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Offshore

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

Yachting

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From the Commodore's Desk

IMS Cruiser Racer Allowances

Most of the IMS racing community is well aware that the Cruising Yacht Club of Australia requested that the Australian Yachting Federation's Offshore Committee develop a scale of variable elapsed time allowances for Cruiser Racers, rather than applying a flat 1%, to better reflect the performance of some boats against their IMS predicted velocities.

This request was made in response to the overwhelming support for the concept at the CYCA's Sailing Forum earlier this year, attended by more than 100 owners of offshore racing yachts.

Late in July, the AYF issued new IMS Rating Certificates with variable scale allowances to all IMS Cruiser Racers and to some Racers. The issue of allowances to Racers was outside

"I am sure that all thinking yachtsmen will agree that the worst thing we could do for our sport is to blindly adopt a system of allowances without proper review"

the original CYCA brief, however the AYF argues that it is appropriate for some Racers to receive allowances, particularly when racing in mixed divisions.

The CYCA has sought clarification from the AYF on this and a number of other issues relating to the formulation of allowances and their response is under review by our Sailing Committee.

It is fair to say, at the time of this



CYCA member Colin Wilson again took several members of the Youth Sailing Academy aboard *Never a Dull Moment* in this year's Canon Sydney-Gold Coast Classic. Pic: Bryan Lauder

article going to press, that the CYCA and the Yachting Association of NSW Offshore Committee are far from satisfied that the allowances developed by the AYF are appropriate for use just yet - particularly for a prestigious international event like the Sydney to Hobart. Our main concern is that there appears (details regarding the formulation are being kept "secret" by the AYF) to be an element of "performance handicapping" included in the allowances.

The CYCA Sailing Committee will resolve at its September meeting whether to adopt the allowances developed by the AYF Offshore Committee's working party for the 1996-97 season and the Sydney to Hobart race.

I am sure that all thinking yachtsmen will agree that the worst thing we could do for our sport is to blindly adopt a system of allowances without proper review and analysis prior to implementation.

Victory for Australia in Kenwood Cup

Australia has once again pressed our

claim as one of the leading yachting nations with victory in the Kenwood Cup in Hawaii. The Aussie team of *Ragamuffin*, *Ausmaid* and *Quest* snatched victory with a fourth and a sixth from *Ragamuffin* and *Ausmaid* respectively in the final long race to win the series by 51 points from the USA Red team, with New Zealand in third place.

It was a bitter sweet victory for Syd Fischer in the duel for the champion yacht of the regatta, with *Ragamuffin* from the Cruising Yacht Club of Australia and *Infinity* from the New York Yacht Club finishing the nine race series on equal points. Although Rags was the most consistent performer, the tie was broken on a count-back in favour of the yacht with the most firsts, seconds and so on. Unfortunately, *Infinity* had more first places.

The CYCA club team of *Ragamuffin*, *Quest* and *Exile* also produced an exceptional result to finish second in the Club teams pointscore behind the Royal New Zealand Yacht Squadron with the New York Yacht Club third. Well done!

Welcome Again to Telstra for 52nd Sydney to Hobart

As reported in this issue of OFFSHORE, Telstra has confirmed its ongoing partnership with the CYCA for sponsorship of the Sydney to Hobart, and also the new Telstra Cup offshore regatta in December.

It is with great pleasure that we welcome Telstra aboard once more, with an Official Launch to be held at the Club on October 8 when we will announce some innovative ideas for our great race to Tasmania.

Peter Bush, Commodore



Offshore



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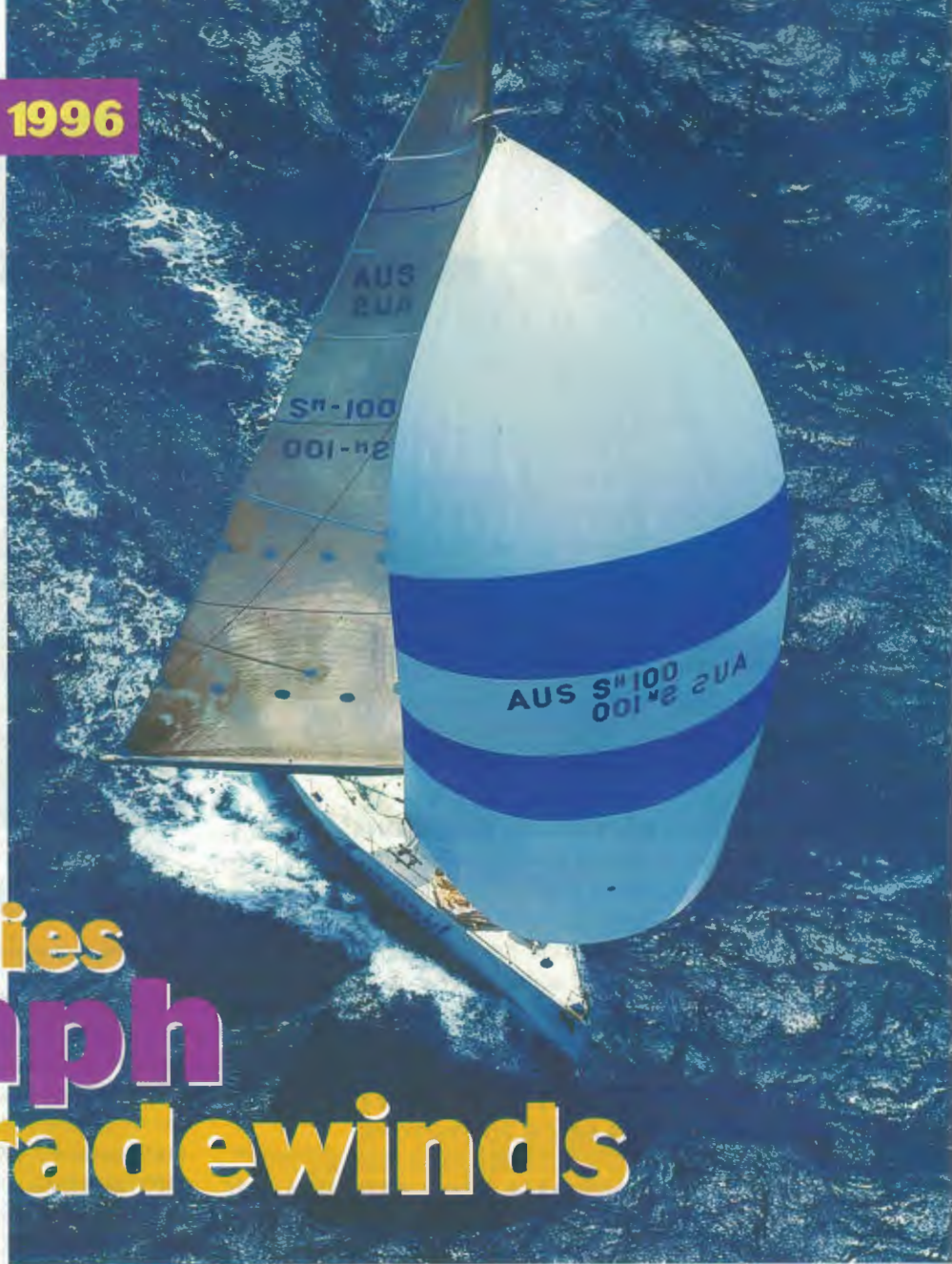
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OFFSHORE Yachting presents the official program for the Telstra 52nd Sydney to Hobart, with a complete listing of the fleet, plus previews of other major Christmas-New Year offshore races, reports on the Fujitsu Gosford-Lord Howe Island race and Victorian Winter Series.

COVER: *Ragamuffin*, Syd Fischer's Farr 50, leads the Australian team to victory in the prestigious Kenwood Cup in Hawaii. Our low flying photographer, Ian Mainsbridge, took this fine picture during one of the races off Waikiki.

KENWOOD CUP 1996

Australia has scored its first major international ocean racing victory by taking out the prestigious 1996 Kenwood Cup, sailed in the tropical sun and tradewinds of the Hawaiian Islands. In a vintage year, the Aussies outsailed state-of-the-art teams from the USA and New Zealand. Peter Campbell was there.



Aussies Triumph in the Tradewinds

It's eight years since Australia last won the Kenwood Cup international ocean racing series in Hawaii; six years since I basked in the warm sunshine and tropical tradewinds of this Pacific paradise; some 16 years since I added my weight to the weather rail of an early *Ragamuffin* in an earlier Australian victory in what was then the Clipper Cup.

Little has changed on the island of Oahu, at least around famous Waikiki. There are a few more high-rise apartment blocks at Waikiki, yellow submarines have joined the outrigger canoes and catamarans that take tourists out off the beach, you can still enjoy a matai at the banyan tree bar

next to the Royal Hawaiian Hotel and watch the passing beach parade, or partake of the best Bloody Mary anywhere at the Waikiki Yacht Club, and the Ala Moana shopping centre still stretches for miles.

There are many of the same faces.... Royal Hawaiian Ocean Racing Club Commodore and International Jury chairman Cy Gillette, Race Director Ken Morrison, program publisher and media office man John Campbell, not to mention regular competitors like Australia's Syd Fischer and Lou Abrahams, New Zealand's Jim Farmer and Chris Packer.

There were also some familiar faces of just a week before, Olympians who

had jetted across the USA from Savannah to join the crews of the big boats. Australian Olympic coach Glenn Bourke was at the helm of Syd Fischer's *Ragamuffin*, Soling bronze medalist Jeff Madrigali joined the crew of Larry Ellison's Telstra Sydney-Hobart winning maxi yacht *Sayonara*, as a back-up for principal helmsman Chris Dickson.

Rod Davis also flew in from Savannah after a luckless series in the Star class (he won silver at Barcelona in 1992) to be tactician aboard the New Zealand-built maxi *Falcon 2000*. Another prominent Kiwi in Hawaii was America's Cup winning skipper Russell Coutts, sailing with other



Above: *Quest*, Bob Steel's Nelson/Marek 43 from the CYCA, running under spinnaker during the Kenwood Cup in Hawaii

Opposite: *Ausmaid*, Giorgio Gjergja's Farr 47, charges downwind in an impressive show of power in the tradewinds off Oahu during the Kenwood Cup. Pics - Ian Mainsbridge

"the Kenwood Cup was a showcase of the latest IMS designs, with more than half the fleet having been designed and built over the past year or two"

Two of the winning owner/skippers who sailed their yachts to victory for Australia in the Kenwood Cup in Hawaii....(top) Bob Steel (*Quest*) and (above) Giorgio Gjergja (*Ausmaid*) Pics - Ian Mainsbridge

members of the Black Magic crew aboard the German-owned Fancourt's *Morning Glory* - a glory that was short-lived when the 80-footer's mast crumpled in the fourth race of the Kenwood Cup.

There was plenty new at Waikiki for the 1996 Kenwood Cup....new maxis and IMS racers and cruiser/racers; new owners full of enthusiasm; a new condensed race format; and, most importantly, a new Kenwood Cup winning team - Australia, ending the recent domination of results by the Americans, the New Zealanders and, to a lesser extent, the Japanese. The fleet of 46 yachts, 30 of them sailing in national teams of three boats each, not to mention the crews, was the highest quality turn-out at Hawaii in several regattas and gives the event an important stimulus as the major offshore teams event in the Pacific.

Certainly, the Kenwood Cup was a

showcase of the latest IMS designs, with more than half the fleet having been designed and built over the past year or two.

It was also a show of strength for the New Zealand boat-building industry with 21 of the 46 yachts coming from NZ yards. Of these, by far the majority, 15 came from Cookson Boats in Auckland, among them two of the world's latest ILC maxis, *Falcon 2000* and *Sayonara*.

Thus, it was a vintage year for Australia to prove our superior sailing skills by winning the Kenwood Cup, our team captained once again by Syd Fischer, a veteran of many previous Clipper Cup and Kenwood Cup challenges and victories.

His Farr 50, *Ragamuffin*, was the outstanding boat of the team, but he was ably supported by Melbourne yachtsman and Sandringham Yacht Club member Giorgio Gjergja with his Farr 47, *Ausmaid*, and by Fischer's fellow CYCA member, Bob Steel with his Nel-

son/Marek 43, *Quest*.

While it was Australia's first Kenwood Cup win since 1988, it was our fourth team victory in the Hawaiian international ocean racing series since the biennial event began in 1978, with Syd Fischer figuring prominently in three of those wins with his succession of yachts named *Ragamuffin*.

This year's Kenwood Cup victory was very much a team result, particularly so in the last and long Kaula Race of some 385 nautical miles which took the fleet from around the islands of Oahu, Kauai, Niihau and Kaula and back to the finish off Waikiki's spectacular Diamond Head.

But there was also a dash of daring by Syd Fischer and his experienced crew which really clinched victory for the Aussies.

Going into the Kaula Race, in which points scored would be multiplied by four, the Australians narrowly headed the Kenwood Cup teams pointscore, three points in front of the USA Red

team of three new ocean racers built in New Zealand by Cooksons for American owners - *Infinity*, a Nelson/Marek 49 owned by John B. Thompson Jr, *Flash Gordon II*, a Farr 43 owned by Helmut Jahan, and *Falcon 2000*, a Nelson/Marek 78 ILC Maxi owned by Donald M. Smith.

In effect, the Australian and USA Red teams were level, with the outcome of the Cup hinging on which Australian yachts beat which American boats, or vice versa.

Carl Crafoord, *Ragamuffin's* navigator, described the critical race thus... "We knew we had to sail as a team; our job was to beat *Infinity*. The game plan was to sail the making leg and always try to improve our time on them"

Ragamuffin got ahead of *Infinity* shortly after the start of the 385 nautical mile race off Diamond Head, but the crucial moment came some 24 hours later when the two 50-footers approached the island of Niihau after rounding Kaula Islet.

Infinity, obeying the conventional wisdom, stayed offshore while *Ragamuffin* went inshore, sailing through a shallow channel to gain vital distance on the American boat, a fact that was acknowledged by *Infinity's* owner, John Thompson, when the yachts berthed back in Honolulu. "*Ragamuffin* did a super job in getting through there."

Then came a long wait as the smaller yachts finished, with their elapsed times effecting the IMS corrected times of those already back at the Waikiki Yacht Club. Eventually, however, it became clear that the Australians could not be beaten.

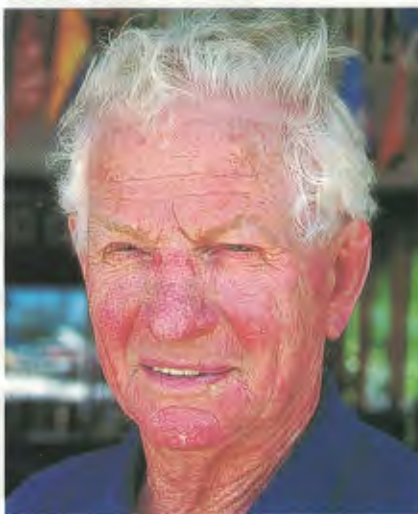
Among the 30 Kenwood Cup team yachts, *Ragamuffin* placed fourth, *Ausmaid* fifth, with the top US yacht, *Infinity* sixth. Further down the list came the second US yacht, *Flash Gordon II*, with Australia's win being clinched when *Quest* corrected one place ahead of the third US team yacht, the maxi, *Falcon 2000*.

The New Zealand team of *Georgia*, Jim Farmer's Farr 43, *Georgia Express*, Farmer's Mumm 36 chartered by Harry Dodson, and *White Cloud*, Brett Neill's Farr 39, held second berth on the pointscore early in the regatta, but were outsailed by the Australians and



Left: *Sayonara*, the US maxi which took line honours in last year's Telstra Sydney to Hobart, leads the charge of maxi yachts in one of the short races of the Kenwood Cup off Waikiki.

Pics - Ian Mainsbridge



Above: Syd Fischer (*Ragamuffin*) who captained the winning Australian team
Right: With the late afternoon sun still striking Diamond Head, *Ausmaid* and *Ragamuffin* power to windward soon after the start of the 45 nautical mile Molokai Race of the Kenwood Cup. The Australian team of these two yachts, plus *Quest*, won the Cup for the first time since 1988.

Pic - Ian Mainsbridge



Americans in the 145 mile Molokai Race.

They made a late bid in the Kaula Race but could not bridge the points margin despite a strong effort by *Georgia*.

Australia's other team, representing Victoria and comprising *Seaview Challenge Again*, Lou Abrahams' Bashford/Howison 41, *Terra Firma*, Iain Murray-designed 1995 Telstra Sydney-Hobart winner skippered by Grant Wharington for owners Dean Wilson and Scott Carlile, and *Exile*, the Reichel/Pugh 66, skippered by expatriate Australian Warwick Miller,

began the series quite well but lost ground on the team standings as the regatta progressed.

Final Kenwood Cup points were: Australia 1058, USA Red 1007, New Zealand 923, USA White 715, USA Blue 708, Hong Kong 675, Victoria 670, Japan Red 585, Japan White 392, Japan Blue 202.

In the individual points, *Infinity* and *Ragamuffin* ended the series tied for points in the overall IMS Racer division for all yachts in the fleet. *Ragamuffin* was the more consistent but the US yacht won the tie-break by having more first places.

KENWOOD CUP - IMS Test Bed

Ron Jacobs, tactician on team yacht *Quest* gives his account of the regatta, the IMS and the business end of the Kenwood Cup fleet.

Many owners at the Kenwood Cup in Hawaii attended a forum during the regatta to discuss the future of offshore racing and the IMS rule. The conclusion was that although there are accepted problems with the rule and its implementation, the IMS rule is by far the most accurate and accepted system to measure a boat's potential performance.

The owners supported this finding without exception, all happy to see IMS continue. They also praised the Kenwood Cup race management and the manner in which the on-course decisions were made. Course construction was as good as we have seen, with few adverse comments.

A matter of considerable discussion was the modification to the hulls of some boats to increase their volume and thus achieve rating benefits. With most of these boats in IMS Class C, including the ILC 40 *G-Net*, the Farr 43 *Georgia*, and *Terra Firma*, the Murray 41-footer which took IMS overall honours in the 1995 Telstra Sydney-Hobart, there proved little or no evidence of any real net gain, in what were expensive modifications.

The overall regatta winner, *Infinity*, a Nelson/Marek 50, now in its fourth season, and as competitive as ever, was not bumped. Her only modifications since new were a new keel and rudder this year.

One of the other outstanding boats that was not bumped for Kenwood was the Farr 43, *Flash Gordon*, now in its third season, and showing no signs of being off the pace.

"Both yachts have consistently scored in the top three in all major regattas they have contested since early 1993"

These two boats, and their consistent performance over the past three seasons, must finally put to rest any negative comments on the realistic life span of a first class IMS yacht. Both yachts have consistently scored in the top three in all major regattas they have contested since early 1993.

The class results were all very close, with excellent round-the-buoys and long distance racing. It was particularly close in Class C, where it was common to have four boats finishing within 25 seconds on corrected time.

Quest, a Nelson/Marek 43 owned by Bob Steel and a member of the winning Australian team, was never more than seconds away from lead boats in Class C, with the Cookson-built *Flash Gordon*, *Georgia* and the ILC40 *G-Net*, never more than a couple of boat lengths away.

The Maxi class (Class A) was dominated by the 1995 Sydney-Hobart line honours winner, *Sayonara*, a Farr 78, showing there is no replacement for time on water. The new Nelson/Marek maxi, *Falcon 2000*, showed signs of better things to come, looking nothing short of spectacular with her creative colour schemes for hull and spinnakers. ▲



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England Beats Australia at Corinthian Cowes



The Royal Ocean Racing Club introduced the Rolex Commodore's Cup six years ago as an international event at Cowes in the alternative years to the Admiral's Cup, but this was the first time an Australian team had competed. The team was led by Melbourne yachtsman and merchant banker John Calvert-Jones, who has strong family and sailing ties to the Isle of Wight, off the South Coast of England.

This year's event saw two significant changes. One was that scoring under the IMS Rule used a single figure time-on-time multiplier which has been developed by the RORC, aimed at increasing the awareness of how every one was going on the race course.

The second change was that a "Corinthian" element was introduced to the composition of the crew of each yacht in the three-boat national teams.

The end result was an outstanding

"It was a wonderful series. In Australia we don't see the variety of conditions we met here over the last two weeks. It's disappointing that we didn't do better. We needed more time to pull this team together!"

series, attracting 15 teams from ten nations, with keen and close competition right down to the wire. The English South Coast (green) Team won the Commodores' Cup from the Australians. Unfortunately, the United States which won the Cup in 1994, did not compete this year.

The Royal Ocean Racing Club's Corinthian event for IMS cruiser/racer class offshore yachts, the Rolex Commodore's Cup, was an excellent lead-up to Australia's 1997 challenge for the Admiral's Cup. Keith Taylor reports.

Australia was represented by John Calvert-Jones in his new Bashford/Howison 41, *Great News*, Geoffrey's Howison with the BH 36, *Virginia*, and David Lowe skippering the Judel/Vroljik 31, *The Moose*.

The winning English South Coast (green) team won the Cup by recording class finishes of third, second and first in the Rolex Trophy Race, last of the nine-race biennial regatta, to consolidate the lead it had built over the previous four days. The team trailed early in the two-week-long competition and was back in fourth place after three races but improved steadily. It took the series lead after two day races in The Solent.

The Australian national team, which was leading the series after the long Channel Race, fared badly in the last race, recording sixth team place. That left the Australians second overall in the Commodores' Cup, 22.625 points behind the winners. The steadily-improving Netherlands Red team finished third only four points behind

the Australians.

The victorious trio of South Coast boats represented a broad cross-section of design approaches. Stephen Bailey's *Arbitrator*, which finished third overall in Class I, is a contemporary Iain Murray racing design. A custom-built sister-ship to this year's Sydney-Hobart race winner *Terra Firma*, she was commissioned for the Rolex Commodore's Cup. *Garretty*, a production Beneteau 42s7 racer/cruiser campaigned by John Garrett, finished second overall in Class II. *Sunstone*, a 31-year-old Sparkman & Stephens wooden cruising sloop raced by Tom and Vicky Jackson, finished first overall in Class III.

John Calvert-Jones, skipper of the Australian big boat *Great News* and team captain for the Australian team said: "It was a wonderful series. In Australia we don't see the variety of conditions we met here over the last two weeks. It's disappointing that we didn't do better. We needed more time to pull this team together."

Midway through the series, Australia held a slim 1.25 point-margin from the South Coast team after completing the 155-mile Channel Race. Two rights and an intervening day fighting strong tidal currents, weak



Opposite: Australian team captain and skipper of *Great News*, John Calvert-Jones, keeps a watchful eye from the weather rail as the foredeck crew prepare for a spinnaker set during the Commodore's Cup in England. Above left: Powerful breeze on *The Solent* kept the crews on their toes during the Commodore's Cup. The Australian team finished second. Above right: Garden party on the lawns of the Roal Yacht Club, Cowes, for competitors in the 1996 RORC Commodore's Cup. Pics - Kos Photos

variable breezes, fog and calms, turned the fleet standings inside out. The original 200-mile course was shortened after stronger breezes forecast for the region never materialised.

However, the English South Coast team proved too strong over the final two races, moving to the top of the leader board after an incident-packed 24-hour distance race in the English

Channel. Winds up to 33 knots and turbulent tidal overfalls resulted in 10 boats in the 45-boat fleet retiring while others suffered broken spinnaker poles and torn sails.

They consolidated their lead with a fine team effort in the final 12 nautical mile Rolex Trophy Race with the Australians just holding out the determined Netherlands red team. ▲

Final team points: 1. England (green), 98.125; 2. Australia, 120.75; 3. Netherlands (red), 124.75; 4. Germany (green), 129.125; 5. Germany (red), 131.875; 6. Netherlands (green) 153.625; 7. Belgium, 182.125; 8. Channel Islands (green), 185.5; 9. Wales, 206.875; 10. Scotland (green) 224.25; 11. Channel Islands (red), 224.375; 12. Argentina, 224.625; 13. Ireland, 245; 14. Scotland (red), 245.75; 15. England (red), 257.



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IMS - THE "INTERNATIONAL MYSTERY SYSTEM"

AYF Recommends Cruiser Racer Allowance for 1996-97



IMS Racers and Cruiser Racers head for the Heads in the recent Canon Sydney-Gold Coast Classic.
Pic Bryan Lauder

The International Measurement System has been dubbed by many offshore sailors "The International Mystery System". Now the Australian Yachting Federation's Offshore Committee has come up with a secret formula for calculating the long awaited Cruiser Racer percentage elapsed time allowance - and an allowance for some Racers as well. In this edited article, AYF Chief Measurer John A.Green explains for OFFSHORE Yachting how the Committee is endeavouring to overcome this vexed question and make ocean racing handicapping fair and equitable for all participants.

"The consensus reached at the IMS Forum was that the nature of the IMS fleet, bringing vast differences in the age and design of boats, requires that some kind of allowances be given to cruiser racers on a sliding scale. For example, a brand new state-of-the-art cruiser/racer might get a 0.2% allowance, whereas a 1950 vintage timber boat may require 5%.

"How these allowances should be calculated for each boat is possibly a complicated technical matter and we believe the AYF Offshore Committee is best positioned to address it. It also makes sense that it is done by the AYF to see that allowances are applied uniformly and nationally, not at the discretion of race officials."

That is the text of a letter to the AYF Offshore Committee from CYCA Commodore Peter Bush urging it to establish a working party to deal with the vexed question of cruiser racer allowances "as a matter of priority and urgency."

The working party was headed by the AYF Chief Measurer John A.Green,

an active ocean racing sailor himself, and also included the Ocean Racing Club of Victoria Commodore, Andrew Machin, an expert in data analysis, statistical method, racing scored and an experienced offshore sailor. Considerable input was received from yacht designer David Lyons and also from Sydney yacht owner Frank Walker, with smaller contributions from a number of other owners and designers.

Wide consultation was sought from owners, designers, builders, industry professionals, but several prominent critics of the present allowances were invited to contribute and refused.

The recommendations of the working party have been endorsed by the AYF Offshore Committee and IMS Rating Certificates stamped with each yacht's suggested allowance.

The AYF Offshore Committee's current policy is that the allowance be used by Race Committees only for the cruiser/racer division in the 1996-97 season and only for the derivation of results in that division.

Following is an edited version (because of space restrictions) of an

extensive and detailed report written by John Green explaining how those recommendations - and the cruiser racer allowances - were achieved.

Philosophy

The introduction of an allowance for the cruiser racer division, recommended by the International Technical Committee, produced a result which should not have been so unexpected had the ITC been composed of cynics instead of technicians. There was a stampede to build cruiser racers which are in truth racers pretending to be cruisers and which have a hull shape designed to exploit the weaknesses of the VPP. These new breed of cruisers often push the regulations to the limit compared with the earlier, more heavily fitted cruisers. The result is that the fleet is so scrambled it is no longer fair to assume that all cruisers need the same allowance against all racers.

The Formula

After many long hours and much agony it became clear that no simple solution was possible and that a

complex interplay between several formulae using parameters from the IMS rating certificate and age were required, also taking into account the answers provided by the owner on the application form to finish off the calculation.

To frustrate attempts to exploit or reverse engineer the formula, one or more of the questions on the application form are red herrings. In a further subtle twist, the red herring questions vary with age, size or general characteristics of the yacht.

The formula developed gives exact effect to what the CYCA requested. It is certainly not an arbitrary deduction as some discontents have asserted.

The Offshore Committee has resolved that the details of the formula be kept secret. Since the formula, if known, would be subject to designer exploitation, the Offshore Committee resolution makes sense. It was felt that it might be better if no designer knew the secret and David Lyons graciously agreed to the suggestion. Thus, only John Green and Andrew Machin are privy to the formula.

Recommended Application

Members of the working party are among the first to admit that their formula is far from perfect. It would be truly amazing if a small group working part time on an honorary basis could come up with the right solution in three months. However, the working party hopes that the numbers represent a broadly correct ranking of the fleet or are within 2 percent of correct ranking. That is to say, a yacht issued 1.2% would not be expected to require alteration beyond the limits of 0.2% to 2.2%. The question of age errors is another matter.

Recognising that a teething period may be necessary, it is suggested that the allowances be used for club racing,

not international competition. Some clubs might choose to trial the allowances alongside straight IMS, whilst others may choose to run the allowances immediately. This must be a decision taken by the members of each club based on the composition of their own fleet, and their philosophical position.

There will be cases where an individual owner will consider the allowance unfair by a small amount. These cases are already being brought to our attention and the AYF will welcome constructive criticism from all owners.

Cruiser racers or whole fleet?

The CYCA request was for an allowance for cruiser racers only, but when race results were analysed, a curious anomaly was observed. Many yachts needing high levels of assistance were found in the racing division. By contrast, some consistently competitive yachts were found in the cruiser racer division. These race results and a study of the yachts in each division suggests that the artificial distinction between racer and cruiser racer is not working and reinforced the philosophical conclusion.

There is every indication that most recent development has occurred in the cruiser racer division and shows every indication of continuing strongly in that division to the exclusion of the racing division.

Fewer new boats are being built for the racing division, leaving it occupied by some competitive boats from recent years, but also by many boats that should be in the cruiser racer division but for one reason or another cannot qualify.

Realising that boats may cross from one division to the other, the working party analysis was developed across the entire fleet without regard to division. However, it is harder to get a formula to provide the relativity as correct for the competitive end of the racing division, especially when those owners see tiny differences as significant.

However, there is a concern that the entire fleet should not be driven to convert to the cruiser racer division to gain the allowance and that there are boats stuck in the racing division which are exceedingly difficult to convert.

It is therefore intended to extend the allowance to both divisions for the following season, 1997-98, allowing time for improvements in the methodology for racers. In the meantime, the allowance is available on application to

"To frustrate attempts to exploit or reverse engineer the formula, one or more of the questions on the application form are red herrings"

the AYF by clubs wishing to conduct trials across both divisions. This would be particularly appropriate when a club fleet is too small to warrant two divisions and comprises a majority of cruiser racers.

Possible errors and omissions

There are some instances where errors may have occurred which may require re-issue of the allowance. Errors are most likely when there is a lack of accurate data on the certificate. For example...it was clear that Age Date was unsuitable because it resulted in different dates across a class. It seems unfair to treat identical hulls differently, even if they were launched years apart.

Any owner believing that there may be an error is welcome to ask, in writing, for a review of the allowance, giving as much additional information about the boat as possible.

John Green's detailed paper on the cruiser racer allowance will be published in the upcoming AYF Offshore Newsletter, which also includes a sample race result. ▲

- The allowances issued so far are experimental and subject to change.
- AYF Offshore Committee policy is that the allowance can be used by Race Committees for the Cruiser Racer Division only in the 1996-97 season for the derivation of results for that division only.
- The allowance is not an arbitrary, performance-based allowance.
- Details of the allowance formulation are secret to guard against design exploitation. Details are known only by AYF Chief Measurer John Green and ORCV Commodore Andrew Machin.
- The accuracy of the allowances cannot be gauged until races are run and analysed.

Telstra Sponsorship Gives Continuity to Ocean Racing

Offshore racing in Australia has been given a major boost with the announcement that Telstra has signed an agreement with the Cruising Yacht Club of Australia for continued sponsorship of the Sydney to Hobart Race. Editor Peter Campbell outlines the plans for this year's Great Race South and the future.

Telstra's sponsorship of the Sydney to Hobart Race will enable the Cruising Yacht Club of Australia to plan positively to lead Australian offshore racing beyond 2000, as well as giving an immediate stimulus to the sport, not just at the CYCA level but nationally and internationally.

The sponsorship agreement comes at a time when offshore racing and sailing in general emerges from the doldrums of the past 18 months, high-

"An official launch of the race will be held at the CYCA's Rushcutters Bay clubhouse in early October when Telstra will announce in detail its marketing and promotional plans, including the prizemoney for the first yacht to break *Kialoa's* race record"

lighted by our victory in the Kenwood Cup in Hawaii and the outstanding medal-winning and overall team performance at the Atlanta Olympics.

There is also renewed international interest in competing in the Sydney to Hobart, following the 1995 line hon-



No Fear, the champion IMS yacht at both the TAG-Heuer-Ansett Australia Big Boat Series at Hayman Island and the XXXX-Ansett Hamilton Island Race Week, will be coming down from Queensland to contest the Telstra Sydney to Hobart. Kevan Wolfe took this fine picture of the Farr 39 during the Hayman Island Big Boat Series.

ours win and worldwide publicity generated by the US maxi yacht *Sayonara*, owned by Larry Ellison, head of the giant US computer software company, Oracle, not to mention having media mogul Rupert Murdoch in his crew.

Sayonara will be joined by two or three other overseas maxis for this year's Telstra Sydney to Hobart, including the German-owned *Fancourt's Morning Glory* and the new US maxi *Falcon 2000*. Also coming back to Australia is the fast 66-footer, *Exile*.

At the same time, Japanese yachtsmen at the Kenwood Cup, where they had three teams, have also expressed interest in competing in the Sydney to Hobart. So too have the New Zealanders, particularly those who see Australia as an expanding market for their state-of-the-art IMS yachts.

In the lead-up to the Sydney 2000 Games, with at least some of the Olympic yachting on Sydney Harbour, sailing will gain in public and media status as an international sport. It is important that offshore racing moves in tandem and the continuity of sponsorship will do just that for the Sydney-Hobart.

We sailors know that the Sydney-Hobart is the greatest and toughest

annual long ocean race in the world, ranking in status with the Fastnet Race in Great Britain and America's Newport to Bermuda Race, both held every second year. Telstra's involvement, not only as the sponsor, but with its vast communication and marketing expertise, will help send that message to the national and international media and the public - and government authorities.

Telstra came aboard last year for the first time through Telstra MobileNet, Australia's own cellular phone carrier. As the 51st Sydney to Hobart gained in momentum and excitement, with national and international media interest (including some 280,000 "hits" on the dedicated Sydney-Hobart site set up by Telstra on the Internet) so did the interest of Telstra's senior executives.

The partnership is now between the CYCA and Telstra, with all its various operations involved and closely interested, the event to be officially known as the Telstra 52nd Sydney to Hobart Yacht Race.

An official launch of the race will be held at the CYCA's Rushcutters Bay clubhouse in early October when Telstra will announce in detail its marketing and promotional plans, including the prizemoney for the first yacht to break *Kialoa's* race record of 3 days 14 hours 36 minutes 56 seconds for the 630 nautical mile course, set back in 1975.



Planning for the 52nd Hobart is already well under way between the CYCA and its Tasmanian partner club, the Royal Yacht Club of Tasmania, and the Notice of Race has already been distributed. Early applications to enter have already been received from several yacht owners and the club has had many enquiries from yacht owners overseas.

As always, the Boxing Day (December 26) start on Sydney Harbour will be a colourful public event, drawing upwards of 300,000 people on the harbour and to the foreshores to watch an event that is unique in worldwide ocean racing. However, the CYCA, the RYCT and Telstra are looking at ways of making the finish on Hobart's River Derwent just as colourful and exciting for the media and public.

At the same time, everyone wants improved progressive reports on the fleet as it sails down the Australian East Coast and faster class and overall results once the fleet finishes.

The CYCA has already undertaken to introduce an IMS scoring method that will enable competitors, the media and public to know the corrected time results of each yacht as soon as possible after it finishes. To facilitate faster IMS class results once yachts reach Hobart, 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. Scratch sheets will be available prior to the Warning Signal on December 26 from the CYCA Sailing Office.

Through Telstra's home page, people will be able to follow much more closely the progress of the fleet and individual yachts, as well as weather

conditions in Bass Strait or off the Tasmanian East Coast.

CYCA Race Director Phil Thompson is confident that the fleet will be back to the "normal" size of up to 120 yachts for this year's race, after last year's post-50th race decline to 98 starters.

"We have indications that several overseas maxis and state-of-the-art IMS racers will be coming here for the Hobart race and the lead-up events in Sydney," Thompson said. "In addition, there are several new boats on the water or soon to be launched by Australian yachtsmen. The IMS fleet will be one of the best in the world for any one race."

Apart from the high standard of IMS racing in Australia with the return of the victorious Kenwood Cup team and the launching in recent months of several state-of-the-art IMS racers, there is a growing interest among yacht owners in fast big boats competing under the now much more sophisticated Performance Handicap System. New Zealander Greg Elliott had three of his 55-footers racing with success at the recent Hamilton Island Race Week and we may see them in the Telstra Sydney to Hobart.

One PHS entrant certain to attract great attention will be *Elle Racing*, the all-woman crew training for next year's Whitbread Round-the-World Race. Heading the challenge is Australia's international fashion model and designer, Elle Mc-Pherson.

There is talk she may even join the crew under skipper Adrienne Cahalan for the dash to Hobart aboard the Whitbread 60 which competed in the previous Whitbread Race as *Heineken*, also with an all-woman crew. Cahalan and crew have successfully sailed the yacht from Southampton in England to Fremantle and they were due to reach Sydney in mid-September.

The CYCA has also shown initiative by introducing a new stand-alone regatta in December to complement the Sydney-Hobart, but also to attract smaller yachts which may prefer to race in shorter offshore races over the

Christmas-New Year summer holiday rather than the long and tough Hobart race.

The Telstra Cup will run from December 17-22 and will comprise eight races, two of which will be sailed within Sydney Harbour. The other races will be offshore with the longest being a 45-50nm ocean triangle. Unlike previous regattas run by the CYCA in December, such as the Asia-Pacific Championship, the Telstra Cup will not include the Sydney-Hobart.

With Australia planning a challenge for the Admiral's Cup in England next August, the Telstra Cup Regatta will be an important early preparation for those planning a campaign for Cowes. Already, Syd Fischer and Melbourne yachtsman John Calvert-Jones have put up their hands in a bid to win the Cup which Australia lost by just .25 point to Germany in 1993.

The additional lead-up race to the Hobart will be the spectacular Canon Big Boat Challenge for maxi and pocket maxi yachts which will be sailed within Sydney Harbour on Friday, December 20.

This event has been a real crowd-pleaser with many Sydney businesses

"With Australia planning a challenge for the Admiral's Cup in England next August, the Telstra Cup Regatta will be an important early preparation for those planning a campaign for Cowes"

already planning on-the-water Christmas parties to watch the maxis in action close-up.

The closing date for receipt of Applications for Entry for the Telstra 52nd Sydney to Hobart Race is Friday, November 1, while entries close at 1700 hours, Friday, November 29. Late entries may be accepted no later than 1700 hours, Friday, December 13.

Entry fees for this year's race are \$675.00 for yachts with no advertising under Appendix A3, Category A, or \$1000 for yachts with advertising under Category C Open.

Support for Yachting, Support for Sailors

Telstra will use its vast communications network, including the Internet, along with its expertise in marketing, to further expand the national and international status of Australia's great ocean yacht race, the annual Sydney to Hobart.

Telstra products, including mobile phones and wireless data products, will be utilised to further improve communications links during the tough race down the Australian East Coast, as a key safety link and public information factor in one of the world's premier ocean races.

At the same time, Telstra will highlight its own range of sophisticated products to the general public, to business leaders (many of whom are active yacht owners) and to the media, nationally and internationally.

These will be a direct result of the partnership between Australia's major mass communications group and the Cruising Yacht Club of Australia, one of the world's premier ocean racing clubs, for ongoing sponsorship of the Sydney to Hobart race.

Major promotions will highlight not only the famous Boxing Day start of the 52nd Sydney to Hobart on Sydney Harbour but also the finish on the Derwent River at Hobart, focusing worldwide attention on the vast overall attractions of both New South Wales and the island State of Tasmania.

Adding to the excitement of the Great Race South will be the challenge by today's state-of-the-art maxi yachts to finally break the record time set by



Above: Several US maxi yachts are expected to come to Australia in December to contest the Telstra 52nd Sydney to Hobart Race, including *Sayonara* and *Falcon 2000*, pictured here heading Class A at the recent Kenwood Cup in Hawaii. In third place is another US maxi, *Boomerang*, which is not coming to Australia this summer. Pic - Ian Mainsbridge

Right: Lindsay Yelland, Telstra's Group Managing Director, Retail Products and Marketing.



the US maxi ketch, *Kialoa*, in 1975 when she sailed the 630 nautical mile course in 3 days 14 hours 36 minutes 56 seconds. Telstra will again offer a major cash incentive for the first yacht to break *Kialoa's* record.

Looking to boost the public's interest in the Sydney to Hobart, Telstra is also planning opportunities for customer participation on Boxing Day and at the finish in historic Hobart.

A major contribution by Telstra's communications expertise will be to utilise the Internet to provide up-to-the-minute reports through the official Telstra Sydney to Hobart web site, including regular position reports downloaded from the "skeds" between the fleet and the Telstra-equipped radio relay ship, *Young Endeavour*.

Last year the Telstra Sydney-Hobart web site on the Internet attracted a remarkable 280,000 hits over some two weeks. This year the web site will be active much earlier, with regular news reports leading up to the event and a complete rundown on entries to provide complete information to the media and "surfers" worldwide.

Telstra has been an active supporter of the Sydney to Hobart since 1992; this year Australia's major communications company will be the major spon-

sor for the second time, in a partnership with the Cruising Yacht Club of Australia.

"The Sydney to Hobart yacht race is an icon of Australian sport and Telstra is proud to be the major sponsor again," Lindsay Yelland, Group Managing Director, Retail Products and Marketing, Telstra Corporation Limited, told OFFSHORE.

"The nature of this event offers Telstra the opportunity to assist event organisers and the media with the very latest in telecommunications equipment onshore and offshore, through our Mobile Satellite and Radio Services, Mobile Fax and Data, the Internet and fixed mobile and telephone services.

"We see the Sydney to Hobart as one of the great yachting events in the world. Telstra's involvement with the Olympic Games, as well as our support for the Dolphins, Hockeyroos and Titans, illustrates our ongoing commitment to Australia and Australians."

The Telstra official Sydney to Hobart web site on the Internet will be: <http://www.telstra.com.au/syd-hob96>

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1st - No Fearr

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4. Zoe - North 3DL
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6. Abracadabra - Fraser FS Plus/North
7. B 52 - Anson
8. Atara - North 3DL
9. The Last Picasso - Hood/North
10. Hoover Moover - ?
11. JLW Chutzpah - Hood
12. Maglieri Wines - North 3DL
13. A Crewed Interest - Fraser/North
14. Wildfire - Fraser/North/Hannon
15. Restless - North 3DL
16. Cape Fear - Fraser/North
17. Sidewinder - Fraser/White/UK
18. Sycorax - North 3DL
19. The Surf Club - Hood
20. Bit Of Fluff - Hood/?
21. Breakaway - North 3DL

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Slow Race to the Gold Coast

A near record fleet, a spectacular start in a fresh nor'wester, followed by a highly tactical coastal race in tricky conditions, drama at sea with injured crew and yachts aground. They were the ingredients which made the 11th annual Canon Sydney-Gold Coast Classic a memorable but frustrating event. Report by OFFSHORE's Kevan Wolfe who sailed on *PL Lease Future Shock*.

As the competitors in the Canon Sydney to Gold Coast race lined up for the start off Shark Island in Sydney Harbour, a 25 knot nor'westerly piped in and there was an expectation that the long standing record of 38 hours 57 minutes and 00 seconds, set by Arthur Bloore's *Hammer of Queensland* in the 1988 gale swept race, could be broken.

The 386 nautical mile race, now in its 11th year, attracted 77 entries from New South Wales, Victoria, Tasmania, Queensland and South Australia - and after the Sydney to Hobart, is the largest race to start from Sydney Harbour.

But the record was to stand for another year as the race became one of the slowest since the inaugural race in 1986. Many of the yachts in the middle of the fleet and most of the back markers spent many frustrating hours parked off the New South Wales coast - some even going backwards in the



This striking backlit picture of the maxi yacht *Brindabella* (George Snow) surfing north in the Canon Sydney-Gold Coast Race was taken from a helicopter by OFFSHORE photographer Ian Mainsbridge. *Brindabella* took line honours but was well outside the race record with the wind easing away as the race progressed north.

south-setting current. At one stage the fleet was spread over more than 140 miles in the varying conditions with five yachts failing to make it to the finish off Southport in the time limit.

George Snow took line honours in *Brindabella* for the second year in a row, despite losing some 45 minutes when the yacht was forced to go into Coffs Harbour to drop off a badly injured crewman.

After the finish George Snow echoed the sentiments of the rest of the competitors when he said it was a frustrating race. It took the Mumm 36 *Hartz Mineral Water* and *Skilled 2KY*, a Jutson 10.9m, six hours to complete the last 16 miles of the race from Cook Island to the finish off Main Beach, Southport.

The IMS handicap results proved a

nightmare for the Cruising Yacht Club of Australia. When the computer churned out provisional results at Southport, eyebrows were raised and questions asked. Obviously, something was wrong in several IMS classes but the prizegiving went ahead, with the winner of the IMS Cruiser/Racer Division B being named as *Ronita* which at that stage had not even finished the course. Doubts were raised about other corrected time results.

A week later the Club wrote to each competitor, enclosing a revised set of IMS results which had significant differences in all divisions and announcing that new prizes would be awarded where major placings had been affected.

"The original results published were found to be incorrect due to an



Above left: Sailing in its maiden offshore race was the Mount Gay 30, *Team Fujitsu*, designed by David Lyons for Nigel Holman.

Pic - Ian Mainsbridge



Top: Lake Macquarie yacht *Stormrider* ended up flying two spinnakers after it broached and hooked the sail of the Sydney sloop *Hog's Breath Witchdoctor* as the fleet cleared the Heads in the Canon Sydney-Gold Coast Classic. Above: Fresh to strong south-westerly winds gave the fleet in the Canon Sydney-Gold Coast Classic a fast spinnaker run down Sydney Harbour, but the breeze faded off the NSW North Coast over the weekend.

Pic - Ian Mainsbridge

error in a formula of the CYCA spreadsheet used to calculate corrected times," wrote Vice-Commodore Hugo Van Kretschmar, Chairman of the Sailing Committee. "Handicaps used to calculate these revised results have not been changed from those issued at the start of the race. Only the mathematics used in the application of those handicaps have been corrected."

The revised results saw a complete change of top placings in the IMS Racer Division B and in IMS Cruiser/Racer Division B.

In Racer B, the end result was a win for South Australian medico Geoffrey Vercoe with his Jutson 43, *Maglieri Wines*, second placing going to CYCA member Dick Voorderhake's Lyons 40, *Rapscallion* (the 1993 Sydney-Hobart winner, *Cuckoos Nest*). *Wild Oats*, Bruce Foye and Lance Peckman's Farr 43 from the CYCA, dropped from first to third, Bob Mulkearns' NSX-36, *Skilled 2KY* from Middle Harbour Yacht Club, slipped from second to fourth.

In Cruiser/Racer B, *Ronita*, initially ranked first ended up ninth and most other placings changed. First place eventually went to *Superfine*, a newly launched, Davidson-designed Cavalier 350SL, owned by CYCA member George Waldthausen, with second going to another New Zealand designed boat, the Stewart 34 *Pendragon* skippered by 26-year-old Andrew Cochrane. Third was Peter Style's *Cavalier Express* from the Royal Prince Alfred Yacht Club.

Other IMS division placings were unchanged with the veteran 66-footer *Freight Train*, skippered by Damian Parkes, ending her racing days on a winning note by beating *Brindabella* and *Foxtel Amazon* in IMS Racer Division A. *Freight Train* is being put out to pasture with other retired racers as a charter boat in the Whitsundays with owner Parkes ordering the first of the new Iain Mur-

ray-designed Bashford/ Howison 60-footers.

IMS Cruiser/Racer Division A saw an excellent win by *Yendys*, the big Beneteau owned by Middle Harbour yachtsman Geoffrey Ross, from the largest IMS division in the race. Run-

"Freight Train, skippered by Damian Parkes, ending her racing days on a winning note by beating *Brindabella* and *Foxtel Amazon* in IMS Racer Division A"

ner-up was the latest Bashford/Howison 36, skippered by America's Cup challenger Ray Roberts and appropriately named *Challenge 2000*. Third went to Roberts' former boat, now called *B52* and owned by Townsville yachtsman, Wayne Millar.

In an excellent performance, fourth place went to *Sidewinder*, the Dubois 50

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The finish team at Southport in action during the Canon Sydney-Gold Coast Classic. The same team have finished the race since its inception in 1986, using highly sophisticated laser beams and time-keeping to accurately check the yachts across the line.
Pic - Lisa Smith

which owner John Needham makes available to the CYCA Youth Sailing Academy for its offshore training program. The crew, apart from a couple of adults, averaged only 17 years of age.

PHS Division A saw a fine win by the Steinmann 50, *Flying Colours*, a smaller version of *Foxtel Amazon* owned by the *Flying Colours* syndicate from MHYC, with Stephen Everett's J130, *Ragtime*, from Royal Queensland

Yacht Squadron placing second, third going to Melbourne yachtsman Joe Westerlo with his Elliott 47, *Indospray Prowler*.

The only entrant from the Port of Yamba Yacht Club on the NSW North Coast, Peter Williams' *Paycheque*, won PHS Division B from John Laird's *Galatea* from the Royal Motor Yacht Club, third going to veteran CYCA member Peter Hill with *Ruthless*.

Canon Sydney-Gold Coast Race Control

It is 2.00am and three yachts are about to cross the finish line of Southport's Main Beach within seconds of each other. Gail Garrard and Peter Middlemiss are sitting silently in front of the nine marine radios with pens poised ready to record results, while the Race Finisher Doug Lee, is staring through the telescope fixed on the flashing beacons which mark the finish line.

They are backed up by on-the-water volunteers from Southport Air/Sea Rescue who help to identify sail numbers in the dark, but there is no official finish boat. The Ruby Laser Beam telescope fixed on the finish line allows visibility up to 5 miles offshore, which means Race Control can operate 24 hours per day from their more comfortable vantage point inside an apartment.

Doug, Peter and Gail have always been part of the Sydney-Gold Coast Classic. They were three of the original 42 volunteers it took to run operations for the inaugural race in 1986.

These days, recording yacht positions throughout the race, co-ordinating the Air/Sea Rescue facilities along the NSW

coast, and timing the finish is a job for three.

Amazingly, Gail takes holidays from her full-time job as a dental assistant to be involved. "The satisfaction of knowing I've played a small role in making sure nearly 1000 competitors arrive safely each race is enough for me," says Gail, who is also a volunteer with Southport Air/Sea Rescue.

A life has never been lost during this race but on several occasions Race Control has had to initiate search and rescue operations and provide support over the radio to people in distress.

"In the 1989 Classic, a family onboard yacht *Russell Dean II* became disoriented and refused to believe their compass reading," Doug recalls. "I convinced them not to initiate a Mayday and helped them establish their position."

In this year's Canon Sydney-Gold Coast Classic, Doug and his team assisted CYCA yachts *Rager* and *Hewlett Packard Farr Lap* after they ran aground and radioed for help.

Lisa Smith.

Peter Campbell



Down the Rhumbline

Olympic Yachting Will Stay in Sydney

Despite much speculation and kite-flying, the yachting regatta of the Sydney 2000 Olympics will stay in Sydney, with some classes sailing on the Harbour, others just north and south of the Heads. There is no possible chance that the yachting might be moved to Melbourne or, in fact, to any venue beyond the immediate waters of Sydney.

As the Australian Yachting Federation president Bob Lucas stressed to me: "These are Sydney's Games and it will be Sydney's regatta."

Adding weight were the comments of Glenn Bourke, the champion sailor who in September took up his duties with the Sydney Organising Committee for Olympic Games (SOCOG) as yachting competition manager for 2000, to the Sydney Morning Herald's John Huxley.

"We have the potential to stage the greatest yachting regatta ever," Bourke was quoted in a very positive article in the SMH. "This is the most marvellous opportunity to showcase Sydney for the world, and put on the sort of racing that will appeal to competitors and spectators alike."

Nevertheless, just how many of the ten or eleven disciplines can be staged within the Harbour may hinge on a special Sydney 2000 Trial Regatta scheduled for late September this year. Three officials of the International Sailing Federation (ISAF) and a leading member of the International Olympic Committee are coming to Sydney that week to look closely at the Harbour, where and how the courses will fit, and the standard of race management.

The ISAF wants to make Sydney a showcase of sailing, to not only pro-

vide the best and fairest courses for the athletes but to make it a spectacular sport for the public and the media. Unfortunately, only keen sailing enthusiasts it seems that even know that sailing is an Olympic sport, in spite of the outstanding performance by our Aussie sailors at Savannah where they won a silver and a bronze medal, with eight competitors finishing in the top ten.

Television coverage here was limited to a total of some 15 minutes and only a couple of daily newspapers provided extensive coverage.

Sydney Harbour offers the greatest opportunity ever to promote sailing to the public, nationally and internationally. Sydney Harbour is the perfect amphitheatre, an outstanding sailing venue for classes such as the new skiff-style dinghy to be introduced in 2000, as well as for the existing double-handed and single-handed dinghies and the sailboards. We have a proven Olympic circle area to seaward of Manly which would be ideal for the bigger keelboats and the multihull class, while a similar course could be set offshore, just south of the Heads.

What needs to be determined as soon as possible is the exact site of the shorebase for the yachts and the regatta administration. Apart from launching and mooring facilities, the yachting venue requires an extensive rigging area, storage area for the teams and large facilities for boat and sail measuring, race control, media etc. And this is not just for 2000 - at least two pre-Olympic regattas must be held in Sydney in 1998 and 1999.

Originally, the foreshores of Rush-

cutters Bay adjacent to the Cruising Yacht Club of Australia were proposed as the Olympic yachting site but there appears to be strong resident opposition and council apathy. The Yachting Association of New South Wales is pushing strongly for Chowder Bay, Mosman, where current military facilities are expected to become vacant before 2000. The YA sees this area, which has an extensive parkland behind a good beach and an existing wharf, as being a legacy to sailing by subsequently becoming a National Sailing Centre for Australia.

Get Well, Good Friends

Two good friends of the Cruising Yacht Club of Australia and to me personally have been caught up with serious illness...Naida McClean, wife of past Commodore Les McClean, and Patrick Bollen, always a colourful yachting commentator.

Naida, always a charming lady and great supporter of the CYCA Associ-

"Apart from launching and mooring facilities, the yachting venue requires an extensive rigging area, storage area for the teams and large facilities for boat and sail measuring, race control, media etc"

ates, including a long term as President, is currently recuperating from a major operation, while Patrick, the phantom racecaller of Sydney to Hobarts, is back in hospital for further treatment.

The thoughts and prayers of members of the CYCA and their many friends are with them both. - Peter Campbell



Tasmania
Discover your natural
state.

Warm Welcome Awaits Yachties

It was not so long ago that the arrival of the Sydney and Melbourne to Hobart yacht race fleets was one of the major highlights of the year in Hobart. Hundreds of sailing enthusiasts, boat-lovers and dreamers pouring down to Constitution Dock to admire the fleet. Multi-million dollar maxis down to little 30-footers, with onlookers meeting the crews who had braved the elements and tackled the Bass Strait crossing.

The presence of the yachts and visitors has resulted in other events emerging around Hobart's waterfront which add to the colour and excitement of the yacht races.

Yachties need not wander far from their yachts to discover a number of waterfront hotels (psssst, make sure you tell your mates about the location of the Quiet Little Drink), the glorious food at the Taste of Tasmania, art, entertainment and water-based activities which make up this year's month-long Hobart Summer Festival, organised by the Hobart City Council.



Fun, frivolity — but most importantly a warm welcome — always awaits the Sydney to Hobart and Melbourne to Hobart Yacht Race fleets once they complete the challenging races and sail up the Derwent River and into Hobart's historic Sullivans Cove.

The Hobart Summer Festival will be in its seventh year when it steps out with a colourful street parade, starting at Franklin Square on 2 December, and finishing at the Taste of Tasmania, at Princes Wharf No 1.

The Taste of Tasmania, the State's most high-profile Summer Festival event, has been extended to nine days, from 28 December to 5 January.

The Taste will feature 65 stalls serving Tasmanian gourmet food, such as marinated charcoal grilled Tasmanian quail, Asian laksa with plump local scallops, and fresh juicy Huon Valley strawberries in balsamic vinegar, and Tasmanian wines served in a marina style setting.

The Hobart Summer Festival Manager, Catherine Brys, who has also



Opposite: The grandeur of Tasman Peninsula is captured in this picture of Cape Hauy. Above: Yachts in the Melbourne to Hobart race tied up in Sullivan's Cove. This year is the 25th West Coaster race and organisers expect a record fleet of some 60 boats to compete. As always, there will be a warm welcome for the yachties in Hobart.



The Taste of Tasmania is a great place to eat and drink while in Hobart, with the best in Tasmanian food, wines and ales on sale throughout the time the yachts are in port.

been the Taste of Tasmania's food consultant for many years, said the food served at the Taste would appeal to everyone.

"Anything with pure Tasmanian ingredients is superb food," Catherine said.

While over 285,000 people visited the last Taste of Tasmania to sample food and wine and watch chefs preparing innovative cuisine using Tasmanian produce, not everyone goes to the Taste just for the food.

There is always something happening at the Taste. If you are not being entertained by looking at and tasting food or people-watching, there is always the entertainment program, including street theatre, buskers, Phil Emmanuel, Ed Kuepper, Bhundu Boys, Monique Brumby, Greg Champion and the Stompin Youth Dance Company.

On New Year's Eve, Hobart's waterfront is the place to be. Crew members join in the waterfront celebrations, watch the fireworks brighten the night sky, and see in the New Year.

The focus of the Taste will be very much on the water. Princes Wharf No. 1 is a good vantage point to watch the yachts arrive and the James Boag Challenge, a race over a short 600 m circuit course in Puffin Pacer dinghies on 1 and 2 January. Tasmanian world champion, Nick Rogers, first partici-

pated in this unique event in Amsterdam and brought the idea back with him.

The Classic Bitter Surf Boat Pursuit with some of the State's top surf life-savers in action competing around a 320 metre course may also be viewed from Princes Wharf No. 1 on December 29 or January 2.

On 2 January the ocean racing yachts which have competed in the Telstra 52nd Sydney-Hobart and the 25th Melbourne-Hobart race will once again battle it out for the title of Wrest Point King of the Derwent.

The area around the Port of Hobart is also the city's arts precinct. Opposite Constitution Dock in the Hobart Town Hall's Carnegie Gallery on Argyle Street, the City of Hobart Art Prize will be on display featuring works on glass and photo media, 30 December - 31 January. Visitors are welcome to vote for their favourite work.

The Tasmanian Museum and Art Gallery, facing Constitution Dock (enter from Macquarie Street) will show a Tom Roberts Exhibition and an exhibition of 20th century shoes "Fashion Afoot: The Stylish Shoe" during the Hobart Summer Festival.

One of Hobart's top tourist attractions is cosmopolitan, creative and colourful Salamanca Market, held every Saturday at Salamanca Place.

"On New Year's Eve, Hobart's waterfront is the place to be. Crew members join in the waterfront celebrations, watch the fireworks brighten the night sky, and see in the New Year"

Even when Salamanca Market is not in full-swing with its 300 stalls, Salamanca Place is still worthy of exploration. Behind the sandstone Georgian facades of the historic warehouses there is a hive of activity in buildings such as the Salamanca Arts Centre with a Trash Festival featuring an Art From Trash exhibition and a Trash Film Festival.

The Laughfest will be staged at Salamanca's Peacock Theatre with comedies such as "X, Wellington, Wellington, X".

If you seek an insightful, in-depth analysis and general orientation around Hobart's waterfront then actor-come-tour guide, Robert Jarman, might be the person to lead the way.

Jarman, who spends much of his time acting, directing and "doing coffee" at Salamanca Place takes Kulture Strolls every weekend so visitors may hear all the local "goss" and learn about Hobart's fascinating "kulture".

The Hobart Summer Festival culminates on 27 January with a magnificent sight - hundreds of people carrying lanterns down Mt Wellington for the Wrest Point Casino Festival of Southern Lights.

Many Sydney to Hobart yachts will say goodbye to Hobart on 3 January when they cruise to Port Arthur to visit the historic site and to enjoy an evening of fun before they return home to plan for the next race.

For further information phone either: Tanzi Lewis, Hobart City Council, on 03 6238 2728, or Catherine Brys, Hobart Summer Festival, on 03 6238 2766.

A Walk on the Wild Side

Most visitors to Tasmania have heard of the Port Arthur convict settlement, but few are aware of the treasures of the Tasman Peninsula.

Port Arthur is surrounded by a dramatic coastline where the wild southern ocean clashes with the Peninsula's rugged sea-cliffs, in places up to 300 metres high. The constant motion has resulted in a fascinating array of blow-holes, sea-caves and arches, many of which are easily accessible.

From Hobart, your first view of the Peninsula is across Pirate's Bay as the road descends towards Eaglehawk Neck with its rugged formation such as the Blow-hole, Devils Kitchen and Tasman Arch. In the distance, you see The Lanterns sitting bell-shaped on the water near Cape Hauy (pronounced



Tasmania is famous for its waterfalls, among them being Camp Falls in Waterfalls Bay on the East Coast.

Hoy). This spectacular cape is a relatively easy, half-day walk commencing from the end of the Fortescue Bay Road.

At Fortescue Bay, the cliff-lines are broken by a golden beach with the waves rolling ashore. Inland, there are tranquil tracts of green, ferny forests and fairy penguins inhabit the region. It is also the starting point for a longer walk to Waterfall Bay and Eaglehawk Neck above the line of soaring dolomite cliffs. Known as the Tasman Trail, the walk takes six to seven hours each way.

Five kilometres south of Port

Arthur, the Remarkable Cave does its best to live up to its somewhat daunting name, and nearby at Crescent Bay there are king-sized sand-dunes to roll down and sweeping views across to the dolomite columns of Cape Pillar and Tasman Island, making this a popular location for yachts to anchor.

In the north-west corner of the Peninsula, you'll find the ruins of the convict coal mines beyond Saltwater River.

These are the only convict mines in Australia which are capable of inspection. Others around Australia have long since been built over.

Tasmania's east coast is renowned for the exceptional game fishing opportunities it provides, and the Peninsula waters are no exception.

For those who enjoy a challenge and are willing to brave the elements, its waters offer a bounty of highly-sought after Bluefin. Locals say that when conditions are the coldest and roughest, the Bluefin are most prolific. Fully-equipped charter boats are available for hire from Eaglehawk Neck at reasonable rates.

The Peninsula is also known for its superb cuisine and dining venues. For unbeatable seafood try Kelley's Restaurant, or the Eaglehawk Cafe Restaurant for a wonderful water outlook and cosy atmosphere.

While there, don't miss the opportunity to sample some genuine pickled Pirate's Bay Octopus. Attractively bottled, it makes the perfect novelty gift for friends and family back home.

A circuit of the Tasman Peninsula may be completed by driving through the pleasant farming country of the Premaydena and Nubeena area.

Other opportunities to view more of



Above left: Tasman Arch, another remarkable rock formation on Tasman Peninsula. Above right: The Tasman Peninsula offers a bounty of fish to anyone willing to brave the elements

the Tasman Peninsula's wild side include four-wheel drive safaris, light aircraft flights and boat journeys to the

Isle of the Dead and beyond. Whether you stay for a day or a week, it promises to be a memorable experience. ▲



Ever wonder why the race ends in Hobart?

Sure the race starts in Sydney; racy, pacy, hyperactive Sydney. It's one of the greatest places, you'll agree, to leave from.

And go where?

Bass Strait.



Even on a good day it can be a challenge. On a bad day it can be a nightmare. Whatever it is, if you choose to accept the challenge, the place you wind

up in had better be worth the journey. Maybe that's why they chose to end one of the world's toughest ocean races in Hobart.

Why?

It could be the climate. It could be the food. It could be the natural beauty. It could be any of a hundred things.

Whatever it is, it must be worth the

journey. Why else would sailors have been going through hell to get here for 50 years.

And will keep coming here for 50 more.

If you're coming down, and want to find out more information on a Tasmanian holiday, call your travel agent, Tasmanian Travel

Centre or phone 1800 068 900.



Tasmania
Discover your natural state

Timber Traditions

Hobart's historic Constitution Dock will again be the centre of Australia's Wooden Boat Festival in November. Bernard Lloyd previews this nostalgic event.



Former fishing boat *Rhona H* will be among Tasmania's fine old craft on display at the Australian Wooden Boat Festival in November (Pic - David Walker)

Tasmanians are boat mad. The first settlers island-hopped across Bass Strait through the pouring rain to get there. They were isolated by rising seas about ten thousand years ago.

There were so many whales in the Hobart estuary locals complained of their blowing and riverside signs warned mariners of small craft to sail close to the shore to avoid the leviathans.

At Port Arthur convicts worked up to their necks in the freezing baywater in the shipyards. They built many vessels, including *Lady Franklin* which was used to transport convicts. A group of convicts stole the ship *Frederick*, put to sea in her and set course for South America. Being Tasmanians, they

made it.

Other convicts followed, ten were recaptured at sea in a 33' "vessel" made using twisted bark as cordage and stringybark for caulage. They were set to build the *Eliza*, a fast schooner which police used to patrol the bays for escaping convicts.

In later colonial times, the sea was Tasmania's only route for trade and communication with the rest of the world. A vigorous maritime industry became imperative. The huge supply of timbers made the boats fine and by 1850 Tasmania was building more boats than the rest of the Australian colonies combined.

Steel-hulled ships and the vast scale of modern manufacturing closed down

the industry in the early 1900's but it did not stop the Tasmanians. Boat ownership is still the highest per capita in Australia and the Tasmanians developed a gruelling yacht race from Sydney to Hobart and another one, The Three Peaks Race, to even further test their sea-going traditions and abilities.

Today, the maritime industry is in revival. A Wooden Boat school has been started down river at Shipwrights Point, the University of Tasmania has a state-of-the-art Olympic sailing simulator across the river and up-river, Incat (International Catamarans) is building radical, 43 knot, aluminium-hulled, wave piercing catamarans to speed across the Channel and seas around the globe. Incat is now Tasmania's single-largest employer.

All this history, lore and skill is brought together once every two years at Hobart's Australian Wooden Boat Festival. It's at Constitution Dock and surrounded on three sides by the historic maritime warehouses of Salamanca Place. Organiser, Cathy Hawkins, is confident that this year's event will easily surpass the 1994 inaugural festival.

Every Shipwright's art will be demonstrated. Foresters will be pit sawing 'bark to bark' slabs of fine Tasmanian timbers, like Celery-top and King Billy Pine then broad-axe squaring and adzing black-hearted Sassafras

Below: Fine timber yachts will be on display in Constitution Dock for Hobart's second Australian Wooden Boat Festival in November. (Pic - David Walker).



and Blue gum. There will be caulking, riveting copper roves and planking, sail making, spar breaking, splicing, knotting and rigging.

Wooden block makers and whale-bone carvers will set up besides gortex flotation survival jackets and "silka-flex" glues. Modern nautilus will race to make a plywood boat in just four hours, hope it dries overnight and then race by oar and sail the next day.

During the heart of the festival, over

"All this history, lore and skill is brought together once every two years at Hobart's Australian Wooden Boat Festival"

three hundred wooden boats will, of course, be afloat. Listen to these name-sake dinghies: *Van Diemen*, *Abel Tasman*, *James Cook* and *Matthew Flinders*, and the unknown *Huon Rat* and the *Huon Nutshell Pram Dinghy*, *Fazackerly*, *Walnut*, *Sao*, *Fish*, and *Tinderbox*. Then there will be yachts: *Wombat*, a classic

47' ocean racing yacht built in Ireland in 1905 but now chartering Tasmania's West coast, and the 36' *Weene*, which boasts sail number 1 at Royal Yacht Club of Tasmania, the 56' *Wraith of Hamble* and finally, *New Horizon*, 100' LOA. The oldest boat is *Secheron House*, a 12' Huon Pine clinker built by the convict Walter Paisley in 1871.

The festival has also inspired five tall ships - *Yootha*, *Ralinga* and *Rhona H* (which holds the record for catching the most barracuda in one day - four and a half tons), the 70-footer *Flying Cloud*, and the 81-footer *Windward Bound*, the largest privately built and owned vessel under construction in Tasmania.

The centrepiece of the festival will be *Enterprise*. At over 100' LOA she's a museum quality replica of the vessel which took the early British settlers to Victoria from Tasmania and she is on her maiden voyage out of Victoria.

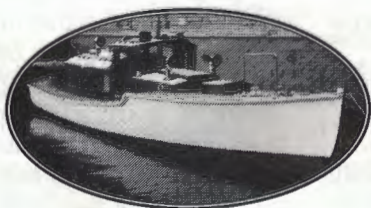
In spite of their differences all these craft have been shaped by three things:



Above: Beautifully built wooden dinghy lies alongside a yacht at the inaugural Australian Wooden Boat Festival two years ago. (Pic - David Walker)

love, the cleanest, sweetest sea air on Earth and the thought, always in the back of the builders minds, that beyond the bay are the 'Roaring Forties'. All aboard! Hobart, November 15 to 17th. ▲

For those who appreciate timber, brass and elbow grease.



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Gold would have been great, but a silver and a bronze, plus other fine performances by our sailors at the Atlanta Olympic Yachting Regatta highlighted not only the skills of our sailors but most of all the dedicated effort that each member of the team, win or lose, put into the long, hard road to Savannah.

Just to survive Savannah was a demanding ordeal, requiring the highest physical and mental fitness and a concentrated effort. To gain even a heat placing or a win required the finest of sailing skills and concentration; to win a medal needed a supreme achievement.

Thus Mitch Booth and Andrew Landenberger with the silver medal in the Tornado multihull class and Colin Beashel and David Giles with the bronze in the Star keelboats are deserving of the highest accolades for their performances. Certainly, both crews could have won gold, but the standard

"As a result of their efforts at Savannah, several Australians have moved sharply up in the latest official International Sailing Federation (ISAF) rankings for Olympic classes issued in early August"

of Olympic competition is extraordinarily high and there is always that vital luck factor in sailing.

Colin Beashel's PMS (premature start) in the final and deciding race of the Stars gave the gold to Brazil's Torben Grael. Beashel was just one point behind Grael going into this race and, as he told me later, he had to go for the gold rather than sailing a conservative race to protect the bronze. "I had to go

Australia can feel justly proud of our yachting team's effort at the Atlanta Centennial Olympic Games yachting regatta, sailed off the Atlantic coast of Georgia near Savannah. OFFHORE's editor Peter Campbell was there.

for an aggressive start if I was to win gold," Beashel said.

As the Star fleet lined up after two general recalls and the black flag flying, Beashel was in a perfect spot to the windward of Grael, but just edged over the line a couple of seconds early.

Mitch Booth's second in the Tornado class is his second Olympic medal and was a fine effort in a most competitive class. This is Australia's second silver medal since we first sailed in Olympic yachting, the previous one being at the Melbourne Games in 1956, when West Australian Rolly Tasker won silver in the 12 square metre Sharpie class.

Booth and Andrew Landenberger were the fastest crew, winning three of the 10 races, but a 14th and a 17th midway through the regatta, plus a race nine PMS cost them gold to the consistent Spanish crew of Fernando Leon and Jose Luis Ballester.

The Australian effort went far deeper than silver and bronze. Michael Blackburn surfed home in the final race of the Lasers to finish a close fourth in a fleet of 56, the largest fleet in its Olympic debut.

Paul McKenzie surprised all with a

talented performance in the Finn dinghies, winning one race and gaining two third placings to end up sixth overall. His win was his first ever race success in a major international regatta, an emotional event which saw his opponents sail over to warmly congratulate him.

Sailboarder Brendan Todd was another surprise, placing seventh in the Mistral men, but his female counterpart, Natasha Sturges, had a rather disappointing regatta although she did end up ninth. Jeni Lidgett and Addy Bucek, in their second Olympics in the 470 dinghy, women, again sailed consistently to finish eighth overall.

Matt Hayes and his crew of Steve Jarvin and Steve McConaghy looked a chance of reaching the match-racing finals in the Solings finishing in the top six in four races but a mid-series PMS and a last fleet race DSQ cost them dearly, but like Colin Beashel they had to be aggressive at the start. Their final placing of 12th did not reveal their true ability.

Overall, Australia was second only to the United States as the most successful team at Savannah which saw the widest distribution of medals in the history of Olympic yachting, with the 30 medals being won by 22 different nations. Contesting all ten disciplines, Australia had six of its individual

sailors or crews in the top eight overall, and all but one crew finished in the top dozen placings in their classes.

In fact, of the seven nations which sent full teams and participated in all ten events, Australia was the top performing nation based on overall results achieved per event, followed by Great Britain and the United States.

The yachting regatta of the 1996 Centennial Games was the biggest in the history of Olympic yachting - but certainly not the greatest. It was the biggest in the number of participants (458), nations (77), officials (1700), venue size (spread over 50 square miles) and in cost, a massive \$20 million for the establishment and running of the yachting venue at Savannah (Olympic Village), Wilmington Island (Olympic Marina and regatta administration headquarters), Wassaw Sound (Olympic Day Marina), and the four course areas on Wassaw Sound and the Atlantic Ocean.

Despite this, and the violent summer storms (and often subsequent unstable winds and calms), the regatta was an outstanding success, the result of years of planning by a core of volunteers, led by John McIntosh, a descendant of one of the early settlers in this, the 13th and last English colony in the Americas.

Apart from the money that ACOG had to spend in running the Olympic Yachting Regatta within the State of Georgia (more yachting-orientated cities in the neighbouring states of

Florida and South and North Carolina offered to host the yachting), many of the large nations, including the USA, Canada, France, Germany, Spain and Great Britain, spent huge amounts of money on technical support and coaching for their athletes in the bid for gold. And they largely missed out on the medals.

For example, the USA which has been by far the dominant nation in Olympic yachting in recent years, winning nine medals at Barcelona in 1992, collected only two bronze medals at Savannah.

The ultimate outcome was the best possible result for international sailing and a great boost for Sydney 2000 - of the 30 medals won at Savannah, 22 went to different nations, including countries which had never before won a sailing medal. In 1992 there were 12 nations winning the 30 medals, and in 1988, with eight disciplines and 24 medals, the distribution was between 14 nations.

Brazil and Spain were the only nations to win two gold medals at Savannah. Brazil won the Stars and Lasers, Spain the Tornado and 470 women. The other gold medal winning nations were Hong Kong (Mistral women) Greece (Mistral men), Denmark (Europe women), Ukraine (470 men) and Germany (Soling).

Apart from the USA winning only two bronze medals, Great Britain collected two silver despite a huge commitment, New Zealand just one silver, as did Russia, while Canada failed to win any medals.

For the first time, gold medals were won by Hong Kong (Mistral women's sailboards) and the Ukraine (470 dinghy, men) while Poland won its second ever gold medal (Finn dinghy, men) and Greece collected only its second gold medal in the Mistral men's sailboard class. Ukraine, competing as an independent nation for the first time, won a gold and a bronze in the men and women's 470 dinghies.

"This is Australia's second silver medal since we first sailed in Olympic yachting, the previous one being at the Melbourne Games in 1956"

The weather? When conditions were "normal" the breezes were good, 12-15 knots with enough shifts to keep sailors and race officials on their toes, although westerly land breezes were far more dominant than expected at this time of the year. However, the mid-afternoon storms which seemed to sweep up the coast of Georgia most afternoons had a significant influence.

In general, the storms brought dramatic thunder, frightening lightning, torrential rain, sometimes hail, which cut visibility down to 100 metres at their worst. The winds generally increased to more than 20 knots, reaching 30 to 40 knots in a couple of storms, with short steep seas. However, it was the lightning which frightened everyone - in the worst, the lightning seemed to strike the water around the fleet, with 400 strikes being recorded within a five mile radius on one afternoon.

One thing, race officials had accurate advance warning of the storms and their severity from the National Weather Service base at the Olympic Marina. What was not predictable was the strength and direction of the wind after the storms passed through, generally after about an hour. Sometimes it just went round in circles; sometimes

Opposite: Mitch Booth and Andrew Landenberger won the silver medal for Australia in the Tornado multihull class with great speed on the Atlantic Ocean course off Savannah. Below: Star keelboat crew, Colin Beashel and David Giles, drive their boat through the short, steep seas during the Olympic Yachting Regatta on the Atlantic Ocean off Savannah on the coast of Georgia. The Australians won three races and ended up with the bronze medal. Pics- Carlo Borlenghi



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Norway and Australia lead a bunch of boats in a downwind charge in the Soling class at the Olympic Yachting Regatta off Savannah. The Australian crew of Matt Hayes, Steve Jarvin and Steve McConaghy, finished 12th overall after a last race disqualification. Pic - Carlo Borlenghi

the storm sucked away all the wind; on the final day of the Soling match racing it stayed in and enabled the medals to be decided fairly. ▲

The Medal Winners

Soling:

Gold: Germany (Jochen Schumann, skipper) fleet placings: 5-5-2-4-1-9-9-6-2-9, 34pts, 1. Silver: Russia (Georgiy Shayduko, skipper) fleet placings: 2-11-13-8-7-4-12-8-3, 50 pts, 5. Bronze: USA (Jeff Madrigali, skipper) fleet placings: 1-4-9-2-5-19-5-9-1-12, 36pts. 12 Australia (Matt Hayes, Steve Jarvin, Steve McConaghy) fleet placings: 10-13-5-14-PMS-6-2-14-6-DSQ.

Match racing for medals:

Quarter-finals: Great Britain d Denmark 3-2; Russia d Canada 3-0; Germany bye; USA bye. Semi-finals: Germany d Great Britain 3-1; Russia d USA 3-0. Final (gold and silver medals): Germany d Russia 3-0. Petit-Final (bronze medal): USA d Great Britain 3-0.

Star:

Gold: Brazil (Torben Grael, skipper) 1-6-2-7-1-4-9-2-6-3, 25 pts. Silver: Sweden (Hans Wallen, skipper) 4-7-7-8-2-1-3-4-8-1, 29 pts. Bronze: Australia (Colin Beashel/David Giles) 11-1-1-1-8-3-2-7-9-PMS, 32 pts.

Tornado:

Gold: Spain (Fernando Leon, skipper) 2-2-4-5-5-2-4-3-PMS-3-DNC, 30 pts. Silver: Australia (Mitch Booth/Andrew Landenberger) 1-5-6-2-14-17-1-1-PMS-2-10, 42 pts. Bronze: Brazil (Lars Grael, skipper) 12-16-1-8-6-8-2-5-3-7-3, 43pts.

Finn:

Gold: Poland (Mateusz Kusznierwicz) 10-4-20-4-9-1-2-1-1-10, 32 pts. Silver: Belgium (Sebastien Godefroid) 13-24-5-5-4-3-16-7-2-6, 45 pts. Bronze: Netherlands (Roy Heiner) 21-7-6-11-6-11-1-12-6-2, 50 pts. 6 Australia (Paul McKenzie) 9-28-14-20-1-17-13-3-3-7, 67 pts.

Laser:

Gold: Brazil (Robert Scheidt) 2-9-3-6-1-3-7-2-1-1-DSQ, 26 pts. Silver: Great Britain (Ben Ainslie) 27-4-7-2-2-1-2-1-16-2-DSQ, 37pts. Bronze: Norway (Peter Moberg) 1-7-9-1-10-1-21-3-5-11, 45 pts. 4 Australia (Michael Blackburn) 5-6-2-22-10-22-5-4-7-4-1, 48 pts.

Europe:

Gold: Denmark (Kristine Roug) 2-1-3-2-1-2-8-1-8-7-5, 24 pts. Silver: Netherlands (Margriet Matthijsse) PMS-2-1-10-2-1-1-4-12-5-4, 30 pts. Bronze: USA (Courtenay Becker-Dey) 1-8-2-4-7-8-3-14-9-2-6, 39 pts. 11 Australia (Christine Bridge) 18-10-22-12-4-5-13-6-15-10-11, 86pts.

470 Men:

Gold: Ukraine (Yevhen Brazlavets, skipper) 2-2-3-1-16-5-1-9-10-7-DNC, 40 pts. Silver: Great Britain (John Merricks, skipper) 15-1-4-27-DSQ-4-2-6-15-2-12, 61 pts. Bronze: Portugal (Vitor Rocha, skipper) 5-10-17-7-4-8-9-5-2-12-16, 62 pts. 23 Australia (Tom King/Owen McMahon) 19-12-20-26-27-16-7-PMS-25-17-8, 150 pts.

470 Women:

Gold: Spain (Theresa Zabell, skipper) 4-2-11-8-2-1-3-10-3-1-1, 25 pts. Silver: Japan (Yumiko Shige, skipper) 3-7-13-8-1-3-1-11-1-6-7, 36 pts. Bronze: Ukraine (Ruslan Taran, skipper) 1-5-4-9-12-8-18-1-4-4-2, 38 pts. 9 Australia (Jeni Lidgett/Addy Bucek) 7-9-7-4-19-18-15-3-5-9-5, 64 pts.

Mistral Men:

Gold: Greece (Nikolaos Kakiamanakis) 5-1-2-6-1-9-1-1-DNF, 17 pts. Silver: Argentina (Carlos Espinola) 2-4-4-2-3-6-PMS-2-2, 19 pts. Bronze: Israel (Gal Fridman) 1-6-5-3-10-1-9-4-1, 21 pts. 8 Australia (Brendan Todd) 11-2-8-7-9-10-3-9-20, 48 pts.

Mistral Women:

Gold: Hong Kong (Lai Sha Lee) 3-2-2-2-4-2-7-1-DNC, 16 pts. Silver: New Zealand (Barbara Kendall) 2-3-6-1-10-5-5-6-2, 24 pts. Bronze: Italy (Alessandra Sensini) 1-8-1-6-7-15-14-5-1, 28 pts. 9 Australia (Natasha Sturges) 12-10-3-3-12-4-10-11-7, 47 pts.



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First Timer Sets the Pace at Hayman Island

Carey Ramm came to Hayman Island with a brand new boat called *No Fearr* - a Farr 39 built by Cookson's in New Zealand. It did not matter that it was his first major regatta, that he had the smallest boat in the fleet and he was up against some of the best ocean racing talent in the country, he won both the IMS and PHS Divisions of this up-market, invitation only regatta - the Tag Heuer- Ansett Big boat Series at Hayman Island. By Kevan Wolfe.

Ramm, a 29 year old economist and company director based in Townsville, won five of the six races that made up the week-long championship.

Also making her debut in the 16-boat, invitation only fleet, was the new Murray 41, *Zoe*, owned by Ivan Wheen from Sydney. *Zoe* is a development of the 1995 Sydney to Hobart winner, *Terra Firma*. Unlike *Terra Firma* the new design features a 30s-style canoe bow and a full transom with twin wheels

mounted on consoles either side of the cockpit.

Grant Simmer flew in from the Kenwood Cup in Hawaii to call the tactics and join Olympic yachtsman Steve McConaghy who was also in the crew. In the first race *Zoe* outclassed the rest of the fleet but slipped back in the placings in the final two races after spending the regatta virtually match racing with *No Fearr*.

At the top end of the fleet, Arthur Bloore's 22.5m Steinmann-designed



Hammer of Queensland with Fraser Johnson steering, dominated the line honours.

Hammer only missed finishing first over the line once when, in sight of the finish, the wind dropped out and Peter Hansen's Elliott 57 *Future Shock*, using a brand new light-weight number one headsail, was able to sail wide and ghost past to take the honours.

Below left: *Abracadabra*, James Mark Anthony's Tripp 47, powers to windward during the Big Boat Series at Hayman Island, an invitation only event restricted to 16 boats and based at the prestigious resort off the Queensland North Coast.

Below right: Wide-angle view of the New Zealand schooner *Primo* which added colour to the fleet in the Hayman Island Big Boat Series.

Pics - Ian Mainsbridge





Main pic: Idealic sailing in the Whitsunday Islands off the Queensland North Coast....some of the fleet in the Tag--Heuer-Ansett Australia Big Boat Series at Hayman Island. Above: *No Fear*, Carey Ramm's newly launched Farr 39, leads *Atara* (Roger Hickman) and *Sycorax* (Michael Quinn) past one of the islands of the Whitsunday Group during the Big Boat Series. Pic - Ian Mainsbridge

The line-up for the six races read like a who's who of ocean racing and included well known names like Andrew Strachan's 1993 Hobart line honours winner, *Ninety Seven*; Robin Crawford's 1992 Hobart handicap winner, *Assassin*; *Atara*, Roger Hickman; *Maglieri Wines*, Geoffrey Vercoe; *Bartercard Morning Mist*, Trevor Neate.

Of interest was Tom McCall's radical Elliott schooner, *Primo*, brought over from New Zealand for the series.

The twin-master revelled in the heavier conditions and twice finished

second to *Hammer* over the line and placed second overall on Performance Handicap.

Originally designed for the two-handed Melbourne to Osaka race, *Primo* struggled on the long upwind legs but amazed other competitors with its downwind speed.

The Hayman Island series with its top-line boats and star-studded crews is set to become Australia's most prestigious regatta.

There are six races in the series, two for the Tag Heuer Challenge Trophy, two for the Hayman Resort Trophy and

two for the Ansett Australia Trophy.

As the Commodore of the Hayman Island Yacht Club, Sir James Hardy said: "It is a series for the owners, they can bring their families to a five star resort and enjoy the world-class facilities."

Crews were also well looked after with accommodation and meal packages offered by the resort. And the presentation barbecue was unequalled at any other regatta in Australia.

Next year organisers are planning to invite more yachts from New Zealand and some are expected from Japan. ▲



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With renewed and ongoing support from the revitalised Hamilton Island Great Barrier Reef Resort management, the 13th running of the XXXX-Ansett Hamilton Island Race Week has proven to be a lucky year for Australian yachting. Peter Campbell reports.



All Go For Hamilton Island Race Week

There was more to the XXXX-Ansett Hamilton Island Race Week than just yachting when some 700 sailors from around Australia and overseas gathered on the Whitsunday Island resort for the 13th annual Race Week. This was the first Race Week under the new resort management appointed following the major financial investment by Bankers Trust in the public company which now controls the island operations, Hamilton Island Limited.

Although Race Week is officially run by the Hamilton Island Yacht Club Inc, the success of Race Week has always depended on the sponsorship of the airline company, Ansett Australia, and the Queensland brewers of XXXX beer, not to mention the support of the resort management.

Rumours had been flying that this would be the last Race Week, but the new and obviously active and interested management quickly made it clear that this was not to be the case. In fact, at a reception for visiting yacht owners (some 120 of them), they made it clear they were giving unqualified support

not only for the 1996 Race Week but also for future regattas.

So rest assured, the XXXX-Ansett Hamilton Island Race Week will be on again - and even better - in 1997.

Not that one would need much improvement to Race Week 1996, except for some more breeze. It was an outstanding success for everyone concerned, with a significant jump in entries to some 120 boats from all Australian States, New Zealand and Papua New Guinea. It was exceptionally well organised by Hamilton Island Yacht Club under the direction of David Hutchens, one of the founders of Race Week. Back on deck was Race Director Warwick Hoban who spent Race Week last year in traction after a multiple-fracture snow skiing accident.

Significantly, this year's Race Week was also a showcase for several new designs and the opportunity for owners to compare the latest in IMS and PH racers, sail designs and equipment.

The IMS division, in which Racer and Cruiser/Racers competed together under a formula of allowances issued by the Australian Yachting Fed-

eration, was virtually an Australian IMS championship. However, some owners were far from happy with this initial list of AYF allowances which were applied to all yachts, both IMS Racers and IMS Cruiser/Racers in the one division at Hamilton Island.

The 1996 XXXX-Ansett Race Week showed a substantial increase in the IMS and PH racing entries, along with the highly competitive Trailable Yachts and Day Sailers. Ninety three of the yachts competed in the IMS, PH and Trailable/Day Sailer racing divisions, 28 in the Cruising division.

With tricky, light to moderate breezes and strong-running tides throughout Race Week, competition was intense in every division and the overall winners were not decided until the final race. In the IMS division the winner was not clear until the last mile or so of the 22 nautical mile Lindeman Island Race.

Victory finally went to 29-year-old Townsville yachtsman Carey Ramm in his state-of-the-art Farr 39, *No Fearr*, creating history as the first Queensland owner to win Hamilton Island



Above: Charge for the leeward mark during Hamilton Island Race Week.
Pic - Peter Campbell



Top: Maxi yacht *Foxtel Amazon* sweeps across the finish line at the entrance of Hamilton Island harbour at the end of the opening race of the XXXX-Ansett Hamilton Island Race Week.
Pic - Ian Mainsbridge

Above: The new Farr 39, *No Fearr*, owned by Townsville yachtsman Carey Ramm, made history as the first Queensland yacht to win the IMS handicap overall trophy at the XXXX-Ansett Hamilton Island Race Week. *No Fearr* also won the TAG-Heuer-Ansett Australia Hayman Island Big Boat Series which preceded the Hamilton Island regatta.
Pic - Peter Campbell

Race Week. It was also a great double for this relative newcomer to grand prix offshore racing as only a week before he had won the TAG-Heuer - Ansett Australia Big Boat Series at Hayman Island.

Designed by the world's most successful designer of ocean racing yachts, Bruce Farr & Associates, *No Fearr* was built in New Zealand by Cooksons and launched only 12 weeks ago.

No Fearr's double victory in the Whitsundays was a significant success for Fraser Sails as the yacht carried a full inventory of the Sydney based loft's FS-plus sails. An added bonus for Fraser Sails was the fact that the second and third placed yachts in the IMS division of Hamilton Island Race Week, *Atria* and *Assassin*, also carried Fraser Sails FS-plus inventories which

proved especially beneficial in the light to moderate breezes. So did the winner of the Performance Handicap division, *Portofino*.

While *No Fearr* won five of the six races at Hayman Island, the competition was much tougher at Hamilton Island. After notching up placings of 5-11-1-2-1-2-15, the Farr 39 went into the final race just one point ahead of the 1992 Sydney-Hobart IMS winner, *Assassin*, a Farr 40 skippered by Sydney yachtsman Robin Crawford, which

had until then placed 15-2-5-3-3-3-5. *Atria*, a Robert Hick designed 30-footer owned by Gold Coast-based surgeon Gilbert Ford, just four points further back after placings of 5-11-1-2-1-2-15.

No Fearr, with Sydney-Hobart winning tactician Ron Jacobs on the helm, young Townsville 505 sailor Jamie Perrett calling the pressure and tactics, and Fraser Sails' Brad Stephens on sail trim, match-raced *Assassin*, with Steve Kulmar steering, in a nip-'n-tuck duel around the 22 nm course. Finally, the

RESULTS COUNT



"No Fearr" winning at Hamilton Island

This is the view the competition saw of the new Cookson/Farr 12m cruiser/racer at the Hayman Island Big Boat series and Hamilton Island Race Week.

COOKSON/FARR 12m CRUISER/RACER RACE RESULTS

"No Fearr" Tag Heuer Ansett Australia
Big Boat Series Hayman Island 1st Overall
"No Fearr" XXXX Ansett
Race Week, Hamilton Island 1st Overall
"Stackerlee" Air New Zealand
Regatta 2nd Overall
"Silverage" European IMS Champs.. 1st Overall
"White Cloud" Kenwood Cup 1st Div. 'D'
"Take One" Kenwood Cup 3rd Div. 'D'

RIGHT LAYOUT:

The Cookson 12 has an excellent dual purpose layout. The interior is roomier and more comfortable than many 40' cruisers, while being sensibly and practically laid out. The deck has been purpose designed to provide the serious racing sailor with necessary features, while offering the cruiser/racer some home comforts in seats and coamings.

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Tangle at the weather mark between the red boat from Papua New Guinea, *API Morebartalk* (Laurie Needham) and the Sydney sloop *Aspect* (David Pescud) forced other yachts into taking a wide berth during this race at Hamilton Island Race Week.

Pic - Peter Campbell

Townsville yacht broke ahead as they neared Dent Passage and the finish, crossing 47 seconds in front.

The decisive winning margin by the new Farr 39 over the five-year-old Farr 40 knocked *Assassin's* chances of winning Race Week, but the threat still remained from *Atria*, with designer Robert Hick at the helm. To win the series, *Atria* had to win the final race with *No Fearr* further back than fifth on corrected time. *Atria* won the race, but *No Fearr* placed second while *Assassin* corrected out in fifth place.

"The decisive winning margin by the new Farr 39 over the five-year-old Farr 40 knocked *Assassin's* chances of winning Race Week, but the threat still remained from *Atria*, with designer Robert Hick at the helm"

The final overall points after discarding one of the eight races were: *No Fearr* 678, *Atria* 675, *Assassin* 674, with the new Iain Murray-designed 41-footer from Sydney, *Zoe* (Ivan Wheen) fourth with 664 pts and early pointscore leader *Hartz Mineral Water*, the Farr 36 skippered by Hobart yachtsman John Fuglsang, dropping to finish fifth overall on 659 pts.

The Performance Handicap division attracted a highly competitive fleet of 37 boats, including the New Zealand and Papua New Guinea contingents, some interesting new boats and all of the maxi/pocket maxi yachts.

The big boats dominated corrected time results in the PH Division in all but the final race, and this enabled Brisbane yachtsman Brian Graves and his crew of club sailors from Royal Queensland Yacht Squadron to snatch overall victory with his Farr/Binks 38, *Portofino*.

Outside of *Portofino*, the only small boat to figure in the top ten placings overall was Australia's first MUMM 30, chartered by well known Sydney yachtsman Marcus Blackmore and racing as *Dangerous When Wet*.

The MUMM 30 placed sixth overall after some interesting boat-for-boat duels with another new boat, Australia's first Mount Gay 30, *Cuckoos Nest/Team Fujitsu*, designed by David Lyons for Nigel Holman but chartered for race week by Sydney yachtsman Richard Pirini. ▲

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Richard Bennett's dramatic picture of Hobart Yachtsman Joe Cannon at the helm in a wild storm off the coast of Tasmania

Safe Sailing Starts in Your Mind

So, you've spent all that money in buying all the right gear and now you are safe to go sailing offshore. Wrong, says "Hornblower", alias John Hornby, chairman of the Safety Committee of the Yachting Association of New South Wales.



Safety starts in your head, knowing how you, your crew and your boat behave in heavy weather.

You must take your yacht and its crew out and practice reefing, sail changing, setting the trysail and storm jib, and sailing to windward under storm sails. You may get a few unpleasant surprises!

Jack lines and strong points, especially around the cockpit area, are of paramount importance but are useless if your crew are too bloody stupid to use them.

Make sure that your crew know what you mean when you or your watch leaders order harnesses to be worn. If you have a macho who refuses to wear a harness, get rid of him.

He may be one of the best sailors you have ever met, but he is not much use if he is in the sea and you have to put your boat, crew and yourself at risk to look for him.

Practice man-overboard retrieval before the season starts using the macho as the sucker before you get rid of him; make sure that your new crew know exactly where all the safety gear is located, and that your old crew haven't forgotten,

A safety equipment stowage diagram stuck on to the bulkhead is a good idea.

Let your crew handle the flares and become familiar with the firing mechanism. There are some new types of flares on the market and they operate differently, so you all need to know how to use them.

If your club runs a "hands-on" liferaft demonstration, be in it. You will then realise more fully the need for safe sailing.

I went on two demonstrations, an overnighter followed by a daytime exercise in which we launched rafts from yachts and simulated "abandon ship."

On our return to Middle Harbour Yacht

Club we held a debriefing and we passed on to John Ferris of RFD all manner of suggestions for the improvement of liferaft equipment.

One suggestion, by Reg Harris of Wolongong, was: "Could you make the biscuits more palatable?" To which John replied: "We don't have biscuits in the rafts!"

It turned out that Reg had eaten one of the sponges. Another reason for not getting into the situation of abandoning ship - you might be down to eating sponges.

Safety at sea is the same as seamanship. It all boils down to common sense and equipment knowledge.

For example, make sure that your engine is serviced at regular intervals and that there are no nasties in your fuel tank. Have your batteries tested to make sure that they can hold a charge, and that they are fully charged. Talk to your friendly

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With offices in Melbourne, Sydney, Newcastle and Fremantle, contact the Sydney office on 02 9624 4155 or fax 02 9624 4634.

DISTRESS FLARES

RFD Marketing Approved Flares

RFD (Australia) is now distributing the Norabel Hansson range of flares in Australia, opening up the competition for the marine distress flare market in all States.

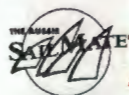
Norabel Hansson products are approved and accepted internationally and locally for all relevant applications. According to RFD, they exceed the requirements of AS 2092 1988; they are approved by all State marine authorities; they comply with the Australian Yachting Federation regulations; and they are Bureau Veritas and SOLAS approved where applicable.

While not yet well known in Australia, the Norabel Hansson brand name is synonymous elsewhere in the world with top quality, innovative and reliable design. The flares use the latest striker system available internationally.

RFD is marketing the Norabel Hansson range through its own offices and agents throughout Australia and through selected ships chandlers.

The company says this competitive initiative has resulted in consumer price benefits and RFD is confident that Norabel Hansson will earn widespread respect in the market by providing a long-requested alternative brand carrying all relevant approvals.

Further information: RFD (Australia) on 1800 646 086.



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Pains-Wessex Flares Stand-out in Test

For the first time, Australian boat owners have a choice of marine distress flares to choose from in equipping their craft to meet safety requirements.

With all States falling into line, Australia has become the first maritime nation in the world to make hand-held flares compulsory safety items on all leisure and commercial vessels sailing in open waters. The decision has proven itself, with flares time and time again helping reduce the time it takes to rescue people from vessels in distress, thus lowering government search and rescue costs.

For some 30 years, the Melbourne-based Pains-Wessex company made top quality orange flares and their red hand-flares have been market leaders. The more compact German-made Comet flares have been on the market for some years, while a little over 12 months ago, the Swedish Norabel Hansson brand was launched in Australia.

Now, with three brands fighting for the lion's share of the lucrative multi-million dollar Australian market, product performance has become a major buying issue.

In conjunction with the Australian Volunteer Coast Guard, a performance test was recently conducted on Corio Bay, Victoria, on a current batch of popularly available hand-flares.

The AVCG's Victorian Squadron vice-captain, Garry Tomlins (a veteran of hundreds of marine rescues with the Queenscliff flotilla) was invited to act as test judge for a series of day time tests, in accordance with the Australian Standard AS 2092, to measure the performance and ease-of-use of the three brands of orange handsmoke flares. Because of the pressure of time, red night flares were tested in daylight to ascertain their handling, flare emissions and burn time performances.



Pains-Wessex orange hand smoke has a visibility in excess of 4km

For orange hand smoke flares to pass the Australian Standard, they must be visible from a distance of at least 4km, emit a vivid and expanding cloud of dense smoke amongst other requirements.

In a light 5-10 km breeze on the north-eastern shore of Corio Bay, one brand of orange handsmokes were set off at a time. The two observer's were 4km away on the bay's western shore, measuring just how long (in seconds) each flare's smoke could be seen (without binoculars) and was the smoke easily recognisable as a distress signal.

At the conclusion of the Corio Bay testing session, Tomlins declared: "Based on today's tests, the Pains Wessex flares were the best performers, because they were the only ones able to pass all tests, especially the 4km visibility test."

The test report said smoke was not visible from either the Hansson or Comet flares at a distance of 4km, whereas the Pains-


Wessex flare emitted a 75m to 100m low plume of orange smoke which was clearly visible.

In addition, the Australian Standard requires flares to be easily identifiable, to have simple and easy to following instructions, be visible for 60 seconds and be able to ignite even in wet and windy conditions. In the test, Garry Tomlins was asked to judge the ease of identification between the

"Because of the pressure of time, red night flares were tested in daylight to ascertain their handling, flare emissions and burn time performances"

red and orange flares, the readability of their firing instructions, whether the flares could be identifiable at night without a torch, how easily the flares ignited and what happened when they burned.

The ease-of-use test showed that the



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red flare tubes could be easily identified from orange handsmokes in the case of both the Hansson and Pains-Wessex flares, but took time with the Comet flares. Only the Pains-Wessex flares could be identified at night without a torch and even then the user would need to know it had a raised O or + on the cap.

Firing instructions were adequate with the Pains-Wessex and Hansson flares, but barely so with the Comet. All three brands performed well in the test of signal igniting, each working first time. The three brands burned for between 63 and 65 seconds.

“Once inflated, the wind pressure attempting to move the boat is balanced by the Para-Anchor, thus reducing the stern-way drift to a minimum”

On the question of how easy was it to hold the burning flare, the report said...

- Pains-Wessex: The handle got a little warm, but no burning bits dropped on the ground.
- Hansson: Comfortable to hold, but the

flare emitted orange bits which dropped to the ground.

- Comet: Comfortable to hold, but the flare emitted burning orange bits which dropped to the ground.

SEA SURFACE ANCHORS/DROGUES

Para-Anchor Sea Surface Anchor

All boats are designed to take weather on the bow, but their natural tendency is to turn their vulnerable beam to sea. The original sea anchor (Admiralty Cone) is an age old invention that performs as a drogue rather than a true sea anchor.

The Para-Anchor Sea Surface Anchor has taken modern airborne technology and adapted it to use in the sea, with proven results, including a trimaran surviving the ultimate of storms including a Cape Horn gust which stuck the needle at 100 mph..

As the Australian agents, Para-Anchors Australia of Sale, Victoria, point out the Para-Anchor Sea Surface Anchor is no guarantee of survival, it simply optimises the chance of survival by maximising drift

control and restoring stability.

Used from the bow of the boat, drift enables the Para-Anchor to inflate and operate efficiently, exerting an iron like grip on the sea.

Once inflated, the wind pressure attempting to move the boat is balanced by the Para-Anchor, thus reducing the stern-way drift to a minimum.

To achieve maximum and safest results it must be attached by a nylon anchor rode with a minimum 120 metres, which will allow a great deal of the load of boat against sea to be used within the rode itself.

However, Sydney yachtsmen Bruce Hitchman and Brian Wilson used the Para-Anchor effectively to steer Bruce's *Pacific Breeze* after it broke its rudder stock during the 1994 Short Handed Sailing Association of Australia's double-handed race from Pittwater to Lord Howe Island.

They used an ingenious bridle system running through the beak ends of the spinnaker pole which was lashed athwart the stern, which by exerting pressure on one side of the bridle enabled them to achieve slow but positive steering and continue under reduced sail to reach Lord Howe safely.

Further information: Para-Anchors Australia, Sale, Victoria, phone 051 441244 or fax 051 441320. ▲

Rugged and Compact IC-M1 Transceiver now from ICOM

The latest in new age marine hand held transceivers is Icom's IC-M1 with waterproof protection and compact design for everyday applications.

Ideal for general use in the marine area, the IC-m1 has also been designed for reliable operation under severe conditions.

Mr Neville Donohue, National Sales and Marketing Manager at Icom explained, "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 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, while wearing gloves, in both normal conditions and extreme emergencies," Mr Donohue said.

Lightweight AT 280 grams and compact at 52.2 (W) x 20 (D) mm, the IC-M1 fits snugly into your hand and pocket.

The IC-M1 is equipped with a high speed scanning facility providing scan speeds of 28 channels/sec for quick and effective signal searching. In addition, automatic scan start is available: after standing by for 30 seconds, scans starts automatically.

There are normal and priority scans with a TAG

function. The TAG function enables you to easily choose desired scan channels with the TAG switch. In addition automatic scan start is available: after standing by for 30 seconds, scanning starts automatically.

There are also many additional features on the IC-M1 Australian version including:

- Automatic squelch adjusts levels slightly from pre-set levels
- 5 watts of output power and 2 selectable low powers
- Selectable dual watch and tri watch function
- Instant access to channel 16 and the call channel
- Optional voice scrambling capability
- Low battery alert indicator
- Auto backlighting of front panel keys
- Economical power saver function.

Mr Donohue said, "We are pleased to release the IC-M1 onto the market as it is cost

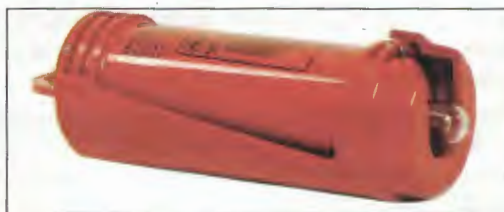
efficient, easy to use, reliable and versatile and can be used in all recreational and commercial applications from every day use to marine emergencies."



For more information please call Mr Neville Donohue, National Sales and Marketing Manager, Icom, on +613 9529 7582.

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Windshear

Remember those race days when the trimmers had an awful time trimming sails, the helmsperson, probably you, was so frustrated because the boat felt better on one tack and not the other and the tactician seemed to be out of phase with the shifts!! All other things being equal, you were most likely experiencing the effects of wind shear.

What is wind shear you may ask? It is simply the change in wind direction and/or speed with height. We can differentiate between directional and speed shear, but generally speaking both occur simultaneously and hence the term wind shear. We can also have horizontal as well as vertical shear, but it is the vertical shear that creates the most headaches for racing types. Be aware that the vertical shear may vary rather dramatically in the horizontal!

"Apart from temperature considerations, wind shear will generally be associated with a developing sea breeze situation. It can be very marked whilst this breeze is building and will drop away to nothing once the breeze has reached maturity"

How does wind shear occur? It all comes down to good old friction, the closer you are to the surface of the sea or land, the slower the wind speed and the more the wind direction will be veered (southern hemisphere) in relation to the gradient or the friction-free wind. This change in wind speed can be easily detected between the mast-

head and the deck and even though the direction of the true wind changes ever so little in the lowest 30 metres, it's the direction of the relative wind or the wind felt by you and by the sails that can change quite markedly between the deck and the masthead. It all comes down to the stability nature of the air-sea(land) interface.

Differences in speed range from very little in unstable air (around 5%) to enormous amounts in stable air (up to 300%). From a directional point of view, differences range from about 1 degree in unstable air to about 30 degrees in stable air.

So the basic rule at this stage is that you need more twist in your sails on stable days and least twist on unstable days. More about this later.

It is wind shear and not changes to the air density that causes what is known as the "weight of the wind". Even though the air density will change with a variation in the air temperature, the difference in the actual value of the air density will be very small. It is the variation in wind speed and hence the wind shear between the masthead and the water surface that is largely responsible for this "weight" phenomenon.

When it occurs, it is this variation in wind speed that can lead to a huge difference in the heeling moment of the boat. In stable air there will appear to be more "weight in the wind" since there will be generally a stronger wind speed at the masthead than at deck or sea level. In unstable air, there is generally good mixing or overturning taking place in the bound-

ary layer so the wind speed is fairly constant between the masthead and deck or sea-level and hence the heeling moment is less.

What's all this stability stuff? In a nutshell it all comes down to the temperature difference between the sea and the air sitting on it! If the temperature of the water is colder than the air then we have a stable sailing layer.

On the other hand, if the sea temperature is warmer than the air temperature then we have an unstable sailing layer. When the sea temperature equals the air temperature then we have a neutral sailing layer. Simple eh!? Not really but this will do. I will recommend further in-depth reading on this matter later.

Apart from temperature considerations, wind shear will generally be associated with a developing sea breeze situation. It can be very marked whilst this breeze is building and will drop away to nothing once the breeze has reached maturity. Shear can also be marked when one is close to a towering cumulus or cumulonimbus (thunderstorm) cloud and also if a cold front is close by.

The direction of the wind shear (directional shear) can be indicative of the direction of future shifts (permanent) and speed shear by itself, will tell you that you can expect oscillating wind shifts.

What are the signs of wind shear? Sail trim will vary from one tack to the next. The headsail trimmer has "a dog of a time" getting the luff tufts to break evenly and the mainsail trimmer has a horrible time getting the twist right. The helmsperson is very frustrated because the boat feels better and faster on one tack (generally port) than the other (generally starboard). The person calling the shots is probably out of

phase with the wind shifts. You will notice big differences between the wind speed measured at the mast head to those sensed by you at deck level. This all adds up to one lousy day on the water!!

What's happening here is that the top of your sails are being lifted on one tack (generally port) and headed on the other (generally starboard). The sail tufts will react very differently from one tack to the other.

What are the remedies? Before the race attempt to measure the actual air and sea water temperature. If it works out that shear will be a problem, be vigilant and be aware of the signs and be prepared to make adjustments very quickly. On the lifted tack you will have to have more twist in your sails. On the headed tack your sails will require less twist. Jim Marshall from Ockam suggests that "one should be very careful not to eliminate too much twist. Lack of twist is a sure way to slow the boat down too much."

Be prepared to adjust your targets from tack to tack since the boat will be faster on one tack than the other. Also

be aware that your instrument readings, especially the apparent wind angle, will be "over the top". In the case of the apparent wind, it will be very wide on the lifted tack and very narrow on the headed tack.

Jim Marshall also suggests that you note the following: "The Velocity Prediction Program (VPP) assumes no wind shear and an average amount of wind speed increase with height when it calculates polar performance. However, the actual amount of wind shear (directional and speed) and therefore the effective wind angle and the total amount of force the boat is feeling from the wind field can vary dramatically from the program's assumptions. Therefore when you recognise the presence of wind shear, you need to compensate for its effects".

I trust that this article has alerted you to the problems that are associated with wind shear. I recommend that you get your hands on a set of Ockam-U course notes (Glenn Read is the agent, based in Melbourne) for further in-depth reading on this topic as well as many others. These notes are excel-

lent and have helped me write this. The North-U-Fast notes by Norths, Weather at Sea and Wind Strategy, both by David Houghton, available from Norths and Boat Books respectively, are also great sources for further reading.

Remember that these publications have not been southern hemispherised, apart from Wind Strategy, so make the necessary adjustments!!

NB wind speed and direction sensors are usually at the masthead so there will be a big difference at times between what you read on the instruments to what you sense coming across the deck. You can place more faith in your instruments during unstable conditions and least faith during stable conditions.

Smart sailing!!

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From **Maxis** to **Mount Gay 30s**

The Fujitsu Gosford to Lord Howe Island Yachting Classic is unique in that only a limited fleet can race to the World Heritage listed island and it is the only long ocean race in New South Wales conducted by a non-metropolitan club, Gosford Sailing Club.



Team Fujitsu mixes it with the maxis at the start of one of the races at Hamilton Island Race Week

Regarded as one of the most challenging ocean races on the Australian East Coast outside of the Sydney-Hobart, the Fujitsu Gosford to Lord Howe Island Classic starts on Saturday, October 26.

"the island is well on the way to recovery after the extensive damage to homes, businesses, guest houses and lodges caused by an incredible deluge in June"

It takes the fleet from Broken Bay on a north-easterly course of 410 nautical miles to this magnificent island in the

Tasman Sea.

In keeping with the philosophy of the Gosford Sailing Club, the exclusive fleet represents a broad cross section of ocean racing, from George Snow's 22.85m maxi *Brindabella* down to Nigel Holman's newly launched 9.59m Mount Gay 30, *Team Fujitsu*.

Then there are such famous veteran yachts as *Love & War*, Peter Kurts' former Admiral's Cup team yacht and two-times Sydney-Hobart winner, and Richard Purcell's classic *Margaret Rintoul II* which holds the record for the greatest number of Sydney-Hobarts by a yacht - a total of 18 races. A close second in this record is Hugh O'Neill's *Mark Twain* which, like *Love*

& War and *Margaret Rintoul II*, is a Sparkman & Stephens design.

Another old-timer making its first race to Lord Howe Island is *Ronita*, one of the beautiful Tasman Seabird yachts designed by the late Alan Payne.

She was originally built for Ron Cottee and competed in eight Sydney-Hobarts. Her current owner, Hayden Rough, says *Ronita* is the last timber-masted yacht racing out of the CYCA.

Past winners entered again include *Witchcraft II* (IOR handicap honours in 1989), *Freight Train* (line honours in 1990), *Brindabella* (line and IMS handicap honours in 1993 but dismasted last year), *Ninety Seven* (line and IMS honours in 1994), *Mark Twain* (first in PHS, 1994) and *Margaret Rintoul II* (IMS winner, 1995).

Two previous competitors are back



Pic: Peter Campbell

with new boats. Nigel Holman, who won the 1993 Sydney to Hobart with *Cuckoos Nest*, has launched a David Lyons-designed Mount Gay 30, a smaller version of the Whitbread Round-the-World racers, the Whitbread 60s.

He sailed the little yacht, named *Team Fujitsu*, in the Cruising Yacht Club of Australia's Sydney-Gold Coast Classic in early August as a test of its ocean racing capabilities and the yacht subsequently competed in Hamilton Island Race Week in North Queensland.

John McBain, who had the misfortune to have *Chimera* dismasted soon after the start of last year's race, is back again with a new Catalina 42, again named *Chimera*.

Meanwhile, the island is well on the way to recovery after the extensive



Yachts moored inside the South Passage of Lord Howe Island's unique coral lagoon

Pic: Peter Campbell

Yachts accepted as entries for 23rd annual Gosford to Lord Howe Island ocean race are:

B52, Wayne Millar's BH41, Townsville Cruising Yacht Club; *Brindabella*, George Snow's Jutson 75, CYCA; *Bright Morning Star*, Hugh Treharne's Peterson 50, MHYC; *Chimera*, John McBain's Catalina 42, RSYC; *Eagle One*, Stan May & Ken Musgrove's Elliott 36, MHYC; *Freight Train*, Damian Parkes' Frers 66, Whitsunday SC; *Impeccable*, John Walker's Peterson 36, MHYC; *Indian Pacific*, Richard Hudson's Farr 40, RPAYC; *Inner Circle*, Dennis Pomfret's Farr 40, LMYC; *Jack Guy*, Gordon Ketelbey's Northshore 38, MHYC; *Love & War*, Peter Kurts' S&S 49, CYCA; *Margaret Rintoul II*, Richard Purcell's S&S 48, CYCA; *Mark Twain*, Hugh O'Neill's S&S 39, SASC; *Morning Tide*, Allan Fenwick's S&S 34, Gosford SC; *Ninety Seven*, Andrew Strachan's Farr 47, Gosford SC; *Polaris*, John Quinn's Cole 43, RPAYC; *Rager*, Peter Bush's Elliott 55, CYCA; *Relish II*, Bill Bailey's Northshore 38, CYCA; *Ronita*, Hayden Rough's Tasman Seabird, CYCA; *She II*, Peter Rodgers; *Suspence*, Richard Goldstiver's Spencer 40, RNZYS; *Team Fujitsu*, Nigel Holman's Mount Gay 30, Manly YC; *Take Time*, Graham Smith's Broga 33, CYCA; *Weowna Winner*, R.H.Markie's Adams 12, MHYC; *Witchcraft II*, Bruce Staples' Farr 40, RPAYC.

damage to homes, businesses, guest houses and lodges caused by an incredible deluge in June.

Among the worst hit was Pine Trees whose owners have played hosts to many yachties since the inception of

the race from Gosford, with the Pine Trees Cup one of the major trophies. Pine Trees is now fully operational with all the damaged lodges fully renovated.

Now in its 23rd year, the Lord Howe



Main pic: Yachts moored off Lord Howe Island

Inset: Andrew Strachan, was official starter of the Fujitsu Gosford to Lord Howe Island Race last year, but this year will be back as a competitor with his yacht, *Ninety Seven*. He has given this fine perpetual trophy for the winner of the IMS Division. Pic: Peter Campbell

Island race was founded by several NSW Central Coast yachtsmen who had cruised to the island, including

well known CYCA life member, Peter Rysdyk. Gosford Sailing Club, one of the most active dinghy and yacht clubs

outside of Sydney, took the race over several years ago from the now defunct Gosford Aquatic Club.

The challenge of a real ocean race across the Tasman Sea as against a coastal passage event, together with the magnificent beauty of Lord Howe Island has again attracted more than the limit and the Club has a number of yachts on the reserve list, while one has elected to anchor outside the coral lagoon.

With moorings in the South Passage at Lord Howe Island limited to six deep-draft yachts, *Freight Train* has elected to anchor off when it reaches the island.

On the reserve list for yachts of deep draft are: *Flying Colours*, Peter Schultes, MHYC; *Yendys*, Geoffrey Ross, MHYC and *Zoe*, Ivan When RSYS.

The Fujitsu 23rd Gosford to Lord Howe Island Yachting Classic will have its own web site on the Internet, from October 1 through to November 30. The internet address is <http://www.compuserve.com.au/lordhowe> ▲

Fujitsu Australia
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New **Beneteau** Models at Sydney Boat Show

Beneteau launched three new models at the Sydney Boat Show. From the highly successful Oceanis range came the new Oceanis 381, Oceanis 461 and the all new Oceanis 40 Centre Cockpit.

designs
of the '90s

Both the new Oceanis 461 and Oceanis 381 fit perfectly into Beneteau's Cruising range. The long powerful hulls and masthead rigs, designed by Bruce Farr and Associates, show great potential for impressive speed.

Both boats come with a masthead furling genoa and semi full-battened mainsail with lazy jacks which ensure an easy to handle rig that can be adjusted for optimum sea passages.

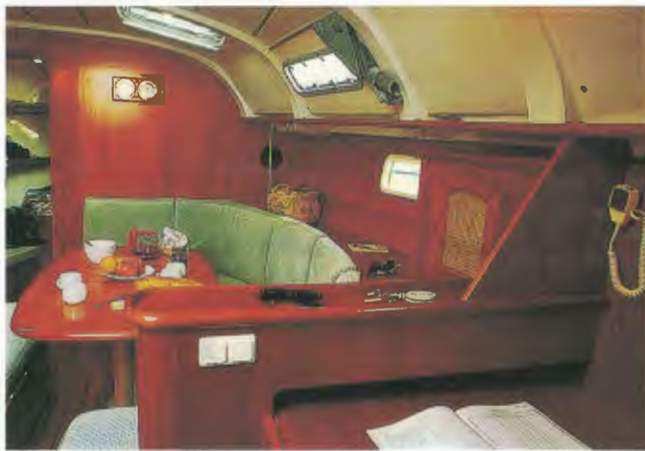
Below decks, the new yachts maintain the highest standard of luxury accommodation for which Beneteau is

known so well. Both designs have a choice of various layouts which can be adapted to individual needs. The cherrywood interior design centres on the large saloon with a choice of sleeping accommodation while offering everything in creature comforts and stowage for long term cruising.

The Oceanis 381 comes with the choice of a two cabin or three cabin layout. The "owner's" version has two large double cabins, extended saloon seating for up to eight people, a separate galley area, plus an optional forward head. The "charter" version with

three cabins has a lateral galley layout but still provides ample room at the saloon.

Everything, from the door in the transom to the stemhead fitting, has been studied in great detail to make the Oceanis 381 a pleasing and efficient yacht: large cockpit with steering wheel console, table with flaps and enormous lockers, mainsail track moved forward on the coachhouse, moulding for the "extra wide" sprayhood (option), sunbathing area forward, and recessed windlass (electric windlass is an option), not to mention



Opposite: Beneteau's latest...the Oceanis Centre Cockpit (40cc) has been designed specifically for husband-and-wife short-handed cruising in luxurious comfort and sailing efficiency. Above: The Beneteau 381 - spacious saloon

Beneteau's trademark, the aft boarding/bathing platform. The Oceanis 40 Centre Cockpit is described by Beneteau as the ultimate for the cruising couple. Designed with short-handed performances sailing in mind, the new 40cc delivers just what is needed in a cruising boat, from the huge island berth in the aft cabin to the inmast furling mainsail.

One of the greatest advantages a centre cockpit boat can offer is the safety derived from the height of the cockpit coaming. All the lines lead back to the cockpit, providing easy short-handed sailing, described by Beneteau as "a successful marriage of classicism and modern technology." Below decks, the layout provides the spacious owners' cabin plus a forward double cabin. In between, the cherry-stained mahogany bulkheads and cabinetwork provide the warmth and comfort of a home at sea, while at the same time providing the necessary facilities for long range cruising, including a spacious navigation console and a safe and efficient galley.

Oceanis 381

LOA	11.75m
LWL	10.00m
Beam	3.93m
Draft (bulb/wing keel)	1.62m
Displacement	6800 kg
Sail area	70 sq m

Ocean 40 Centre Cockpit (40cc)

LOA	12.50m
LWL	11.20m
Beam	3.95m
Draft (bulb/wing keel)	1.70m
Displacement	8500 kg
Sail area - main	31.6 sq m
- genoa	45.0 sq m

Further information: Beneteau - Vicsail, Rushcutters Bay, Sydney. Phone: 02 9327 2088 or fax 02 9362 4516.

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Cowes Week

For the second year running sails from North Sails Australia have powered the top scoring yacht at England's major international regatta. This time it was the BH41, Silk, which used a complete inventory from our loft, including Australian designed 3DL polyester sails, Silk also won Cork Week against some of Europe's best.

Commodore's Cup

North Sails were totally dominant. Racing against 15 international teams in Cowes, the second placed Australian team - Great News, Virginia and The Moose - chose North Sails, including Australian designed 3DL working sails and spinnakers. The first placed English and third placed Netherlands teams were also North powered.

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Optimising

Balance - the Fine Art of Easy Speed

The balance of a sailboat is the output of a complex array of dynamic forces acting on the sails, hull, keel, and rudder.

On every point of sail and in every weight of breeze the dynamics will change and the well sailed boat will make adjustments to bring the balance of the boat back to a level considered acceptable by the helm. In fact the helm is the critical interface in the whole equation and that is why a good steerer is more than just someone guiding the boat through the waves.

The forces acting on a yacht on any particular point of sail are enormously complex. There is the side force of leeway acting on the appendages and to a lesser extent the hull.

The magnitude of these forces is constantly changing as the yacht heels and yaws even on the same point of sail. The centre of effort on the sails will vary with trim and design shape

as well as the sail selection for the wind strength. If a strong gust hits the yacht the physics of the "steady as she goes" situation gets thrown out as the yacht and her crew attempt to resolve all the forces back to equilibrium.

The fact of the matter is the complexity of the balance equation has defied successful mathematical modelling even at the America's Cup level. For all the complex equations and the large computers required to solve them this most critical element of design has successfully resisted technology.

Even AC boats have balance problems and those that don't are the fast ones all other things being equal. Think about the effect a few degrees of helm angle can have on performance. On the plus side it is lift but the down side of lift is always drag. The perfect balance of these two forces results in the best speed.

In lieu of complex solutions designers rely on the concept of balance of areas divided into two main groups - the sail plan and the underwater profile. These are both calculated as flat geometric areas which you can cut out of paper and balance on a pin if you like to keep it simple. The horizontal

centres of these areas are drawn down or up to the waterline and the distance between them is noted as a percentage of the waterline length.

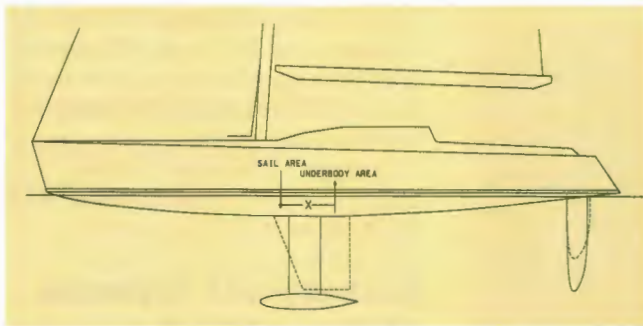
Since the centre of the sail plan is always forward of the centre of the underwater shape the term used to describe this distance is lead, i.e., the lead of the sail plan. This percentage value varies depending on the type of yacht, with a modern fractional rigged yacht at around 8% and a masthead yacht as high as 22%. See the diagram to clarify this in your mind.

The diagram shows an interesting situation where an old style keel and rudder are being replaced with a more advanced configuration. Note that the mast and sail plan are fixed as this is an existing boat. The plan was to invert the areas of the keel and rudder somewhat so that more of the work would go onto the adjustable foil (the rudder) and less on the static foil (the keel). Also the overall area of the two foils is less as they are more effective in their shape. You can see that, despite the radical transformation, the balance of the two set ups is identical.

This standard approach to balance is simple but does require a base of

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experience to back it up. Yachts with identical underwater geometry may need to be set up very differently as the forces generated by different foil shapes or faired vs. unfaired shapes, may create a completely different dynamic array that will load or unload the helm in an unacceptable manner. Therefore, the simplification only works if all the important variables are constrained.

For example, the geometric centre of a keel is quite a different thing from the centre of pressure on the keel which will migrate about the place depending on the speed and the point of sail. However, it is this centre of pressure where the real load is acting on at any point in time and every type of foil will have a different centre of pressure. Whereas sails can be trimmed (i.e. the centre of pressure adjusted) a keel cannot be trimmed as its shape is locked in. However, every type of foil will produce a different result and a designer's balance equation based on years of experience and countless boats can be rendered useless if the foil cross sections that all that experience is based on are changed.

You, however, already own a boat. What tools do you have available to you to adjust helm balance? First, without touching a thing, you have your sails. Old sails typically see the drive move aft and this can have a gradual but negative effect of increasing helm. Trimming has a big part to play here as well as overly full sails will load up the helm as the wind increases.

The big tool most people turn to is mast rake. Rake can be anywhere from 0 to 5 degrees typically and the basic effect is that increased rake adds weather helm. It is always worthwhile to try a few different rakes at the beginning of the season or when you get new sails to make sure you have bracketed the options. Never assume it is right since a small change could really bring your boat alive.

Finally, the keel and rudder can have a role to play here. I have seen a rough antifoul job on a rudder turn a well balanced boat into a nightmare of excessive weather helm. The solution was a good wet sand and everything returned to normal.

Another well known yacht had tried virtually all the standard tricks to bring the helm to a manageable level to no avail. At this stage it was a major move of the mast or a new keel or anything - very expensive. However, a quick check of the static balance against our approach suggested the boat was fine in its basic geometry. The culprit turned out to be a very poorly designed rudder and simply replacing the blade on the existing stock solved all the problems. The boat even went on to win some races. The key to all this is to be aware that balance is a key performance issue and not one that you should ignore. Put it into the front line and with a little effort you could get a big result. ▲

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John Williams, joint owner of Victorian Yacht "Bacardi"



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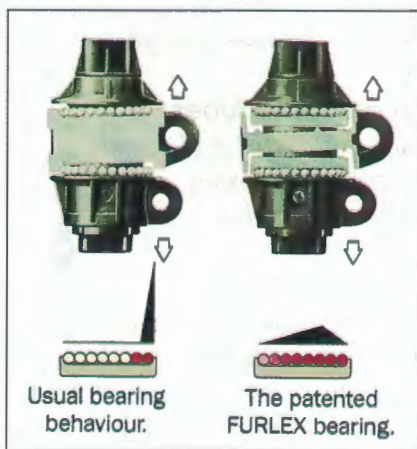


Contender's Furlex Furling Systems

The Selden Group in Sweden has appointed Contender Sailcloth in Sydney as sole distributor of the Furlex Reef Systems and Rodkickers (below), with distribution through Contender's existing sailmaker clients and riggers.

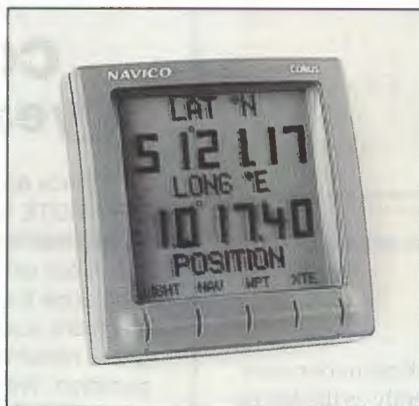
Based in the Sydney northern beaches suburb of Mona Vale, Contender Sailcloth is a centre of marine activities. In addition to sailcloth, Contender Sailcloth stocks Permex battens, Rutgerson, PNP and Battslide hardware and now can supply Furlex to sailmakers and riggers around Australia.

Further information: Contender Sailing - phone 02 9997 4099 or 1800 252368.



Corus Information on One Display

The Corus range of integrated instruments from Navico now features a multi-functional Datacentre, so that all navigation and performance informa-



tion can be seen on the one compact display. The Corus Datacentre C700DC is now available from Navico's Australian distributor, Coursemaster Autopilots.

Interfaced with Corus Navstation (or NMEA compatible GPS with 0183 output), the Datacentre repeats GPS navigation information: Lat/Long, course over ground, distance to waypoint, bearing to waypoint, time to waypoint, ETA and cross track error. Ideally suited for the chart table, the Corus Datacentre can also show - on the one compact display, depth, log, boat speed, heading, apparent wind speed, apparent wind angle and water temperature.

Further information: Paul Garske, Coursemaster Autopilots, phone 02 9417 7097 or fax 02 9417 7557.

VFS Fibre Composite Backstay

A new fibre composite cable for backstay applications for yachts of all sizes, called VFS, is now available through Sydney Rigging Specialists. VFS is a high breaking load, low elongation material that is available in 6, 8, 10, 12 and 14mm diameters. The stocking-like cover provides abrasion and ultraviolet protection.

With the use of light weight end fittings, which do not create hard points in the cable, VFS can be used on any mast configuration for use in top masts, runners and checkstays. It is also being used for steering cables on yachts with wheel steering. Considerable weight savings are being made over any other backstay system currently on the market.

Yachts using VFS range from the Hick 7.5, *Epic Venture* through to the

Frers 62, *Margaret Rintoul. No Fearr*, the Cookson Farr 39, used VFS runners with success in her recent wins in the Hayman Island Big Boat Series and Hamilton Race Week.

Further information: Sydney Rigging Specialists, phone 02 9719 8030 or fax 02 9719 8335.

FraserSails Trifecta at Race Week

Yachts carrying FraserSails and FS-Plus inventories took out the trifecta in the IMS division of Hamilton Island Race Week. The new Farr 39, *No Fearr*, skippered by Townsville yachtsman Carey Ramm, won a hard-fought series from the Hick 30 *Atria* (Gilbert Ford) and Robin Crawford's evergreen Farr 40, *Assassin*. The winner of the Performance Handicap division, Brian Graves' Farr 38 *Portofino* also carried a full FraserSails inventory.

No Fearr earlier had won the Hayman Island Big Boat Series and after two successful weeks of sailing, owner Ramm commented: "When I first looked at sails for *No Fearr*, three things were important - performance, service and cost. After weighing up the options, the performance of FraserSails has been outstanding over a long period. Given that we had limited time to get the boat on the pace and the geographic distance from Sydney, we had to rely heavily on the loft's expertise. It's the icing on the cake to know that you can get all this, plus high performance from Australian made sails at a realistic price."

According to FraserSails, FS Plus Sails are fast because of two unique construction techniques. "By combining the Ultra Bond gluing system with our Plus corner construction the result is a smoother, lighter sail with no 'shape changing' seam slippage," the sailmakers point out. "This means that FS Plus sails have a longer racing life, as shown by *Assassin* which raced with the same FS #1 medium used the previous year at Hamilton Island. This sail has now done two Hamilton Island Race Weeks, two Hayman Island Big Boat Series, a Bruce and Walsh Regatta, a Southern Cross Cup and a Sydney-Hobart...how's that for durability.

Further information: Fraser Sails in Sydney, phone 02 9361 4836, with lofts in Hobart, Perth, Brisbane, Melbourne

and the Whitsundays as well as in the USA and Japan.

Forward Looking Echo Sounder Released

The EchoPilot compact, forward-looking echo sounder, seen for the first time in Australia at the recent Sydney International Boat Show, offers boat owners similar features to the proven FLS II - EchoPilot forward looking echo sounder - for less outlay.

The EchoPilots are the result of combining advanced hardware technology with a new processing software, with the sheer speed of the microprocessor enabling the unit to distinguish correct signals and eliminate spurious noise from registering on the liquid crystal display. They provide a two-dimensional profile of the seabed beneath and ahead of the boat.

The new compact EchoPilot brings this latest technology to a wide range of boats. Its slim line case is small enough to fit on any yacht or power boat.

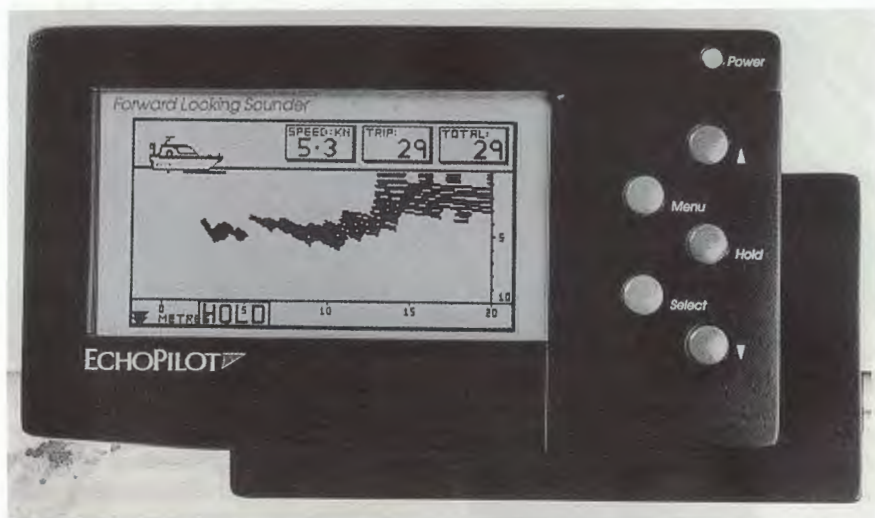
The FLS II EchoPilot typically will show the seabed three to five times the depth ahead when over a flat, muddy bottom. This ratio increases to eight to nine times if the seabed shoals upward. Rocky bottoms are better targets than mud, while hard vertical surfaces will often be seen at 100 to 150 metres in distances. An ideal collision avoidance aid for close work in reef areas.

Further information: OceanTalk Australia - freecall 1800 029 948.



Rick Tomlinson 1997 Calendar

In the last issue we published a dramatic sailing shot taken by English photographer Rick Tomlinson during the Corum Cup in Hong Kong and



published in his 1996 calendar.

The 1997 edition Rick Tomlinson calendar is now available (below) with 12 stunning photographs taken during his assignments around the world. The UK retail price is 14.50 Pounds plus 10 Pounds postage.

Further information: MPC Ltd, PO Box 3, Port St Mary, Isle of Man IM99 7RT or fax to +44 1624 835 363.

FurlBoom Allows Full-Batten Furling

Designed and built in Australia by Aussie yachtsmen to suit our rugged local sailing conditions, the Furlboom in-boom furling system allows you to use a fully battened mainsail, but is excellent for racing and does not cost a fortune.

Furlboom looks like a normal boom from the outside, yet it neatly folds away a fully battened mainsail in an efficient manner. In fact, Furlboom actually flattens the sail as it furls - automatically adjusting sail shape so that it stays efficient and fast when reefed.

This new system allows full length spinnaker track to be carried on the front of the mast, another reason why it's an excellent system for a cruiser/racer.

Furlboom can be retro-fitted to an existing rig. The design used a solid alloy/PVC sail track which does not require maintenance. Sail chafe is also greatly reduced because of the new sail track and the wide-mouth boom and rollers. It is suitable for yachts from 28-footers through to 52-footers.

Further information: Hood Sails, phone: 02 9905 0800 or fax 02 9905 0900.

Shipmate Chartplotter Upgraded

Simrad has introduced a third variant of the Shipmate RS2400 GPS Chartplotter with a brighter TFT screen and newly developed Mark II software for all three versions, adding a number of useful operational features.

The TFT (Transistor Film Technology) screen unit, now available in addition to the standard colour screen model, offers a super bright image with a much wider viewing angle. The new software enhancements include fast chart updating and instant zoom repeat, waypoint and route editing by "rubberbanding" and navigation on track with autopilot output.

Further information: Graham Mills, Quin Marine, Port Adelaide, phone 08 847 1277 or fax 08 8341 0567 or freecall 180 811 303.

Nautical Rugs for Land and Sea

Young yachtswoman Tanya Mottle has imported an attractive and colourful range of polypropylene rugs for yachts, motorboats or the nautically-orientated home or office.

Made in Belgium, the rugs come in eye-catching navy, with the larger rugs (6' x 4') sporting a steering wheel in the centre and rope around the border. The smaller mats (4' x 2') have an array of



This nautical mat reads "Welcome Aboard" in nautical flags.

nautical flags or say "Welcome Aboard" in the nautical pennants. They are ideal for the front door or boat's companionway.

Further information: Tanya Mottle on phone/fax 02 9997 3963.

North Sails Australia Win At Kenwood

North Sails Australia has once again proven its standing on the international sailing scene by powering the Australian team to a stunning victory in the Kenwood Cup in Hawaii.

All three team yachts, *Ragamuffin*,

Ausmaid and *Quest*, contested the Cup with entire racing wardrobes from Norths. Their North 3DL working sails were designed locally to suit the conditions expected in Hawaii. All the panel sails were built in the Australian lofts.

"It was a great effort all round," said North Sails Australia director and *Ragamuffin* tactician, Grant Simmer. "The competition was very tough this year and it was satisfying to see the 3DL sails we designed for the team prove to be so fast. When you get amongst this level of competition then you know just how good your sails

really are. *Ragamuffin* finished equal first overall with the American yacht *Infinity*, with *Ausmaid* next on points. Two from the top three is a great result for our teams," Simmer added.

The overall picture at Kenwood saw North sails win every division and the first six yachts on the overall Kenwood Cup points table also carried North sails. "The result showed yet again the benefits an Australian-owned loft can gain by being aligned to a powerful international sailmaking group," Simmer said. "We are able to draw on the very latest designs and technology and develop this data even further for the benefit of our clients."

The Kenwood Cup victory capped a successful few weeks for North Sails Australia, with victories at Cowes Week in England and Cork Week in Ireland. In addition, the Australian Commodore's Cup team at Cowes, *Great News*, *Virginia* and *The Moose*, all carried complete inventories of North sails.

Further information: North Sails lofts in Sydney - 02 9997 5966; Melbourne - 03 9534 0363. ▲

Club Marine ... More than just an insurance company.

It is now more than 30 years since a group of seven boat dealers in Melbourne got together with an insurance broker, Fred Wilson, to form a company unique in the insurance industry - Club Marine. Club Marine has grown over the years to where it is now the largest insurance agency specialising exclusively in pleasure and commercial leisure craft in Australia, with a vast network of 800 service centres and offices throughout Australia.

Club Marine is unique. When you insure your boat with Club Marine you are not just a number on a policy - you become a member of a club and you receive an individual card that entitles you to a whole range of exclusive services and benefits.

The card immediately identifies you as a valued Club Marine member, it provides proof of insurance and entitles you to priority services. If you are away from home and have need of Club Marine's services, all you have to do is call into one of Club Marine's many agencies, produce your card, and you will be well looked after.

When you join Club Marine you can also subscribe to Australia's best selling boating magazine. Club Marine is a full colour glossy magazine and is published six times a year. Each 96 - page issue is packed with information for boating enthusiasts. Whether you are a fisherman, a diver, enjoy water skiing, sailing, or just having fun on the water with the family, there is a wealth of information in each issue. This is all part of joining the Club - but the most important thing is that you can enjoy your boating knowing that you and your family are well protected and that your insurance plan has been designed by boating people for boating people.

A Club Marine policy offers automatic coverage of items that most other insurance companies charge extra for. There is an automatic \$1 million liability cover, that includes your family, even when you are on someone else's boat or skiing behind your own. It covers your boat if left unattended on a beach or moored temporarily off any exposed beach or shore; emergency towing; it covers your outboard or auxiliary motor if it is not fitted with a safety device and it falls over the side; there is a 60% discount if your boat is laid-up for any length of time, plus many more benefits only available from Club Marine.

It doesn't matter whether you own a runabout, a cruiser, or an ocean racing yacht, Club Marine insurance is designed to meet your particular needs.

Why don't you join the Club? Call into a dealer or agency where you see the distinctive Club Marine logo and pick-up a brochure. It will tell you all about the benefits of joining the Club - it's the best policy by far.

news from all ports

Ten America's Cup Challengers "Valid"

Ten challenges from eight countries have been confirmed as valid entries for America's Cup 2000, following a lengthy process by the Royal New Zealand Yacht Squadron to ensure that each met the challenge criteria.

The provisional list, issued in May, comprised 11 challenges from nine countries, two of them being confidential. Since then the San Francisco Yacht Club in the USA has publicly announced its challenge.

So far, no Australian challenges are officially listed but Sydney yachtsman Ray Roberts has confirmed that he is one of the "confidential" challengers on the provisional list with his Challenge 2000 campaign. The RNZYS expects other Australian challenges, including John Bertrand's one-Australia syndicate.

The confirmed list of challengers are: Britain: Royal Dorset Yacht Club. France: Societe Nautique Grau-du-Roi/Port Camargue. Hong Kong: Aberdeen Boat Club. Japan: Nippon Yacht Club. Russia: St Petersburg Yacht club. Spain: Monte Real Club de Yates de Bayona/Club Nautica de Valencia. United States: New York Yacht Club, San Francisco Yacht Club, St Francis Yacht Club. US Virgin Islands: St Thomas Yacht Club.

Commodore Heise said the late entries were expected from the United States, where the Waikiki Yacht Club had already announced its intention to challenge, and from Australia, Canada and France.

Sydney Stopover for BT Global Challenge

Sydney will be one of the ports of call for the BT Global Challenge, the round-the-world "the wrong way" ocean race which started from Southampton in England on September 29. The fleet of 14 identical, 67-foot LOA, steel yachts is expected to take ten months to complete the 30,000 nautical mile circumnavigation from east to west, generally against the prevailing winds and currents of the Southern oceans.

Five Australians are among the crews of amateur sailors, 13 on each boat with a professional skipper, who have paid to take part in this demanding event. Some are experienced ocean racing sailors, others quite new to the sport.

Sydney is one of five cities around the world that the fleet will visit during the race before returning to the UK around July next year. The fleet is expected to reach Sydney in mid-February 1997, just over half way through the race, after a short dash across the Tasman Sea from Wellington, New Zealand.

The Australian National Maritime Museum in Darling Harbour will be host for the Sydney stopover, with the Cruising Yacht Club of Australia the official yacht club. The fleet will stay in Sydney, with the yachts moored in front of the Museum, until March 2 when they set sail on a course around the south of Australia and across the Southern Ocean to Cape Town.

The Australians taking part include John Rich from Sydney who has overcome cancer to sail aboard *Time and Tide*, which is backed by the UK organisation which promotes the sporting abilities of people with disabilities.

The others, based in Britain, are Queenslander Anthony Hollingworth who will be aboard *Ocean Rover*, Rod Stevens (*Save the Children*), Lyn Guy (*Ocean Rover*) and Margot Douglas (*Commercial Union*). Stevens is following in the wake of his father, Owen, who sailed aboard *Josephine* in the 1946 Sydney to Hobart.

Satellite communications developed by BT (British Telecommunications Plc) will track the yachts during the 10 month race with GPS plots transmitted



Kay Cottee, Chairman of the Australian National Maritime Museum, with John Rich who is competing in the BT Challenge Race around the world on the "wrong way" route, aboard *Time and Tide*.

regularly from the yachts via satellite to race headquarters at Southampton. Progressive information will be available worldwide via phone, fax and the internet -<http://www.btchallenge.com>

Big Navy Boost for 25th West Coaster

Five Navy yachts will contest this year's 25th Melbourne to Hobart race across Bass Strait and round Tasmania's rugged West Coast, including a crew from Great Britain and New Zealand.

With widespread interest in this historic anniversary of the West Coaster, Ocean Racing Club of Victoria administration manager David Spriggs says more than 60 owners have indicated their intention to sail in the 470 nautical mile race. The event, as always, will start from just inside Melbourne's Port Phillip on December 27, following the Cock 'o the Bay race to bring the fleet down from Melbourne.

According to Taffy Evans, chief physical training and sailing officer at HMAS Cerberus, the Royal Australian Navy base on Victoria's Western Port Bay, five Swarbrick S111s from Naval establishments around the nation are

coming to Melbourne.

"We are hoping the New Zealand Navy will send a boat to compete in the International Navy Challenge," Evans said. "The Royal Australian Navy is planning to lend one of its 36-footers to a crew from the Royal Navy College at Dartmouth, England, who will fly out for the event."

Classic & Wooden Boat Festival at Museum

Sydney's 1996 Classic & Wooden Boat Festival on the weekend of October 12-13 has a new central location between the National Maritime Museum at Darling Harbour and adjacent Pyrmont Bay.

A fleet of magnificent old yachts, cruisers, work boats, skiffs and launches will come together for a special celebration of Sydney's vintage vessels. At the centre of the show, in Pyrmont Shed 7, there will be a special trade display offering traditional products and services for wooden boat enthusiasts.

One star of the show will be the beautiful yacht *Cambria*, 34.5 metres long on the deck with a graceful 5.7 metre bowsprit and a towering 45m mast. *Cambria* was built in 1928 and fully restored last year.

Pittwater Youth Team Wins NSW Match Racing

The inaugural Sunsail NSW match racing championship on Sydney Harbour has been won by 16-year-old James Spithill and a Youth Development team from the Royal Prince Alfred Yacht Club.

International yachtsman Jan Scholten, a former Hardy Shield winner and Sydney-Hobart winning crew member, won a hard-fought round-robin series but lost in the final against Spithill and his young crew. With the finals restricted by time and wind, Spithill placed first overall with 18-footer sailor David Witt second, Jan Scholten third, followed by Toby Whitfield, David Adams and Hugh Stodart.

Line Honours To Prowler in race to Airlie Beach

The Victorian yacht *Indospray Prowler*, skippered by owner Joe Westerlo, took line honours in the 520 nm Hog's Breath Mooloolaba to Airlie Beach ocean race, from a fleet of 17 yachts contesting this feeder race to the Whitsundays.

A potential race record, after some surfing sailing by the powerful sloop, faded with the breeze over the final 100 miles of the race north. *Prowler* averaged 8.7 knots in taking 59 hours 59 minutes 55 seconds, some two hours outside the race record.

On IMS corrected times, Mooloolaba yachtsman "Robbo" Robertson won the race with his Jutson-designed NSX-36, *The Last Picasso*, from the Hobart 36-footer *Hartz Mineral Water* (John Fuglsang) after the two yachts had match-raced most of the way north.

Performance Handicap gave Mooloolaba Yacht Club member Willie Schwarzel his best ever win with his

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little sloop *No Legends* which finished the race under reefed sails with the wind gusting 45 knots across the deck. Runner-up was *Aspect*, sailed by David Pescud and his crew of sailors with disabilities.

Hat-trick for Darwin Yachts in Ambon Race

Subagio Sutjitro, skipper of the 14m catamaran *A Room With a View*, and his five crew members, all from Jakarta, have won the gold medal for line honours in the 1996 Perkins Shipping Darwin to Ambon race - the first ever fully Indonesian crewed yacht to lead the fleet into the spice islands capital.

The crew received a huge welcome from the Ambonese as they finished, later celebrating ashore as the first monohull yacht, Ray Roberts' *Millennium* from Sydney threaded its way between the fish traps of Ambon Harbour to beat arch rival, Jon Wardill's *Australian Maid* from Darwin.

A fleet of 82 yachts, including many overseas boats in the popular Cruising

division, contested the 20th anniversary race over a distance of 563 nautical miles to the Indonesian island. The event attracted more than 600 yachties and their friends to enjoy the hospitality of Ambon with many boats later cruising the islands.

CYCA to Host Youth Interclub Regatta

The Cruising Yacht Club of Australia's Youth Sailing Academy will host the 1996 Youth Interclub Regatta on Sydney Harbour on Saturday and Sunday, October 5-6, with competition in the Academy's fleet of ten Elliott 5.9s. The regatta will comprise 12 fleet races over the two days.

Clubs competing, each with a crew of three, including Avalon Sailing Club, Lake Macquarie Yacht Club, the Cruising Yacht Club of Australia and the Royal Prince Alfred Yacht Club from NSW, Royal Brighton Yacht Club from Melbourne, Royal Queensland Yacht Squadron from Brisbane, Royal Freshwater Bay Yacht Club and the Royal Perth Yacht Club from Perth,

and the Royal New Zealand Yacht Squadron.

One Medal for Australia at IYRU Youth Worlds

Australia collected only one bronze medal at this 26th annual International Yacht Racing Union's O'Neill World Youth Championships held at Newport, Rhode Island, in July, a combination of the high quality of competition and some misfortune.

Young Queenslander Matthew Von Bibra from Royal Queensland Yacht Squadron sailed a fine series against 36 competitors, each representing a different country, to win the bronze in the Laser single-handed discipline for boys. The gold medal went to New Zealander Simon Small, the silver to Filipe Silva from Portugal.

In the Laser Radial single-handed class, Georgia Hundt from Sydney finished ninth in a close fleet with the gold going to the American lass Ani Leerssen.

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Richard Bennett's magnificent panoramic image of Maatsuyker Island, off the south coast of Tasmania.

In the Laser 11 double-handed class for girls, West Australian lasses Courtney Lawrence and Jade Paton began the regatta strongly with three seconds in the first five races but slipped back towards the end to place sixth overall.

In the Laser II boys, Sydney sailors Micah Lane and Chris Palmer were fourth overall and in the running for a medal when Micah speared his foot with a knife hidden in the sand. The boys were forced to miss the final three races but still finished a creditable 11th overall.

Richard Bennett Picture in Photo Hall of Fame

Tasmanian photographer Richard Bennett, whose dramatic yachting photographs have often appeared in OFFSHORE, has had a new panoramic image of Maatsuyker Island, off the southern tip of Tasmania, hung in the International Photography Hall of Fame in Wichita, Kansas, USA.

He is offering this photograph to his yachting clients as a 75cm panoramic print from the original negative, signed and titled for \$99 including package and postage. Bennett can be contacted in Hobart on 03 6229 2559.

RSYS to Host City Boating Race Day

The Royal Sydney Yacht Squadron will conduct the inaugural City Boating Race Day for the combined offshore fleet on Saturday, November 23. More than 100 yachts, ranging from JOG boats through to maxis, from the Squadron, the Cruising Yacht Club of

Australia, Middle Harbour Yacht Club, the Sydney Amateur Sailing Club, the Royal Prince Edward Yacht Club and the Royal Prince Alfred Yacht Club, are expected to contest the two offshore races.

Sean Kirkjian Wins Hardy Shield

In a reversal of last year's results, Sydney sailor Sean Kirkjian, representing the Royal Prince Edward Yacht Club, has won the Hardy Shield from last year's joint winners, Nick Rogers from the Royal Yacht Club of Tasmania and David Lumb, sailing for the Royal Sydney Yacht Squadron.

Kirkjian was bundled out last year when a 35-knot southerly swept the harbour, forcing organisers to cancel further racing. The Shield was awarded to Rogers and Lumb who were tied on points. This time Kirkjian was a clear winner of the Hardy Shield, sailed in Yngling keelboats.

In the Hardy Cup, sailed in Tasar dinghies, the clear winner was Bruce Paine, representing the Yachting Association of ACT. This was his third win in the event with second going to Melbourne yachtsman Nigel Abbott, representing Tasmania, third to Russell Ford, from Queensland, the current Tasar world champion.

Nick Rogers Conquers In Amsterdam Canals

The Royal Yacht Club of Tasmania's Nick Rogers has won the Battle of

Amsterdam in an all-Australian Grand Final to this unique international sailing event on the canals of this historic Dutch seaport.

Rogers, the Dragon class world champion skipper, beat Atlanta Olympic Tornado multihull silver medallist Mitch Booth from Sydney in a classic one-on-one match race Grand Final after the two Aussies had finished first and second overall in the fleet racing and then won their way through to the Grand Final.

The Battle of Amsterdam is sailed in one-design, 4.20 metres LOA replicas of America's Cup yachts, with a sail plan that includes a mainsail, self-tacking jib and gennaker. They are sailed single-handed with a large wheel which enables the competitor to steer

"Wind, in the absence of a true breeze in the centre of the city, was supplied by ten large blowers capable of producing up to 30 knots of wind"

from within the cockpit or from the gunwale.

Wind, in the absence of a true breeze in the centre of the city, was supplied by ten large blowers capable of producing up to 30 knots of wind.

The Australians finished first and second in the three fleet racing elimination series, with the top eight competitors entering the Grand Final series. After eliminating their European rivals, Rogers and Booth met in a one-race, all-Australian Grand Final.

And what a race it proved to be - with Rogers the more experienced in tactics, Booth extracting the better boat-speed over the short canal course. But in the end it was the Tasmanian who won, capitalising on an overlap situation at the first windward mark and extracting a double penalty from the Sydney sailor.

Planning Under Way For Lincoln Week

Planning is well under way for the 1997 Fosters Adelaide to Port Lincoln ocean race and the subsequent Lincoln Week, South Australia's biggest keelboat and one-design regatta.

The 47th race across the open seas of the Gulf of St Vincent and the wide expanse of Spencer Gulf, a distance of 151 nautical miles, starts off Port Adelaide on Friday, February 14, 1997. As usual, the race will start at 1500 hours with divisions for IMS, Arbitrary, Division I and Division II JOG, and an expanded teams event.

There will also be a Cruising divi-



Some of the closest competition in the IYRU O'Neill World Youth Championships was in the 37-boat boys' Laser fleet. The New York Yacht Club hosted the 11 race series on Narragansett Bay at Newport, Rhode Island.

sion, with an innovative handicapping schedule. The basic concept appears to be that the more luxury items you are able to carry on your cruising boat, the better off you will be in the eyes of the handicapper.

In fact, the Cruising division will receive a big boost with Melbourne's Royal Brighton Yacht Club planning a cruise to South Australian waters

which could bring between 40 and 50 additional boats, racers and cruisers, to Port Lincoln.

Lincoln Week '97 will comprise a five race program, with ample time for social activities in this most hospitable part of South Australia. For more information and a notice of race, phone Tim Nelligan on 086 764 201 or Phil Turner on 018 837 608. ▲

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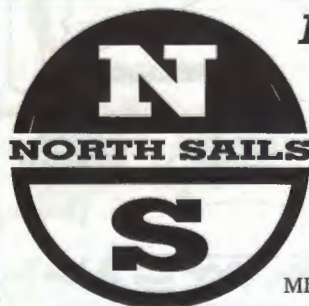
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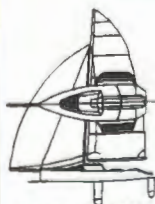
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OCTOBER

- 4-7 RSYS Spring Regatta, including Sydney-Bird Islet-Pittwater ocean race and short offshore races off Broken Bay, Morna 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.
- 12 Melbourne - Apollo Bay ocean race, ORCV.
- 12-13 Wooden Boat Festival, Darling Harbour, Sydney.
- 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

- 1 Melbourne - Stanley ocean race, ORCV.
- 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 1 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 Telstra Cup, off Sydney, Races 1 & 2, CYCA.
- 18 Telstra Cup, on Sydney Harbour, Races 3 & 4, CYCA.
- 19 Telstra Cup, off Sydney, Race 5, 40-50nm ocean triangle, CYCA.
- 20 Canon Big Boat Challenge maxi yacht race on Sydney Harbour, CYCA.
- 21 Telstra Cup, off Sydney, Race 6 & 7, CYCA.
- 21-27 Australian Performance Handicap Championship, 4 races, 3 on Port Phillip and Melbourne - Hobart ocean race, ORCV.
- 22 Telstra Cup, off Sydney, Race 8, CYCA.
- 26 Telstra 52nd Sydney to Hobart Ocean Race, 630nm, Race 2 of Commodore's Trophy, CYCA.

- 26 Cock o' Bay Race, Port Phillip, ORCV.
- 27 Pittwater-Coffs Harbour Ocean Race, RPAYC.
Sydney to Southport Ocean Race, MHYC.
- 27 25th Melbourne-Hobart and Melbourne-Devonport Ocean Races, ORCV.

JANUARY

- 2 Wreath Point King of the Derwent, DSS.
- 11-18 Port Phillip Regatta, Victorian Yachting Council
- 13-18 Sail Melbourne Regatta, Port Phillip, VYC
- 25 CYCA Short Haul race to Port Hacking.
- 26 161st Philips Australia Day Regatta, Sydney Harbour and other waterways; City of Sydney Cup offshore race (CYCA).

FEBRUARY

- 1 Short ocean race, MHYC.
- 8 Milson Cup, RSYS, CYCA Short Haul race to Pittwater.
- 14 Trade Winds Trophy, Flinders Trophy passage race to Wollongong, 3rd race of Commodore's Trophy, CYCA.
Short Haul night race, CYCA.
- 16 Founders' Cup, Wollongong-Sydney race, CYCA.
- 22 Short ocean race, CYCA.
- 23 Sail for Cancer Research, Sydney Harbour.

MARCH

- 1 Short ocean race, MHYC.
- 8 Short Ocean Race, RPAYC.
- 15 Short Ocean Race, RSYS.
- 22 Sydney-Mooloolaba ocean race, MHYC.
- 28 Brisbane-Gladstone ocean race, QCYC.

INTERNATIONAL

OCTOBER

- 7-17 Mumm 36 World championship, St Francis YC, San Francisco.
- 19-27 Corum Cup - Hong Kong offshore racing championship, Royal Hong Kong YC.
- 18-20 Sun & Sail International Olympic classes regatta, QYA..

NOVEMBER

- 1 Lexcen Regatta, Perth, YAWA.
- 2-8 International Sailing Federation (ISAF) meetings, London.
- 18-22 Sydney International Regatta, Sydney Harbour, AYF.

DECEMBER

- 14-6 Go for Gold Olympic classes regatta, Melbourne, VYC.

JANUARY

- 1-14 Sail Melbourne '97 regatta, Port Phillip, VYC.

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- IMS Div 3 3rd
- Canon Sydney-Gold Coast
- IMS C/RA 1st

INFINITY III – Martin James

- BWPS PHS 1st
- BWPS IMS 3rd
- SOPS PHS 2nd
- SOPS IMS Div 2 3rd
- Telstra NBD Regatta
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