos, suede or pebblegrain shoes, socks with "personality", the new soft chambray or Oxford shirts. One of Country Road's new urban split suits in a textured luxury blend and if you must have a tie, try a softer style that's not too corporate.

The pace of modern life demands a streamlined wardrobe that offers multiple choice across a range of simple pieces with wearability and comfort.

So if and when your company declares Friday a dress-down day, relax - and let Country Road present you with its stylish business plan for casual dressing at work.

OFFSHORE

SOUTHERLY

DRY, DURABLE, COMFORTABLE



Southerly Jacket and Pants

Developed and tested over thousands of sea miles by Americas Cup, Admirals Cup and cruising sailors. The result is wet weather gear that has the most practical design, safety and comfort features for serious sailors. Made from durable PVC coated nylon. Its fabric exterior has a soft supple handle that looks and feels great. Seams are sewn and tape welded 100% waterproof. Fully lined using the Burke lining system for comfort and condensation control.

Made in Australia and sold around the world

BURKE

FOR DEALER LISTINGS

Phone: (02) 638 4333 Fax: (02) 638 7951



Simplicity is the keynote of these garments in the Spring range from Country Road.

In editing the season's influences, Country Road has narrowed down a bewildering array of options to present an easy guide to looking good.

- The jacket has minimum tailoring for maximum ease. Styling is simply detailed and devoid of clutter providing career to urban weekend versatility.
- The back button shell top and skirts provide complete dressing with a nylon coat replacing the jacket. Soft meadow colours in knitwear go beyond the pale as silky T's and sweater sets slide with languid ease over the body.
- Stretch the imagination in Country Road's cotton/elastane essential spring pants.
- The crispness of a fresh linen shirt in linear black or white looks great at any time.
- An exuberantly striped tank top to add weekend vitality and a pair of chinos are indispensable this spring. Whether worn casually or dressed up, chinos continue to be the classic wardrobe essential.

Welcome to Spring.



Douglas Gill Australia

101 Pilot Jacket

Gill has always been a leader in casual sailing clothing and their range of Deck Coats is no exception, fulfilling the sailor's and non-sailor's every need.

The Pilot, a practical year-round crew jacket, is a must for every sailor. Its key features include an outshell soft fabric of double brushed microwave polyester with waterproof, breathable microporous PU coating while thermal fleece lining allows water vapour to escape through the outer layer.

The jacket has an elasticised waist, a large zipped inside pocket, outer zipped pockets. The Pilot also zips into the Gill 520 Defender Jacket, 502 Atlantic, 503 Atlantic GTX and 512 Southern Cross jackets.

The Gill 101 Pilot jackets are available in yellow/navy, red/navy, navy/emerald and green/indigo, in sizes extra small to extra large.

Gill Hot Togs

This thermal wear from Douglas Gill Australia comprises the 181 Crew neck, 182 Zip Neck and 185 Leggings.

The first layer in the Gill interactive layering system, this stylish and hard-working thermal wear is revolutionary in design and comfort, made from an advanced new Polartec fabric that uses



LEFT: Gill Deck Coats have always been a trend setter in casual sailing clothing.

ABOVE: Gill Hot Togs...thermal wear not only wicks moisture from the skin but is light and stretchable.

Bi Polar Technology.

This thermal wear not only wicks moisture from the skin, but is light weight and stretchable to allow unrestricted movement.

A free catalogue is available from Marineline Distributors Pty Ltd in Hobart, ph 002 31 0345 or fax 002 31 0347.

Evelyn's Resort Wear, Double Bay

Gottex stockist, Evelyn's Resortwear of Double Bay in Sydney, is a swimwear paradise for women of all ages, tastes and sizes. Evelyn has over 2000 swimsuits and bikinis in sizes 8 - 20 (including maternity and mastectomy), matching overshirts, wraps, caftans, pareu's etc.

The new Gottex collection for 1996 features an exciting array of colours, designs and fabrics inspired by a collection of exotic themes. From Africa to the Far East, from Hollywood and forties chic to the magical world of a scented garden, Gottex '96 presents a myriad of looks and combinations that promise to complement a woman's every mood.

Each Gottex design created a complete wardrobe of coordinated resortwear that will take you through from dawn to dusk - breakfast, lounging around the pool, a casual lunch or a romantic dinner.

The new Gottex swimwear will turn



 **ohn**[®]
erafino

20 BAY STREET, DOUBLE BAY
PH: (02) 9362 4288 OR 9362 4298
FAX: (02) 9327 8225



DIAMONDS ARE FOREVER: A daring combination of sophistication and elegance. Black, highlighted with diamante brooch trim, this exciting ensemble definitely takes you from dawn to dusk.

your head at Evelyn's Resortwear, Hunters Arcade, Cross Street, Double Bay, phone 02 9328 6230, while the following swimwear will be modelled at Offshore Yachting magazine's Fashion Gala Night at the CYCA.

Line Seven

Line 7, the wet weather clothing worn by the crew of Australia II when they won the America's Cup in 1983, will launch a new range of sailing clothing for the 1996-97 season at Offshore Yachting's Gala Fashion Parade at the CYCA on September 6.

With new colours of classic red, white and navy, Line 7 will introduce the new breathable One Design Jacket and Dinghy Regatta Top and the all-new UV 50+ Rash Shirt.

Line 7's existing and well accepted cruising range in navy/white is also



now available in red/navy/white. Line 7 wet weather clothing is an inexpensive range of wet weather gear and warm gear, including the classic Line 7 vest, thermals and gloves.

Line 7 Whitbread Clothing

Line 7 is also the official licensee for the authentic range of Whitbread Round-the-World Race clothing, with the race starting on September 1997.

The first range of Whitbread clothing will be in store from September 1996 to celebrate the build-up to this great international event.

With two stopovers in Australia (Perth and Sydney) as well as the Elle Racing entrant, the Whitbread will have a huge profile in Australia and around the world.

Line 7 will be manufacturing exclusive new ranges coming up to the race, as well as over its duration of some eight to nine months. Polo shirts, sailing jerseys, pants, shorts and caps will make up the range.

Line 7 Classical Streetwear

A brand born of desire for protection from the elements. Steeped in marine heritage from an Antipodean paradise producing the world's finest yachtsmen - second to none. That's Line 7's classical streetwear.

Everything from pure cottons that have been indigo dyed and enzyme washed to the newest look in man-made fibres that have been pigment



ABOVE: The revolutionary Musto Drop Seat Trousers system - originally designed for women offshore sailors but now in demand by men, too.

LEFT: Musto HPX, a breakthrough in Breathable Wet Weather Garments.

dyed. The colours are fresh, going from washed out marine blues to the solid earthy tones of Kevlar and Redwood.

Relaxed dressing is the theme, therefore the look is casual with a distinct nautical flavour.

The range consists of polos, T's, casual shirts, jackets, shirts and pants - both dressy and casual. Line 7 also has a full range of leather accessories as well as belts, hats, socks and bags.

Musto Yachting

Musto wet weather gear and warmwear, considered widely to be the premier brand in the world, is manufactured locally under licence in New Zealand.

Renowned for their research and development, Musto are the innovative makers of the three layer system:

1. Thermals to wick moisture away from the body
2. Middle layer to keep in the warmth and
3. Waterproof clothing to keep the water out.

Over the past two years, Musto has led the world in two other developments in yachting clothing:

Dropseat trousers to assist women sailors in difficult situations at sea. Developed in conjunction with Kerry Goudge of Women on Water, the dropseats have now been adopted by male sailors.

Breathables - the biggest breakthrough in wet weather gear since the

PROTECTIVE CLOTHING

The performance and safety of a yacht ultimately depends mainly on the crew. If they are not functioning efficiently for reasons of physical deficiency – be it lack of sleep, proper meals or cold – then survival is in question. Basic seamanship demands that this must not happen.

Assuming we appreciate the need to drink plenty of fluids, and eat regular, nutritious, and when possible, hot food, close attention must be paid to the importance of clothing.

For many years, the Three Layer System has proved to be a successful means of warmth and protection on the water.



The First Layer must be one or two piece underwear of reasonable thickness made preferably from polypropylene yarn. Its responsibility is to provide warmth through the air trapped within the weave and to wick dampness from the skin's surface. These functions allow the body to retain heat and disperse perspiration. Cotton and wool next to the skin, do not dry quickly from body heat when wet. Polypropylene, by contrast, dries quickly.

The Second Layer's requirement is to trap lots of air (warmth). A high-loft fibre pile which, like Layer One, absorbs little water, is one of the favourite linings for this layer. It is beneficial; to have a breathable, finely woven outer shell cover to the fibre pile as this stops the wind stealing the warmth that is generated by the body inside the garments. The second layer has an alternative as any garment that is capable of holding warm air such as a ski jacket can serve although its lack of specialist design can be noticed.

The function of the Third Layer is to keep the water out. It is as simple as that. When choosing foulweather gear, check in particular that the collar/hood design will allow little water to penetrate, the same applies as the wrist and ankle closures. The latest generation of breathable outer garments which are soft, light in weight and hard wearing represent the ultimate two piece suit in terms of protection, comfort and safety.



Do not forget the importance of a good pair of boots. Purchase a size in which you can comfortably wear two pairs of socks; as with underwear, you need to trap warmth. Also ensure that the tread on the sole is deep and wide to reduce the risk of aquaplaning; a large surface area of sole is also essential.

Good gloves and a hat are also essential items. Combination Lifejacket-Harness is a practical tool and the wearer will be wise to ensure comfortable compatibility between items of clothing and the harness/life jacket.



A dry suit is valuable to foredeck crews, in particular and can be a survival aid. Using the first layer underwear with such suits is essential to avoid skin sores from perspiration, fats etc. Also remember that a dry suit virtue of being sealed offers more warmth than a conventional two piece suit. If you wear too much underneath such a suit heat exhaustion can be a serious problem. The ideal is a breathable one piece suit designed to meet the EEC draft for a Constant Wear Suit. The suppleness of the material coupled with the practicality of design make it the ultimate suit to wear in poor weather.

Cost is always a consideration. Value for money is essential and best realised by 3 a.m. on a dark night in a 30 knot wind and a lumpy seaway. It is then appreciated that there is no substitute for good under and outer wear.

When considering your programme of clothing, bear in mind the importance of keeping the weight down and retaining maximum flexibility. DO NOT purchase close-fitting outer clothing as this reduces flexibility and adds to the build up of condensation. Remember, stamina is reduced by wearing heavy, stiff clothing. Also dressing fully before the first wave hits is essential. The object of sailing includes having fun and being safe. Keeping warm and dry plays a fundamental part in achieving this.



Two of the striking advertisements and posters being used to market Sebago Docksides...in this case a catamaran version of the Oceanside, made from stonewashed cotton canvas.

oilies were used by the Cape Horners last century. After years of testing in the Whitbread Round -the-World Race, Musto have launched, in conjunction with WL Gore, the HPX Ocean Technology range with Musto's exclusive softer, lighter fabric.

This is ideal for Australian conditions, for all types of boating and sports activities.

Musto is the only brand to cover every spectrum of boating clothing and safety equipment in Australia.

Sebago Docksides


Docksides is arguably one of the best known brands of boat shoes in the world, with its makers, Sebago, this year celebrating 50 years of manufacturing handcrafted footwear that's at home on the land, in the streets and on the water.

Sebago originally manufactured Docksides for Sperry as an OEM brand and, hence, old Sperrys were known as Sperry Docksides. When Sperry took their manufacturing to Indonesia, they changed the name of the shoe to Sperry Topsider.

With Docksides a registered Sebago trademark, the range now covers the original one colour boat shoe known as Docksides but the description "Docksides" now includes Sebago's coloured boat shoes called Spinnaker and Burgee. It also covers boating sandals known as Sunsplash, as well as the casual boating orientated street shoes called Schooner.

Sebago is also well-known for its range of High Street Fashion shoes, in full leather with steel shank arch support, Sebago Lites for lightweight formal street wear, as well as shoes and boots under the Dryside label. These are waterproof leathers for cooler season wear.

Sebago manufactures shoes in a wide variety of widths. In Australia, the common fitting is wide, EE or EEE fitting. Anyone who has worn Sebago Docksides know that they look right, fit right and feel right from the moment you put them on, right through the life of the shoes. Contact Mark Baker or Mary Fung on 02 9809 4800 for the name of your nearest Sebago dealer.



EVELYN'S

Shop 4, Hunters Arcade
16 Cross St, Double Bay NSW 2028
Telephone: (02) 9328 6230

Specialising in Swimwear and Beachwear

John Serafino, Double Bay

The name John Serafino has been synonymous with style, quality and service in the fashion industry for many years. John is justifiably proud of his reputation which is no doubt the reason why he enjoys the patronage of a top clientele.

At John Serafino's Double Bay shop in Sydney's Eastern Suburbs will find a collection of elegant Serafino designs to



Her: Black satin sleeveless shirt and matching pants. Him: Pale blue Irish linen two-piece suit, cotton shirt, pure silk tie. All available at John Serafino, Double Bay.



She wears Pacific Knit Polo in cotton pique with cotton washed Quadrant Shorts. Big Bill Cap in natural is worn as an accessory. Available from John Serafino, Double Bay.



Her: Cream/black hounds tooth microfibre shirt dress. Him: White linen two-piece suit, black silk shirt. Available from John Serafino, Double Bay.

suit men and women of all ages and lifestyles - casual sports clothing, classic business suits and day wear, and a superb selection of after-five dressing.

He has recently added a boutique selection from the Musto and Line 7 clothing. Thus, at John Serafino, Double Bay, you will find a garment to suit every occasion. John will be showing a selection of his men's and women's spring/

summer 1996 collection at Offshore Yachting's Gala Fashion Parade at the CYCA on September 6.

Simona Sport

The Simona Sport label is not even two years old, but is already becoming the hottest name in casual weekend wear. Sales have more than doubled in just two seasons.



Official Foul Weather Gear supplier to America's 1995 Admiral's Cup Team.

Get dressed for it.

Southern Cross Jacket

Our new Southern Cross jacket brings higher levels of comfort, protection and safety to coastal sailing and offshore cruising at a very sensible price. Features include an internal safety harness channel, inner zip for flotation vest, a well designed hood and retro-reflective strips. Also available in ladies' sizes.



Latitude 42 Jacket

Perfect for inshore and coastal sailing - whether you are cruising or day racing. The new Latitude jacket offers a good level of protective features, including a stowaway hood and fleece-lined handwarmers, while its shorter length is both practical and comfortable.

Write, telephone or fax for your copy of our new 32 page brochure.



For more information call: (002) 310345
Douglas Gill Australia
C/- Marineline Distributors Pty Ltd.
279 Argyle Street, Hobart 7000 Australia
Fax: (002) 310347



simona

S P O R T

THE SIMONA SPORT 1996 SPRING/SUMMER COLLECTION IS AVAILABLE AT SELECTED BOUTIQUES, DAVID JONES AND SIMONA CONCEPT STORES NATIONALLY. FOR FURTHER INFORMATION CALL 1 800 654 116



Here are just a few of the easy looks that you can put together yourself for Summer '96.



The '90s has brought about a whole new era known as "lifestyle". People are more interested in having a great home and a few friends to entertain. Gone are the days of dining out at extravagant restaurants every night. Priorities have shifted and people are not willing to spend precious time worrying about what they will wear. Collections that are simple are what people are wearing in the '90s. It is all about ease!

For Summer this year Simona Sport is bigger and better than ever. You will find the great classic shapes, such as softer jackets and easy pants, reinvented with the newest of fabrics.

Soft suiting comes in classic navy and black as well as soft buttery tones. Linen once again is the most popular fabric for summer and Simona Sport offers it in bold brights as well as classic checks and stripes. The simplest solution for a summer weekend is to throw on a bright coloured gingham overshirt and pull on a pair of skinny leg pants!

NEWPORT

Lighter weight gear that offers Technical Performance



NEWPORT JACKET AND TROUSERS

The Newport is ideal for club racing or just plain cruising – this extremely comfortable lighter weight gear that offers unparalleled performance and quality with a fresh new look.

The Newport brings you the freedom of movement so critical to the enjoyment of sailing, and no compromise features like the adjustable single skin storm cuff, fleece lined collar, breathable lining, zip fronted trousers with storm flap, seat and knee patches – are the same as you'll find on our top – of the – line **breathing**™ MATCHRACER.

HENRI LLOYD

The Name on the World's Best

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Phone: (02) 638 4333 Fax: (02) 638 7951

Sydney Offshore Regatta Planned for December

Sydney will see a feast of offshore and inshore racing in December as a lead-up to the 52nd Sydney to Hobart race and other major ocean races over the Christmas-New Year holiday. Peter Campbell summarises the 1996-97 Summer of Sail.

The Cruising Yacht Club of Australia, with the support of other major clubs in the Sydney area, will host a new series in December called the Sydney Offshore Regatta (or the Sponsor's Cup), comprising six short and medium races off Sydney Heads and two spectacular races within the Harbour.

The Sydney Offshore Regatta, which replaces the Asia Pacific Series,

"For the first time, the Ocean Point Score which in the past has been a Performance Handicap series, includes the Pittwater to Coffs Harbour race"

will be a stand-alone event and will not include the Sydney to Hobart as part of the series. CYCA officials hope it will attract not only yachts preparing for the Hobart race, but also those planning to head north in the Pittwater to Coffs Harbour and Sydney to Southport races.

The Sydney Offshore Regatta will run from Tuesday, December 17 through to Sunday, December 22, and will be part of the sponsorship package for the Sydney to Hobart race sponsor.



The Canon Big Boat Challenge along with the races of the Sydney Offshore Regatta will be sailed on Sydney Harbour in December as a lead up to the 52nd Sydney to Hobart race.

(Pic - Peter Campbell)

Regatta races will be staged each day except on Friday, December 22, with the Canon Big Boat Challenge for maxi yachts to be held on the Harbour.

The Regatta inshore races will be two short events on Wednesday, December 18, over courses yet to be determined and, like the Big Boat Challenge, are expected to attract large spectator fleets.

The Sydney Offshore Regatta is the highlight of an innovative program of ocean racing out of Sydney for the summer of 1996-97, developed by the CYCA in consultation with Middle Harbour Yacht Club, the Royal Sydney Yacht Squadron, Sydney Amateur Sailing Club and the Pittwater-based Royal Prince Alfred Yacht Club.

Emphasis has been on regatta weekends over the summer program while at the same time retaining the Short Ocean Point Score (SOPS), Short Haul Point Score (SHPS), the Ocean Point Score (OPS) and the prestigious Blue Water Point Score (BWPS). The Blue Water Point Score will comprise nine medium to long ocean races, starting with the 1996 Sydney-Gold Coast Classic and ending with the 1997 Sydney-Mooloolaba Race and, as always, including the Sydney to Hobart.

For the first time, the Ocean Point Score which in the past has been a Per-

formance Handicap series, includes the Pittwater to Coffs Harbour race conducted by the Royal Prince Alfred Yacht Club, starting on December 27.

The CYCA, MHYC and RSYC will again conduct the Combined Clubs offshore racing program which over the past season attracted fleets of more than 80 yachts for short ocean races off the Heads. The fleets will be further expanded by yachts from the RPYC's offshore fleet joining in several of the weekend regattas.

The Combined Clubs' regattas will start with the Royal Sydney Yacht Squadron Spring Regatta over the long weekend of October 4-7, with the Morina Cup overnight race from Sydney to Bird Islet and finishing in Pittwater. Following a Saturday evening function at the RPYC, the regatta will continue on the Sunday with a short race in Broken Bay and a passage race back to Sydney Harbour. Yachts from all major clubs, including the Alfreds, are expected to participate.

On Saturday, November 2, the Sydney offshore fleet will be joined by the Pittwater fleet in a regatta off Long Reef comprising two 10 nm windward/leeward races. Middle Harbour Yacht Club will conduct its four-race Bruce & Walsh Regatta over the weekend of November 30 and December 1, and this will be followed by the CYCA's new Sydney Offshore Regatta from December 17-22. ▲

**Peter
Campbell**

Down the Rhumbline



David Fuller's Great Contribution to CYCA

During my own 25 years as a member of the Cruising Yacht Club of Australia - and in the quarter century before that - the Club has had many fine Commodores who have led it through good and bad years and through times of great celebration at the achievements of the CYCA and its members. The CYCA now enjoys a status as one of the greatest and most influential clubs in the world.

David Fuller, who completed his two year term as Commodore at the Club's recent annual general meeting, is one of those outstanding leaders the CYCA has been fortunate to attract to its Board of Directors. As Commodore he combined a friendly but strong personal presentation with administrative skills and extensive sailing knowledge and experience.

David completed a remarkable 12 years of dedication to the CYCA's administration - including some very difficult and demanding years. During that time on the Board he served as Chairman of the key Management & Finance, Sailing and House Committees, rising to Flag rank as Rear Commodore, Vice-Commodore and finally Commodore from 1994-1996.

This includes leading the Club through its 50th year and the massive logistical exercise of organising and conducting the 50th Sydney to Hobart race in December, 1994.

Perhaps his most difficult time has been over the past financial year which saw major management changes and cost-cutting to reverse the CYCA's major financial loss of 1994-95 through to a tidy profit for 1995-96. As new Commodore Peter Bush said at the AGM, after presenting David with his

Past Commodore's burgee, "the financial turnaround of the Club over the past 12 months is testimony to the work that David has put into the CYCA."

On a personal note, David has always been of great assistance to me in my various roles as Editor of "Off-shore Yachting" and as the Media Director the Sydney to Hobart Race and other events for the CYCA. Thank you, David!

NSW Yachting Award to Neville Wittey

Neville Wittey, one of Australia's most talented and versatile helmsmen, once shaved his famed walrus moustache at a Royal Sydney Yacht Squadron youth fund-raising evening - for a \$1000 bet to boost the funds.

The young crew he supported (and coached) went on to finish in the top six of the Yngling world championship on Sydney Harbour in January while Wittey took out the title in the first ever victory by an Australian in the international three-crew keelboat class.

NSW Yachtsman of the Year Neville Wittey - with his famous moustache - pictured with Chris Harper, chairman of the NSW Yachting Foundation, and Olympic commentator Norman May at the Awards Presentation. (Pic - Peter Campbell)



Wittey wasn't dared to shave his moustache at the NSW Yachting Awards Dinner (also a fund-raiser) as he was the recipient of the 1995-96 NSW Yachtsman of the Year award. There were some 250 sailors and sailing supporters eager to bid for items at an auction as well as pay their \$100 a plate for the dinner at Kings Cross' Gazebo Hotel.

Neville got his guernsey for winning the 1996 Yngling world championships, finishing third in the Australia Cup match racing series in Perth, and winning the historic Sayonara Cup on Hobart's Derwent River, match racing in Dragons - and for his contribution to the sport as a coach and mentor of many young sailors.

More recently, he finished equal first (third on a countback) in the International Star class of the Sail Sydney Regatta and second to Gary Gietz in the Musto/Line 7 match racing series at Middle Harbour Yacht Club.

The line-up for this year's awards, both the open and the youth, gave the selection panel their toughest task in years with four world champions, a bevy of Olympians from NSW, not to mention the winning women's team in the IYRU Nations Cup, and several successful ocean racing skippers.

With some half a dozen National champions among the nominations for the Youth Award, the judges finally chose 16-year-old John Jefferson from Toronto on Lake Macquarie who had won the Flying Ant Australian championship three times in succession, plus two NSW titles.

Jefferson is also a member of the CYCA Youth Sailing Academy and has competed in several ocean races, with the Canon Sydney-Gold Coast Classic his next event. ▲

Peter Campbell, Editor

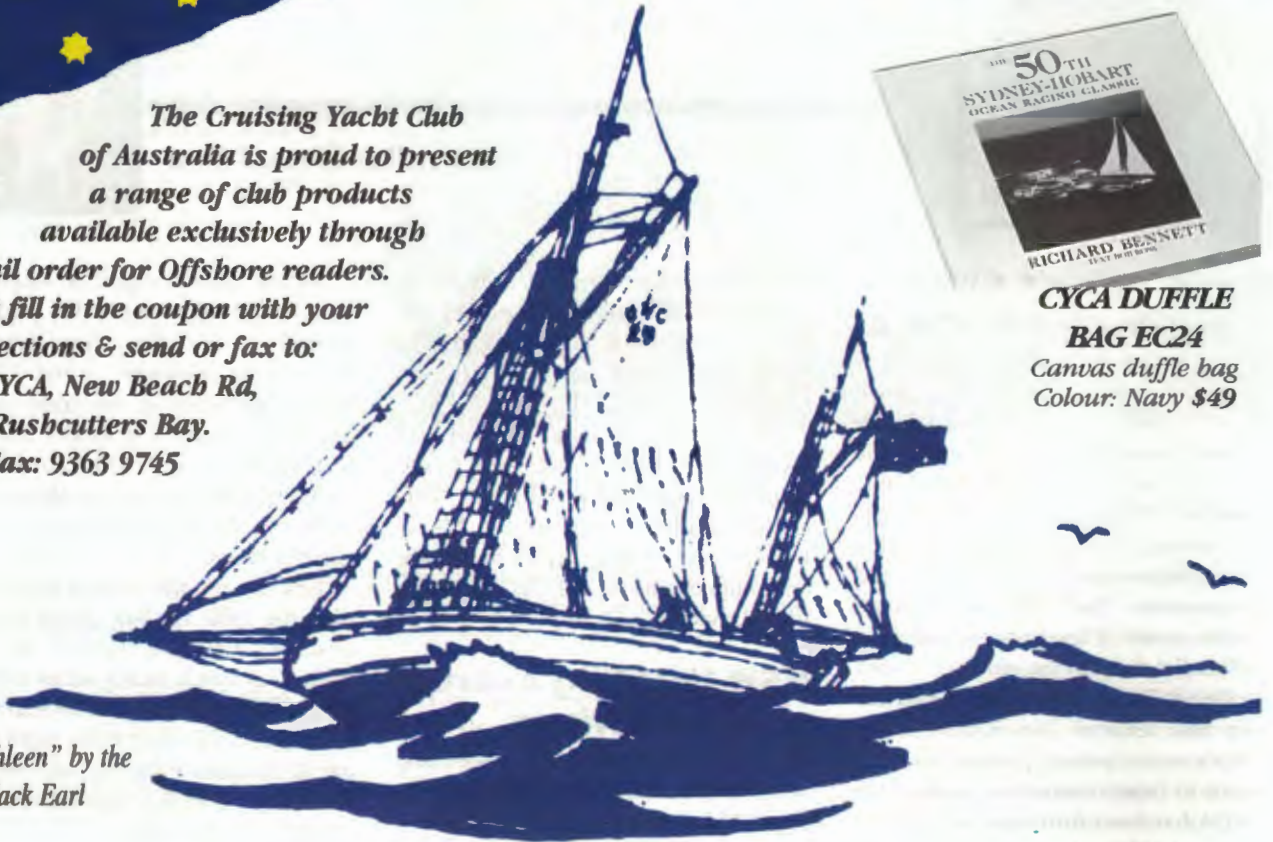
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selections & send or fax to:
CYCA, New Beach Rd,
Rushcutters Bay.
Fax: 9363 9745



**CYCA DUFFLE
BAG EC24**
Canvas duffle bag
Colour: Navy \$49



"Kathleen" by the
late Jack Earl



CLUB WINE
CYCA Kathleen
White - wood
matured semillon
EC26
CYCA 'Rani' Red
Cabernet Shiraz
EC27
\$9.50 per bottle
takeaway
\$110 per case
(dozen)
Delivery
Sydney \$10
per case.

CYCA 15" BURGEE EC22 \$34
CYCA 12" BURGEE EC23 \$27



CYCA CLUB TIE EC20
Colour: Navy with CYCA
Burgee. \$22.50



**CYCA SYDNEY -
HOBART TIE EC21**
CYCA & RYCT Burgee \$22.50

WEB BELT

Leather tipped with CYCA ribbon. Colour: Cream webbing and navy
ribbon. Sizes: 28"/30"/32"/34"/36"/38"/38"/40" \$35

CLUB PRODUCTS

AVAILABLE FROM THE CLUB OR BY MAIL ORDER



\$65

CLUB JERSEY EC2

100% cotton, block stripe jersey, rugby collar and plaquet (with rubber buttons) longer back tail with 3/4 sleeve. Colour: Navy/Mustard Size: M/L/XL/XXL



\$28

CLUB SAILING JERSEY EC3

100% cotton, long sleeve sailing jersey. Patched shoulders and elbows. Lycra rib cuffs. Rugby plaquet and collar (with rubber buttons) longer back tail. Colour: Navy (White plaquet and collar) Size: M/L/XL/XXL



\$28

CLUB T-SHIRT EC8

100% cotton, Lycra rib neck, top stitched shoulder and neck line, loose sleeve. Colour: Navy Size: M/L/XL/XXL



\$55

CLUB YACHTIES SHORTS EC5

100% stone washed cotton, 5 pocket with elastic draw string waist. (Belt loops as well), longer style. Colour: Washed blue Size: M/L/XL



\$40

CLUB POLO SHIRT EC4W

100% cotton with 3 button front plaquet. Loose sleeve with longer tail. Knitted collar with Navy and Gold stripe. Colour: White Size: M/L/XL/XXL



\$18

CYCA CAP EC6

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Eleven challengers announced for Year 2000

Challenges for the America's Cup in Auckland in 2000 have been received from the United States, England, France, Hong Kong, Japan, Russia, Spain and the Virgin Islands. By the May 14 deadline, John Bertrand's oneAustralia, Syd Fischer and the Southport Yacht Club syndicate had not lodged an entry. The latter later announced it would not be mounting a challenge.

The New York Yacht Club has formed a formidable challenge partnership with Pact 2000, the Portland Club (Maine), the Bayview Yacht Club (Detroit), the Annapolis Yacht Club and the Florida-based, St Petersburg Yacht Club to take on the other challengers in Auckland. Ed Baird, the 1995 World Match Racing Champion, has been named as the syndicate's helmsman.

Two further US entries have since been lodged, by the San Francisco-based, St Francis Yacht Club headed by Paul Cayard, and by the Waikiki Yacht Club in Hawaii.

Other challengers are the Royal Dorset Yacht Club (England), Societe Nautique Grau-Du-Roi/Port Camargue (France), Aberdeen Boat Club (Hong Kong), Nippon Yacht Club (Japan), St Petersburg Yacht Club (Russia), Montreal Club de Yates de Bayona/Real Club Nautico de Valencia (Spain), St Francis Yacht Club (United States), and St Thomas Yacht Club (Virgin Islands).

Former Melbourne Soling sailor and now Sydney-based ocean racer, Ray Roberts, has revealed that his Australia Challenge 2000 syndicate is one of the confidential entries. Roberts, who runs a human resources company in Sydney, is the owner of the Bashford Howison 41 footer, *Millennium*.

Roberts is riding on the crest of a



Ray Roberts collects a trophy after the 1995 Telstra Sydney-Hobart

America's Cup holder, Team New Zealand, announced in May that eleven syndicates, two of them confidential, had lodged entries for the year 2000 challenge in Auckland. But the intrigue that has surrounded the America's Cup for 145 years continues, as Kevan Wolfe reports.

wave and has enjoyed some creditable wins over the past 12 months. Last year, sailing *Millennium*, he won the Sydney-Mooloolaba, Brisbane-Gladstone, Cairns-Port Moresby and Bali-Jakarta races; the Raja Muda International Regatta in Malaysia and the Ninth Phuket King's Cup Regatta in Thailand. As *Stewart Toyota*, the boat won its division in the Sydney-Hobart and finished third outright on handicap.

This year *Millennium* has already won the Singapore Straits Regatta.

Another BH41, *Australia Challenge 2000*, also owned by Roberts, won the 1995 Hamilton Island Race Week.

A brand new Farr, commissioned by Roberts, won the One-Design 48 regatta sailed off Battery Park in Lower Manhattan in the US in June.

Ray Roberts plans to use *Millennium* and the Farr, named *Australia Challenge 2000*, to form part of an international match racing circuit to provide a testing and training ground for both the syndicate's designers and crew.

Millennium's builder, the late Ian Bashford, played a major role in the syndicate before he died of a heart attack earlier this year. "It was always Basho's dream to take part in an America's Cup challenge and I am trying to maintain that goal by putting together the most professional challenge we can get," Roberts said.

Already some high-profile names are involved with *Australia Challenge 2000*. Former oneAustralia crewman, Jeff Rose is the Project Manager, Jamie Wilmot is the Project Adviser, Gwilym Hughes, Marketing Manager, David White, Marketing Consultant, and Ray's daughter, Samantha, is the Executive Assistant.

As yet, the syndicate has not announced a designer or sponsor, and has not teamed-up with an established yacht club from which to mount the challenge - a requirement under the Cup rules.

In the meantime, the high-profile Australian syndicates have held back their entries until the structure of the

Challenger of Record Committee and many of the rules governing the event are changed to make the competition fair and equitable for all challengers. At present the rules are weighted in favour of Team New Zealand and the New York Yacht Club, which immediately established itself as the Challenger of Record after New Zealand's win in San Diego last year.

The Challenger of Record is meant to represent all challengers and run the series to select the final challenger to compete against New Zealand. However, the New York Yacht Club is represented by four members on the seven-man committee and according to the other challengers, there is a conflict of interest with its own challenge.

Given the past record of the New York Yacht Club in interpreting the rules in previous America's Cup defences, and the \$20 million-plus cost of mounting a challenge, there is a reluctance by challengers to become involved in the event when a fellow challenger has a controlling vote over the rules.

Ironically the Committee was set-up after John Bertrand's win in 1983 opened up the competition to other countries and syndicates, with 13 challengers competing in Fremantle in 1987. The Committee was first established in San Diego in 1990 with challengers electing their own committee. Until now the system has worked well, but the arrangement between Team New Zealand and the New York Yacht Club has not allowed challengers to select what they see as a fair and equitable committee to represent their interests.

One of the many powers of the Challenger of Record Committee is to be able to veto sponsors names from appearing on sails and boats if it feels the sponsor's product is not suitable for the America's Cup.

This alone is making it difficult for syndicates, not only in Australia but around the world, to source sponsors willing to commit large amounts of money for the event.

Unless there is an equitable representation on the Committee, John Bertrand's one Australia syndicate will probably not compete, according to the syndicate's Chief Executive, Peter Morris.

Syd Fischer, an America's Cup veteran and Chairman of

"At present the rules are weighted in favour of Team New Zealand and the New York Yacht Club, which immediately established itself as the Challenger of Record after New Zealand's win in San Diego last year"

the Challenger of Record Committee in 1990, said: "It is a no holds barred event, but it is still sport and should be equitable for all competitors. The America's Cup will lose its impact if the squabbling continues. They are behaving like a pack of schoolboys."

John Bertrand and Syd Fischer are still not out of the running, they have until May next year to lodge a 'late entry' at double the \$100,000 entry fee. But until there is an even playing field for all challengers, *Australian Challenge 2000* could be the only Australian challenger. ▲

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Buizen 40 Pilot House Performance Yacht

Eddie Buizen is a master tradesman in timber whose yachts have the highest mark of excellence in finish, plus an outstanding seagoing performance. Editor Peter Campbell looked at the latest from Buizen's Mastercraft Marine, the Buizen 40.

Since Eddie Buizen and his brother Fritz decided to move from cabinet making to building their own range of production cruising yachts some 15 years ago, they have added some 40 fine yachts to the Australian cruising fleet.

Their first yacht was the Joe Adams-designed Zeston 40 of which they built 21, followed by six Zeston 36s. Then they commissioned young Brisbane-based Paul Stanyon to design the Buizen 48, arguably the most luxurious production motor-sailor in Australia.

Mastercraft Marine and Paul Stanyon's latest concept is the Buizen 40, a smaller version of the 48-footer based on a modern, fast IMS hull but incorporating the high level of construction and luxurious interior fit-out already seen in the Buizen 48.

The first Buizen 40, *Karma*, has been built to charter specifications out of Port Douglas on the Far North Queensland coast. The second has been built for Pittwater yacht brokers David Ingall and Bill Rowell as a demonstration boat but also for coastal racing such as the Gosford to Lord Howe Island and Pittwater to Coffs Harbour



designs
of the '90s

It will be considerably lighter in fit-out and will carry a bigger racing rig. A third Buizen is already under way for another yachtsman.

"We like to refer to this yacht as a Pilot House Performance Yacht," Eddie Buizen told OFFSHORE during a brief sail aboard the Port Douglas-bound first Buizen 40 on Pittwater. It's an apt description. It is certainly not a motor yacht, but a fast cruising yacht that is capable of being raced with the added comfort and shelter of a pilot house that has become the trademark of yachts from Mastercraft Marine.

Karma has an excellent sailing performance, despite the fact that she has been fitted out with two air conditioning units, a water maker and other equipment for its cruising in tropical waters, an Onan generator to provide the extra power, and it has a suitable conservative rig for charter sailing. Sailing in 12 knots of true wind, *Karma* can sail to windward at more than 6 knots, 30 degrees to the wind, in flat water.

Handling *Karma* was a breeze, under power or sail. What was impressive, was the ease with which the yacht

ABOVE: The Buizen 40 Pilot House Performance Yacht shows her good sailing ability in a light breeze on Pittwater. (Pic - Peter Campbell)
RIGHT: Stern pic of the Buizen 40 shows the scooped transom for easy boarding, the cockpit helming position and the pilot house of this new fast cruising yacht from Mastercraft Marine. (Pic - Peter Campbell)

could be backed into her pen at the Royal Prince Alfred Yacht Club. Using an imported Swedish mast section, the hydraulic furling system had the Hood mainsail filling in the breeze in 45 seconds. It took a mere 10 seconds to unfurl the headsail and she was powering away on a broad reach.

David Ingall and Bill Rowell's Buizen 40, which will be on display at the Sydney Boat Show, will have a mast that is 1.5m higher than *Karma*, with a fully battened mainsail and lazy jacks, and a 150% overlapping headsail from North Sails. "We estimate the boat will be almost a tonne lighter without all the extras that have been included with *Karma*, and be considerably more powerful under sail," Ingall said.

Feature of the Buizen 40 is, of course, the pilot house. Apart from trimming sails, you can control all the boat's operations from within the pilot house and, on *Karma*, in air conditioned comfort. Apart from the helming station, the pilot house/saloon has an L-shaped dining area with drop leaf table to port and a settee to starboard.

Aft of the saloon is a double guest



BOAT Buizen 40 TEST

cabin to starboard and a single pilot cabin with a navigation station to port. For'ard of the saloon, one steps down into the large galley area, with the owner's double cabin in the bow.

A standard feature in the heads is the fitting of an electric flush Electra San toilet which has a special filter system which eliminates the need for a holding tank and meets ecological requirements of waterways authorities.

The quality of the teak faced bulkheads and, in particular, the lockers in the saloon, galley and cabins underscore the quality of workmanship put into his yachts by Eddie and Fritz Buizen, right down to the efficient locker door fittings.

While the main steering wheel (hydraulic, of course) and console is situated well aft in the large cockpit, there is a smaller wheel and engine and wind instrument repeaters within the pilot house/saloon. An excellent feature is the "stable door" (fibreglass bottom half and glass top half). The bottom half can be closed as a lower storm board in a seaway and fully closed when the boat is locked away (or the air conditioning is on).

Standard cockpit equipment includes two electric hydraulic genoa winches (Arco), two mainsail winches, electric furling controls, a heavy duty electric anchor winch, with all controls within easy reach of the wheel and engine control pedestal.

Aft of the steering console and helmsman's position are two comfortable pushpit seats while the scooped transom provided and a large boarding platform with easy access for swimmers and boarding the dinghy.

The standard mast is a keel stepped alloy furling mast with hydraulic mast furling system with a double spreader rig and fixed boom vang. All controls, including a roller furler headsail stem, are handled from the cockpit. Standard sail area is a 32 sqm mainsail and a 45 sqm genoa. The higher, conventional mast with a fully battened mainsail and lazy jack system is available as a factory option.

The hull of the Buizen 40 is an efficient, medium displacement IMS-style design. The hull is constructed from the latest fibreglass materials, rein-

forced with E-glass, over a core of 25mm end grain balsa.

Yacht builder Eddie Buizen (left) of Mastercraft Marine with yacht broker David Ingall aboard the Buizen 40 at the Royal Prince Alfred Yacht Club, Pittwater. (Pic - Peter Campbell)

forced with E-glass, over a core of 25mm end grain balsa.

The Buizen 40 is powered by a 4-cylinder 60hp Volvo diesel with a sail drive unit with a 2.5 to 1 marine gear-box, which provides an excellent cruising speed of 7 knots at 3000 rpm, excellent manoeuvrability (including reversing into the marina pen) and an efficient hull speed under power and sail.

Standard price of the Buizen 40 is \$400,000, including sails tax and ex factory Sydney.

Agents for the Buizen 40 in Sydney are Club Yacht Sails at the Royal Prince Alfred Yacht Club, phone 02 9997 1144, and Maurice Drent Boating Services at the Cruising Yacht Club of Australia, phone 02 9363 9945. ▲

SPECIFICATIONS

LOA: 12.2m

LWL: 10.2m

Beam: 3.97m

Draft: 1.94m

Displacement: 9000 kg (approx)

Sail area: Mainsail - 32 sqm

Genoa - 45 sqm



Faster Results for IMS Overall and Divisions

The Cruising Yacht Club of Australia has followed up the requests of yacht owners for faster corrected time results for IMS overall and IMS divisions in this year's 52nd Sydney to Hobart. Peter Campbell reports.

Faster handicap results will be forthcoming from this year's 52nd Sydney to Hobart ocean race as a result of a new scoring method for yachts racing under the International Measurement System to be introduced by the Cruising Yacht Club of Australia.

The changes follow the concern of many owners at the time taken to announce IMS overall and IMS division results following last year's race to Hobart and were announced at a second Sailing Forum held at the club in late May.

For IMS categories, the race shall be scored using a preconstructed course with a selected windspeed, based on information received from the Bureau of Meteorology and historical data.

In keeping with the request of owners, scratch sheets showing each yacht's IMS time allowance for that specific windspeed, will be available on the morning of the start of the Sydney to Hobart.

Chairman of the Sailing Committee, Vice-Commodore Peter Bush, said the decision to use preconstructed courses would enable competing yachts to not only work out progressively their handicap status in relation to their division competition during the race, but would allow officials to announce corrected time results or accurate pre-



The CYCA is confident it can provide faster results from the Sydney to Hobart and other long ocean races this year, as requested by yacht owners.

dictions as yachts finished the 630 nautical mile course.

"The result will make IMS handicapping much more user-friendly for competitors, the public and the media, and will raise the profile of the overall and division handicap winners," Vice-Commodore Bush said. "The same course construction will be used for the entire fleet and will be based on the assumed progress of an average yacht taking four-and-a-half days to sail the course."

All Blue Water Points Score races for the 1996-97 season will be scored in the same way as the Sydney to Hobart.

Cruiser/Racer Allowances

Meanwhile, the CYCA has referred to the Australian Yachting Federation the question of percentage time allowances for IMS cruiser/racer yachts, with a technical committee considering ways of basing such allowances on a yacht's IMS rating certificate to provide variable percentage time allowances.

"The recommended AYF Cruiser/Racer allowance will be applied for the Sydney to Hobart in determining overall and division results," Vice-Commodore Bush said, adding that the CYCA would continue to have an overall IMS winner of the Sydney to Hobart in accordance with the overwhelming wish of yacht owners.

"The intention is to place IMS Racers and IMS Cruiser/Racers in their own divisions, with the exception of

Division A where we will probably group the larger yachts into one mixed division."

Another significant change for the 1996 Sydney to Hobart will be the provision of two advertising categories:

1. Category A, which is no advertising.
2. Category C Open, which allows unlimited advertising on masts and booms, the lower 50% of the mainsail, the hull except for the forward 25%, and on spinnakers. This does not allow any advertising on headsails.

Entry fees for the Sydney to Hobart will be \$675 for unsponsored yachts and \$1000 for sponsored yachts.

The CYCA offshore racing season for 1996-97 will start with the Canon 11th annual Sydney-Gold Coast Classic on August 3, with the new sailing program designed to include more weekend regattas.

As a lead-up to the Sydney-Hobart, the Club will run a new stand-alone Sydney Offshore Regatta in December, comprising eight races, but not including the Sydney to Hobart. This regatta will replace the Asia Pacific Series held in alternative years to the Southern Cross Cup.

"The Sydney Offshore Regatta will have a similar format to the Southern Cross Cup, with two additional races within Sydney Harbour to provide a great spectacle of sail," the Vice-Commodore added.

Notice of Race for the 52nd Sydney to Hobart race, starting December 26, is now available from the CYCA, with details also on the internet: <http://www.merlin.com.au/offshore/>

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The spacious upper deck saloon is finished in hand-crafted teak and has 180 degree wrap around tinted safety glass windows. The fully equipped galley features a built-in freezer, fridge, gas stove and oven.



Three cabins provide ample accommodation for five adults. On deck, accommodation is similarly spacious. A large t-shaped cockpit can seat at least eight people in comfort. The masthead rig



features an in mast furling system with electric/hydraulic drive. A headsail furling system takes care of the genoa. When the sails are furled away, there is a 60hp marine diesel that will give a cruising speed of 7 plus knots.

If you'd like more information on the Buizen 40 call us on (02) 9450 2170 and we'll send you a brochure.

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Optimising

The fastest keel for fast boats

Sometimes nothing is better than going fast. When the handicap formulations get all too hard (IMS) or all too arbitrary (PHS) then the best fall back position is pure speed. The satisfaction is immediate, the gratification long lasting.

Australian keel boat sailing seems to be entering its next "fast is fun" stage and the keys to success in this area are, as always, the big three: displacement, stability, and sail area.

Historically, designers have found it easy to keep the boat light and have lots of sail area but the displacement has always come at the price of stability as the lead mass had to be reduced to keep the boat light. Unfortunately this created the all too common scenario of what I call bicycle boats - fast downhill, struggle uphill.

The net result is only partial satisfaction as you catch up with the upwind oriented boats on the run but get passed on the work. Usually the bicycle boat is a long way back at the

finish compared to comparable size all rounders.

The key to this problem is stability and the way to get stability is simple. Take all the lead in the keel and stick it in a bulb at as deep a draft as you can sensibly tolerate.

This is nothing new but the idea is not as prolific as it should be due to the fact that so many handicap formulations have favoured heavy boats in the first place and therefore the non-rating light designs of the period have keels of similar configuration to their heavier, internal ballasted brethren.

Thus a Farr 11.6 has a keel as per the IOR designs of the period and is thus tender.

However, being a lighter design they cannot tolerate heavier keels as they start to drag their sterns. The solution is to lower the center of gravity of the keel for the same or ideally less keel mass.

There are many solutions to a problem but the one that I suggest in this situation is one that really takes the concept to its logical extreme. This is the most severe but by far the fastest

solution and one that will not be soon superseded in terms of its pure performance generating capabilities on all points of sail. We have used it on a wide variety of boats from the BOC 50 *True Blue* to restricted draft cruisers that want maximised performance. Here are the steps:

STEP 1: Determine if your PHS or fast cruiser is overweight. Look at the original drawings versus how the boat is floating now. Generally these boats are burdened on their lines and any reduction on displacement will be welcomed.

STEP 2: Determine existing keel weight and stability. The former can be lofted and calculated if not already known, the latter can be had from an IMS or IOR certificate from your boat or a near sistership if you have not been rated.

STEP 3: Draft? Determine the optimal number for the area you sail in.

STEP 4: This is where the design engineers come in - optimise the stability for the best upwind performance based on the assumption that all the lead will be on the bottom of the keel

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fin. The result of this process will tell you how much displacement you can lose with a reduction in overall keel mass.

STEP 5: Fabricate. What we advocate is quite simple. The keel should be a vertical fin with parallel leading and trailing edges and a constant thickness throughout to simplify manufacture. The load is taken through the steel skins which are typically stainless or mild steel plate.

These are brake pressed into the desired shape and welded on the fore and aft seams. A bulb is cast with a cut out for the foil and the two are bolted together. Alternatively the bulb can be cast over the foil.

The bulb itself is generally radial in section (i.e., any transverse cut will reveal a circular cross section). More exotic bulb shapes exist but few are created on sound theory and many by the marketing department of Designer, Inc.

The squashed bulb has one reason to exist and that is for draft constrained classes such as the IACC but when you look at the variety of solutions to that basic problem you begin to appreciate just how hard it really is. Tread lightly as the radial bulb from a sound laminar flow section works and works well.

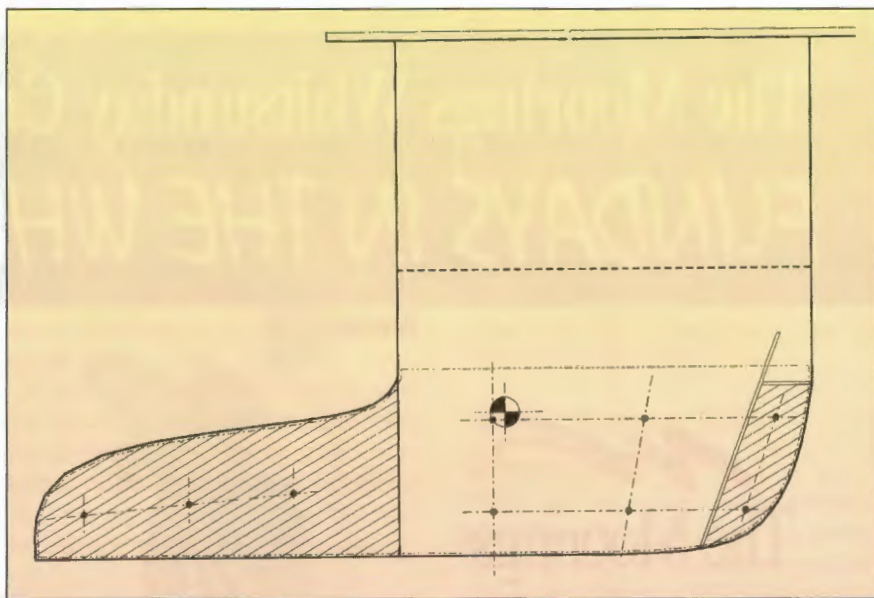
Attachment to the hull is a critical issue. Given that the foil is generally quite small a larger flange plate is required to give adequate bolting area. In a 40 footer this flange may be 20 mm thick and it needs to be recessed into the hull into an area of solid GRP laminate.

The surrounding floors and longitudinals will need to be examined and brought up to adequate strength as well. Generous washer plates in the hull which butt up against the floor and longitudinal structure are also required.

Suffice it to say that these are issues well beyond the scope of this article but ones that need to be adequately dealt with. I advise that the current ABS grounding standard be employed in the keel attachment area.

What does it look like? The two drawings show two different interpretations of the idea.

One is for a restricted draft (2.1 m) 50ft fast masthead cruiser and the other is for a 41ft fractional rigged PHS

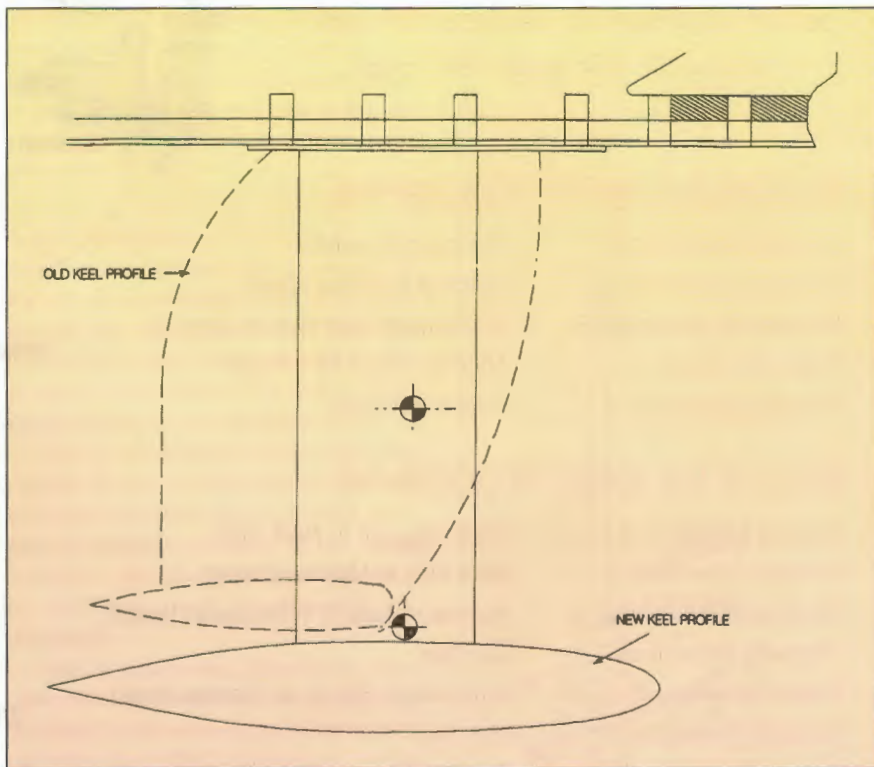


boat. Note the difference in bulb placement. This is to do with the issue of helm balance versus the location of the centre of buoyancy. In the case of the cruiser it was necessary to have the keel further forward to balance so the CG of the lead had to be moved back as far as possible. In the 41 footer this was not required.

This will always be a case specific area and it should not lead one to believe that one configuration is better than another. Each has practical rea-

sons for being that preclude the other approach. Also note that the shallower draft keel has a longer chord. This planform is not as efficient so the extra area is needed to generate the desired lift.

The net result of this process is a minimisation of displacement and an optimisation of stability. This means that two out of three speed producers is the best it is going to get for your particular boat. If you want to go faster that's a pretty good result. ▲



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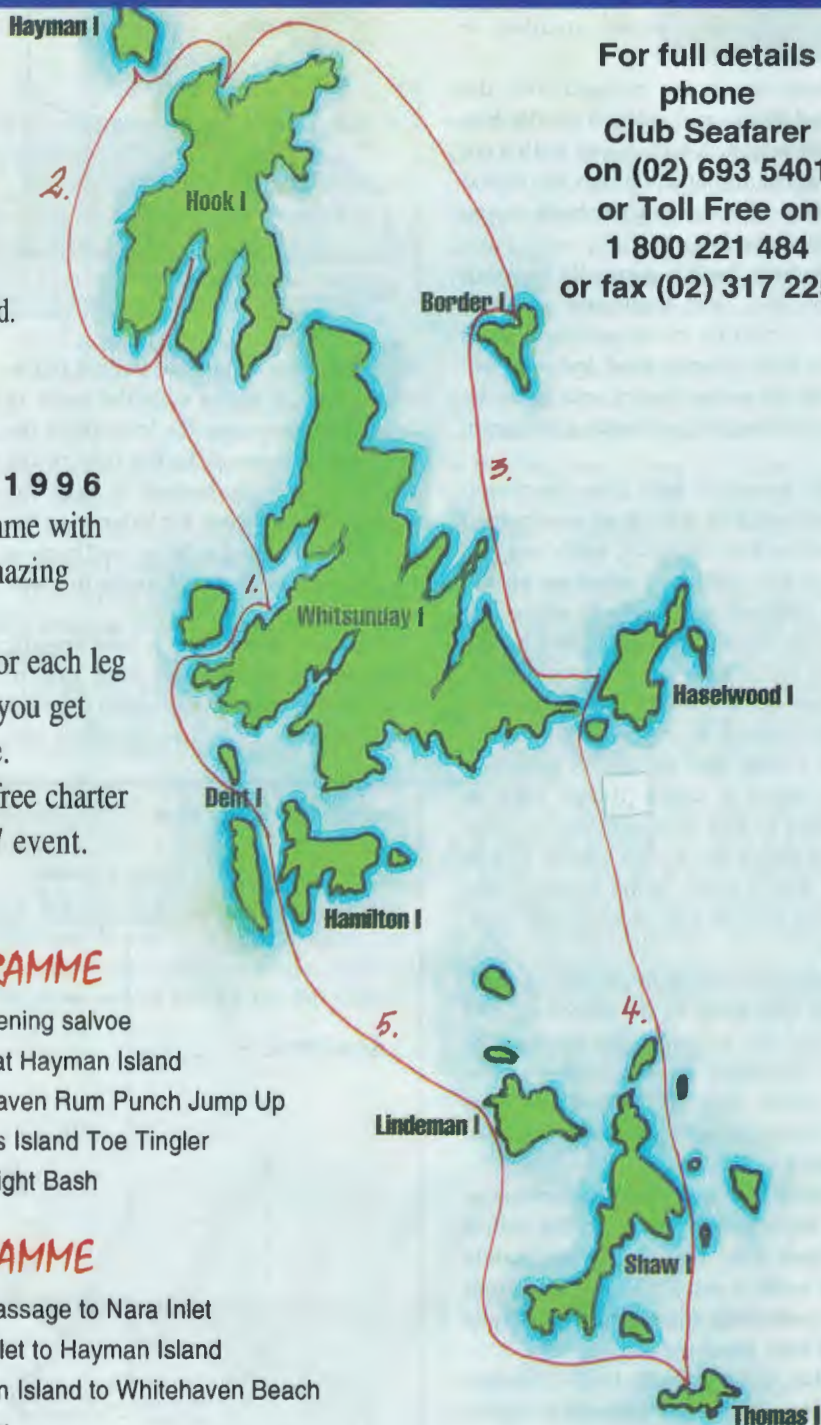
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Friday November 8	Thomas Island Toe Tingler
Saturday November 9	Final Night Bash

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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Electronics Afloat

Calibrating Integrated Electronic Systems

In our previous look at modern electronic systems we ran through many of the functions that are now commonly available. In common with all computer-based equipment, the old adage, "rubbish in = rubbish out", holds true for yacht electronics. It is thus important that care is taken to calibrate all the primary functions in a system and that the user has a good understanding of the accuracy that can be attained and thus the reliance that can be placed on the eventual output.

Boat Speed/Log Units

It is commonly believed that the importance of a really accurate log has been reduced over recent years with the advent of GPS-derived positions and the subsequent reduction in the reliance on DR positions. Since boat-speed through the water is used in nearly every computed function, it is most important to get it accurately calibrated.

The majority of systems use a paddle wheel sensor. The bearing friction will vary from unit to unit and the actual speed of the water over the hull at the point that the underwater unit is fitted may not accurately represent the speed of the boat through the water.

Calibration is normally done by running backwards and forwards over a known distance, calculating a correction factor and entering it into the system. It is best to pick a period of slack water and log an even number of runs in both directions to iron out any effects of tide, set and drift. It is also important to maintain a constant speed

during the runs in both directions. Modern paddle wheel systems carefully calibrated can give reliable liner readings over a reasonable speed range up to 15-20 knots.

It is important that the sensor has been mounted where it has a clean water flow in front of it and is not too close to the leading edge of the keel where all sorts of strange water flows can be generated at the top of a boat's speed range.

Nearly all modern systems generate log and speed together, and thus by calibrating log, speed is also calibrated. GPS-derived speed is speed over the ground and can not be used to calibrate speed through the water.

Depth Sounders

Most depth sounders are calibrated at the factory and, apart from entering a keel depth, or offset, there is little for the owner to do. It is worth checking at a known depth once or twice just for piece of mind. Remember, when doing so, that the tide should normally be added to the chart datum.

Seawater Temperature

Some modern systems allow for the calibration of seawater temperature. Whilst the racing yacht is normally looking for a temperate change that may signify the edge of a current, it is also nice at times to be able relate measured temperature to that seen on satellite-derived ocean surface temperature charts.

Compass

The calibration of the compass is equally as important as that of the boat speed. The compass fits into the calibration of many vital functions and is in itself a very important factor. Most yacht systems use a fluxgate sensor.

This is not the place to go into the details of how the fluxgate works, but is a common misconception that fluxgate compasses measure "True". This is not the case, they measure "Magnetic" and thus must be calibrated for deviation.

This is sometimes done by a compass adjuster with small correcting magnets in the same way as the boat's primary fluid-filled compasses, or by

using an automatic calibration routine that electronically measures deviation whilst turning at a constant rate of turn and then applied as required.

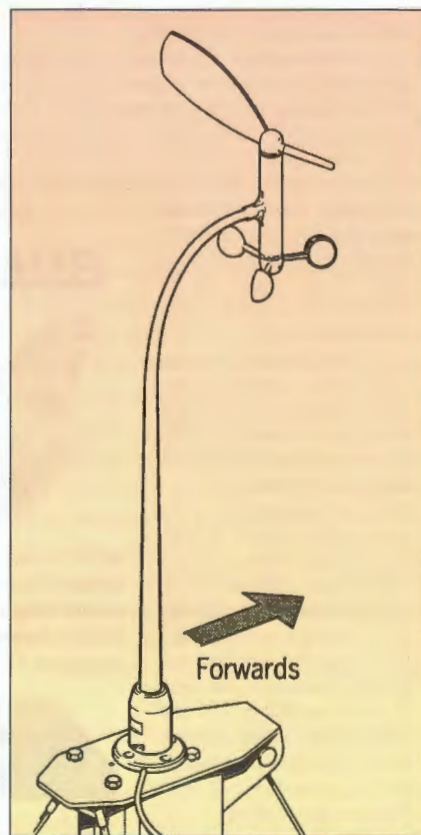
It is possible in many systems to enter variation and have the system read in "True" if this is preferred. If this option is chosen, it should always be remembered that variation changes as the boat moves up and down the coast and the calibration must be adjusted accordingly.

Wind Speed and Direction

There are two wind measurements, speed and direction. There are many factors governing the measurement of these parameters which relate to the environment in which the sensor operates.

Wind speed is usually measured using a set of cups that rotate. These systems are factory calibrated and should take into account non-linear bearing friction. Modern cup design has all but overcome any error that used to occur when a boat heeled. There is little for the user to add.

Wind direction, however, must be calibrated on board to get any useful



CYCA SPONSOR'S PROFILE

Ronstan Sponsor Youth Sailing

Australia's best known manufacturer of sailing hardware, Ronstan International Pty Ltd (Ronstan) have signed an agreement with the Cruising Yacht Club of Australia as a sponsor for the Club's Youth Sailing Academy.

The Academy, established in 1992, has provided a source of young talent for sailing in all areas, including offshore racing events such as the Sydney to Hobart and Sydney-Gold Coast races, and as training support for Australian Olympic and International Youth competitors.

Ronstan has supported this program from its inception, which included naming rights for one of the fleet of Elliott 5.9s used at the Academy. Their support closely aligns Ronstan's international youth sponsorship focus which includes a similar arrangement in New Zealand and the Collegiate (University/College) Sailing in the USA.

Based in Sandringham, Victoria, Ronstan are now the largest manufacturer of sailing hardware in the Southern Hemisphere. Distribution world wide includes offices in New Zealand, Europe, the USA and in most Australian States (NSW, Victoria, Western Australia). In the time leading up to 1995 extensive development of their export market was supported by Ronstan's successful release of new and innovative products for competitive and leisure sailing. The C-Cleat cam cleat was a technological breakthrough, with the company pioneering the use of carbon fibre and modern composite materials in high tech injection moulding processes. The C-Cleat to this day is the number one favourite cleat worldwide among Olympic and international sailors.

More recently released, the Series 75 block range ideally suits today's modern yachts which demand strength but low weight. Made from the highest grade stainless steel, alloys and specialised polymers, the Series 75 range was designed by boats such as the Mumm 36 and other competitive one-design classes. It has already been proven in the demands of offshore racing and continues to be adopted on new boats worldwide.

Ronstan maintains strong growth, now supported by the company's new owners, Chemring Plc. A diversified UK-based company, Chemring Plc owns several marine companies, including Pains Wessex (Marine distress signals), Hutchwilco (life jackets), McMurdo Ltd (marine safety equipment), Splashdown (marine clothing) and Toggi (leisure clothing).

Ronstan operates at its 5,500 square metre manufacturing facility and head office in the Melbourne suburb of Sandringham, with offices in Sydney, Perth, the USA, New Zealand and Europe. Recent additions of high tech injection moulding equipment and CNC turning centres has increased Ronstan's ability to develop their product range and markets in other such diversified areas as architecture.

The future of this company will poise on their ability to maintain and improve the service levels and quality demanded by the ISO9002 accreditation Ronstan received in 1995. In fact, Ronstan was the first company in its field to gain that distinction.

In 1996, Ronstan is continuing its product development program, releasing new products and making improvements to existing ones, brought about by new technology and materials. The V-Cleat, for example, has been released after two years of development. These injection moulded (carbon fibre) cleats are innovative in both their design and function, providing a lightweight, corrosion free cleat with incredible strength. Ronstan are very proud of their association with the CYCA's Youth Sailing Academy training scheme and look forward to a long association with youth development in Australia.

RONSTAN



ABOVE: Ronstan's Series 75 of lightweight blocks ... designed for modern racing yachts.
BELOW: Ronstan's newest product, the carbon fibre V-Cleat, released this year.



information. This is to be sure that the masthead unit is aligned fore and aft. This is best achieved on a day with reasonably steady winds and smooth water. Sail on alternative tacks close-hauled, attempting to achieve the same sail trim and boat speed on each tack. Note the apparent wind angle each time the boat is settled on a tack. Calculate the average for each tack and note the difference. If the system is perfectly calibrated there will be no difference.

The error in the masthead unit alignment is half the difference and should be entered to port or starboard as appropriate. This procedure can take some time on the water, but is well worth while if accuracy is appreciated.

A number of other factors affect apparent wind measurements and should be appreciated. Wind shear and upwash factors are terms given to the effect that the boat's own rig has on the wind measurement directly above it. Some manufacturers have provided calibration routes to attempt to take these factors into account. More recently it has become accepted that there are so many variables affecting wind flow at the head of a rig that the practical solution is to mind a masthead unit that rises above the problem area.

Mast twist is common on modern fractional rigs. Unfortunately, this is dependent on runner tension and pressure on the sails themselves. Sadly, little can be done to predict the effect of these variables. Set and drift/leeway may also have a significant affect when apparent wind measurements are

"Thankfully for the yachtsman real time positioning from GPS has allowed the system itself to calculate in real time both set and drift"

used in calculations to provide true information. Older design systems provided for calibration of leeway based on the assumption that a constant factor could be calculated for a given apparent wind speed and direction. This theory was flawed since the calculated result affected the basic factors that were input into the equation.

Thankfully for the yachtsman real time positioning from GPS has allowed the system itself to calculate in real time both set and drift, by comparing speed and course over the ground with speed and course through the water, which is then used through the rest of the system.

GPS derived position

There are a number of different datums in common use on nautical charts. Users of GPS positions should be aware of the datum that the GPS output is working in, and any difference between it in the chart they are using. Electronic charting systems provide the facility to calibrate this "datum shift". Users should be aware that on some carting systems the "datum shift" can vary from chart to chart and thus a calibration performed in one port may not be valid for another port.

A well calibrated system will provide a reliable indication of the changes in the environment in which the yacht is sailing. Failure to calibrate will provide misleading information which is worse than none at all. Rubbish in=Rubbish Out! ▲

- Robin Kydd, *Oceantalk Australia.*



Weather Watch

Southport Meteorology

Readers may find this article very similar to one that I wrote two issues ago titled Mooloolaba Meteorology. I offer no apologies, since meteorologically speaking, there are minimal differences between these two races apart from the fact that the Southport race is sailed later in the year!

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

Please remember that to the north of the STR, there is general easterly wind-flow; to the south, general westerly flow; and in the middle, basically very light winds. With light winds, local winds, such as the sea breeze and the land breeze will tend to predominate.

If the STR is to the south of Sydney, then SE winds will not only predominate but may also provide a showery onshore influence along the coast and the adjacent inland area. At times, a trough of low pressure may be generated in coastal waters roughly parallel to the coast and this in turn enhances the shower activity as well as the wind speed. In fact, this trough can veer the wind direction more into the south over waters between the trough and the coast.

Cold fronts are generally more intense than their summertime



A strong south-westerly front hit the fleet in last year's Canon Sydney-Gold Coast Classic soon after the start, giving them an exhilarating ride out of Sydney Heads - and a rock-'n-roll ride for some yachts. (Pic - Peter Campbell)

cousins, SO BE PREPARED. As a general rule, NE to NW winds ahead of the front will turn W to SW across the state as a high pressure system moves eastward behind the front, then back fairly shortly to the SE as the high establishes itself in the Tasman Sea.

Thunderstorms may occur with or ahead of the front and, generally speaking, relatively cooler and cloud-free conditions will occur along the coast in the post-frontal W to SW airflow.

The sea breeze can still feature at this time of the year and is generally less intense than its summer colleague. It becomes more regular as you head north and generally commences during the late morning/early afternoon after an overnight land breeze.

The most common sea breeze direction along the NSW/QLD coast is from the NE, but this can be modified by the orientation of the coastline.

The land breeze is generally a big feature of this race, especially as you sail north. To benefit fully from this breeze one will have to be positioned within a few miles of the coast, especially from about 2300 hours onwards.

Its direction will vary between SW and NW, depending on where you are along the coast. Typically its speed will vary, too, along the coast, being strongest near river valleys, high mountains close to the coast and over the southern Qld coast. Please read and digest the article that I wrote in the last issue of "Offshore". But remember that rules are for the guidance of wise people and the strict compliance of idiots!!

Some problems at this time of the year:

- The East Coast Low could be a problem. Imagine running into the situation off the northern NSW coast/southern QLD coast which

occurred over the period 15 to 17 February this year which the master of the Q.E.2 described as the "some of the worst weather that he has ever encountered".

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

Keep your eyes open to the west for development along the mountain ranges as thunderstorms are steered by the winds at around a height of 4 to 5 km above the ground, which on average over coastal NSW are from the west. This means that storms develop along the ranges and move toward the coast, killing say, the sea breeze that has been blowing for most of the afternoon.

The sea breeze or the surface wind at the time is replaced for a short period of time by strong to very strong winds, which can cause a lot of dam-

age to water craft. Be aware that even a non-severe thunderstorm can create problems, especially from a wind point of view. The moral of the story is, DO NOT trust any thunderstorm cloud. BE AWARE TAKE CARE!

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

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

GENERAL

• Your race strategy will, of course, be initiated and changed by the pre-

vailing wind and ocean current conditions. Never hang in close to the coast just for the heck of it, simply because someone told you that this is the only way to go fast to Southport. Assess the weather and ocean current situation very carefully because there just could be a chance that the wind say 10 to 15 miles offshore could be 10 to 15 kts stronger than the wind closer inshore (strong westerly flow would be a good example coupled with little or no current).

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

• Kenn Batt is available for meteorological advice and tuition. He can be contacted after hours on (02) 99180749 or work hours on (02) 92961622.

• Above all, good luck, safe racing and keep that weather eye open!! ▲

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John Williams, joint owner of Victorian Yacht "Bacardi"



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Going for Gold

Peter Campbell, Editor of Offshore Yachting is currently in Savannah, Georgia to cover the Olympic Yachting Regatta. Peter will bring readers an in-depth report in our next issue. In the meantime, he looks towards Sydney 2000.

18-Footers Capsize in Sydney 200 Bid

The International Yacht Racing Union will decide at its annual meeting in England in November, the ten or possibly eleven yachting classes to be sailed on Sydney Harbour during the Sydney 2000 Olympic yachting regatta. As already announced, one of the two single-handed dinghy classes will have to go, with the newcomer to Olympic sailing at Savannah, the worldwide popular Laser, expected to oust the aged Finn dinghy.

New for Sydney 2000 will be a "dinghy open high performance" event, with the IYRU looking to a modern, fast skiff-style boat that can be sailed by crews of a wide weight range, and by both men and women.

The possible eleventh class will be a match racing event for women, in a keelboat class yet to be selected. This would make at least four classes in which women sailors could compete at the Olympics.

However, in its now clearly stated concept of the new high performance dinghy, the International Yacht Racing



The Bethwaite designed 49er, one of the nominations for the new Olympic high-performance dinghy class, in action on Sydney Harbour.

Union appears to have capsized the much-publicised bid by the Grand Prix 18-foot skiffs to become an Olympic class for Sydney 2000. After its meeting in Cape Town the IYRU announced that to be considered for the dinghy open discipline in 2000, boats must meet the following criteria:

- Two person
- One or two trapeze(s) and/or other devices for supporting crew outboard
- Capable of providing close competition among crews of a wide weight range and both men and women
- Must have the unquestioned ability to meet the requirements of International Class status within a reasonable time
- World-wide availability of materials and opportunity for construction

An extensive evaluation of dinghies meeting this criteria will be held at Torbole on Lake Garda, Italy, in early September. The boats will be tested by sailors of both sexes and a wide range of weights. The sailors will then report to an IYRU evaluation team. The final choice will be made by the IYRU Council on November 8.

So far, ten boats have been nominated for the evaluation series including two designed by Sydney's innovative skiff and dinghy designer, Frank Bethwaite - the B14 and the 49er. Other nominations and their designers are 5000 (Morrison), Boss (Howlett), Iso (Howlett), One Design 14 (Jay Cross), International Fourteen (various), Mach 2 (Van Essen/Mader), Jet (Morrison) and the Flying Dutchman (Van Essen)

which was an Olympic class from 1960 until the 1988 Seoul Games.

All the disciplines currently held by the Olympic classes are open for contention by any suitable boats. Suggestions to replace some of the existing classes were floating around at the Cape Town half-yearly meeting of the IYRU. However, some nations feel that the costs incurred in changing more than two classes for the 2000 Olympics will be extremely high.

The IYRU also confirmed at the Cape Town meeting that it would make a presentation to the International Olympic Committee for a match racing class for women as an eleventh discipline for Sydney 2000. It is expected that the IOC will make a decision on this by December-January.

The IYRU is optimistic of success, as across the spectrum of the Olympic sports, the IOC is keen to increase the number of women participants and the number of events specifically for women. If the IOC approves this request, the class to be used will be decided at the 1997 mid-year meeting of the IYRU Council, probably a three or four-person keelboat.

The format of the men's fleet/match racing event (currently in Solings), will be reviewed for 2000, in a bid to maximise the match racing discipline by allowing more nations to qualify from the fleet event through to the match event. This will increase the number of match races in the finals, with the plan being to hold these as a spectacular finale to the Olympic yachting regatta on Sydney Harbour in 2000.



A fleet of Bethwaite designed 49ers line up for the start of the first Australian championship on Sydney Harbour.

Glenn Bourke Yachting Manager for Sydney 2000

Glenn Bourke, one of Australia's most talented and successful international sailors of the past decade, has been appointed Yachting Competition Manager for the Sydney 2000 Olympics.

The Sydney Organising Committee for the Olympic Games has confirmed that Bourke will take up his appointment following coaching commitments with the Australian sailing team at the Atlanta Games and as helmsman of *Ragamuffin* in the Kenwood Cup international ocean racing series in Hawaii. From September, the Sydney sailor will work on a part-time basis, becoming full-time from February 1997.

Bourke's task will involve working closely with the International Yacht Racing Union, the Australian Yachting Federation, the Yachting Association of NSW and Sydney Harbour clubs, to plan facilities and courses, not only for the Olympic yachting regatta in 2000, but also for the Pre-Olympic Regattas in 1998 and 1999. He will also manage these events. A major challenge will be to bring Olympic yachting to the people, with at least some classes competing within Sydney Harbour.

The concept for yachting at the 2000 Games will become clearer after the IYRU annual meeting in November, when all classes will be chosen, including the new high-performance, skiff-type dinghy for open competition and a match racing discipline for women.

Bourke, 35, is a three-times former world champion in the Laser single-handed dinghy class; represented Australia in the Finn dinghy class at the Barcelona Olympics and was tactician

aboard *oneAustralia* in the 1995 America's Cup. He has twice been named Australian Yachtsman of the Year (1989-90 and 1990-91) following his Laser world championship wins and has twice won the NSW Yachting Award.

The Yachting Association of New South Wales has welcomed Bourke's appointment as one of 27 Competition Managers named by SOCOG for each of the sports of the Sydney Games.

"We know his sailing skills and are confident he has the management ability to be an excellent competition manager for yachting, following his close involvement in Olympic, America's Cup and Admiral's Cup team preparation and competition," YANSW executive officer Bernard Peelgrane said. "As a two-times winner of the NSW Yachting Award, Glenn received sail-

Glenn Bourke, who has been appointed yachting competition manager for the Sydney 2000 Olympics. He starts work with SOCOG in September following the Atlanta Olympics and the Kenwood Cup in Hawaii. (Pic - Peter Campbell)



ing scholarships from the Yachting Foundation of NSW and the Department of Sport and Recreation to further his early sailing career in Laser dinghies. It has proven to be a very worthwhile investment in a young Australian sailor," Peelgrane added.

Bourke began his sailing career in dinghies and skiffs on Sydney's Middle Harbour, later turning to the single-handed Laser class with great skill and determination. He won an unprecedented three World championships in the class, for which he was chosen as Australian Yachtsman of the Year, the nation's most prestigious yachting award.

Glenn has been a fulltime sailor since 1987 when he joined Iain Murray and Peter Gilmour as a sail trimmer aboard *Kookaburra* in the defence of the America's Cup. Later he sailed with Gilmour on the international match-racing circuit and then switched from Lasers to Finns, with his eyes set on the Barcelona Olympics.

A dedicated training program, which included sailing a Finn dinghy from Sydney Harbour to Pittwater (and sometimes back) almost daily for weeks, paid off with his selection for Barcelona. As an Olympian, he followed in the wake of his father, Bruce Bourke, who was a swimmer at the 1948 Olympics.

In his final preparation for Barcelona, Bourke finished second in the Finn Gold Cup - the best ever performance by an Australian in this prestigious event. Unfortunately, light winds prevailed at the Olympics and Bourke had a luckless series.

Since then he has sailed with New Zealander Russell Coutts in winning the 1993 world match racing championship; with John Bertrand as tactician aboard *oneAustralia* in the 1995 America's Cup, and skippered a Mumm 36 yacht for Germany in the 1995 Admiral's Cup.

Bourke is currently one of Australia's Olympic yachting coaches, concentrating on the three single-handed class sailors for Atlanta - Michael Blackburn (Laser), Paul McKenzie (Finn) and Christine Bridge (Europe). He and Blackburn are both members of the Middle Harbour Amateur Sailing Club.

Glenn and his wife Megan, recently had a baby daughter, named Bailey. ▲

What's new

Instrument Package For Day Sailers

With the increasing popularity of high performance day sailers, Navico has released a Corus essential instrument package with a smart solution for power supply and a high visibility for the crew and helmsman.

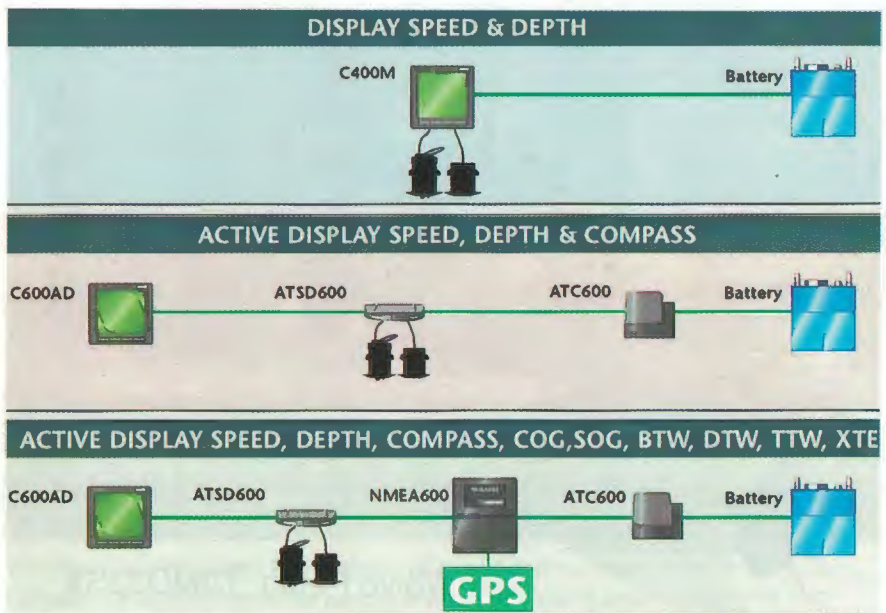
Available from Navico's Australian distributor, Coursemaster Autopilots, the Corus Active instruments feature large, clear 14-segment digit displays and a viewing angle of 120 degrees. The Active displays can be either mast mounted or bulkhead and display all the required data for round-the-buoys racing: boat speed, depth, shallow/deep water alarm, race start and elapsed timer.

The neat part of the package is the power supply. Because few performance sailboats come with electronics as standard, Navico has come up with the solution by providing a choice of batteries, 4 amp hours or 7 amp hours, which are rechargeable up to 1000 times and provide 40 hours and 70 hours respectively to run one Corus display. Each battery can be charged from any 12v supply - even on a car cigarette lighter while driving to the marina.

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

Fast Blocks For Fast Boats

Lewmar's new range of 80mm Racing blocks are designed with the new breed of high performance sportsboats and ILC racers in mind. Available in single, double and triple formats, the



Corus essential instrument packages for high performance sailing.

80mm has an excellent strength to weight ratio - with a single weighing 250 gm and have a safe working load of 1000 kg.

Machined from solid 6000 series aluminium, Lewmar's Racing blocks are monocoque in design and incorporate the head and bearing surface into the cheeks. Every surface that is non weight bearing is machined away, creating the lightest structure possible.

Lewmar's Racing hardware range comprises mainsheet and genoa cars from size 1-4 and blocks from 30mm to 250mm, including halyard, ratchet, runner, block and becket, footblocks and fiddle blocks.

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

Turbo Sterndrive Diesel From Volvo Penta

Volvo Penta has launched a new turbocharged and aftercooled 79 kW (105 hp) TAMD22/SX to further extended the recently introduced and 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 (59hp to 230hp).

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

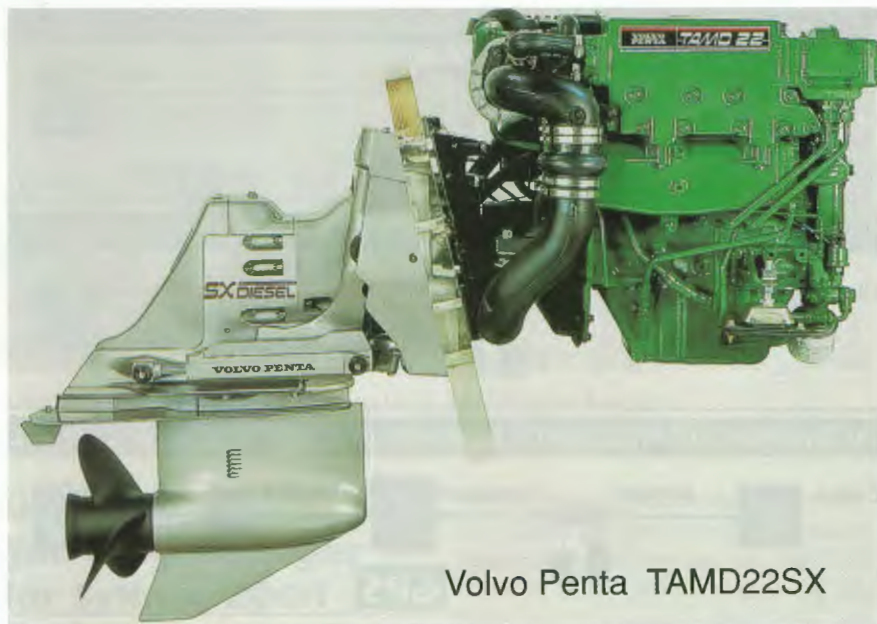
These smooth and highly compact power packages are designed to replace petrol outboards and smaller petrol inboard/outboard units in a new generation of boats which will offer far greater economy, security and owner satisfaction.

The four cylinder 22/SX combined Volvo Penta's proven and highly compact freshwater cooled diesel engines with all the precision, performance and handling that comes with what the company claims is the world's most advanced single propeller drive, to offer boat owners the unique performance of a diesel engine combined with all the advantages of Volvo Penta sterndrives.

Volvo Penta estimated that the overall running costs are, in some cases, down to just 25% of those of an equivalent petrol engine.

Housed in the transom, the compact 22/SX takes up far less space, and leaves a more open transom area, than either a conventional inboard power unit or large outboard, so avoiding the risk of fouled fishing lines or ski ropes.

Further information: Eastern Engine in Brisbane, Ph: 07 3899 1633 or fax: 07 3899 1045 for Eastern States and in Western Australia contact Seapower



Volvo Penta TAMD22SX

Volvo Penta's new turbocharged and aftercooled 79 kW (105hp) TAMD22/SX sterndrive diesel unit

Australia, Ph: 09 335 9777 or fax: 09 335 3233.

Mildew, Rot-proof Marine Awnings

A new range of Australian-made, 100% acrylic fabrics in smart colours for marine uses, both rot-proof and mildew-proof, and not affected by salt water, have been released by specialists, Birkmyre.

The Birkmyre Solarstop range, which has a sun protection factor of 100+, provides protection from heat, glare and UV rays, while allowing light to be transmitted. It has been tested by Unisearch at the University of New South Wales.

Birkmyre's latest designs also include a wide selection of stripes for domestic use in three shades of intensity, all tested by Unisearch. The company has a comprehensive brochure outlining its latest range of marine and home awnings fabrics.

Further information: Tom Frame at Birkmyre, ph: 02 832 1666 or fax: 02 675 3957.

Series Sea Knives for Offshore Sailors

Now available in Australia is the Myerchin Marine Classic range of premium quality yachting knives and marlin spikes. Representing the finest in design and materials, the five model

range includes the Offshore Crew combined folding knife and marlin spike in 100% stainless steel, and the original Myerchin Offshore System with a fully forged 440 carbon steel fixed blade knife and separate spike.

Chosen by the US Navy and US Coast Guard, the folding knives boast a patented "double locking" mechanism allowing either the blade or spike to be independently locked.

Every knife in the range comes complete with a reinforced ballistic nylon sheath. Each knife is individually numbered and comes with a personal warranty from John S. Myerchin.

Further information: John Lamble at Blue Water Productions, ph: 02 9954-1993 or fax: 02 9955 1099.

Rugged marine transceiver released by Icom

The latest in new age marine handheld transceivers is Icom's IC-M1, with waterproof protection and compact design.

Ideal for general use in the marine area, the IC-M1 has also been designed for reliable operation under severe conditions.

The IC-M1 transceiver has an easy-to-read display, and six well-spaced buttons with a one push action which means the radio is easy to use in normal conditions and extreme emergen-

cies. The 5 watt output power radio has a high speed scanning facility providing scan speeds of 28 channels/second for quick and effective signal searching. In addition, automatic scan start is available after standing by for 30 seconds.



The transceiver chassis is made of ABS polyester and polycarbonate alloy to provide maximum resistance to shock and it can even withstand drops onto hard surfaces.

The compact unit weighs only 280 grams and will fit into a pocket.

Further information: Neville Donohue, Icom, ph: 03 9529 7582.

Space age finish for state-of-the-art yachts

International Paint products provide protection for more than half of the world's pleasure craft, more than a third of the world's shipping, and even the space shuttle.

The expertise that goes into these products is epitomised in the Interspray 900 system developed by International Paints to achieve the ultimate finish for yachts and motor cruisers. It can only be applied by approved tradesmen, by brush or spray.

To ensure the continuing performance of the coating system, all components are matched to one another and demands of the environment.

Epoxy primer lock the coatings into the hull and structure of the boat to provide protection against corrosion and guarantee the longevity of the system.

The undercoat is specifically formulated to provide the perfect surface to which the Interspray 900 topcoat can bond.

For the finishing touch, there is the ultimate of Interspray high gloss "wet look" topcoat, available in more than 20 standard colours.

Further information: International Paints, toll free phone: 1800 251 431. ▲

news from all ports

Change of Name For IYRU

As from August 6, the International Yacht Racing Union, the world governing body of the sport, will change its name to the International Sailing Federation, taking the initials ISAF.

Originally, the IYRU had intended to use the initials ISF, but these are already in use by another Olympic sport (softball) which precluded the IYRU's use of them.

Hong Kong's The Corum Cup Gains Momentum

The 1996 Corum Cup, Hong Kong's premier international regatta, looks set to be another huge success as the take up on sponsorship and entry gains momentum - both sides eager to play a part in history and participate in Hong Kong's final regatta before the Territory is handed back to China in 1997.

Scheduled for October 19-27, The Corum Cup is expected to attract an even larger fleet than the 60 boats from ten nations which took part in the inaugural event in 1994.

One of the big attractions of the regatta is the perfect sailing conditions of Hong Kong's eastern approaches and Shelter Cove which has always attracted a strong overseas contingent. New for 1996 is the introduction of four one-design classes.

Sonatas, Impalas, Ruffians and Dragons will contest their own inshore series while the IMS, CHS Racing, CHS Cruising and Portsmouth Yardstick classes will race in inshore and off-shore regattas.



The Corum Cup Hong Kong - Rick Tomlinson photograph from his award-winning 1996 Yachting Calendar. The talented international photographer will be publishing another calendar for 1997 featuring worldwide yachting regattas.

Similar to the format of the Champagne Mumm Admiral's Cup in England and the Kenwood Cup in Hawaii, the handicap divisions will race a combination of windward/leeward and ocean triangle courses, together with a short and a long offshore event.

As in 1994, a number of the world's top sailors and yacht designers will be present, along with their latest designs.

The Royal Hong Kong Yacht Club expects at least five Iain Murray designed Bashford/Howison 41s to compete, including Steve Ellis' *Wizard the Sequel* and Ray Roberts' *Millennium* which has won the 1995 Raja Muda and Kings Cup and the 1996 Singapore Straits Regatta.

A particularly strong showing is expected from Australasia with further BH41s and the exciting new Magic 25s which have recently arrived in Hong Kong.

Organised by the Royal Hong Kong Yacht Club and co-hosted by Heve Haven Yacht Club, the secret to The Corum Cup's success lies not only in its superbly organised and competitive regatta, but also in the great social activities on offer in one of the most exciting and vibrant venues in the world.

Grand Mistral Race Postponed a Year

The organisers of the Grand Mistral World Yacht Race, in agreement with

the race sponsor, entrants already registered and financial partners, have decided to postpone the start of the event by about a year.

The race around the world, with stopovers in Sydney and Hobart, was due to start from Marseilles, France, in September with the fleet of one-design 80-foot maxi yachts due to reach Sydney in December after a stopover at Cape Town. They were scheduled to then sail south with the Sydney to Hobart fleet before going on to Auckland.

Although another yacht rental agreement was signed recently with the Russian team, the number of syndicates which would have been able to complete their sponsorship budgets in time for the planned start was still insufficient to make it a real race. At the most, five or six yachts, as against the original forecast fleet of more than a dozen maxis, would have been ready to race around the world.

Nick Rogers To Defend Seawanhaka Cup

Former world Dragon class yachtsman Nick Rogers will defend one of the world's oldest match racing trophies, the Seawanhaka Cup, on behalf of the Royal Yacht Club of Tasmania in September - not on Hobart's Derwent River but on Oyster Bay, Long Island Sound, New York. The racing will also

be in Etchells instead of Dragons in which Rogers won the Cup for the RYCT in an international challenge on The Solent in England in 1989.

The 1996 challenge will be hosted by the Seawanhaka Corinthian Yacht Club as part of their 125th anniversary and the 100th anniversary of the first Seawanhaka International Cup challenge on Oyster Bay in 1885. Rogers won the right to defend the Cup in a sail-off on the Derwent in May, convincingly winning the finals from David Conner, Howard Piggott and Andrew Hunn. His crew for the US series will be Leigh Brehens and Richard Bolt.

The concept of the Seawanhaka International Challenge Cup was to encourage international match racing between amateur crews in yachts considerably smaller than the huge schooners and cutters then contesting the New York Yacht Club's America's Cup, boats owned by multi-millionaires with largely professional crews. The RYCT has already received challenges from the Seawanhaka Corinthian Yacht Club, keen to win back the historic trophy in its centenary year, and from the Royal St Lawrence Yacht Club (Canada), the Royal Northern and Clyde Yacht Club (Scotland), Royal Hong Kong Yacht Club, Royal Thames Yacht Club (England) and the Royal Bermuda Yacht Club.

Touch between opposing Farr 36s in pre-start action in Musto/Line 7 match-racing series saw both crews hoist a protest flag. Protests were handled by efficient on-the-water umpires.

(Pic - Ian Mainsbridge).

Gary Gietz Gives Match Race Boost to NSW

Former Olympic yachtsman and many times State and National champion Gary Gietz has finally put match racing on the map in New South Wales with the successful staging by the NMA NSW Match Racing Association and Middle Harbour Yacht Club of the inaugural Musto/Line 7 match racing championship.

Not only did the series attract most of the best match racing helmsmen in this State but Gietz showed the benefit of his experience by winning the series.

This talented and versatile helmsman has been match racing in Perth's Lexcen Challenge regatta since 1992, including winning the Lexcen Shield, and is now looking to build up the competition in Sydney.

The successful sailmaker's long-time tactician is Michael Heenan, an architect and designer of the Sydney Olympic 2000 yachting venue for SOCOG who is now working on a new master plan for Georges Head, including Chowder Bay and Middle Head.

The efforts of Gietz, founder and president of the NMA NSW Match Racing Association, and sponsors Ian and Andrea Treleaven, saw the series attract a talented fleet including 18-

footer champions Rob Brown, Chris Nicholson and David Witt, ocean racer Robin Crawford, J24 champion Jan "Clogs" Scholten, Yngling world champion and Sayonara Cup winner Neville Wittey, and America's Cup sailors Mark Richards, David Blanchfield and Andrew Parkes.

With the crews swapping boats and the racing continuing at a fast pace, identification was made easier by each team sailing in different coloured Line 7 jackets supplied by the sponsor.

Lack of wind saw only one round of racing completed on the Saturday but a further eight round-robin races were completed on the Sunday in a southerly of about 10 knots, dying out later in the afternoon. As daylight also ran out, race officials decided to cancel the semi-finals with the winner being decided on the nine races completed.

Gary Gietz and his Middle Harbour Yacht Club crew won the series with seven wins out of nine races. Three crews finished with six wins, with the minor placings being decided on a countback. Neville Wittey, representing the Royal Sydney Yacht Squadron, placed second with Toby Whitfield (CYCA) third.

One of the most encouraging aspects of the series was the fine performance by the young CYCA Youth Academy team skippered by Matt Day. They also won six races, but had to be content with fourth place.

Final placings were:

1, Gary Gietz (MHYC) 7 wins; 2, Nev Wittey (RSYS) 6; 3, Toby Whitfield (CYCA) 6; 4, Scott Lawson/Matt Day (CYCA Youth Academy) 6; 5, Sean Kirkjian (RPEYC) 5; 6, Jan Scholten (MHYC) 5; 7, Chris Nicholson (Lake Macquarie YC) 4; 8, Murray Walters/Andrew Cutler (Woollahra SC) 9, Darren Nicholson (LMYC); 10, David Witt (Sydney Flying Squadron).

Red Jacket's Win in Coveted Siska Trophy

Ron Lally and his Graham Radford-designed 40-footer, *Red Jacket*, have scooped the pool in Western Australia's summer offshore racing, winning the WA Yachting Association's coveted Siska Trophy for the top ocean racing yacht of 1996 season.



This was *Red Jacket's* first full summer of racing and the first time her home club, the fledgling Hilarys Yacht Club, had produced a champion.

The Siska Trophy was a fitting climax for *Red Jacket* after the yacht's sensational win in the Fremantle to Albany race in which Lally had a three day duel with Rob Baker's *Fremantle Doctor*.

During the season, *Red Jacket* won both Class A IMS and YAH handicap sections in the bluewater series which included the long distance races, finished third in both handicap classes for the spring series, and third in IMS and fourth YAH in the summer series.

Fremantle to Lombok Race in '97

Fremantle Sailing Club Commodore Kevin Owens has announced that the club's international bluewater race, the 1460 nautical mile Fremantle to Lombok Classic will again be conducted in May, 1997.

The race will have a colourful start on Saturday, May 4, from Fremantle Harbour to celebrated the 100th anniversary of the first ship sailing into the harbour in 1897.

The 1997 Fremantle-Lombok Classic will be the sixth in the Indonesian series conducted by the club since 1980 and the only international race from a WA port.

The first four races finished at Bali and the last one, in 1993, at Lombok Island.

Further information from Fremantle Sailing Club, ph: 09 335 8800 or fax: 09 430 5396.

Magic 25 Chosen as Sailboat of the Year

The Iain Murray-designed Magic 25 high-performance racing day sailer has sailed away with Australia's most prestigious yachting industry award, the Australian Sailboat of the Year.

The award comes after nine months of hard work and worldwide success by the builders Bashford Boats of Nowra on the NSW South Coast with Magic 25s exported to seven different countries in the Americas, Europe and South-East Asia.

Australia itself now has close to 40 boats with a regatta circuit up and run-



Magic 25's in action in one of the Australian regattas already held this year. The Magics will be at Hamilton Island in late August as well as competing in a series of regattas. (Pic - David Everdell)

ning, encouraging excellent racing, family participation and good racing. A fleet will be racing in August at Hamilton Island Race week.

An international circuit is also in place with Magic 25s racing in The Corum Cup in Hong Kong, The Kings Cup in Thailand, Cowes Week in England and in the Magic 25 North American championship.

Bass Strait Race To Finish at Stanley

In an expected move, the Ocean Racing Club of Victoria has bowed to pressure from yacht owners and changed the finish of this year's November race across Bass Strait to the small fishing port of Stanley on Tasmania's north-west coast.

Since 1992, the ORCV, in conjunction with the City of Burnie and local community sport and service groups, had conducted a successful race from Queenscliff to Burnie to coincide with a local dockside food and fun festival.

The second race attracted 74 entries but a year ago the limited mooring facilities for small boats at Burnie was filled in as part of harbour improvements for container ships.

In the south-easterly gale which lashed the harbour soon after the finish of last year's race, more than 45 yachts hanging off the wharf on light weight anchors took the full force of the short, sharp seas and strong winds.

Subsequently, the Circular Head Cruising Yacht Club has agreed to finish the November race across Bass

Strait and provide all the traditional after-race hospitality and facilities.

Stanley's small harbour, nestled at the foot of a towering rocky outcrop called "The Nut", can easily accommodate a big fleet, according to the ORCV's administration manager, David Spriggs.

Wooden Boat Festival in Hobart in November

Hobart's biennial Australian Wooden Boat Festival is on again this year, from November 15-17, celebrating and promoting the rich maritime traditions and skills of the wooden boat culture, both past and present.

Held for the first time in 1994, the inaugural festival held in and around Hobart's famous Constitution Dock attracted 200 wooden boats and thousands of visitors. According to organiser, Cathy Hawkins, Tasmanian and interstate interest in this year's festival should see more than 300 wooden boats.

Entries will range from superbly built and restored steam-driven vessels, to fishing boats, classic yachts, dinghies and canoes. Ms Hawkins said a boost for interstate entries has come from a new sponsorship arrangement this year with Coastal Express Line which has offered transport to the island State from mainland ports.

The 1996 Wooden Boat Festival is again being organised by Cathy Hawkins, her husband Ian Johnston

and local enthusiast Andy Gamlin. While the diversity of wooden boats will again be the major attraction, the festival spirit will continue with events such as the Sikaflex Quick n' Dirty Boat Building Challenge, shipwright and nautical demonstrations, traditional nautical music and other entertainment, and the best of Tasmania's fine fare.

Sydney's Bid for World Youth Sailing in 2000

Sydney will make a bid to stage the popular International Yacht Racing Union's World Youth Sailing Championships on the Sydney Harbour Olympic courses in January 2000 - nine months before the Olympics.

If Sydney wins the bid, the City and Harbour will play host to some 280

"Rysdyk is confident of up to 40 racing yachts heading across the South-West Pacific with a two-handed division being included for the first time"

teenage sailors from 40 nations, plus their team coaches, managers and supporters, in total more than 320 visitors.

The bid bases the Youth Worlds at Manly Cove, with teams being accommodated at the former St Patrick's Seminary, now a Swiss hotel management college. The sailing will be organised by the Yachting Association of NSW and major Harbour sailing clubs.

Prominent Sydney yachtsman Chris Harper, supported by Australian Youth Team manager Jacqueline Ellis and coach Craig Ferris, made a presentation on behalf of Sydney to the coaches and managers of the 40 nations competing in the 1996 IYRU Youth World Sailing Championships at Newport, Rhode Island, in July. Their presentation has been supported by New South Wales Special Events and the Department of Sport and Recreation.

Race to Noumea revived for September 1997

The Cruising Yacht Club of Australia has revived its longest ocean race, 1034 nautical miles across the South Pacific from Sydney to Noumea, capital of New Caledonia, for September, 1997. A second fleet will also race from Brisbane, a distance of 823 miles.

Race director Peter Rysdyk, who has been involved in promoting and organising the Noumea race since 1977, has gained sponsorship from Westpac, the major sponsor when the race was last held, in 1993.

Rysdyk is confident of up to 40 racing yachts heading across the South-West Pacific with a two-handed division being included for the first time.

The race was last planned for September, 1995, but was cancelled because of public concern at the resumption of French nuclear testing in the Pacific. "We have already had considerable interest from yacht owners and enthusiastic support from the Queensland Cruising Yacht Club, the Short Handed Sailing Association of Australia and, of course, our host club in Noumea, the Cercle

Nautique Caledonien," Rysdyk said.

"While we haven't quite finalised the starting day from Sydney in September 1997, the fleet from here will start a day ahead of the Brisbane fleet because of the longer distance to sail," he added. "We will have the notice of race available from the CYCA in October this year."

Rysdyk said he was confident the French Navy would again provide an escort vessel for the fleet, as it had done in the past.

The CYCA's race to Noumea goes back to 1953 when it was organised as part of the celebration of 100 years of French administration in New Caledonia. Another race was held in 1957 and again in 1974, as part of the 200th anniversary of the discovery of the island by Captain James Cook.

However, it was not until Peter Rysdyk became race director in 1977 that the race created widespread interest

among Australian yacht owners. With his enthusiastic promotion races were held every second year, except in 1985, through to 1993, attracting yachts from various Australian states and New Zealand.

For further information and to enter your name on a newsletter mailing list, contact the CYCA sailing office, phone (02) 9363 9731 or fax (02) 9363 9745.

Conde Third in 1996 Etchells Worlds

Queensland yachtsman Peter Conde has finished third overall in the 1996 Etchells keelboat world championship sailed from on The Solent from Cowes, off the South Coast of England.

Conde sailed a consistent series with placings of 4-3-12-12-5-5 for 51.7 points in the 64-boat fleet but was well behind the first two placegetters on points, Britain's Adam Gosling and Jud Smith from USA who finished one point apart at the end of the six race series. Gosling's placings were 8-5-2-2-2-2 for 22 points while Smith finished on 23 points from placings of 10-1-1-5-7-1.

Despite winning two of the six races, Victorian Noel Drennan had to be content with sixth overall as he finished on 45th in the first race and was disqualified from the second. He followed these disasters with placings of 4-1-1-6.

Sydney's Jamie McPhail finished seventh on 73 points from placings of 7-9-9-10-19-8. Other Australian placings were: Bruce Anson 16th, Ron Packer 18th, Wayne Keavey 19th, Ian Johnston 20th, Brad Palmer 23rd, Bill Steele 38th, Harry Topple 42nd, Paul Smith 20th and Andrew Perkins 57th.

World champion Colin Beashel from Sydney did not compete because of his Olympic commitments in the Star class. - Peter Campbell.

Boost for Etchells in New Zealand

Some potent magic was at work in Auckland when a dream line-up of skippers assembled to bless the inauguration of New Zealand's first Etchells fleet. In a fleet of only six boats, the company could hardly have been more distinguished.

For a start, there were three winning America's Cup skippers, Dennis Connor, Buddy Melges and Russell Coutts. There might have been four, but Australian John Bertrand had to cancel at the last minute to be substituted by Rod Davis, a three-times America's cup skipper.

Add to that reigning Etchells world champion Colin Beashel, who was aboard the winning Australia II in 1983 and skippered Australia III in the 1987 campaign, and current American champion Bruce Nelson who, in addition to designing a winning America's Cup yacht (*Stars & Stripes* in 1987) has a string of sailing titles to his credit.

When the megastars of the game gather around, the flame that attracts them tends to be dollars or sponsorship commitments. But, in this instance, reputations for hard-nosed commercialism were sacrificed on the alter of altruism and Corinthian sentiment.

Two days of close competition over windward/leeward courses saw the final result come down to the last race. When the points were totalled Colin Beashel justified his world champion status by winning overall. Less than a point separated the next four skippers with Bruce Nelson second, Buddy Melges third, Russell Coutts fourth, Dennis Conner fifth and Rod Davis, sixth. Through the six races, everyone with the exception of Davis had a taste of victory and everyone, with the exception of Melges, had a taste of coming last.

Victorian Keel Boat Championships

The popular Becks/Range series, which has been sailed in Melbourne for the past eight years will next year be known as the Victorian Keel Boat Championships.

Victorian Yachting Council president, Harry Leggatt, said that Becks Beer will sponsor the six-race series for the championships.

The series, which this year attracted more than 150 entries, is made-up of races conducted by the major clubs at the top-end of the Bay.

Events will be run for IMS Racer, IMS Cruiser and VYC Handicap Divisions.

Women's Keel Boat Regatta

Anna Gaudion, sailing the quarter-tonner *Full-Tilt-Boogie* from Royal Melbourne Yacht Squadron, has won the sixth annual Women's Keel Boat Regatta in Melbourne.

Hosted by the Royal Melbourne Yacht Squadron, the event was run under the VYC Handicap system and held over the long weekend in June. Nineteen crews entered.

In the light conditions only five of the six scheduled races were run. However, with handicaps adjusted after each race there was a different winner for each one.

Anna Gaudion finished with 32.5 points with Prudence Kay in *Knot-a-Clew* (HBYC), 38 points, second and Catherine Rumberg, *Rage* (RYCV) third on 41.5 points.

At the same time the Squadron conducted the Coast Action Big Boat race with 11 of Victoria's top ocean racers taking part.

The six-race event was held over a windward and return course with handicaps also adjusted at the end of each race to reflect each yacht's back-calculated handicap. This also saw a different winner for each race.

Overall winner was *Turong* sailed by Ian Powrie, (SYC) 40 points with *Addiction*, D&M Guest (RMYS), second, 44 points and *G-Wiz*, John Wawley (SYC) 44.5 points, third.

Sandringham wins Association Cup

Sandringham Yacht Club has regained the prestigious Association Cup it lost to the Royal Yacht Club of Victoria last year. The Sandringham team of *Challenge Again* (Lou Abrahams), *Local Hero* (Kevin Wood) and *Shenandoah 11* (Ron White) finished the three race event with a total of 29.75 points with Royal Yacht Club of Victoria second on 52.5 points and the Royal Geelong YC team third with 82 points.

The racing was again frustrating for the competitors with very light winds delaying starts on both days and forcing the race committee to shorten the courses. Events for Performance Handicap and JOG were also held over the same weekend. However, there was some unhappiness when the classes were restricted to only two races by the VYC organising committee instead of the three races run for the IMS division.

The Cup was first raced for in 1907 by classic metre boats. It lapsed during the War years and was resurrected in 1972. Since then Sandringham YC has dominated the event, winning it 12 times.

New format for VYC keel boat regatta

The Victorian Yachting Council's steering committee for the annual January

Racing in the Qantas Etchells Regatta in Auckland...Colin Beashel, Dennis Conner and Russell Coutts. (Pic - Ivor Wilkins)





Local Hero one of the winning Sandringham team members. (Pic - Kevan Wolfe)

keel boat regatta, formerly the Nissan Regatta, has decided to continue with the week-long event despite not having a sponsor for next year.

After representations from many of the regular competitors and consultations with the commodores of the clubs involved, the committee has decided to name the event the Port Phillip Regatta, and modify the races sailed on the top end of the Bay to short course windward and return events. There will also be two lay days during the week. After much debate it was also decided to keep the long passage race to Blairgowrie and to hold the final race in the series at the bottom end of the bay.

Many of the serious competitors consider the final race a lottery, given the strong tidal effects and changeable weather conditions normally associated with it. Most of the bigger boat owners are also reluctant to return to Blairgowrie until there are safe mooring facilities available.

This year, for the second year in a row, yachts were driven ashore and a number damaged when strong northerly winds hit the unprotected fleet anchored off Blairgowrie and Portsea.

The final race was abandoned when a storm with winds around 70 knots hit the fleet minutes before the start, tearing the anchor chain out of the start boat and setting it adrift.

As an alternative to the Blairgowrie race, the Royal Geelong Yacht Club offered to host the final races of the regatta at Geelong Harbour.

The club already conducts Australia's largest keel-boat regatta over the Australia Day holiday weekend with some 400 boats taking part and Club Commodore, Kym Murphy is keen to see the event become even bigger. But this was ruled out by the Regatta Committee.

Under the new format, the first race will be held on Saturday 11 January 1997 with the Royal Yacht Club of Victoria hosting a short windward and return downwind finish for VYC Division One yachts and Royal Brighton Yacht Club hosting a separate triangular upwind course for yachts sailing under VYC Division Two Handicap.

Sandringham Yacht Club will conduct similar courses for both divisions

the following day and on the Monday, races will be the same as for the first day.

The new format sees lay days on the Tuesday and Wednesday with Hobsons Bay Yacht Club holding a medium 15nm race for Division One and a modified course for Division Two on Thursday.

The passage race to Blairgowrie on the Friday will be started by Royal

"The final race was abandoned when a storm with winds around 70 knots hit the fleet minutes before the start, tearing the anchor chain out of the start boat and setting it adrift"

Melbourne Yacht Squadron and Sandringham Yacht Club, as they have done in previous regattas, and the final race at Blairgowrie will be run by the Blairgowrie Yacht Squadron and Sorrento Sailing Club.

The VYC has also organised special race management courses for the clubs involved to ensure that the regatta is conducted to the standard expected of the high-profile event. ▲

by Kevan Wolfe



In the quest for Speed

As Charles Darwin's Theory of Natural Selection gives substance to changes in man, so too shall IMS and Offshore yacht racing cast off bad traits.

Never had British first-class yachting touched such a low ebb of fortune as that reached in the summer of 1892.

Even to the expert onlooker its plight seemed to be desperate. It was a common cry wrote Dixon Kemp in his yacht racing calendar, 'That no more large racing yachts would be built'.

When the *Britannia* was built in 1893 the end of the Victorian era was approaching. The world and indeed yachts moved at a slow pace.

Before *Britannia* was built the British idea of a racing yacht was the 'plank on edge'.

Coming about through the then Builders Measurement rule which taxed beam but not draft It taxed keel length but not waterline length.

Thus the science of 'tonnage cheating' was the norm. Racing yachts were the thinnest of shavings. Men raced and raced hard, in them, but that does not alter the fact that the type was

increasing in its unwholesomeness and that this attitude soon had the most disastrous reaction upon British yachting as a whole.

Each year new yachts were built to a more extreme design than those of the previous season. The newer yachts were heavier, narrower and deeper, but, by reason of the growing cleverness of their designers, rated lower than their predecessors and therefore stood an infinitely greater chance of victory.

Each year new yachts carried all before them for a season or until a newer and more extreme type replaced them at the head of their class.

Even a winning yacht was hopelessly outclassed in a very short space of time and owners, losing heart and patience, ceased to build new craft.

Some owners remaining faithful to sail turned their attention to the small racing classes. Others transferred their allegiance to steam yachting and were thus lost to first-class racing for ever. Gone were the halcyon days, destroyed by the monsters the Frankenstein measurement rules had created.

At length, in 1888 after a dismal season the RYA made a determined effort to retrieve the situation by instituting a

new type of rating rule altogether.

The 'Length and Sail Area Rule' was a happy inspiration of Dixon Kemp. It was a simple rule and, although it had loopholes, it was a successful rule by encouraging much that was desirable in healthy yacht form and it urged a swift return to normality.

The sudden and astonishing change from slow to fast was best born in Britannia. With her advent the old slow type died and the new fast type was born. The *Britannia* and her contemporaries were 'built to skim over the waves and waters and not plough through them'. George Watson, the designer of *Britannia*, was one of the first to combine lightness with strength.

One hundred years on, with the demise of the I.O.R. the I.M.S. sparked new fire in the bellies of offshore yachtspeople. In a short time the joys of those early days of fast yachts being built is reminiscent of the past halcyon days. Between 1893 and 1935 *Britannia* raced, cruised and raced again modernised and optimised her 'time' came over. A rule fostering optimisation of seakindly fast yachts was the key to the past. Let us strive for the same in the future. ▲



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Sails

The past decade has seen many remarkable advances in the design and construction of sails, and in the manufacture and material of the

of the '90s

To enable yacht owners and their crew to evaluate some of those latest trends, Offshore Yachting asked leading sailmakers and manufacturers of sail cloth to briefly outline what they believe are the particular benefits of their sails and/or sailcloth. The viewpoints of those who accepted Offshore's offer are published in alphabetical order:

Bainbridge/ Aquabatten

Bainbridge/Aquabatten is Australia's largest supplier of sailcloth and sailmakers hardware. The Bainbridge Sailcloth product range is specifically engineered to meet the individual requirements of sail construction, from traditional 'gaffers' "Bermuda Cream" through to America's Cup "PL Diax".

Over the past couple of years the focus of sailcloth development has become more weight conscious with the acceptance of "film on film" constructions such as "PL Diax" for both inshore and offshore applications. Customising this concept further for offshore mainsails has seen the inclusion of a "Certran Diax: grid which ensures the ultimate in stability and structural integrity given the potential for abuse in reefing situations. Our current developments push further into the most important area of long term performance and durability.

UV degradation and the continual

flexing of the load-bearing fibres and films reduce the sailcloth's performance and therefore its ability to support the loads in a sail membrane. Bainbridge Sailcloth is in the final stages of developing a unique treatment which provides protection for the fibres from UV radiation. This exciting process will permit the development of a new range of "High Modulus": fibres for the use in sailcloth without the concerns regarding UV degradation, dramatically increasing a sail's performance life.

Our unique attitude to working together with the world's best sail designers and sailmakers is directing our R&D towards a revolutionary process. The principal of Genesis and 3DL, coupled with our laminating and fibre expertise, will produce a new standard in performance and durability.

If you would like to know about the

sailcloth itself, for both racing and cruising yachts, super skiffs and even junior dinghies.

Much of those developments have been an onflow of work achieved at the top end of yacht racing, the America's Cup, to the benefit of all yacht owners.

sailcloth in your sails, call Paul Westlake at Bainbridge/Aquabatten (Aust) on 02 9938 1788 or 1800 25 1149.



Hood Sails on the Leading Edge

At Hood we know cloth. We pioneered the use of Dacron, Kelvar and Mylar laminates and Spectra in sailcloth. Our careful attention to cloth development during our forty year history has advanced both sailcloth technology and sail making. But we haven't stopped there.

SPECTRA SAILCLOTH®

Since 1985 Hood Sailmakers in Australia have been manufacturing racing sails from materials utilising Spectra® fibre. The distinctive blue colour of this material can be seen on race courses all





over Australia.

Why Spectra®? Hood Sailmakers has always believed that to build the highest performing sail, you must start with the best performing fabric. The result? Spectra®.

Spectra® fibre has the greatest strength to weight ratio than any other fibre, as well as high resistance to abrasion and repeated flex. In addition to using Spectra® in racing sails, Hood have also developed a heavy weight cruising cloth using Spectra®. For offshore cruisers, sail strength is critical, sails are required to hold up and perform over thousands of miles in varying wind conditions. Ultra Spectra® is the combination of Spectra® fibre and the proven and durable Dacron, and when combined the result is lightweight and durable sailcloth.

We are continuing to search for new fibres for the ideal sail designs. We are in the process of developing new films and perfecting laminating techniques to keep our sail making technology on the leading edge. If we are on the leading edge, your sails will be too. We have been one of the premier sailmakers for four decades and are looking forward to continuing as leading authority on sail making in the future.

For further information contact Tim Messenger at Hood Sailmakers, Sydney, on 02 9905 0800.

FRASERSAILS

FraserSails FS Plus

"Nothing is as good or as bad as it first may seem" is an adage that may be applied to all developments in sailmaking. The advent of 3DL following from Airframe, Tape Drive and Genesis has provided a huge impetus for development, but like all new products there are positives and negatives.

The positives include a lack of conventional sewn seams that can move under normal sailing loads. The negatives include the inability to achieve the same weight/performance as modern scrim fabrics due to the extra adhesive required for the low pressure lamination system that must be used with the mould.

A significant broadening of the range of Kevlar and Polyester scrim fabrics from suppliers such as Bainbridge/Aquabatten and Dimension/Polyant has clearly lifted the performance of panelled sails to a new level in terms of weight/performance that cannot be matched by 3DL.

The Dimension/Polyant Ultra-Bond system for glued seams produces vastly superior shape holding over con-

This is how sails are made!



North 3DL - the world's most successful Grand Prix sails are now suited to club and local offshore race yachts.

Using an equally sophisticated but less expensive manufacturing technique these new "regatta 3DL" sails available in Aramid and Polyester fibres have all the winning attributes of their Grand Prix cousins - lighter, stronger and considerably more durable than the already proven panelled sails we make for the same job.

There's no alternative to North 3DL. They've won the America's Cup, Nissan Regatta, Kenwood Cup, St Francis Big Boat Series, Hamilton Island Race Week, Melbourne Winter Series, Mumm 36 and ILC 40 world championships.

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ventional sewn seams. Tensile testing of these glued seams results in the failure of the material or inter laminate bonds of the sail cloth at loads far exceeding those seen in a sail and at normal loads exhibit none of the seam slippage that can be associated with conventional sewn seams.

The Fraser Sails FS Plus sail making system, together with a centralised design system utilising proprietary programs represents the highest level of sail making.

In the near future expect to see the development of sails that utilise both the benefits of conventional sailcloth manufacture and yarn array systems such as 3DL and Genesis.

For further information from Fraser

Sails contact Brad Stephens on 02 9361 4836.

North Sails Patented 3DL Process



North Sails Patented 3DL process sees sails laminated over a three dimensional full scale mould that replicates the desired flying shape of the sail. Made in Aramid and Polyester fibres for grand prix, regatta and club racing, they are considered the greatest advancement in sailmaking since the introduction of Kevlar.

3DL is proven by an unprecedented domination of yacht racing. Wins

include the America's Cup, Admiral's Cup, Mumm 36 and ILC40 Worlds, Hamilton Island Race Week, Nissan Regatta, Sydney-Hobart (line and handicap), Southern Cross Cup, Bruce & Walsh Regatta, Air New Zealand Regatta, etc etc.

This is what winning yachtsmen have to say about North 3DL:

Syd Fischer (*Ragamuffin*): "The same 3DL sails we used for last summer season, including the Southern Cross Cup, Hobart and Mooloolaba races will be used - untouched - for the Kenwood Cup. If these had been panelled sails I would have needed to replace them for the Kenwood series."

Russell Coutts (America's Cup winning skipper): "Straight out of the bag,

Bluestreak - Sail battens for would-be weightlifters.



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Further information from Grant Simmer, North Sails, Sydney - phone: 02 9997 5966. ▲

Editor's note: The opinions expressed above are those of the sailmakers concerned and not those of Offshore Yachting.

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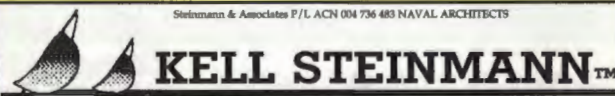
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NEW SOUTH WALES, QUEENSLAND, VICTORIA, TASMANIA, WESTERN AUSTRALIA

JULY

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.
8-11 Gold Coast Winter Regatta, Southport YC.
13-17 Sunshine Coast Offshore Series (SCOR), Mooloolaba YC.
18 Mooloolaba-Airlie Beach Race, Mooloolaba YC/Whitsunday SC.
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 Sydney summer ocean racing season opens, "Rubber" Kellaway Plate, short ocean race, CYCA
7-13 Hogs Breath Race Week, Whitsunday SC.
13 Janzoon Trophy, George Barton Trophy, 75nm ocean triangle, CYCA.
CYCA Short Haul night harbour race, CYCA.
14 Lion Island Race, SASC.
14 Great Whitsunday Fun Race, Whitsunday SC.
15 Melbourne Winter Series, Race 6 & last, Port Phillip to Westernport, ORCV.
21 Short ocean race, MHYC.
22 CYCA Youth Academy Interclub Youth Regatta, elimination series in E5.9s.
28 Short ocean race, CYCA.
30-4 Australian International Regatta Sail Down Under, Olympic classes, Sydney Harbour.

OCTOBER

- 4-7 RSYS Spring Regatta, including Sydney-Bird Islet-Pittwater ocean race and short offshore races off Broken Bay, Mornay Cup and Foudroyant Shield, RSYS.
5-7 CYCA Cruising Division, long weekend cruise.
5-6 CYCA Youth Academy Interclub Youth Regatta, Elliott 5.9s.
6 Navy Week Regatta, RANSA.
12 Three Ports Race, MHYC.
19 Ron Robertson Memorial, Kings Birthday Cup, Sydney-Lion Island-Botany Bay-Sydney ocean race, CYCA.

- 26 Fujitsu Gosford to Lord Howe Island Classic, 410 nm, Gosford SC.
Gascoigne Cup short offshore race, RSYS.
Paul Royal Memorial Trophy, Short Haul race to Pittwater. CYCA.

NOVEMBER

- 2 Short ocean races off Long Reef, CYCA.
9 Short ocean race, CYCA.
15 Halvorsen Bros Trophy, Woollahra Cup, Sydney-Cabbage Tree Island-return ocean race, race one of Commodore's Trophy, CYCA.
Short Haul harbour night race, CYCA.
23 Short ocean race, RSYS.
30-1 Bruce & Walsh Regatta, MHYC.

DECEMBER

- 1 Bruce & Walsh Regatta, MHYC.
7 Short ocean race, CYCA.
17 Sydney Offshore Regatta, off Sydney, Races 1 & 2, CYCA.
18 Sydney Offshore Regatta, on Sydney Harbour, Races 3 & 4, CYCA.
19 Sydney Offshore Regatta, off Sydney, Race 5, 40-50nm ocean triangle, CYCA.
20 Canon Big Boat Challenge maxi yacht race on Sydney Harbour, CYCA.
21 Sydney Offshore Regatta, off Sydney, Race 6 & 7, CYCA.
22 Sydney Offshore Regatta, off Sydney, Race 8, CYCA.
26 52nd Sydney to Hobart Ocean Race, 630nm, race two of Commodore's Trophy, CYCA.
26 Cock o' Bay Race, Port Phillip, ORCV.
27 Pittwater-Coffs Harbour Ocean Race, RYPAYC.
Sydney to Southport Ocean Race, MHYC.
27 25th Melbourne-Hobart and Melbourne-Devonport Ocean Races, ORCV.

INTERNATIONAL

AUGUST

- 1 Commodore's Cup, Cowes, England, RORC.
5-16 Kenwood Cup Hawaii International Ocean Racing Series, Honolulu.

SEPTEMBER

- 9-16 Sardinia Cup, Porto Cervo, Italy.
18-22 Big Boat Series, San Francisco, St Francis Yacht Club.
19-29 World Champs of Match Race Sailing, Rovinj, Croatia.
28-4 Australian International Regatta Sydney, Sail Down Under, Olympic Classes, Sydney Harbour.

OCTOBER

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

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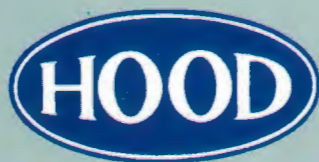
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