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# Offshore

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

*Yachting*

TELSTRA SYDNEY-HOBART

## Glorious Morning

as **Race Record**  
is **Broken**

**Record**  
Westcoaster

**Coffs Harbour**  
alternative for  
**Ragamuffin**

**Ausmaid**  
Weathers the  
**storm**



**EXCLUSIVE  
REVIEW ...  
Margaret  
Rintoul V**



## CHAY BLYTH PRESENTS AT THE CYC

Save the Children has been selected as the official charity of the BT Global Challenge - the world's toughest yacht race. Fourteen yachts left Southampton UK in September 1996 and are attempting to sail around the world the "wrong way" from east to west against prevailing winds. The yachts are crewed by people from all walks of life. One of the yachts has been sponsored by Serco and named Save the Children.

Save the Children is offering you tickets to hear Chay Blyth yachtsman and mastermind of the BT Global Challenge speak about his yachting adventures.

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Darling Point

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SAVE THE CHILDREN AUSTRALIA**



**Here is your opportunity to be part of the exciting BT Global Challenge and assist Save the Children.**

Save the Children has been selected as the official charity of the BT Global Challenge. From September 1996, 14 yachts will attempt to sail around the world the "wrong way" from east to west against the prevailing winds and currents; hence, "the BT Global Challenge". The yachts, sponsored by the companies, but crewed by people from all walks of life, will sail from Southampton to Rio de Janeiro, Wellington, Sydney, Cape Town, Boston and return to Southampton in September 1997. One of the yachts, sponsored by Serco, has been named "Save the Children", and along with the other entrants will sail into Sydney Harbour in mid February 1997.

Fund-raising for Save the Children is occurring in all the race ports of call including Sydney. With the special assistance of Serco Australia Pty Ltd, Save the Children is offering you tickets in the BT Global Challenge Art Union. The first prize is a fantastic Land Rover Discovery valued at approximately \$50,000 with all on road costs except insurance. The second prize is a return Ansett flight to Cairns and five nights accommodation at the Cairns International Hotel for two people. The art union will be drawn on the 27th of March 1997 in Sydney.



The proceeds of the BT Global Challenge Art Union will be applied to Save the Children programs both in the developing countries of the Asia/Pacific region and in community based programs in Australia. Help Save the Children to meet "our challenge", to make lasting and positive differences in the lives of children and their families all over the world.

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Art Union Drawn 27 March 1997. Winners will be notified in the Sydney Morning Herald Public Notices Wednesday 2 April 1997 and Saturday 5 April 1997.

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 Save the Children Fund (NSW) Division  
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## From the Commodore's Desk

### A Year of Race Records and Record Coverage

The 1996 Telstra Sydney to Hobart will go down on record as the best reported race in the event's 52-year-history. It won't be for the simple fact that the record was broken, but because there were more newsworthy events before and during the race that captured the minds and imagination of the yachting fraternity and the general public alike.

Our press could not resist the agony of the crew of *Morning Glory* as the top of the mast parted company with the rest of the spar during the crew's first training session in Sydney, appearing to end the hopes of the line honours favourite. With the clock ticking away, seemingly vain attempts were made to freight a spare mast across the Tasman; a Qantas jumbo diverted; Sydney Airport curfew beaten...just! Around the clock non-stop work for the crew and a new, though in truth recently repaired rig, was back in the boat well in time for the 1pm Boxing Day gun.

I can imagine that the noise of the seas pounding on *Morning Glory's* hull, whipped up by the southerly buster late on Boxing Day, could not be heard over the pounding of the 21 hearts aboard the maxi yacht as they wondered if their replacement rig would stay up.

The perfect weather made for a picture-perfect start on our magnificent harbour, with the strong ebb tide dragging 20 per cent of the fleet across the line before Mrs Howard pulled the lanyard to fire the starting cannon. *Exile's* brilliant push for the Heads to be first out against bigger competition, stalked by five media helicopters, was soon overshadowed by her painful crawl back down the harbour to round the ends and re-cross the starting line.



John Quinn, owner/skipper of *Polaris*, collects his trophy from CYCA Commodore Peter Bush at the RYCT in Hobart.

You could have heard a pin drop on board as *Exile* began to chase the tail-enders and the other early starters, *Atara* and *Ausmaid*, out the Heads to the sea mark.

By the 6pm TV news, the air was alive with the devastation the stronger than predicted southerly buster was reeking on the fleet. Aussie favourite *Brindabella* dismantled; handicap favourite *Ragamuffin* out with torn sails; *Ninety Seven* back at the CYCA after a starting manoeuvre collision; *Secret Mens Business* also dismantled; *Innkeeper* and others out - eight in all, just five hours after the start.

On board *Exile*, despondency turned to determination as the crew sat on the rail all night and pushed the boat, according to owner/skipper Warwick Miller, harder than they had ever before. They were rewarded in the early morning by sailing around the race leader *Morning Glory* whose owner, Hasso Plattner, was just happy to have a mast after that first night at sea.

After eight hours and many headlines later, *Morning Glory* regained her rightful place at the head of the fleet. Then "Huey" played his trump card, providing a weather pattern that cost Jim Kilroy and *Kialoa* their place in the record books, and Telstra their \$300,000 cheque for a race record. After

a surfing spinnaker ride across Bass Strait, *Morning Glory* found rare early morning wind in the Derwent and set a new race record by some 29 minutes.

The final irony of the race was that the first, second and third places on handicap went to the three boats that had had the longest re-starts - *Ausmaid*, *Exile* and *Atara*. There must have been some advantage in the clear air up the Harbour the second time!


All this drama went to make the race that was the 52nd Sydney to Hobart one to remember, providing intense interest for the fine coverage by the media. We must not forget, however, that every boat and no doubt every crewperson had their own small dramas in their own small way and, although they may not have been quite so newsworthy, they are what makes the Sydney to Hobart the great race it is.

### Heroes of the Southern Ocean

The single-handed circumnavigators put our AMSA, Navy and Airforce to the most extreme tests during the early days of 1997.

Those of us who saw the pictures cannot help but marvel at the good fortune that smiled on Tony Bullimore and Thierry Dubois in the form of the low-flying RAAF Orions. As regular users of our oceans in long races, we as competitors should take heart if we find ourselves in so desperate a situation as these sailors.

Against all odds, Bullimore showed us that we could save our own lives through level-headed seamanship. Our Airforce and Navy showed that the finest rescue team in the world is waiting to come and get us.

Great lessons for us all, and a service that I for one, hope never have to call upon. 

Peter Bush, Commodore  
Cruising Yacht Club of Australia

# Offshore



## THE CRUISING YACHT CLUB OF AUSTRALIA

New Beach Road, Darling Point  
NSW 2027 Phone: (02) 363 9731  
Fax: (02) 363 9745

### FLAG OFFICERS AND DIRECTORS

COMMODORE: PETER BUSH  
VICE-COMMODORE: HUGO VAN KRETSCHMAR  
REAR-COMMODORES: HANS SOMMER, ED PSALTIS  
TREASURER: ALAN GREEN  
DIRECTORS: BOB BRENAC, MAURICE CAMERON, ROGER HICKMAN, DENNIS McDONALD, JOHN MESSENGER, LORI WILSON.

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PROMOTION & SPONSORSHIP: DIRECTOR ROGER HICKMAN  
GENERAL MANAGER: BRUCE ROWLEY  
SAILING MANAGER: PHIL THOMPSON

**EDITOR** Peter Campbell (02) 9869 8197

**DESIGN/PRODUCTION** Hardy Graphics (02) 9719 1963

**PHOTOGRAPHERS:** Ian Mainsbridge, Sydney (02) 9624 5039  
Richard Bennett, Hobart (002) 29 2559

**PRODUCTION EDITOR:** Helen Hayes (02) 9948 4861

**FILM SEPARATIONS** Halagraphics Pty Ltd (02) 9542 7022

**ADVERTISING** Jan Cooke (02) 9452 2093

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

**EDITORIAL OFFICES:** Peter Campbell & Associates,

64 Boronia Avenue, Cheltenham NSW 2119.

Phone/Fax: (02) 9869 8197. CompuServe 100036, 2315.

### EDITORIAL CONTRIBUTORS:

MELBOURNE - Kevan Wolfe (03) 9560 8674.

HOBART - Bruce Montgomery (002) 24 2196.

PERTH - John Roberson (09) 430 4944.

BRISBANE - Ian Grant (07) 3349 9147.

UNITED KINGDOM: Bob Fisher + 44 (1590) 68 2267.

### ADVERTISING:

Jan Cooke, Phone/Fax (02) 9452 2093 or  
Jamieson Publishing, PO Box 197, Cronulla, NSW 2230.  
Phone (02) 9544 1501 Fax (02) 9544 1502.

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## race reports

### ANOTHER GLORIOUS MORNING AFTER 21 YEARS

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**COVER:** Telstra Sydney-Hobart IMS winner *Ausmaid*, skippered by Giorgio Gjergja, beating to windward in rough seas several hours after the Boxing Day start. The Farr 47 had to weather a further storm in Hobart over a time allowance to rival *BZW Challenge*. (Pic: Richard Bennet)

**CONTENTS:** Opposite - The NSW yacht *Barcoo* as it beats into the 40 knot southerly and rough seas off the NSW coast in the Telstra Sydney to Hobart 1996. (Pic: Alice Bennet). Above - *Ragamuffin* skipper Syd Fischer and helmsman Matt Hayes take up camel racing after winning the Pittwater to Coffs Harbour Race. (Pic: Catherine James)



# Another Glorious Morning After 21 Years

It was an emotional moment for those of us who had been on the Derwent that dark December night back in 1975 when the American maxi yacht *Kialoa* became the first yacht to break three days for the 630 nautical mile race, setting a course record that would stand unchallenged for the next 21 years.

While it was sad to realise that *Kialoa's* remarkable time of 2 days 14 hours 36 minutes 56 seconds would no longer be quoted so easily, this was tempered by the realisation that if the record was to go, then 21 years would be an appropriate point in the history of the world's greatest annual ocean race.

Sadness quickly gave way to excitement as a new race record became evident with the new champion, the German-owned, American-designed, Australian-built 80-footer *Morning Glory* beating into a fresh sou'wester across Storm Bay towards the Iron Pot, marking the final dash up the river to Hobart.

"She is five miles south-east of the Iron Pot," came a radio report to



Surrounded by small craft with a television helicopter hovering overhead, the maxi yacht *Morning Glory* heads south in a light air start to what was to be a record-breaking Telstra 52nd Sydney to Hobart. (Pic - Howard Wright Graphics)

Breaking *Kialoa's* race record for the Sydney to Hobart had become almost like trying to win the America's Cup from the New York Yacht Club....then along came *Morning Glory*, with the wind gods in her favour. OFFSHORE editor Peter Campbell was on the Derwent River back in 1975 when *Kialoa* set the record; he was there again 21 years later when *Morning Glory* finally ended the longest standing record in ocean racing history by taking line honours in the 1996 Telstra Sydney to Hobart.

Robert "Biddy" Badenach, Commodore of The Royal Yacht Club of Tasmania, as we steamed down river in his comfortable cruiser. There was still doubt in our minds. Would the breeze die away in the river, as it often does?

"She is in the river, abeam of the Iron Pot at 0203 hours, 11 miles to sail,

and has given an ETA of 0310 - that's 25 minutes inside the record. It's still blowing 15-17 knots from the south-west and she's making 10-12 knots on a tight two-sail reach," came a report from the Tasmanian water police escort.

At 0230, *Morning Glory* was abeam of White Rock, six miles from the city,





Above: Two days fourteen hours seven minutes and ten seconds later *Morning Glory* crosses the finishing line off Hobart's Battery Point at just after 3 o'clock in the morning of Sunday December 29 to cut just under thirty minutes from *Kialoa's* 21 year old race record (pic - Greg Jacobs).



Above top: Early casualties in the Telstra Sydney to Hobart – Ian Mainbridge's picture shows *Ragamuffin* still beating to windward under storm trysail after shredding her mainsail while the dismasted *Brindabella* can be seen in the distance. Above: Celebrations all round as the record breakers collect their winnings.

surrounded by some 200 official and spectator boats, lights from television cameras reflecting on the sails, flash-lights exploding. There had been nothing like this back in 1975, I recalled, just the occasional torchlight on the luff of the genoa to help *Kialoa's* helmsman on a dark cloudy night, no more than 20 boats to escort the big ketch up the river.

At 0250 the 80-footer sailed into the wider waters of the Derwent off Sandy Bay, power-reaching past the John Garrow Light. "The wind is now 19 knots, she is making more than 10 knots," the water police continued their running commentary, relayed to the thousands of Saturday night partygoers and excited Hobartians who now packed the waterfront near historic Constitution Dock.

"Michael, you can get out your pen

to sign the cheque," the Commodore told Telstra executive Michael Rose who could barely contain his excitement at seeing his first Sydney to Hobart finish, with a race record to boot. (Telstra's cheque of \$300,000 was, of course, covered by an insurance policy, like a hole-in-one prize in a major golf tournament).

At 0257 and *Morning Glory* was abeam of Wrest Point Casino, lit up like a Christmas Tree on the shores of Sandy Bay, the moonlight sparkling on the choppy river and silhouetting the dark bulk of Mount Wellington towering behind the city.

It was indeed a festive moment for the City of Hobart and for the Telstra Sydney to Hobart organisers, the Cruising Yacht Club of Australia and The Royal Yacht Club of Tasmania who had been successfully conducting this

great ocean race for 52 years.

At the historic time of 03.07.10 on the morning of Sunday, December 29, 1996, *Morning Glory* crossed the finish line off Hobart's historic Battery Point to give her an elapsed time of 2 days 14 hours 7 minutes 10 seconds, breaking *Kialoa's* record by a mere 29 minutes 46 seconds. The roar of the crowd lining the waterfront, the tooting of car horns and boat sirens mingled with a pipe band playing aboard a ferry to give the new champion a remarkable early morning welcome to the Hobart.

*Morning Glory's* victory was the culmination of a herculean effort by her owner, Hasso Platto and her international crew - ashore and on water; the Reichel/Pugh-designed maxi is a worthy champion to wear *Kialoa's* crown. It was no easy race for the 24.05m ILC maxi, after a dramatic preparation.



Tasmanian yacht *French Pine Helsal 11* weathers the heavy going off the NSW South coast. (Pic Ian Mainsbridge)

Five days before the Boxing Day start of the Telstra Sydney to Hobart, *Morning Glory* snapped off the top six metres of her 36 metre carbon fibre mast. The \$US 300,000 mast was irreparable and the owner and yacht captain New Zealander, Barry McKay organised a Qantas jumbo air-freighter on a flight from Los Angeles to divert to Auckland to pick up the yacht's spare mast.

Loaded in record time at Auckland, the jumbo arrived in Sydney just eight minutes before the late night airport curfew came into effect.

Then many of the crew, led by McKay, worked through the night to trans-

**"By morning the southerly had abated and by early afternoon the fleet was enjoying a spinnaker sail down the NSW South Coast"**

port the two-piece carbon fibre spar from the airport through the city and by barge across the Harbour to Noakes Rigging at North Sydney. Without a break, they assembled the mast, attached the rod rigging and finally stepped it, finishing the task late on

Christmas Eve. This gave the crew only a few hours sailing practice, mainly in reefing the mainsail, on Christmas Day.

The brief sail and reefing practice on Christmas Day morning paid dividends for *Morning Glory* and her crew as within hours of the Boxing Day start, a southerly buster hit the fleet as they headed south. Winds reached 40 knots and a short steep sea quickly built up off the New South Wales south coast, taking a severe toll of race favourites who took the brunt of the unexpected fury of the front.

Knocked out of the race was *Morning Glory's* major Australian rival, the Scott Jutson-designed 76-footer *Brindabella* with a broken aluminium mast, as was the IMS handicap favourite *Ragamuffin*, the Farr 50 which led the Australian team to victory in the Kenwood Cup last August and had just won the inaugural Telstra Cup offshore regatta. She shredded her mainsail beyond repair.

*Morning Glory* survived the blast from the south, with the crew taking conservative action immediately. New Zealand's America's Cup winning skipper, Russell Coutts in Hobart desribed his first night at sea in his inau-

gural Sydney to Hobart as "tough".

"In a maxi its very tough getting through that amount of breeze. The seas were really, really steep. Our real worry was breaking the boat," the champion sailor told reporters in Hobart. "We went to windward with the mainsail on deck and just the number four headsail set.

"We saw *Brindabella* lose her mast. It was a warning for us. In these big boats the loads are great. There is far more chance something will break."

By morning, however, the southerly had abated and by early afternoon the fleet was enjoying a spinnaker sail down the NSW South Coast and into Bass Strait in a freshening nor'easter. At times *Morning Glory* was surfing at more than 20 knots across "the paddock" as the northerly kicked in with the 30 knots and more. Her peak speed logged was 24.1 knots.

Then she ran into frustrating light winds and blanketing fog nearing Tasman Island (60 nm from the finish) before finally sailing into a 15-20 knot westerly to dash across Storm Bay and up the River Derwent to the finish at Hobart, and a remarkable reception from thousands of Tasmanians and tourists despite the early hour.

"I've sailed in ocean races around

the world but I have never experienced such a reception," an elated owner Hasso Plattner said as he accepted Telstra's \$AUS 300,000 cheque and a magnum of champagne for the race record after coming alongside at Hobart's famous Constitution Dock.

Even more elated were the international crew of New Zealanders, Germans, Americans and Australians when Plattner announced they would all share the \$300,000 prize. He would "sort out the mast problem" himself, a reference to the costly breakage in Sydney.

Owner Plattner, a member of the famous Kiel Yacht Club on Germany's Baltic seaboard, is the founder of SAP, now the fourth largest largest computer software company in the world.

Unlike many maxi yacht owners in recent years, Plattner has a long record of active sailing. "I went sailing for the first time when I was two, and began active competition as a teenager. I became seriously involved in my mid-twenties, spending 12 years sailing dinghies, even windsurfing, before I got into big boats, starting with one tonners."

In a pointed dig at Northern Hemisphere maxi yacht owners who chose to sail in a series in Bermuda rather than the Telstra Sydney to Hobart, Plattner said: "The Sydney to Hobart is one of the great long ocean races, a real test of sailing. Maxi yachts are meant to go offshore, not meant to sail up and down, up and down over short day courses."

"The race was a real challenge, the number of yachts that

**"While *Morning Glory* survived the southerly buster on the first afternoon, others were not so fortunate"**

retired proved it wasn't a joy ride," he said. "However, any of the new maxis can break the record given the right conditions. If the weather conditions on Christmas Day and Christmas Eve (strong nor'easters) had continued we would have sailed 400 miles on the first day."

*Morning Glory* was designed by American naval architects Reichel/Pugh and built of carbon fibre in Sydney by McConaghy Boats, recognised as one of the world's best builders of yachts from state-of-the-art composite materials. They have built many yachts for Reichel/Pugh clients around the world, including the maxi *Windquest* and the Hong Kong-registered 66-footer *Exile* which finished second to *Morning Glory*.

Plattner, who has business interests in South Africa (the yacht is named after a purple flowering vine called *Morning Glory*) has twice won the Cape Town to Rio. His first *Morning Glory*, a Reichel/Pugh 50 also built by McConaghy, took handicap honours and in early 1995 the new maxi took the double of line and handicap trophies.

While *Morning Glory* survived the southerly buster on the first afternoon, others were not so fortunate, including *Morning Glory's* major rival for line honours, the Jutson 76, *Brindabella*, and the IMS overall favourite, the Farr 50, *Ragamuffin*.

*Brindabella*, skippered by Sydney yachtsman George Snow, had her year-old aluminium mast crumple into pieces

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*Brindabella* returned to Sydney harbour after breaking her mast off Botany Bay  
(pic: Ian Mainsbridge)

after she crashed through a steep sea off Botany Bay, just 20 miles south of Sydney.

Syd Fischer's *Ragamuffin*, fresh from her victory in the Telstra Cup offshore regatta leading into the Sydney to Hobart, shredded her mainsail about the same time. Back in Sydney Harbour, Fischer dug out a spare mainsail

and decided to head north in the Pittwater to Coffs Harbour race the following day - taking the double of line and IMS handicap honours.

Soon after, Bob Steel's Nelson/Marek 43, *Quest*, which had joined *Ragamuffin* and the Farr 47, *Ausmaid*, in winning the 1996 Kenwood Cup, pulled out with a badly bent mast.

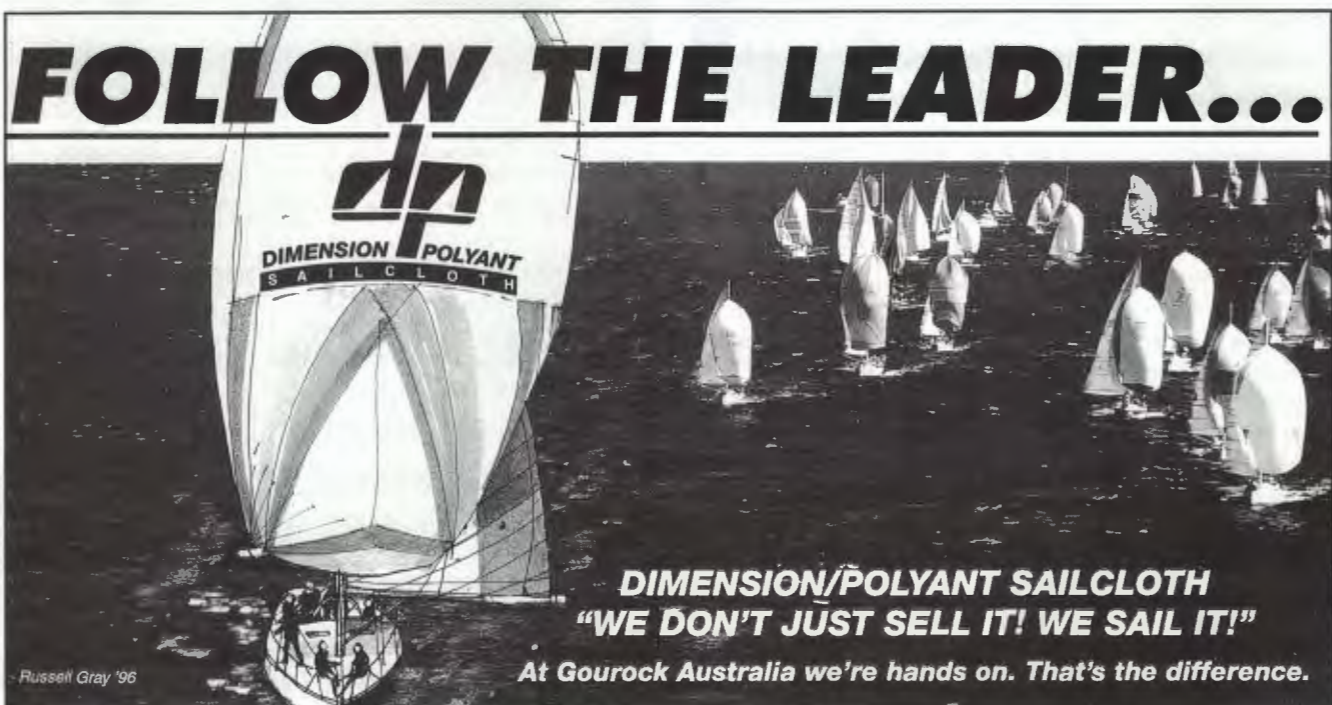
Three newly-launched yachts to retire were the Iain Murray designed 41-footers, *Axicorp Long Distance Challenge* from Queensland, and the striking-looking Adelaide sloop, *Secret Mens Business*. *Axicorp* broke its boom during a downhill surfing gybe, *Secret Mens Business* smashed her carbon fibre mast.

A later retirement was the 1995 Telstra Sydney to Hobart winner, the Murray 41, *Terra Firma*, with a broken rudder, with 17 yachts in all retiring from the fleet of 95 starters, three less than the previous year.

Entries received by the Cruising Yacht Club were down slightly mainly because of the larger number of Victorian yachts contesting the 25th annual Melbourne to Hobart race around Tasmania's West Coast, but in quality the IMS fleet would be one of the best in the world.



With *Brindabella* out of the race, *Morning Glory* sailed to a relatively comfortable lead over her nearest rivals, Warwick Miller's Reichel/Pugh 66 *Exile* from Hong Kong, the Kell Steinmann-designed 79-footer *Foxtel*

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*Amazon* (Peter Walker) and the newly launched Iain Murray-designed 60-footer *Sydney*, owned by Charles Curran and skippered by designer Murray. At the finish, the German maxi was nearly three hours ahead of *Exile*.

*Exile* had staged a remarkable recovery after breaking the start and losing some 80 minutes returning to re-start. Altogether, 15 yachts were declared premature starters (at least ten more could not be identified) all but four returning immediately to re-start along with others which had thought they too might have been over. Among those which returned, but were not over the line, was *Morning Glory*.

*Exile* chose to sail on, but 20 minutes after the start, the CYCA officially advised *Exile* and other yachts by radio they had broken the start. *Exile* by that stage had led the fleet through the Heads, where the light northerly breeze evaporated. Also recalled by radio were *Ausmaid* and *Atara* and they lost time, but nowhere near as much as *Exile*. Yet by next morning, the powerful 66-footer had sailed through the fleet, briefly overtaking the maxi *Morning Glory*, as she picked up a better breeze from astern and sailed around the maxi.

Snapping at the transoms of the maxi and pocket maxis were the best of the IMS grand prix racers left in the fleet, Ray Roberts' newly imported Farr-designed Corel 45 BZW *Challenge* from Sydney, Giorgio Gjergja's Farr 47 *Ausmaid* from Melbourne and the David Lyons-designed *Atara* skippered by Roger Hickman, also from Sydney.

These three finished in that order on the afternoon of December 29, but on corrected time it was *Ausmaid* which took first place overall under IMS handicapping, also winning IMS Division B. Second place overall went to *Exile*, winner of IMS Division A, with the two Division B boats, *Atara* and *BZW Challenge*, third and fourth.

The record for the 630 nautical mile Sydney to Hobart has finally been broken after 21 years. The wind gods had at last given a maxi yacht the weather pattern conducive to maintaining the average boatspeed of just over 10.2 knots needed to better *Kialoa's* time. Many yachts have proved capable of faster bursts on their way to Hobart, but to date only *Morning Glory* has been favoured with the conditions to maintain that speed.

## From the Coast of Dalmatia to Sydney-Hobart Victory

For the second successive year, a Victorian yacht has taken top overall IMS honours in the Telstra Sydney to Hobart, but there is more to this story, as Peter Campbell reports.

In 52 years, yachts from around the world have won the Sydney to Hobart ocean classic overall on corrected time, but only five of those yachts have come from Melbourne. That is not so surprising considering that Melbourne does not have the direct access to the open sea that Sydney does, thus limiting regular offshore racing.



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The Tasman Sea provided a tough test for seamanship as the fleet headed south on the first afternoon of the Telstra Sydney to Hobart. Young Hobart photographer Alice Bennett took this graphic picture of the NSW yacht *Barcoo* as it beat to windward into the 40 knot southerly and rough seas off the NSW coast. *Barcoo* from the Bateman's Bay Yacht Club went on to win the Tasman Performance Handicap division on corrected time.

What is remarkable is that the owners of two of those winning yachts began their sailing careers in small boats on the Adriatic Sea off the coast of Dalmatia before migrating to Australia as young men.

Overall IMS winner of the 1996 Telstra Sydney to Hobart was Giorgio

**"Ausmaid revelled in the hard beat to windward once the southerly set in and we moved up through the fleet"**

Gjergja with his Farr 47, *Ausmaid*, which early last year played a major role in winning the Kenwood Cup in Hawaii for Australia.

Gjergja, now a successful Melbourne industrialist, was brought up in the historic port city of Zara. Back in

1988, the Sydney to Hobart overall handicap winner was the little 10m sloop *Illusion*, skippered by Gino Knezic, who grew up on a small island off the coast of Dalmatia.

After establishing successful businesses and families in Melbourne, both men joined the Sandringham Yacht Club on Port Phillip Bay where they met and became good friends.

Gjergja celebrated his overall IMS victory in the 1996 Telstra Sydney to Hobart with a "magnificent dinner of fresh Tasmanian crayfish - cooked Italian style", washed down with a fine Tasmanian wine, at Strahan on the rugged and scenic West Coast of the island State.

Gjergja had realised that victory was certain when he phoned the Telstra Media Centre at Hobart's Grand Chan-

cellor Hotel to check the outcome of fourth-placed *BZW Challenge's* request for redress - for time lost searching after sighting a flare on the second night at sea. *BZW Challenge* had sought two hours time allowance, but the Race Jury gave them 33 minutes, which did not affect the four top placings overall.

However, the owner of *BZW Challenge*, Sydney yachtsman Ray Roberts, has since lodged an appeal with the Australian Yachting Federation against the Jury's decision to grant them only 33 minutes. If upheld, this could upset the overall placings, but it will not be heard until February or March.

*Ausmaid* took out IMS Division B from the David Lyons-designed *Atara*, skippered by CYCA director Roger Hickman and *BZW Challenge*. Overall, *Ausmaid* placed first from the Hong Kong-registered *Reichel/Pugh 66*,

*Exile*, skippered by Sydney-based Warwick Miller, with *Atara* third overall, *BZW Challenge* fourth and *Bit o'Fluff*, an Iain Murray-designed ILC41, fifth overall.

Previous Melbourne winners of the Sydney to Hobart have been Lou Abrahams, twice with *Challenge II* (1983) and *Ultimate Challenge* (1989), Gino Knezic with *Ilusion* (1988) and Dean Wilson and Scott Carlile last year with *Terra Firma*.

"Gino phoned me from Queensland last night to congratulate me on *Ausmaid's* win," Gjergja said from Strahan before returning to Hobart for the official presentation of trophies at the Royal Yacht Club of Tasmania.

Reflecting on *Ausmaid's* win, the successful Melbourne manufacturer and exporter of electrical and electronic components, said the crew "had faces like lost dogs" when they realised they had broken the race start and had to return to re-start, losing 47 minutes in the process.

Under the rules, yachts which do not return "around the ends" and re-start immediately on hearing the individual recall sign, are not notified officially by radio until 20 minutes after the start - a rule designed to discourage premature starters. *Ausmaid* was one of five boats which did not go back immediately.

"However, *Ausmaid* then revelled in the hard beat to windward once the southerly set in and we moved up through the fleet, holding a forward place in the fleet all the way to Hobart," Gjergja recalled.

"The crew responded brilliantly to the challenge and held off several strong challenges for the overall top place," he added.

Gjergja learned to sail as a young lad, but gave up sailing after migrating to Australia as a 19-year-old. "I married an Aussie girl, became an Australian, established my business and finally got back into sailing on Port Phillip Bay."

His first keelboat in Melbourne was the *Cole 43*, *Arianne*, before moving up to the *J44*, *Adria* and then to *Ausmaid*, in which he has also been a member of the winning Australian team at the Kenwood Cup in Hawaii.

"When I commissioned *Ausmaid*, it was with the Sydney to Hobart specifically in mind," Gjergja said. "Although light and fast, she is also a very strong boat. In fact, I believe *Ausmaid's* fast speed during the storm on the first night positioned us to win."

Tasmanian yacht *Huon Chief* skippered by Andrew Hay from The Royal Yacht Club of Tasmania heads for home as she nears Cape Raoul in Storm Bay. *Huon Chief* won her IMS Cruiser Racer division (pic Richard Bennett)



# 3DL DELIVERS Results

## Sydney Hobart Race

1st - *Ausmaid* - Farr 47 - North 3DL  
2nd - *Exile* - Reichel Pugh 66 - North 3DL  
3rd - *Atara* - Lyons 43 - North 3DL  
1st Cruiser/Racer - *Abracadabra* - Tripp 47 -  
North Sails (partial)  
Line Honours and New Record - *Morning Glory*  
Reichel Pugh 80 - North 3DL

## Telstra Regatta

1st - *Ragamuffin* - Farr 50 - North 3DL  
2nd - *BZW* - Corel 45 - North 3DL  
3rd - *Terra Firma* - IMA 40 - North 3DL  
4th - *Ausmaid* - Farr 47 - North 3DL  
5th - *Quest* - Nelson Marek 43 - North 3DL

## Bruce and Walsh Regatta

1st - *Ragamuffin* - Farr 50 - North 3DL  
2nd - *Exile* - Reichel Pugh 66 - North 3DL

## Pittwater to Coffs Harbour Ocean Race Series

1st - *Christine Jay* - Bashford 41 - North 3DL  
2nd - *Kingtide* - IMA 36 - North Sails  
3rd - *Soundtrack* - J35 - North 3DL

## Pittwater Coffs Harbour Race

1st - *Ragamuffin* - Farr 50 - North 3DL  
2nd - *Soundtrack* - J35 - North 3DL  
3rd - *Sea* - Mumm 36 - North 3DL (partial)

## Melbourne to Hobart Race

Line Honours and New Record - *Future Shock* -  
Elliott 57 - North Sails  
1st IMS - *Tilting at Windmills* - Joubert 41 -  
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Above left: Queenslander Carey Ramm collects his trophies after finishing second in IMS Division D with his Farr 39 *No Fear*. The yacht was also the first boat under 40 feet to finish the race. (Pic. Peter Campbell). Above centre: The newly imported Corel 45 *BZW Challenge*, skippered by Ray Roberts placed fourth overall to IMS winner *Ausmaid* but an appeal has been lodged against the decision of the Race Jury concerning the amount of time granted to *BZW Challenge*. If upheld this could upset the overall results. (pic Howard Wright Graphics). Above right: Owner Giorgio Gjergja and helmsman Ian "Barney" Walker celebrate the victory of *Ausmaid* as the overall IMS winner of the 1996 Telstra Sydney to Hobart. (pic Peter Campbell)

"Also, our crew is well suited for the tough conditions of the Sydney to Hobart. We have a great mix of talent and all our crew are very good heavy weather sailors," he added.

The two principal helmsmen aboard *Ausmaid*, Ross Lloyd, head of North Sails in Melbourne and mast-maker Ian "Barney" Walker, were both aboard *Illusion* when it won the 1988 Sydney to Hobart. For Walker, this was his third victory, as he was helmsman aboard *Terra Firma* in its 1995 win.

Other members of the winning crew were Andrew Poulton, Glen Ferguson, Chris Carroll, Russell Kenery, Toby Richardson, Mark Vickers, Andrew Henderson, Simon Cunnington and Nick Maloney. Richardson is also a previous Sydney to Hobart wining crewman.

## Atria... Small and Swift from Aussie Designer

The smallest yacht in the Telstra Sydney to Hobart, the 30-footer *Atria*, gave her designer Roberts Hicks another important victory in off-

shore racing when she won IMS Division C of the rugged ocean classic.

It was also Victoria's second divisional victory. *Atria* is owned by Gold Coast based heart surgeon Gilbert Ford, but is still on the register of the Royal Yacht Club of Victoria and was skippered by the designer with a Victorian crew.

In a race-long duel with another Hick design, the 35-footer *JLW Chutzpah*, skippered by owner Bruce Taylor, *Atria* won on corrected time by 37 minutes 56 seconds after finishing 43rd in the fleet.

Both yachts come from the Royal Yacht Club of Victoria where Taylor is a past Commodore. Robert Hick is a versatile yachtsman. He designed and supervised the building of *Atria*, as Fraser Sails manager in Melbourne he designed the sails, and of course he has skippered the little sloop in most major races and regatta - with remarkable success.

Third place in IMS Division C went to septuagenarian sailor John Walker with his Peterson 34, *Impeccable*, this year completing its 14th race to Hobart. Walker is a long-standing member of Sydney's Middle Harbour Yacht.

Division C was for the smallest IMS racer class yachts but proved to be one

of the most competitive with *Atria* placing 12th overall in a race that generally favoured the bigger IMS boats. At one stage *Atria* looked to have a chance of taking first place overall.

## Abracadabra Top Scoring Cruiser Racer

The other three IMS divisions of the Telstra Sydney to Hohart were for IMS cruiser/racers which this year did not receive any cruiser allowance in overall calculation of results. One division for yachts racing under the Tasman Performance Handicap System made up the fleet results.

Top scoring cruiser/racer was the winner of IMS Division D, *Abracadabra*, the imported Tripp 47 owned by Middle Harbour yachtsman James Mark Anthony who sailed an excellent race to finish 10th.

*Abracadabra* beat the Queensland champion *No Fear*, the Farr 39 skippered by Carey Ramm from Townsville, which also handled the conditions well as the first boat to finish under 40-foot LOA beating many larger yachts. Third in the division



was *Prime Example* (Graham Williams) the Davidson/Murray 50-footer from the Cruising Yacht Club of South Australia. Fourth placed was *Seaview Challenge Again*, skippered by Ocean Racing Veteran of the Year Lou Abrahams, sailing in his 34th Sydney to Hobart, his 31st as owner/skipper of his own yacht.

Tasmania gained its top result in Division E with the 22-year-old *Huon Chief*, built 22 years ago of Huon pine, winning for relative ocean racing novice, Andrew Hay from The Royal Yacht Club of Tasmania. Second place went to the veteran combination of Peter Kurts and his two-times Sydney to Hobart winner *Love and War*, the Sparkman & Stephens-designed 47-footer which also represented Australia in the Admiral's Cup back in the 1960s.

Third in this division went to MHYC member Geoffrey Ross in his optimised Beneteau 45, *Yendys*, fourth to *Polaris*, skippered by the great survivor of the 1993 race, John Quinn from the Royal Prince Alfred Yacht Club.

Celebrations went on all day and into the night when the CYCA announced the winner of Division F - the Alice Springs Yacht Club's entry, *The Alice's Neata Glass*, skippered by George Owen. While the second desert entrant, *Spirit of The Alice*, didn't fare quite as well it was a huge day, the celebrations beginning with a wedding of one of the crewmembers to his longtime girlfriend who flew down to join the party. After all it was the first time in three attempts that the Alice Springs Yacht Club had managed to reach Hobart, and this time both yachts, chartered Sunsail 36s, got there unscathed.

A third Sunsail yacht, *Spirit of Rani*, did well in placing fifth in Division F and also winning the Oggin Cup for the best placed Defence Forces entrant. The yacht, skippered by Major Richard Williams, was chartered by Britain's Royal Engineer Yacht Club, which has a remarkable record of competing in major yacht races around the world.

Their yacht, *Ilex*, a 110ft cutter, won the second ever Fastnet Race and they have competed in every Fastnet since the first in 1925, a record for any yacht club in the world, let alone Britain.

Two veteran yachts from the CYCA placed second and third in Division F, *Suraya*, skippered by Charles Scriber, beating the lovely yawl *Canon Maris* (Ian Kiernan) by just

*Exile*, the Hong Kong registered 66 footer owned by Warwick Miller was second to finish the 1996 Telstra Sydney to Hobart and also took first place in Division A. (Pic - Ian Mainsbridge)



# RESULTS SPEAK LOUDER THAN WORDS



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1st	IMS C/R B	Sydney Southport
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# Honour Roll

## OVERALL

1. *Ausmaid* Giorgio Gjergja, Sandringham Yacht Club, VIC, Farr 47, corrected time: 2 days 12 hrs 35 min 59 secs
2. *Exile* W.Miller, Royal Hong Kong Yacht Club, Hong Kong, Reichel/Pugh 66, 2 12:46:25
3. *Atara* Roger Hickman, CYCA, NSW, Lyons 41, 2 12:47:57
4. *BZW Challenge* Ray Roberts, Cruising Yacht Club of Australia, NSW, Corel 45, 2 13:16:20
5. *Bit of Fluff* Warren Brooks, McKay Yacht Club QLD, Iain Murray ILC 40, 2 13:47:41

## DIVISION A

1. *Exile* W. Miller, Royal Hong Kong Yacht Club, Hong Kong, Reichel/Pugh 66 2 12:46:25
2. *Morning Glory* Hasso Plattner, Kiel Yacht Club, Germany, Reichel/Pugh 80, 2 14.07.10
3. *Sydney* C.Curran, Cruising Yacht Club, NSW, Sydney 60, Iain Murray designed, 2 15: 49:13
4. *Foxtel Amazon* Peter Walker, Cruising Yacht Club of Australia, NSW, Kell Steinman 69, 2 20:39:19
5. *Condor of Currabubula* Tony Paola, Cruising Yacht Club of Australia, NSW, Holland 82, 2 21:10:19

## DIVISION B

1. *Ausmaid* Giorgio Gjergja, SYC, VIC, Farr 47, 2 12:35:59
2. *Atara* Roger Hickman, CYCA, NSW, Lyons 41, 2 12:47:57
3. *BZW Challenge* Ray Roberts, CYCA, NSW, Corel 45, 2 13:16:20
4. *Bit of Fluff* Warren Brooks, McKay Yacht Club, QLD, ILC 40, 2 13:47:41
5. *Maglieri Wines* Geoff Vercoe, CYCA, NSW, Jutson 43, 2 17: 55:33

## DIVISION C

1. *Atria* Gilbert Ford/Robert Hick, Royal Yacht Club of Victoria, VIC, Hick 30 IMS, 2 18:42:01
2. *JLW Chutzpah* Bruce Taylor, RYCV, VIC, Hick 35, 2 19: 19:59
3. *Impeccable* John Walker, Middle Harbour Yacht Club, NSW, Doug Peterson 34, 2 20:02:46
4. *Bob Jane T Marts/2KY* Bob Mulkearns, CYCA, NSW, Jutson NSX 36, 2 21:38:23
5. *Razors Edge* Ray Stone, CYCA, NSW, Mount Gay 30, 3 04:27:46

## DIVISION D

1. *Abracadabra* J.M. Anthony, MHYC, NSW, Tripp 47, 2 15:38:59
2. *No Fear* Carey Ramm, Townsville Cruising Yacht Club, QLD, IMS Farr 39, 2 16: 10: 44
3. *Prime Example* G.Williams, Cruising Yacht Club of South Australia, Davidson/Murray, 2 17: 12: 43
4. *Seaview Challenge Again* Lou Abrahams, Sandringham Yacht Club, VIC, Bashford Howison 41, 2 20:48:20
5. *Midnight Rambler* Ed Psaltis/Bill Wright, CYCA, NSW, Farr 40, 2 21:16:18

## DIVISION E

1. *Huon Chief* Andrew Hay, Royal Yacht Club of Tasmania, TAS, Noel Jennings 36, 2 21: 42: 02
2. *Love and War* Peter Kurts, CYCA, NSW, Sparkman and Stephens 49, 2 22:33:57
3. *Yendis* Geoffrey Ross, MHYC, NSW, Bruce Farr Beneteau 45, 2 22:42:11
4. *Polaris* John Quinn, Royal Prince Alfred Yacht Club, NSW, Cole 43, 2 22:53:21
5. *EOAO Hummingbird* Russell Naughton, Royal Yacht Club of Tasmania, Farr 37, 2 23: 44:49

## DIVISION F

1. *The Alice's Neata Glass* George Owen, Alice Springs Yacht Club, NT, Jeanneau 36, 2 22: 37: 53
2. *Suraya* Carl Striber, Cruising Yacht Club of Australia, NSW, S and S 37 2 22:40 38
3. *Canon Maris* Ian Kiernan, Cruising Yacht Club of Australia, NSW, Alan Payne Tasman Seabird 2 22:56:35
4. *Interum* Craig King, Bellerive Yacht Club, TAS, Northshore 33, 2 23:16:47
5. *Spirit of Rani* Richard Williams, Royal Engineers Yacht Club, UK, Jenneau 36, 2 23:17:59

## TASMAN PERFORMANCE HANDICAP DIVISION (Provisional)

1. *Barcoo* Graeme Johnston, Bateman's Bay Sailing Club, NSW, Adams 12 3 22: 49: 22
2. *Pippin* David Taylor, Cruising Yacht Club of Australia, NSW, Farr 37, 4 01:53:27
3. *Katinka* Des O'Connell, CYCA, NSW, Currawong Half Tonne, 4 02:02:29
4. *Berrimilla* Alex Whitworth, Royal Australian Navy Sailing Assoc, NSW, Brolga 33, 4 02: 44: 18
5. *Adrenalin* Peter Davis and Peter Hamilton, CYCA, NSW, Peterson 37, 4 05:28:41



Ian Kiernan from the CYC finished 3rd in IMS Division F with his lovely yawl *Canon Maris* and collected his trophy from Royal Yacht Club of Tasmania Commodore Robert "Biddy" Badenach. (Pic - Peter Campbell)

over 16 minutes, fourth place going to the Tasmanian yacht *Interum*, skippered by Craig King from the Bellerive Yacht Club.

History was made in the TPHS division, with first place going to *Barcoo*, an Adams 12 skippered by Graeme Johnston from the Bateman's Bay Yacht Club on the NSW South Coast. Second place went to Farr 37 *Pippin*, skippered by David Taylor from the CYC, third going to another CYC member, veteran Des O'Connell in his little Currawong 31, *Katinka*.

The prizegiving, held back down at The Royal Yacht Club of Tasmania for the first time since 1988, was a highly successful affair on a perfect summer's day.

Most of the top-placed overall and divisional yachts were moved down from Constitution Dock to the Sandy Bay clubhouse for the occasion and most prize-winning yachts were well represented.

However, the presentations did not end there. Early next morning (January 3) the very last yacht to complete the race, the South Australian cruising sloop *David Hannah* crossed the line after nearly seven and a half days at sea. The family-owned yacht was skippered by 25 year old Catherine Jones and on Constitution Dock later in the morning the Jane Tate Memorial for the first female skipper was officially presented.

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*Ragamuffin*, Syd Fischer's Farr 50, winner of the IMS Racer division of the inaugural Telstra Cup offshore regatta held as a lead-up series to the 1996 Telstra Sydney to Hobart. To leeward is the newly launched Adelaide yacht, *Secret Mens Business*. (pic - Ian Mainsbridge)



## Great Racing in the Inaugural Telstra Cup Regatta

The Cruising Yacht Club of Australia's innovative idea to introduce the Telstra Cup as a stand-alone regatta leading into the Telstra Sydney to Hobart provided some of the best IMS racing seen in Sydney. Peter Campbell reports.

**S**yd Fischer's *Ragamuffin* from Sydney and Carey Ramon's *No Fearr* from Townsville became the first yachts to have their names engraved on the historic Telstra Cup after a windswept final race off Sydney Heads ended the inaugural offshore regatta conducted by the Cruising Yacht Club of Australia.

The 18 nautical mile race, sailed in a north-easterly seabreeze of 20 to 25 knots and rough seas, was a fitting climax to the five-day regatta which brought together competitors from all Eastern States as well as from Alice Springs and the United States.

Both yachts convincingly won their IMS divisions of the final race to clinch victory after only a handful of points had separated the top yachts going into the final heat.

*Ragamuffin*, the Farr 50-footer which led Australia's team to victory in the Kenwood Cup in Hawaii, took out the IMS racer division from the newly imported US yacht, *BZW Challenge*, a

Farr-designed Corel 45.

*Ragamuffin* finished the series with 398.5 points, with *BZW Challenge* (Ray Roberts) on 391 points and last year's overall IMS winner of the Telstra Sydney to Hobart, *Terra Firma*, the Iain Murray-designed 41-footer owned by young Victorian yachtsmen Scott Carlile and Dean Wilson, on 390.5 points.

While *Ragamuffin* won the final race with *BZW Challenge* second, *Terra Firma* could do no better than seventh, dropping from first overall after five races to end up third overall.

*No Fearr*, a New Zealand-built Farr 39, and *Bashfull*, a new Sydney 36 designed by Iain Murray and owned by Cruising Yacht Club vice-commodore Hugo van Kretschmar and immediate past commodore David Fuller, were tied on points going into the final race, but *No Fearr* won the race and the series - the last race margin being only 47 seconds.

*No Fearr* finished with 410 points,

*Bashfull* with 408, third place overall going to *Zoe*, another Murray 41 owned by Ivan Wheen and steered in the Telstra Cup by America's Cup yachtsman Peter Gilmour.

With neither *Brindabella* or *Exile* sailing in the final race, line honours went to the newly launched 60-footer *Sydney* owned by Charles Curran and with designer Iain Murray on the helm.

*Brindabella* (George Snow) and *Exile* (Warwick Miller) had shared line honours around the short courses earlier in the regatta but with neither in contention for a high IMS placing the owners elected to give their crews a day off on the final day.

The Telstra Cup has replaced the Asia Pacific Championship regatta which had been the lead-up series to the Sydney to Hobart in past non-Southern Cross Cup years. Unlike the Asia Pacific, the Telstra Cup was a stand-alone regatta designed to attract yachts not necessarily contesting the Telstra Sydney to Hobart. As such, it



*Terra Firma*, the 1995 Telstra Sydney to Hobart winner from Melbourne, contesting the Telstra Cup off Sydney Heads. (pic - Ian Mainsbridge).



Newly launched *Bashfull*, the Ian Murray-designed 36-footer, finished close second to Queensland yacht *No Fearr* in the IMS Cruiser/Racer Division of the Telstra Cup. (Pic - Ian Mainsbridge).

proved an outstanding success with the fleet one of outstanding IMS ranking.

The regatta comprised seven races, including two races within Sydney Harbour and a 50 nautical mile ocean triangle, with race two being abandoned because of the late start on the opening day due to light winds. Race officials elected not to attempt a re-sail.

With 1997 a Southern Cross Cup year, it is expected that the teams series will be run as part of the Telstra Cup for individual IMS racer and cruiser/racer yachts. ▲

### THE SCOREBOARD

**IMS Racer Division:** 1. Ragamuffin, Farr 50, Syd Fischer, NSW - 2-7-3-5-1-2-1 = 398.5 pts. 2. BZW Challenge, Farr Corel 45, Ray Roberts, NSW - 3-11-6-1-6-1-2 = 391.0. 3. Terra Firma, Murray 41, Dean Wilson/Scott Carlile, Vic - 4-2-1-3-8-4-7 = 390.5. 4. Quest, Nelson/Marek 43, Bob Steel, NSW - 8-3-8-2-2-7-3 = 385.0. 5. Ausmaid, Farr 47, Giorgio Gjergja, Vic - 1-8-14-6-3-3-4 = 376.5. 6. Secret Mens Business, Murray 41, Geoff Boettcher, SA, 6-12-7-4-5-7-5 = 396.0

**IMS Cruiser/Racer Division:** 1. No Fearr, Farr 39, Carey Ramm, Qld - 3-4-3-1-1-1-1 = 410 pts. 2. Bashfull, Murray/BH 36, Hugo van Kretschmar/David Fuller, NSW - 1-1-2-2-2-3-2 = 408. 3. Zoe, Murray 41, Ivan Wheen, NSW - 2-3-1-5-3-2-3 = 399.5. 4. Seaview Challenge Again, Murray/BH 41, Lou Abrahams, Vic - 4-5-5-3-4-4-5 = 388.5. 5. Local Hero, Murray/BH 36, Kevin Wood, Vic - 5-2-4-4-5-6-4 = 388.0. 6. Mirrabooka, Frers 47, John Bennetto, Tas - 6-6-9-6-7-7-8 = 363.5.

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In a dramatic report, English yachting journalist Bob Fisher records two of the most remarkable moments in round-the-world yacht races, the rescue by Australia's Defence Forces of lone yachtsmen Tony Bullimore and Thierry Dubois.

# Aussie Navy and Air Force Heroes of Rescue Missions

Early on Thursday morning, January 9, 1997, Englishman Tony Bullimore and Frenchman Thierry Dubois were rescued from the Southern Ocean, 1400 nautical miles south of Perth, after their yachts had turned turtle the previous Saturday while taking part in the Vendee Globe Race.

With the co-ordinated effort from the Maritime Rescue Authority in Canberra, the Royal Australian Air Force mounted a series of four sorties a day to keep watch on the yachtsmen. In Dubois' case they dropped him a life-raft with food, water and a radio to help him survive until the Royal Australian Navy's frigate *Adelaide* reached the area and was able to pluck both sailors from the water.

Bullimore stayed inside the upturned hull of his yacht, huddled in a makeshift hammock until a rescue boat from *HMAS Adelaide* came alongside. In a dramatic and emotional moment captured on television cameras and televised worldwide, he dived out from under the hull to surface just near the stern of his yacht

As Tony Bullimore and Thierry Dubois headed towards Fremantle aboard the Royal Australian Navy's missile frigate, they must have been thinking how close to death both of them had been. To survive for almost four days in near freezing temperatures after their boats had turned turtle is close to a miracle, as is being found and rescued 1,400 miles from the nearest land. It needed a combination of dogged determination and terrific technology, but, above all, the will to survive.

The human frame is a strange mixture of physiological concepts and does not always react in a pre-determined manner. In matters of survival, the mind often triumphs over matter, treating the adversities with a fourth

dimensional attitude which produces reserves that cannot be summoned in any other way.

Dr. Thomas Stuttaford, writing of this in *The Times*, states, "The unfathomable will to keep going makes it impossible to predict how long somebody with a terminal illness will live." Friends of the late John Fisk will remember that after he had been diagnosed of cancer and given six months to live, he continued for thirteen and a half years, until he had achieved his aim, of seeing catamarans race in the Olympic Games. He died two weeks later.

It is an amazingly powerful force, and the will to survive contributed greatly to Bullimore and Dubois remaining alive. Both could so easily have perished, perhaps Dubois more than Bullimore because he was more likely to suffer from exposure in a life-raft than in the upturned hull, although Dubois did have the consolation of some daylight, Bullimore was denied that totally. Neither could have known that research has shown that the determination to stay alive for the festival of the Passover results in fewer deaths among male Jews before the event, and an increase immediately afterwards.

Fuelled by a sixth sense desire to live, both stricken sailors relied on the technology of the late 20th century to bring about their rescue. At the beginning, even the middle, of this century, none of this would have been possible - the microchip age has produced equipment which does marvellous things and is also highly reliable. The Argos beacons have been used for ocean racing since May 1979, when they debuted in the Lorient-Bermuda-

Lorient race, and have been an accepted tracking system ever since.

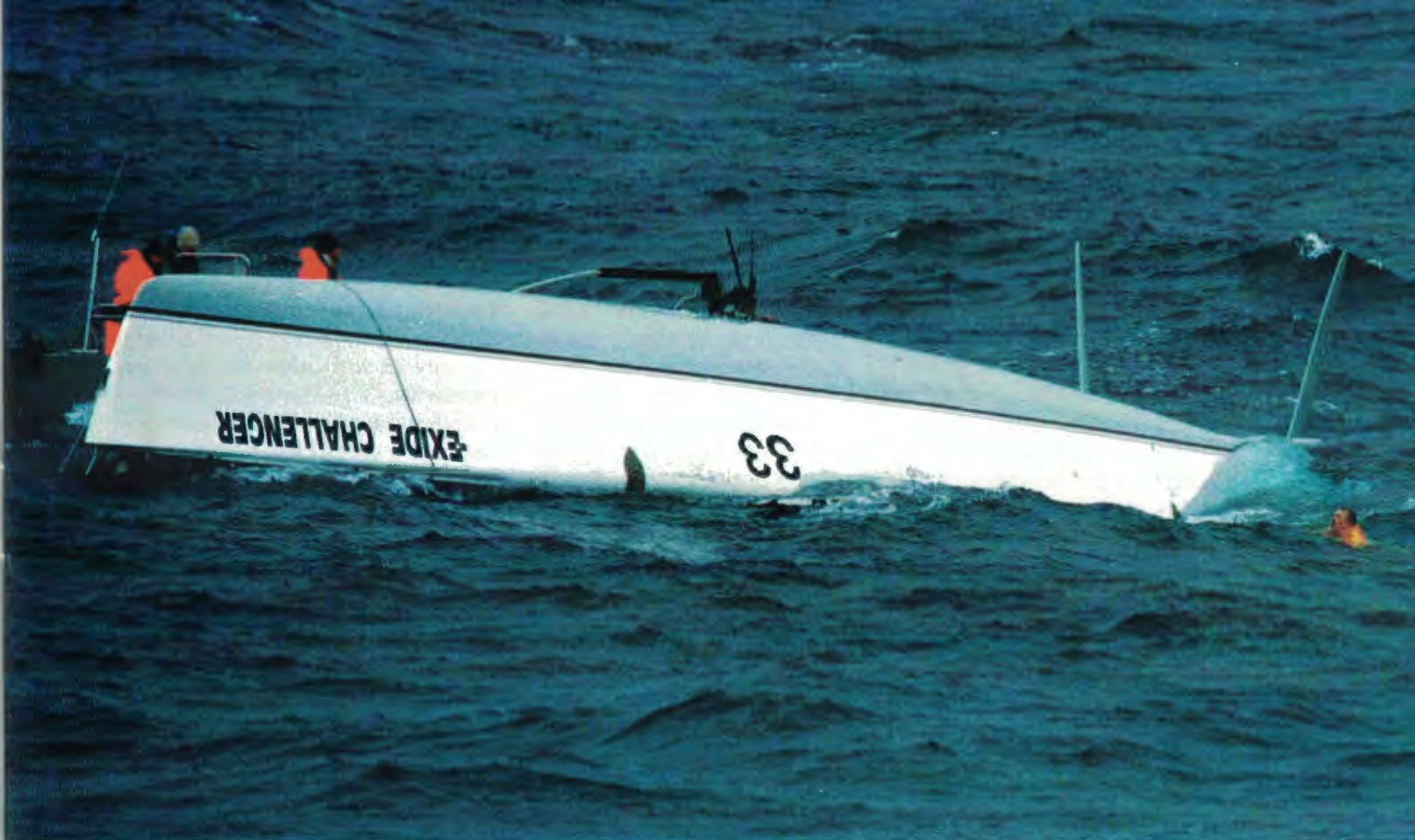
Argos uses a system close to GPS in reverse with the shore station, at Toulouse, receiving a codified signal from the individual beacons via a satellite. The codified signals identify the boat and give its latitude and longitude, plus its speed and bearing. In addition, there is another facility, that of providing a distress signal when it is activated, either by hydrostatic release or by manual operation.

Both sailors operated one of the three Argos beacons manually to activate the distress frequency. It is quite amazing that technology similar to that which was used to guide missiles to their targets in the Gulf War was employed to search for the two men adrift in the wastes of the Southern Ocean.

Each of the beacons is separately codified, so that the race organisers in Paris, through Systeme Argos, can identify which one the sailor had activated. Philippe Jeantot and his staff were immediately aware that Bullimore had tripped the second of his beacons, the one which was down below, in the cabin, and that this had to have been done manually. For that reason, they believed throughout the long wait until *HMAS Adelaide* arrived on the scene that he was protected from the worst of the elements inside the hull of *Exide Challenger*.

Because of the navigation developments of the past 25 years, the stricken sailors were pinpointed, but they were still 1,400 miles from the nearest land and that provided another logistical problem - of how to get to them before their ability to stay alive would fail.

The long-range P3 Orion aircraft are



Tony Bullimore surfaces near the stern of his capsized yacht in the Southern Ocean, soon to be safely rescued by the Royal Australian Navy after his yacht had been located by the Royal Australian Air Force.

equipped with the sophisticated navigational tracking devices to find the shipwrecked mariners, but when they reach the area, much of the technology employed is of the hands-on variety and has been developed in previous exercises. The rescue attempts for Isabelle Autissier when her boat to all intents and purposes sank during the BOC Challenge, brought home the need for the Royal Australian Air Force crews to practise their low-level discharge of life-rafts.

The Orion, like the RAF's Nimrods, fly at 200 feet above the waves at 150 knots, which, I can assure anyone is particularly tricky. I flew aboard an RAF Nimrod in 1979, when researching my book on the Fastnet disaster that year, over shipping off the Portuguese coast in ideal flying conditions and can appreciate how much more difficult it must have been in winds of 50 plus knots.

Then there is the matter of dropping a life-raft so that Thierry Dubois could reach it. The difficulties having been ascertained two years earlier with Autissier, the RAAF practised the low level drops and added floating ropes

## Course of Destruction

**November 3:** 15 single-handed yachts set sail from Les Sables d'Olonne, France, to circumnavigate the world via Antarctica in the Vendee Globe. The youngest competitor, 28-year-old Raphael Dinelli, is barred from racing because of concern about his lack of sailing experience, but he starts as an unofficial competitor.

**December 6:** Isabelle Autissier's yacht is damaged in violent storms and she is forced to put into Cape Town, South Africa, for repairs. She is the Frenchwoman rescued by the Royal Australian Navy and RAAF two years in a similar dramatic operation after her yacht broke up in the Southern Ocean.

**December 6:** Frenchman Yves Parlier hits iceberg and breaks rudder about 6000km from Fremantle.

**December 24:** Yves Parlier limps into Fremantle, WA, three weeks later under jury steering.

**December 24:** Belgian Patrick de Radigues suffers electricity failure 2200km south-west of Perth, puts into Fremantle on January 4.

**December 26:** Patrick Dinelli sends out distress signal and an RAAF Orion aircraft locates him standing knee-deep in water on the deck of his half-submerged yacht, 2200km south-west of Fremantle. The Orion crew drops him a life-raft and next day he is picked up by another Vendee competitor, Peter Goss, in a dramatic rescue operation in high seas.

Goss sails into Hobart's Derwent River and transfers Dinelli to a waiting Royal Yacht Club of Tasmania launch.

**January 5:** Thierry Dubois and Tony Bullimore activate emergency beacons after their yachts capsize in another heavy gale in the Southern Ocean, 2600km south-west of WA.

**January 6:** RAAF Orions locate Dubois clinging to the rudder in 8m seas. He is dropped a life-raft and after some drama, climbs aboard. The fate of Bullimore, believed to be inside the hull of his yacht, remains unknown. HMAS Adelaide leaves Perth on 2600km rescue mission.

**January 8:** Second-placed Canadian yachtsman Gerry Roufs gives his position as two-thirds of the way to Cape Horn, followed by radio silence.

**January 9:** HMAS Adelaide reaches stricken yachts. A helicopter is launched and Dubois is winched from life-raft. Adelaide sights Bullimore's upturned yacht and sends a boat with divers and engineers but as they come alongside, the Englishman hears their banging and dives out from the cabin of the upturned craft. He joins Dubois aboard Adelaide and is given immediate medical treatment.

**January 9:** Autissier turns back to search for the missing Canadian yachtsman and three other boats directed to sail past last recorded location, but nothing found.

**January 13:** HMAS Adelaide arrives in Fremantle with the two yachtsmen, with the Navy crew given a heroes welcome as thousands pack the dockside. Worldwide praise, including message from the Queen and the French President, received for the efforts of the Royal Australian Navy and the Royal Australian Air Force in saving the yachtsmen from near certain death in the Southern Ocean.

so that these would arrive at the boat downwind of the drop. Television pictures of the crews pushing the life-rafts out of the aircraft with their feet are now familiar, but the sailor below relied on the 'bomb-aiming' ability of the airmen.

**"When I saw the helicopter arriving, I knew that I was out of danger and that I had won this battle against death."**

Thierry Dubois explained exactly what happened to him in this graphic interview:

"Saturday the sea was rough with 65 knots of wind. I was running before the wind with four square metres of sail to avoid too much speed. Twice the mast was in the water.

I was inside the boat when the yacht was knocked down by a wave, it did a somersault on the side. The boat was set upright but the mast was broken.

"I crawled along the deck and with the hacksaw and a knife and I managed to free the mast. It was very dan-

gerous because the deck was covered by breaking seas. I was already thinking of the rig I could make and set once the weather changed, when for a second time the boat turned through 180 degrees. The Argos beacon was pulled away from the deck. I switched on Argos beacon number two.

"During the night of Sunday to Monday, I was in the berth when the boat once more spinned round. It finally stopped upturned, keel up. I waited for a long time for a wave to put it upright. I went into the back to set the life-raft and the survival container (food, water, SSB, clothes). The water was getting in so I decided to blow up my life-raft, but it only blew up half way and the tip broke.

"I couldn't get into the yacht. I had no life-raft and no survival container. I had my Argos beacon and my Sarsat around my neck. I was holding tight to the rudders and often the waves covered me and the boat. More than once I fell into the water."

"Two hours later, I saw an aircraft over me. They dropped three life-rafts

before I managed to grab one that was 50 metres from me. I had to swim to board it. Once I was on the life-raft, a huge wave made me spin round and I was ejected from the life-raft. I found myself in the water, without life-raft, with no water, no food, and telling myself with calm that I was going to die. I felt a feeling of regret for all the things I still wanted to do in my life. I'm only 29 years old. But I did not panic, ever.

"I swam for half an hour when the plane saw me and this time dropped two life-rafts with food and water on board. I managed [to climb] on board and when I got on it, I felt all of a sudden relieved. The day after, the plane came back and dropped me a radio. I put them at ease about my health condition and they told me about the organisation of the rescue operation.

"From then on I knew I had to struggle against the cold for at least three days. I tried to get busy mopping up and blowing up the life-raft. I remembered the story of the mountaineers and knew that I shouldn't sleep too long because I was risking never to wake up. When I saw the heli-

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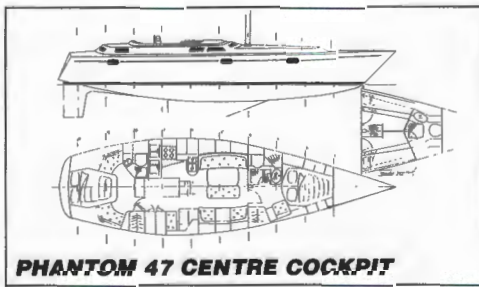
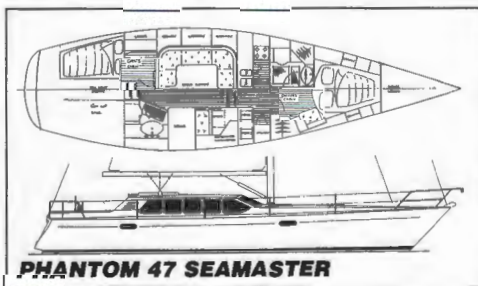
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copter arriving, I knew that I was out of danger and that I had won this battle against death."

While Thierry Dubois was in the life-raft, it was difficult to be certain about Tony Bullimore's condition. His on-deck Argos had been swept away and was still working, but he had activated the distress frequency of the one down below. He explained what happened:

"With bad weather, I was sailing with bare poles. I was inside the yacht drinking a cup of tea when, with a loud noise, the keel broke. The boat was knocked down at once and I was walking on the roof. It was a real fight. The main cabin and the engine compartment were filled with water. It was very scary. I was in deep trouble.

"I am very thankful to the Australian Navy and the *Adelaide* to be alive; they are super. I was struggling for life, hanging on to survive. I reckoned I was one or two days from death. It was very cold. My hands and feet were in a bad state and I had to chop off a bit of my little finger. It was an atrocious situation. The weather was better when I heard the aeroplanes

and then the helicopter. Then I heard them banging on the hull so I dived in the water to get to the surface. I was astonished."

Tony explained how he had made a bolt-hole in the hull, using netting that had been keeping his stores in place for a hammock. It had kept him above the water. It was far from being an ideal place. 'It was so dark in there, it was awful,' he said. But staying there gave him protection from the worst of the elements and he was protected from heat loss by wearing his Musto HPX triple-layer clothing system. With latex seals at the wrists and neck, the dry-suit and the special underwear and thermal layer did all that was asked of them - another technological development that helped in the two men's survival.


This is a story of heroism. That heroism is not only that of the survivors but also of the rescuers. Risking one's life in an inflatable boat to rescue Tony Bullimore or in a helicopter to pluck Thierry Dubois from his life-raft, may

be the bread and butter of servicemen, but they are hardly asked to do it every day.

They too are heroes and their countrymen in Australia have every reason to be proud of them. One only hopes that the money spent on this heroic exercise is seen to be well spent by the citizens of that country.

Explaining that the exercise will

**"Risking one's life in an inflatable boat to rescue Tony Bullimore or in a helicopter to pluck Thierry Dubois from his life-raft, may be the bread and butter of servicemen, but they are hardly asked to do it every day."**

have been welcomed by the Australian services, Ian Bailey-Willmot, a retired Royal Navy Officer and Race Director of the Whitbread, said, 'The whole point of any naval exercise is to find something out in the ocean and do something about it.' The RAAF and the RAN have done just that and completed their task with elan. 

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## Optimising



### Design, Safety, And The Human Element

The spate of dramatic failures in the southern ocean in January has brought yacht design and construction into the limelight in a way that only disasters can.

Whereas we all accept a certain rough and tumble in round the world races this last lot of failures really made me pause. And it wasn't just the Vendee Globe, as a number of Hobart entries either retired with broken rudders or failed to make it home for the same reason with one yacht even losing its keel. As a result of these occurrences and the alarming photos they produced many things were discussed in a more public way than usual. The issue always seems to boil down to responsibility at the end of the day.

The general belief is that designers themselves are constantly pushing the envelope to produce lighter (i.e., weaker) boats and that this is promoted by the expanded use of modern materials which in themselves are assumed inferior to good old (steel, timber, aluminium, whatever).

Firstly, I believe it is safe to say that no one sets out to design an unsafe yacht. Secondly, let us be clear that it is

not the material that fails but rather its application. Application has two parts, design engineering and manufacture or process engineering. I will deal with these separately.

Design engineering does not start with a material but rather a load case. Modern rules governing the design of marine vessels basically apply a load to every panel and structural member which the designer must then meet with a material application. The second step then, is not material selection. It is deciding whether the intended use of the vessel makes these load cases adequate.

After all, going to Hobart fully crewed is a tough job at times but is it quite as severe (at its worst) as what might be encountered in a solo round the world race? This is an area where the designer is unguided and experience and common sense may need to be equally applied. A little more here and there may be just the thing to allow the race to be finished in glory as opposed to an ignominious rescue somewhere off the coast of Australia.

Also keep in mind that the only thing that did govern race yacht construction was the ABS Guide. It is now defunct due to legal pressure applied to it and the system is in limbo. I

believe that it was a good guide in the end, particularly in the area of keel attachment and its requirement as a condition of entry into Cat 0,1, and 2 events was generally supported by the design community.

However, in the case of single-handed round-the-world events there is no design / construction standard applied as requirement for entry. This clearly should be addressed.

Anyway, having thus added value judgement to calculated load case one can then determine if the final load on a panel may be met by using a 3mm steel plate or a carbon sandwich panel with a low density foam core or anything in between. Both can be made equal in the eyes of the rule and thus equal to the job so the decision boils down to intended use, budget, and familiarity.

What difference would material choice have made to the three rescued sailors?

In Thierry Dubois' case probably nothing as his self righting problem was independent of construction and in violation of the race rules themselves. In Dinelli's case the mast, which was deck stepped, broke free of the step and punctured the hull while it was inverted causing it to sink.

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"Going to Hobart fully crewed is a tough job at times but is it quite as severe (at its worst) as what might be encountered in a solo round the world race?" writes Scott Jutson. But the crew of *Pippin* might have argued at this moment during their recent race to Hohart. (Pic - Richard Bennett)

OK, a stronger deck may have withstood the pounding but then the butt of the mast should have been fixed in place. The fact is decks are not made to take that sort of pounding regardless of the material used so it has to be viewed as a freak situation.

Finally, there is Tony Bullimore whose carbon keel strut broke. I would love to say a steel strut would not have broken but the boat that de-keeled on the way back from Hobart this year had a steel strut so it goes back to the original question : what was the design load assumption ?

I can say that in the case of David Adams' *True Blue* for the BOC Challenge, we chose steel for the fin but had the budget allowed we would have built it in carbon. The point is that the load case would have been identical in both cases.

Now, if we assume that all yacht designers are qualified to engineer the vast array of materials that are available and they have the experience and good judgement to back up the numbers, then where is the next place that things can go wrong?

Obviously on the shop floor where process engineering comes to play. It is all very well for the designer to have a perfect set of figures and a flawless design but if it is built incorrectly or cannot be built, as is sometimes the case, then things can come unstuck once again.

In the case of steel and aluminium construction the issues generally revolve around welding ability as well as quality and compatibility of disposables (gas, rods, etc.). These rarely pro-

duce problems, though they do provide a sufficient range of variables that when a metal structure fails it is usually weld related.

Composites have a far greater array of variables which belies the basic simplicity of the concept which is something akin to making a peanut butter sandwich. First off, the actual properties of the finished structure are the result of the actual way the materials are used and things like resin mix, surface preparation, fibre to resin ratios, laminate compaction, accuracy of orientation of the fibres, and quality of the initial materials all come into play.

In aerospace, the object is made, then destruction tested . A new set of figures called design allowables are derived and the whole engineering package is re-examined. In the yacht world the design allowables are calculated independently and usually well before the builder is selected. The actual product itself is rarely tested.

This is usually not a problem as most design allowables use conservative test figures and make pretty primitive assumptions about the laminating process. However, when the object is highly critical and advanced process engineering is assumed (pressure, heat, high temp resins and so on) then the room for error is smaller.

Without belabouring the point this is where failures are most likely to occur . This again is not a material problem in itself but is related to the complexities inherent in advanced composite design and fabrication.

Beyond the designer and builder there is, of course, the client who I will

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define in most cases as the person paying the bill. In most cases the client really only wants a boat and has some budget he or she believes is adequate for the purpose. Design and its more abstract elements such as materials testing are really not easy things to sell into a limited budget. Time also comes into play - how long do we have to stuff around when we have a deadline to meet?

These are very real practical concerns that effect all aspects of private yachting. In commercial design this element has been legislated out and tests are conducted on everything from composite panels to engine shafting. Obviously when the lives of innocents are at stake someone else must take control; all at a cost, of course.

The client comes into play a bit more in a single-handed race as their experience and desire to win will often dictate a mutual understanding with the designer as to what is expected. I can say that I would not design the same boat for an experienced skipper and a first timer, but I would see it very much as the designer's job to make sure all design assumptions and options were well spelled out in advance so that all parties were well aware of the capabilities of the yacht.

The next owner-driven situation is then when a boat changes hands. A good example of this were the course racing IOR 50s bought second hand to do the Hobart during which they duly fell apart. While these boats met ABS and should have survived (assuming ABS to be "correct") they were not only built on the critical edge (i.e., opportunity for design assumption and actual construction to not mesh) they were being used well outside the range of the original client's intention. In the case of the 50s, this was to stay tied up in over 25 knots. Were these then examples of composite failure or a simple misapplication mixed with misunderstanding?

Finally, a closing comment about masts. Masts are the great unregulated area and it is only the odd offshore class yachts such as the various Whitbread/Mt. Gay classes that exercise any control in this area through simple application of minimal weights and CG locations. I have always felt that this is the way to go taking pressure off owner's insurance policies as well as levelling the playing field in this crucial area.

It is all good and well to point the finger at maintenance, but the best maintenance in the world will not keep an under-designed mast in the air.

Even material choice is a mute point as we saw world class examples of both carbon fibre and aluminium masts fail on maxis off Sydney last December.

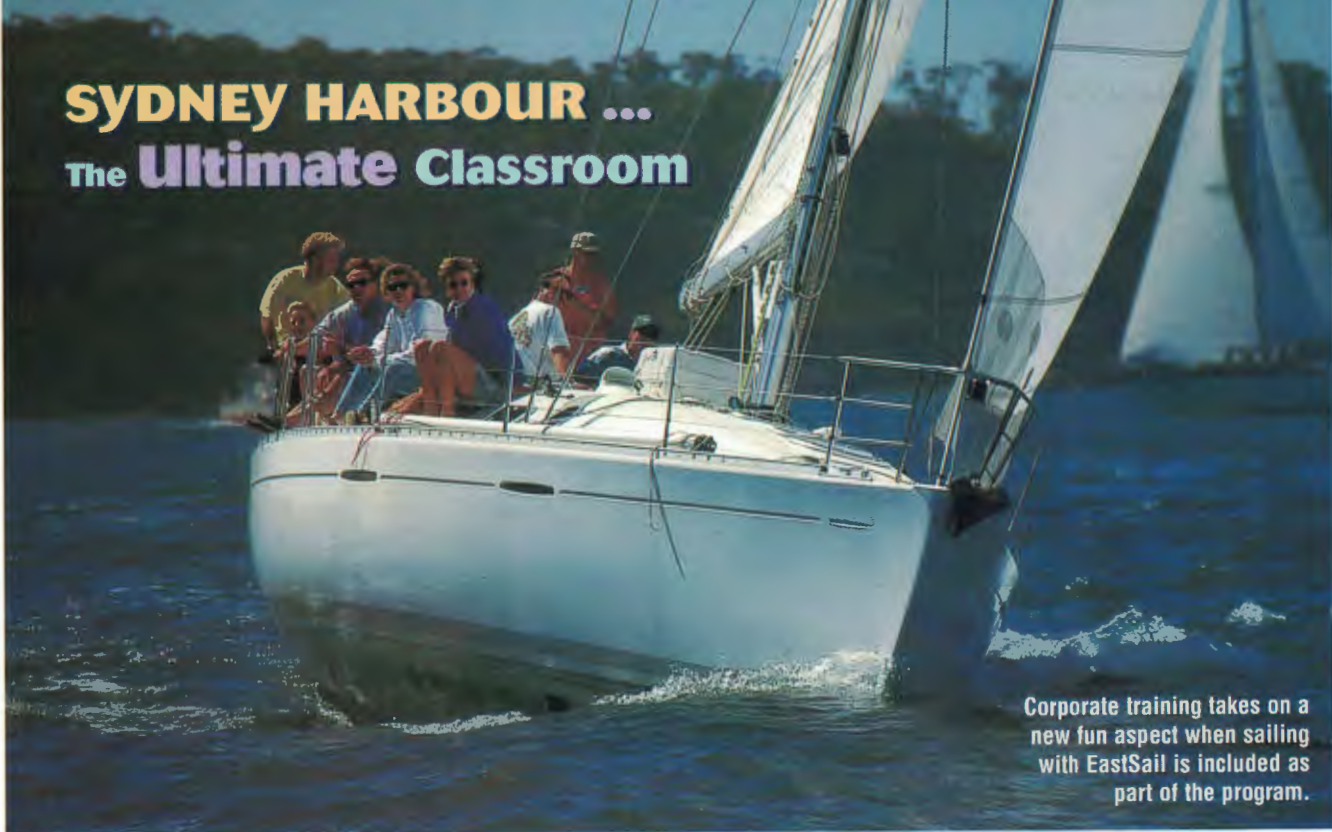
Where masts generally differentiate themselves when it comes to ultimate survival is that a lost mast usually does not sink you. You can jury rig and get somewhere eventually. Keel failures leave you with substantially fewer options. ▲



The now famous broken carbon fibre mast of German maxi yacht *Morning Glory* which sparked a massive logistical effort to get the 80-footer on the starting for the Telstra Sydney to Hobart.

(Pic - Ian Mainsbridge)

## SYDNEY HARBOUR ... The Ultimate Classroom



Corporate training takes on a new fun aspect when sailing with EastSail is included as part of the program.

Sydney's Harbour has become the classroom for a growing throng of corporate sailors participating in team building programmes, as Trevor Joyce reports.

"Building competitive advantage is the name of the game in corporate 1997 and even in this high tech world it is still people who can make or break this advantage", says Ted Toohar of Toohar Gale & Associates, Sydney based management consultants.

Toohar Gale have developed a range of courses in the professional development field which apply team orientated management techniques to deliver business solutions.

One such course offers a theoretical introduction to team building which is combined with a practical challenge on the water.


This challenge uses well established techniques developed by EastSail on their fleet of yachts operated from Rushcutters Bay, just a few minutes from Sydney's central business district. The course also uses the conference facilities at the Cruising Yacht Club of Australia.

Sailing is very much a team activity which has direct links with the roles performed in a day to day business environment. The challenges that EastSail have developed require leader-

ship, situation analysis, planning, implementation and interaction between functions to achieve a given objective.

Among outdoor adventure-based training activities, sailing suits complete novices. EastSail operate their fleet of Cavalier and Beneteau yachts in corporate sailing regattas that start at \$70 per person; a two hour twilight regatta on the harbour followed by a barbecue on their terrace at d'Albora marina, overlooking Rushcutters Bay.

Corporate regattas that have commercial objectives are big business these days. EastSail have arranged regattas for as many as seven hundred people on one day, with an extremely enthusiastic response from even novice sailors. "The harbour and the spirit of competition that yacht racing inspires have proven to be a very successful mix", says Joe Goddard, co-founder of EastSail some 14 years ago.

More details available from EastSail, phone 93271166. 

EastSail's qualified instructor explains the simplicities of sailing one of the sailing school's well set up yachts to this crew of newcomers to the sport.





## Weather Watch

### The Weather Factor: Telstra Sydney to Hobart 1996

Bruce Buckley, Deputy Regional Director of the Bureau of Meteorology in NSW, joins OFFSHORE's regular weather columnist, Kenn Batt, in reviewing the weather which aided a record-breaking Telstra Sydney to Hobart.

The fortunes of sailors in the Telstra 52nd Sydney to Hobart Yacht Race were once again shaped by the forces of the weather. Eight of the fleet of 95 yachts were knocked out of the race within hours of the start when a southerly "buster" swept across the fleet as they sailed off Botany Bay. Winds switched from a gentle 5 knot north-easterly to a 30 knot southerly with gusts over 40 knots within the space of a few minutes.

On December 24, regular Sydney to Hobart participant and Bureau severe weather forecaster Kenn Batt gave the traditional pre-race weather briefing.



The rotating shelf cloud approaching Sydney, heralding the arrival of the southerly buster

In this briefing he warned of the likelihood of a strong southerly "buster" not long into the race. This, he forecast, would be quickly replaced by a period of light winds. Beyond that was getting too far ahead to be confident of the predictions.

Christmas Day was a day of strong north-easterly winds. The forecasters briefly brought the timing of the Boxing Day change forward to about noon, raising media hopes of a spectacular spinnaker run from the starting line to the Heads. However, they later pushed this prediction back again into the afternoon.

Early on the morning of Boxing Day

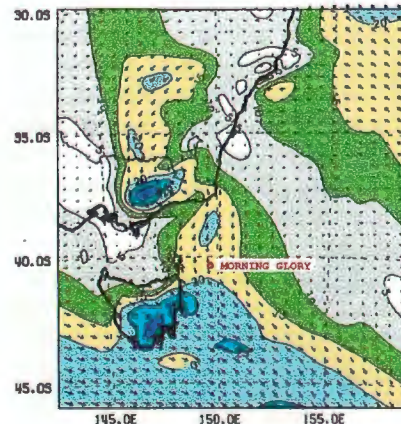
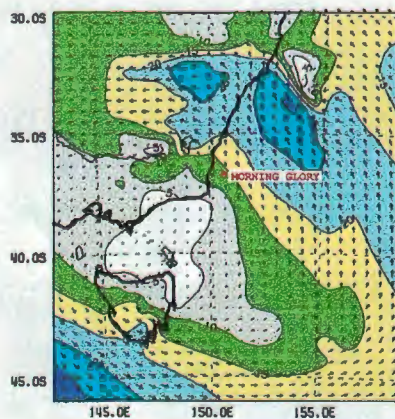
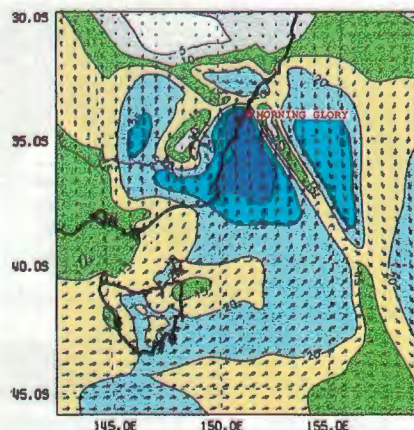
(race day), Bureau forecasters at the Cruising Yacht Club's Rushcutters Bay base handed out the latest predictions for the race. A strong wind warning was issued for the southerly buster, now forecast to arrive around 1600 hours with light winds ahead of the change. Race organisers were told to set the starting line up for a north-easterly sea breeze.

The southerly was forecast to give way to light winds on the Friday morning with a freshening north-easterly predicted to develop in the afternoon and persist until the next change - a fresh westerly, late Saturday. This sequence of events is not far from what actually occurred, as will be shown below.

What formed the basis to this forecast? A range of predictions from the Bureau's global and Australian region computer models provided the broader scale information necessary for such a wide ranging forecast.

For the details, much weight was given to the results of the high resolution numerical model of Prof Lance Leslie from the University of NSW, run in the NSW Office of the Bureau of

Figure 2 a-d: University of New South Wales high resolution numerical model predictions at 18 hour intervals from 4pm 26.12.96 to 10pm 28.12.96 with position of *Morning Glory* shown. In a) 4pm 26.12.96, *Morning Glory* and the fleet encounter the buster. In b) 10am 27.12.96, the weakening south easterlies are evident. In c) 4am 28.12.96, the filament of fresh north to north easterlies across Bass Strait can be seen. In d) 10pm 28.12.96 the westerly change had arrived.



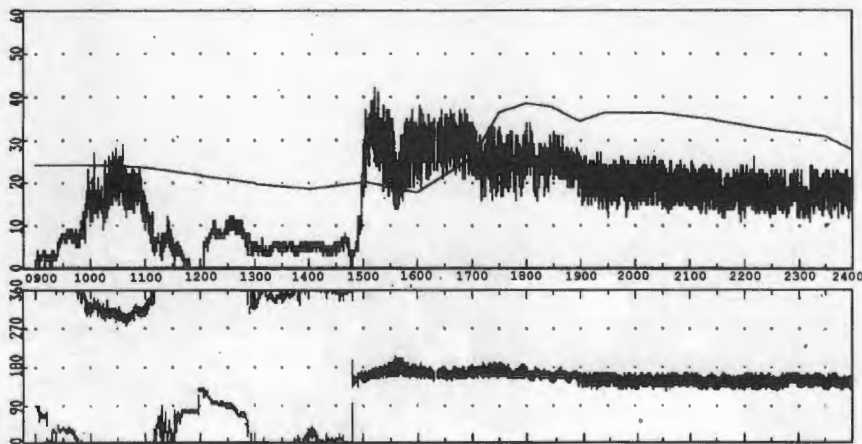
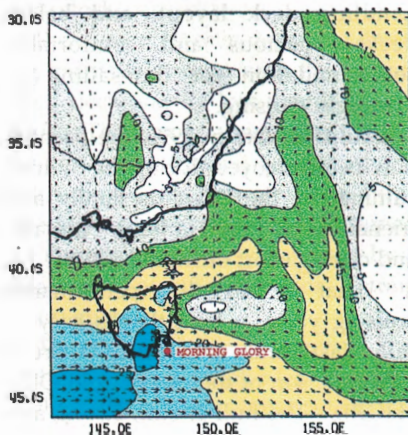


Figure 3: Anemometer trace showing winds recorded at Bellambi Point near Wollongong. The computer model 36 hour forecast shows the rapid increase to near gale force winds to within an hour and a half of actual time.

Meteorology in the early hours of Boxing Day. His detailed computer predictions covered the full duration of the race. All these models are being continually developed in the lead up to the Sydney 2000 Olympic Games.

So what did the weather hold in store during the race? Let's follow the changes, from the perspective of the crews on the faster yachts. We will follow the progress of new race record holder, *Morning Glory*, as it sails into the record books. The model predictions, with the position of *Morning Glory* indicated in each time step, are shown in Figure 2.

Winds on race day morning were fickle, with a weak southerly early in the morning giving way to a brief burst of north westerlies as some light rain drifted across the course. Then sunshine and a gentle north easterly for the start. At times a spinnaker start seemed possible, but it was not to be. The fleet, many of whom eagerly crossed the line before the gun, tacked their way to the Heads into the light sea breeze.



Outside the Heads and it's a turn to the south. On the southern horizon an ominous rolling shelf cloud could be seen (see Figure 1.) Shortly after 3 pm, the southerly buster hit. Peak wind gusts of 42 knots were reported from Bellambi Point, north of Wollongong, and 47 knots from Fort Denison in Sydney Harbour, with winds averaging 25 to 30 knots for 4 to 5 hours.

The wind recording from Bellambi Point shows a fair resemblance to the model predictions, as Figure 3 shows, with even the double wind maximum peak in the southerly illustrated. The waves also rapidly built up from 1.5 metres to a peak wave height of short period 5.5 metres, making for a rough ride.

A rapid decline in wind speed with winds backing to the south east then east welcomed the fleet on Friday morning as the high pressure system that had been centred in the Great Australian Bight only a day before bubbled into the south Tasman Sea. These light winds put the race leaders quite a few nautical miles behind *Kialoa's* pace. Fortunately the light winds were not expected to persist.

As morning gave way to the afternoon, the first real confirmation that a record was possible was given in the form of a freshening north-easterly that built into the evening.

As Figure 2 shows, *Morning Glory* was well positioned, capturing the stronger filament of this favourable breeze, which grew in strength until it averaged 20 - 25 knots on Friday night and much of Saturday, staying with the maxi yacht right across Bass Strait and down the east coast of Tasmania. Time to place the champagne on ice.

The final change was a 20 knot westerly, which arrived on Saturday evening as *Morning Glory* turned around Tasman island and headed for the Derwent. Often a frustrating millpond overnight, this fresh breeze persisted across the Derwent, keeping *Morning Glory* moving at good boat-speed and ensuring that a new record would be set.

However, the lee effect of Tasmania on the westerlies was causing relatively light and fluky winds for the rest of the fleet further north.

The above sequence shows there has been considerable progress in the ability to predict the major features of the wind fields several days ahead. There is still much work to be done, as anyone on the water would agree.

A significant problem is to overcome the lack of weather information from the large oceans that surround Australia, which makes the forecasting task far more difficult than in the Northern Hemisphere. None-the-less, the sailors of Australia should take comfort that the numerical model

**"Morning Glory was well positioned, capturing the stronger filament of this favourable breeze"**

efforts in Australia are up with the best in the world.

By the year 2000 significant improvements in detail and accuracy can be expected, and the information should be easier to obtain.

It should also be recognised that the weather experienced for the 1996 Sydney to Hobart Yacht Race, although better than in the past few years, was far less favourable for a record than the almost perfect sailing conditions experienced by *Kialoa* in 1975.

The current record is not likely to stand as long as the previous one. Maybe 1997 will see a new one? That is too far ahead for us to predict, but the odds shouldn't be too long.

Kenn Batt - NSW Severe Weather Section  
Bureau of Meteorology  
PO Box 413 Darlinghurst NSW 2010  
Ph: 02 92961622 Fax: 02 92961657  
E-mail: K.Batt@bom.gov.au

"The views expressed above are mine only and do not necessarily reflect those of the Bureau of Meteorology" - Kenn Batt.

# Margaret Rintoul V A Showcase of Aussie Boatbuilding Skills

designs  
of the '90s



The 18.5m performance cruising yacht *Margaret Rintoul V* is the latest example of the boat-building skills achieved by Australian shipwrights over more than two centuries.

Specifically, this yacht is a magnificent product from the boatbuilding company, Boatspeed Performance, headed by husband-and-wife shipwrights Peter and Sari Ullrich and located at West Gosford, north of Sydney. The deck layout and equipment and luxurious fit-out of the spacious accommodation below decks is equal to the best available from the world's leading names in luxury production cruising yachts. The performance under sail is powerful yet handled with simplicity.

The 61-footer, designed by Argenti-

**"Margaret Rintoul V is a cruising yacht, but the racing instincts of the owner are still there"**

na's internationally respected naval architect German Frers for Sydney yachtsman and businessman Stan Edwards is without doubt the outstanding yacht to be built by Boatspeed.

While Edwards chose an international yacht designer in Frers he opted for a local boatbuilder because:

The skill of at least two Australian boatbuilders using the latest composite

*Margaret Rintoul V*, a Frers 61 performance cruising yacht built by Boatspeed for Sydney yachtsman Stan Edwards, is one of the finest yachts of its type ever built in Australia, writes editor Peter Campbell.

hull construction technology was equal to the best in the world;

He could supervise construction and, in particular, the internal fit-out to suit his own personalised requirements;

Delivery of the boat would be well within the prescribed time of just over 12 months;

The end cost would be more than comparable with what it would have cost to have such a yacht built and fitted out by a Northern Hemisphere boat-builder;

And not least, such a project would give an important stimulus to the Australian yacht building industry.

Edwards chose Boatspeed Performance Sailcraft to build *Margaret Rintoul V* because of their excellent reputation, and his own observations of their reliability and skills in building the

high performance IMS racing yachts *Brindabella* and *Ninety Seven*, along with other smaller craft.

The commission to designer Frers was to create a performance cruising yacht of around 60' LOA (18.5m) that could be handled in comfort and safety by three experienced sailors, such as Stan and his wife, Margaret, their family and/or friends on day cruises and on more extensive coastal passages.

Taking into account the latest IMS regulations for cruiser/racers, Stan wanted a yacht still fast enough to compete in the occasional club, coastal race or semi-social regatta such as Hamilton Island Race Week.

The commission to Peter and Sari Ullrich at Boatspeed was to build a yacht of the highest quality to Frers' design and engineering specifications. International yachtsman Graeme ("Frizzle") Freeman was appointed to oversee the building and fitting out project, a task he has been involved in with many previous large yachts.

The end result is *Margaret Rintoul V*, an IMS-styled, state-of-the-art fast cruising yacht with a composite hull of epoxy/Kevlar over balsa core, a keel and rudder developed from America's Cup technology, a high-tech carbon-fibre mast, efficient and simple sail-handling deck layout, and below decks, spacious and comfortable accommodation for day-sailing or overnight cruising.

Launched late in 1996, the yacht is now being enjoyed during the Sydney summer by the Edwards family and friends on Sydney Harbour, Pittwater and during short offshore cruises.

"What we have is a performance cruising yacht; a boat that is easy to sail, fast and seaworthy," Bruce Edwards, son of the owner, told OFFSHORE. "The hull is stiff, strong and





Frers has created a pivot which swings the anchor from its locker on the foredeck and, by opening up a pulpit rail, lifts it over the bow for operation by an hydraulic winch.

light and her performance is excellent. We have had her going upwind at 8.5 knots in a 15 knot breeze - a delight to sail."

To build such a fine craft, it is essential to go to a yacht designer with a proven name in modern design and the engineering criteria of state-of-the-art hull construction and rig design. Then you must find a boat-builder with the facilities and expertise to carry out the project. Stan Edwards must be satisfied with his choice in both instances.

*Margaret Rintoul V* was built using a Kevlar laminate over balsa core with exceptionally strong longitudinal stringers taking the major load. The hull was built using a wet lay-up system and rigid computer control of resin and Kevlar. With the exception of the keel bolts, there is no metal below decks, with the rod rigging attached to specially laminated Kevlar laminated chainplates built into the hull.

While Frers' design is very much orientated towards the latest concept in IMS racing yachts, it has more a pleasing sheer and is softer at the bow and stern than an out-and-out IMS racer. America's Cup technology is reflected in the keel and rudder. The moderate depth (3m) keel with bulb is all lead, the rudder a deep foil on a carbon fibre stock.

Frers' experience in designing cruising yachts is evident with the uncluttered deck and its low profile coachhouse. There is a large cockpit (ideal for up to ten guests) for'ard of the helmsman's position with its huge steering wheel. Everything is designed for simplicity and easy handling by a small crew of efficient sailors among many guests.

The steering system for *Margaret Rintoul V* is in itself a major feature of the yacht. The huge Italian-designed

wheel can be reached from either windward or leeward and the console contains the latest Autohelm Master-view instrumentation for easy viewing by the helmsman.

Aft of the helmsman are access steps to a large scooped out transom which makes for easy boarding from the dinghy. The lifelines are all solid rod rather than wire which means no jagged ends and there are also two opening "gates" for access when alongside a wharf.

If there is too much spray coming over the deck, a slide-away dodger can be pulled out of a recess for'ard of the companionway. At anchor for lunch, a large awning can be quickly set up to provide protection from the sun.

One of the most interesting innovations from Frers is the custom-designed anchor system. To get away from the traditional concept of a cruising yacht, with a heavy Danforth protruding over the bow, Frers has created a pivot which swings the anchor from its locker on the foredeck and, by opening up a pulpit rail, lifts it over the bow for operation by an hydraulic winch.

Unwanted deck cleats are recessed to avoid stubbed toes, the mainsail halyard, primary and mainsheet winches are all electro-hydraulic for easy operation. Sails are by North and reefing the fully battened mainsail is simple with lazy jacks and a batcar system on the battens. Of course, there is a highly efficient furling headsail, using a Harken system.

The powerful deck and halyard winches are Lewmar, as is most of the deck hardware.

Importers Geinico have played a major role in obtaining the best possi-

The huge Italian-designed wheel can be reached from either windward or leeward and the console contains the latest Autohelm Masterview instrumentation for easy viewing by the helmsman.

ble fittings for *Margaret Rintoul V*, ranging from the Italian-designed wheel, pedestal and quadrant through to all the hardware on the cabinets and lockers below deck, the headliner and fabric for the settees in the main saloon.

*Margaret Rintoul V* carries a towering carbon fibre mast built in the USA by Omahundra. Here again the designer has gone for simplicity with swept

**"functional simplicity is the keynote of layout and design."**

back spreaders which eliminate the need for runners. The 15/16 rig is set up with Navtec rod rigging.

It is below decks that *Margaret Rintoul V* has a distinction of her own and reflects the wise decision of Stan and Margaret Edwards to have the yacht built in Australia where they could directly supervise the fit-out and the final selection of timbers and fabrics.

The work here was carried out by Rintoul, one of the Edwards' own companies which normally specialises in detailed joinery and quality office fit-outs. The application of their skills to a yacht is a credit to their workmanship.

As on deck, functional simplicity is the keynote of layout and design. The owners have moved away from the traditional teak and other dark timbers to an American Rock Maple, a pleasant light timber much more suitable to a yacht built primarily for cruising in



The practical galley and spacious saloon comfortably caters for 6-7 overnight guests

Australian and South Pacific waters. Colour warmth is provided by the deep blue fabric of the settee and the tartan cushions chosen by Margaret Edwards.

All the Rock Maple veneer panelling is on balsa core and to continue the weight saving the cabin sole of bleached Australian Rose Gum has a lightweight aluminium frame.

*Margaret Rintoul V* is designed to accommodate no more than six or seven people overnight and thus the saloon is the focal point below decks. With two long windows plus an overhead hatch allowing ample daylight, the saloon is light and airy with none of the claustrophobic atmosphere found on many Northern Hemisphere built cruisers.

To the portside is a large U-shaped

**"What we have is a performance cruising yacht; a boat that is easy to sail, fast and seaworthy"**

and comfortable settee with an extendable table (also Rock Maple) while to starboard are two single comfortable lounge chairs (for want of a better word) and between them is the fold-down navigation table and locker which contains all the radio and navigation equipment. Lockers open up to reveal the bar, the television/video screen. Under sail, everything is securely locked away to avoid breakage.

Coming down the companionway, there is an open-plan galley to port, surrounded on two sides by a wide serving bench. While I'm sure Mar-

garet Edwards doesn't plan to do a great deal of cooking on board, everything (stove, microwave, deep freeze and refrigerator) is efficiently located for meal preparation and presentation at anchor or underway.

To starboard is a large double-entrance bathroom/heads which can be accessed from the saloon or from the starboard aft cabin. The starboard aft cabin has a double berth, the portside one contains two single berths. Incidentally, the heads (toilets) are fitted with Electrosan units which eliminate the need for holding tanks.

On this starboard bulkhead is the best electronic control panel I have ever seen which is certain to fascinate every visitor onboard. Designed by Sydney marine electrician Guy Oliver, it gives a quick visual reading of how everything electrically and mechanically is functioning on the boat.

There is no generator on board *Margaret Rintoul V*. Instead, a powerful inverter with 800 amp hour capacity maintains a bank of 24-volt batteries which provide

unlimited power for the engine operation, galley, winches and lighting.

The companionway steps move aside to give access to the Yanmar 140 hp marine diesel. For more extensive maintenance, there is access from either side through the two aft double cabins.

For'ard of the saloon is the owner's stateroom where the use of the light coloured Rock Maple has been continued, maintaining the airy and open feeling of the boat below decks. There is a private bathroom and ample lockers for stowage and a large double berth.

Back to matters technical. *Margaret Rintoul V* has four fuel tanks, two by 60 gallons and two by 38 gallons, and two water tanks each holding 140 gallons. The 140 hp Yanmar is connected to a V-drive which then powers the yacht through a normal propeller shaft with a three-blade Gori folding propeller.

Under motor, the efficient hull will cruise at up to 9.5 knots. Under sail she will go to windward at 8.5 knots in a 15 knot breeze.

As a performance cruising yacht, *Margaret Rintoul V* is in world class in design, construction, fit-out and attention to detail that is so important in a cruising boat. It is indeed a tribute to designer German Frers, to the builders Boatspeed Performance Sailcraft who have again built a superbly constructed and finished hull, to Geinico and Rintoul for the innovative fit-out and to the project manager Graeme ("Frizzle") Freeman. And not the least to the owners who have supported Australian yacht building craftsmen.

## Husband and Wife Shipwrights Head Yacht-Building Enterprise

Boatspeed Performance Sailing is probably unique in the world of custom yacht-building -unique in that the company is headed by husband-and-wife team Peter and Sari Ullrich, both of whom are shipwrights. The company is also unique in the range of sailing craft that it builds to the cutting edge of technology.

Peter and Sari, with more than 30 years of experience in the industry, have built sailing boats ranging from

# FRERS 61 – Margaret Rintoul V

*the ultimate performance  
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from 18-80 feet.

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Australia's famous 18-foot skiffs through to the nation's fastest maxi yacht *Brindabella*, and all shapes and sizes in between.

Technically, Boatspeed Performance Sailcraft is one of the most advanced boatbuilders in the world, using custom-designed computer software and job analysis system through to the massive 910 cubic metre oven in which the laminated hull structures are cured - capable of taking up to 80-footers.

A feature of their lay-up system is an in-house Garmin pre-preg machine which accurately controls the resin/fibre content for the all important interlaminar bonding, together with a laminate recording computer system for analysis documentation.

Peter and Sari Ullrich pride themselves on their personalised service to owners. Their computer software enables them to supply the designer and owner a 25 page report giving a detailed analysis and samples 20% in advance of minimum design requirements. As Peter said: "Doing something right is never overkill and costs no more, yet offers a hull with a much longer life expectancy."

Throughout the production process (actual building time on the *Margaret Rintoul V* project was about eight months before she hit the water) Boatspeed was in almost daily contact with the designer and any changes to specifications, such as the IMS rules, etc) were monitored and adjustments made.

Australian-built yachts have considerable attraction for overseas yacht

## SPECIFICATIONS

LOA	18.5m
LWL	15.5m
Beammax	5.08m
Draft	3.0m
Displacement	18,200kg
Sail area:	
Mainsail	81.8 sq m
Genoa	78.0 sq m
Engine:	Yanmar 140hp diesel
Hull:	Kevlar/balsa core laminate
Designer:	German Frers, Argentina.
Builders:	Boatspeed Performance Sailcraft, 11 Nell Road, West Gosford, NSW. Phone: 043 23 2989. Fax: 043 23 4023. CompuServe: 100036,1766.
Interior:	Rintoul, Sydney.



owners with the favourable exchange rate of the Australian \$. For racing yacht owners, new boats can be built here during the Northern Hemisphere winter and be ready for launching at the start of their summer season.

## Customers the Best Advertisement

Peter and Sari Ullrich are adamant that their customers are the best advertisement for their custom boatbuilding business, Boatspeed Performance Sailcraft.

Take for example the day when the Sydney to Hobart winner *Ninety Seven* was on the hard stand at the RMYC and owner Andrew Strachan gave Sari permission to show a prospective customer over the Farr 47.

When they had finished a water taxi arrived with Strachan and George Snow (owner of *Brindabella*) on board to take the prospective client to dinner to tell him how good Boatspeed was. All completely unsolicited!

To quote some of their happy clients: "Boatspeed are the best boatbuilders in Australia and produced a magnificent yacht," George Snow, owner of *Brindabella*.

"Boatspeed have displayed total commitment to a quality product," Scott Jutson, designer of *Brindabella*.

"A beautifully built yacht that worked perfectly," Andrew Strachan, owner of *Ninety Seven*.

"We are very happy; she is an easy boat to sail, quite fast and comfortable for cruising and entertainment," Stan Edwards, owner of *Margaret Rintoul V*.

## Maintaining the Name Of Margaret Rintoul

In calling his latest yacht *Margaret Rintoul V*, Stan Edwards has maintained the name which his father, the late A.W. (Austin) Edwards gave to his famous yawl *Margaret Rintoul*, the line honours winner of the 1950 and 1951 Sydney to Hobarts.

*Margaret Rintoul II*, owned by Stan Edwards, was the original *Ragamuffin*, winner of the 1969 Fastnet Race when owned by Syd Fischer. She is still racing competitively in Sydney under the ownership of Richard Purcell.

*Margaret Rintoul III* was a Frers 50 which now races out of San Francisco while *Margaret Rintoul IV* was another Frers 50, now sailing on the Great Lakes of North America. ▲

# Man Overboard Drama in Canon Big Boat Spectacle

The Sydney Harbour race, which includes the fleet rounding marks and later finishing near the Sydney Opera House, was sailed in a strong south-easterly wind which sent yachts broaching as they carried spinnakers in the strong south-easterly wind.

Aboard *Exile*, bowman Sven Runow, a local Sydney sailor and shipwright, was sent flying as the fleet close-reached up the harbour to the first rounding mark. He was holding a halyard and was flicked into mid-air but could not hold on and ended up in the water near the Sow and Pigs reef.

Explaining the incident, *Exile's* owner/skipper Warwick Miller said later: "Sven ran forward with the halyard and as the yacht came down off a wave, he went up six feet and came down 22 feet because a crew member unfortunately smoked the halyard at the same time.

"I looked round and saw Sven doing a porpoise act alongside trying to clip the halyard snap shackle to his harness but he didn't connect. *Wild Thing*, which wasn't far astern, threw



The veteran maxi *Condor*, owned by Tony Paola and helmed by David Kellett, was still the finest looking yacht in the Canon Big Boat Challenge and revelled in the fresh breeze. (Pic - Bryan Lauder).

The bowman of the Hong Kong yacht *Exile* was knocked overboard in a day of spectacle and drama in the Canon Big Boat Challenge, the now traditional lead-up race on Sydney Harbour for maxis and pocket maxis heading for Hobart.

him a life ring to help keep him afloat until we could return and pick him up."

Sven's only comment later was "I'm glad it happened on Sydney Harbour and not in Bass Strait. It was good crew training."

Line honours went to Australia's fastest maxi *Brindabella*, skippered by owner George Snow, who was very happy with his yacht's performance. Talking of his chances in the following week's Telstra Sydney to Hobart, Snow said prophetically: "The Hobart is the toughest ocean race in the world, always a test of endurance and seamanship; always a hard slog. Those

who can handle their boats best in those conditions will be winners."

Second across the line three minutes behind *Brindabella* was Peter Walker's *Foxtel Amazon* followed by *Exile* which recovered from being last after picking up the swimming crewman.

*Elle Racing*, skippered by Adrienne Calahan, was catching the front-runners until a late spinnaker drop at the Heads allowed *Infinity III*, *Condor* and *Exile* to slip inside and race away from the Whitbread 60.

The disabled crew of *Aspect Computing* won overall on handicap, with *Foxtel Amazon* second and the new Iain Murray designed 60-footer Sydney taking third place.

The Canon Big Boat Challenge was Sydney's second race since her launch earlier this week and owner Charles Curran and designer/helmsman Iain Murray were very pleased with the result.

For Canon, the Big Boat Challenge was once again an excellent opportunity to get involved in a high profile yachting event and to entertain corporate customers as well as getting extensive media coverage. In fact, the 1996 event attracted the largest spectator fleet yet, while many packed viewing points around the Harbour to watch this unique clash of maxis and pocket maxis. - Peter Campbell

The 1996 Canon Big Boat Challenge on Sydney Harbour was only the second race for the 60-footer *Sydney*, designed by Iain Murray for Charles Curran. In this fine picture by Bryan Lauder, Murray is at the helm, Chris Harmsen on mainsheet.



# Easy Westcoaster

It was a year for records. Just as the Sydney to Hobart record fell, so did the 480 nautical mile Harris Scarfe Melbourne to Hobart record despite the fleet experiencing some of the lightest weather in its 25 year history. Kevan Wolfe reports.



Cadabarra 1V, third overall in PHD Div A.

The West Coast of Tasmania did not live up to its reputation for wild weather and the crews, many competing in the race for the first time, had an easy trip to Hobart. According to race veterans, it was the easiest yet with crews spending most of their time in T-shirts and shorts.

Despite the light weather during most of the race (the leaders were lucky to see 30 knots on their wind gauges) the race record was broken by line honours rivals Peter Hansen's Elliott 16.9m *PL Lease Future Shock* and former record holder, Grant Wharing-

According to *Future Shock's* designer, New Zealander Greg Elliott, who also sailed in the race, the boat is capable of taking another two hours off the time. Elliott said that if *Future Shock* had sailed in the strong west coast winds the fleet normally experiences, and if the boat had not been forced to run without a headsail for an hour after a crewman broke his leg when he was washed out of the bow and down the deck by a wave, the record would have been even lower.

The race started from Portsea and was watched by hundreds of spectators crowded on the pier. The start was almost a drifter until a 15 knot southerly came in, sending the fleet on a tight spinnaker reach to the turning mark at Port Phillip Heads led by *Bobsled*.

Trevor Neate in *Bartercard Morning Mist*, having its first trip down the west coast, finished third across the line. On handicap *Morning Mist* was placed 5th overall, just six minutes astern was Alex Cittadini's brand new 19.8m *Valtaire*.

The all-alloy yacht was designed by

David Lyons, and built by Alex Cittadini's All Alloy Yachts in Melbourne. The impressive black-hulled yacht had its first race on Boxing Day when it competed in, and took line honours in, the Cock of-the-Bay race from St Kilda to Queenscliff.

The Westcoaster was the yacht's first time in the ocean and Cittadini had gathered together his old crew from his previous boat, *Vendetta*, at short notice for the race. "I am glad the conditions were light because we have not sailed together for three years, we still have to learn how to sail it, and there were a few little things that needed modifying after the first race," he said.

Also in *Valtaire's* crew was John Lake, who's *Flying Colours* had held the race record since 1992. Lake was philosophical about his long standing record being broken. "Records are made to be broken," he said. "I would have much rather it had been us, but I congratulate Peter Hansen on breaking it."

Another potential record breaker was the former *Wild Thing* which set the race record in 1990. Now called *Wild Apple* it is now owned by Tasman-

**"Records are made to be broken ... I would have much rather it had been us, but I congratulate Peter Hansen on breaking it."**

ton, who had chartered the Queensland based Steinmann 20.5m downwind flyer, *Bobsled*. *Future Shock* beat *Bobsled* over the line by just eight minutes to set a new record of one day 23 hours 15 seconds and 38 seconds.



Victor Kibby loses the kite in the Port Phillip Heads in *Granny Apple*.



Overall IMS winner, *Brighton Star*

ian, Dennis Wivell, who is noted for his sailing in an Adams 13 called *Adams Apple*.

Wivell had hoped to finish in the top six of the fleet, but his race was run before the start when salt water was discovered in the diesel fuel for the engine. By the time it was cleared *Wild Apple* had given the fleet a five hour start. Despite the late start, *Wild Apple* finished 17th over the line in its division.

Wivell later revealed in Hobart that he had sailed with a gash in his head and broken ribs, suffered during a race

three weeks earlier.

Sentimental favourite for the race was Rob Hopcraft's *Animal Farm*. This year he was up against some strong competition from the larger yachts and in the light conditions the 16m Adams was unable to keep pace with the larger boats. He finished some six hours behind the winner to place sixth overall on handicap.

David Gotze from Royal Brighton Yacht Club continued his run of successes in the Westcoaster and sailed *Brighton Star*, the former *Sword of Orion*, to overall victory in the IMS Divi-

sion, *Business Post Naiad*, Bruce Guy (Tas) second and Paul Buchholz (RGYC) finished third in *Extasea*.

The Performance Handicap Division A was won by *Tilting at Windmills*, Thorold Gunnerson (RBYC) with, John Saul (Tas), *Computerland Vendetta*, second and *Cadabarra 7*, Nigel Jones (MYC), third.

Greg Blackwood's *Banana Dog Imogene* (RMYS) won the Performance Handicap Division B, from clubmates Ian Ritchie, *Bravado*, second and Michael Dolphin, sailing *Not Negotiable*, in third place. ▲



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# Luxury Powerboats and the Yacht Owner



**T**he more I become involved in the racing side of offshore yachting, the more I consider an investment in a powerboat.

Why so? From the "Offshore Yachting" magazine point of view we have an ongoing need for access to a fast powerboat capable of chasing maxi yachts offshore.

This is to enable our intrepid photographers to satisfy this magazine's increasing demand for good quality, action sports photography.

From a personal point of view my wife has often expressed a desire for a powerboat which she and our daughters could use to follow and watch the Saturday yacht races.

The insurance company should tremble with

fear at the thought of me unleashing her on a crowded harbour armed with a high speed powerboat!

Nevertheless there seems to be an increasing trend of yachtsmen having a powerboat as the second boat. These range from the humble "tinny tender"

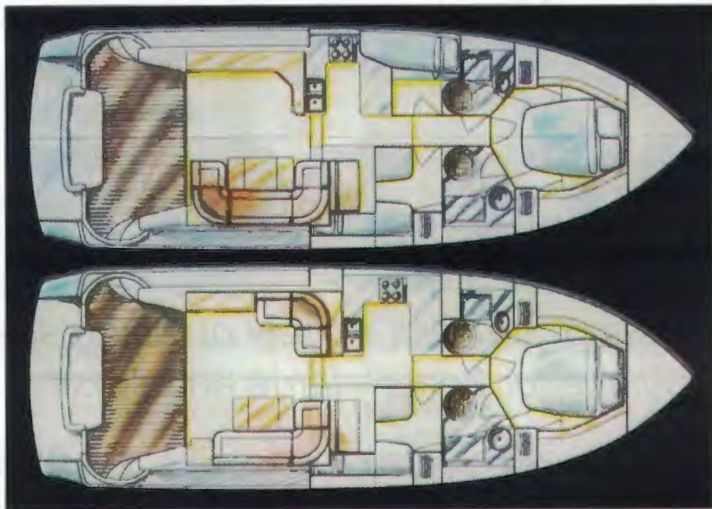
to luxury mega yachts used as "motherships". Lets have a look at what's around.

A great example of the luxury mega yacht scene was moored in Rushcutters Bay recently. When the 117ft *Battered Bull* arrived at d'Albora Marinas everyone noticed. It dwarfed the many luxury boats that had previously been thought of as big.

Although in the past it has been unusual to see boats of this size in Australian waters, visits from mega yachts have become more frequent.

From now until the turn of the century, visits from mega yachts will continue to increase dramatically. They will come for the Sydney Olympics and America's Cup and while here take the opportunity to cruise the Barrier reef. Cap-

Above: Artists impression of the new Johnson 42' motoryacht  
Below: The layout of the motoryacht has well-studied geometric lines. The spaces have been exploited to give as much room as possible to the cabins.







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440



390



350



The 117ft *Battered Bull*. Their owners named it after the '87 stockmarket crash!

tain Carter Corey of the *Battered Bull* is concerned that Sydney does not have the facilities to cope with the influx of big boats that are planning visits down under. "We had real trouble finding a place to berth in Sydney".

The *Battered Bull* has now continued on to New Zealand in its maiden voyage around the world. It will return in 98/99.

The best place to check out what's on offer in boating is a boat show.

The next big one is the Sanctuary Cove International Boat Show at the Sanctuary Cove Resort on Queensland's Gold Coast.

The ninth annual event in 1997 will run from May 22 to 25 and showcase a

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The luxury interior of the Trojan 440 - the spacious salon features a long, curved lounge and 20" colour TV with VCR

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Coming to a yacht club near you! The Trojan 440 Express from Chapman Marine is believed to be on the wish list of a successful competitor in the recent Sydney - Hobart yacht race (read top three result!) who is also a prominent

CYCA member.

"Slick and sumptuous..." that's how the owner describes his new Trojan 440.

This is an upper class express yacht with styling by DeSimoni Yacht Design of Milan, Italy.

While enjoying the sun and all sorts of water sports, its the first yacht of its size to offer integrated storage for a personal watercraft and electric davit. Its spacious cockpit features a large, comfortable lounge, slide out sun pad and a convenient wet bar with storage.

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better than anyone, and it's never failed in any sort of sea conditions, including three trips from Sydney to Cairns and back.

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*Peter Wall, Game Fish Charters, Pittwater NSW*

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In addition the foredeck includes a double sun lounge and concealed windlass.

The 440 is powered by twin inboard diesels so there is no lack of pace.

Below decks luxury abounds. Cruising accommodations include a very spacious salon with a long curved lounge; forward stateroom with queen sized berth, solid doors and a private head with stall shower.

It also has a guest suite with double berth and private access to the head.

## Tenders

Some years ago I took an extended cruise through the Caribbean on a 70 ft cruising yacht.

Toward the end of this cruise we decided that we had become experts on tenders. We had also decided that our tender seemed to require more maintenance than the 70" cruising yacht! For real diehard cruisers the fashion seemed to be sailing tenders with oars for light weather.

I don't know if it had anything to do with our habit of finding a secluded island anchorage and going ashore to sample the local rum, or if yacht tenders give all cruisers headaches. I do know that I seemed to be forever patching the bottom of the dinghy after it had been dragged across a coral beach or crushed under a wharf when the tide came in.

For most of us the inflatable tender is the go. The man to talk to about these is John Ferris at RFD. John is a very experienced yachtsman himself and would probably recommend their Aquapro range of inflatable boats which are manufactured in New Zealand.

They are sold with a ten year fabric warranty which categorises them as a top-of-the-range brand.

I wonder if this warranty still covers me when I go back to the dinghy late at night, full of Mt Gay rum, and drag it across the coral beach/reef to get back out to the boat? I'll have to question John closely about that!

Anyway he tells me that his boats are handmade in sizes from 2.1 metres to 6.0 metres with the larger ones custom made. This means that the big inflatable chase boats used by



The Trojan 440 Express...the blonde in the gold sandals will have to go or there could be trouble onboard!

**"I wonder if this warranty still covers me when I go back to the dinghy late at night, full of Mt Gay rum, and drag it across the coral beach/reef to get back out to the boat?"**

the America's Cup syndicates were all handmade.

I recall that the big Sydney '95 chase boat survived many high speed runs up the sand in front of the Southport Yacht Club so they can take quite a hammering. Hull types can be conventional fabric or aluminium or even fibreglass rigids.

There is now an ingenious aluminium "rollaway" type where the floorboards or aluminium deck remains in the boat when it is deflated and stored away. It sounds like the latter may be better suited to my late night, rum induced adventures.

For the really indestructible tender the trusty tinny is the way to go. In Sydney, go down to my mate Andrew Short at Andrew Short Marine. He has tinnies lined up by the dozen. They will survive the odd bounce off the wharf or the rocks but watch out for the topsides!

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# Call of the Caribbean



Palm trees and a white beach provide this backdrop to a perfect anchorage in the Caribbean.

For warm weather "racing" in the tradewinds, there's nothing to compare with rum-based fun regattas of the Caribbean, running through from February to July, highlighted by Antigua Sailing Week.

For just cruising in the Caribbean, from Anguilla to the Virgin Islands, there are more countries to visit than there are letters in the alphabet. Each one has its own traditions, culture and a welcome as warm as the weather. The only difficulty will be in choosing between some of the most beautiful and unspoilt sailing destinations in the world.

It is easier than ever to get to your choice of idyllic Caribbean cruising grounds. You can fly direct to Antigua and St Lucia. The BVIs, St Martin, Guadeloupe and Martinique are only a short connecting flight away via San Juan or Antigua. For cruising in the Bahamas, fly into Miami with a quick connection to Marsh Harbour.

The Caribbean is considered to be one of the few parts of the world

blessed with almost perfect weather 12 months of the year. It is also one of the most diverse for sailing conditions, from sheltered sailing in the Virgin Islands, to blue water sailing in the Windwards and Leewards.

Sailing conditions are vary stable, with the prevailing wind in the winter (November to April) from the north-east, blowing between 15-20 knots. During the summer (April to October), the winds change to south east and the velocity varies from 10 to 25 knots.

November to April can produce significant ground swells caused by storms out in the North Atlantic. This should be borne in mid when selecting an anchorage.

Many Australians have already sailed in the Caribbean, either cruising on a bareboat or crewed charter yacht or chartering a more racing-orientated yacht for events like the famous Antigua Sailing Week. George Snow, owner of *Brindabella*, and Cruising Yacht Club of Australia rear-commandore Hans Sommer, were among a

group which raced a chartered yacht in Antigua Race Week in 1996.

The 1997 Caribbean Regatta Season is already under way with the Red Stripe Cup in February and this will be followed by the Heineken Regatta at St Martin in March, the Rolex Cup and BVI Spring Regatta at Tortola in April. Antigua Sailing Week runs from late April through to early May and then in July there's the Carib Cup to wind up the "racing" program.

Sunsail have commissioned a fleet of Oceanis 400s especially for Caribbean regatta competition, fitted out with racing sails including asymmetric spinnakers. Charter packages include onboard accommodation, entry to all racing racing and some social events, team T-shirts for the crew and complete race support from the Sunsail team in the Caribbean.

Sunsail's race fleet is also available for group charter, from yacht clubs or business group or by a just a group of friends who enjoy racing together. Packages are available in any of Sun-

There is no more famous cruising ground, or for that matter, bluewater racing venue in the world than the Caribbean, with its steady tradewinds, crystal clear waters, secluded anchorages with unspoiled white beaches, and fascinating island ports to visit and enjoy their unique culture.

sail's charter bases in the Caribbean - The Bahamas, British Virgin Islands, Anguilla, St Martin, Guadeloupe, Martinique, St Lucia and Granada - using Oceanis 400s or Hunter 336s.

Sunsail have hundreds of yachts available for charter in the Caribbean from 28' - 51' for bareboat (sail yourself), skippered for those without experience, and Stay and Sail programs for charterers looking for a holiday that combines land based accommodation with a sailing adventure.

### **The Area, Sailing and weather**

#### **The Bahamas**

Just ninety miles east of Florida, are the Bahamian Out Islands, described as the most perfect sailing area in the world. Ranging from an amazing turquoise blue to emerald green colour, the Sea of Abaco is perfect for first time charters and repeat visitors to the Bahamas, who are looking for a sheltered cruising area in unique surroundings.

#### **British Virgin Islands**

Cruising in the British Virgin Islands is to sail in the wake of Columbus, Drake and the infamous pirate, Blackbeard. It would be impossible to design an area that is more perfect for bareboat cruising than here. Constant, warm temperatures, steady trade winds and numerous sheltered harbours make this destination a true sailor's paradise.

#### **Leeward Islands - Antigua, St Martin & Guadeloupe**

Ranging from steeply mountainous islands that brush the clouds to the lush green islands of tropical rain forest, the Leeward islands offer an unparalleled variety. Sunsail has a choice of three bases in this cruising area: the cosmopolitan St Martin, distinctive French Guadeloupe and Antigua, the sailing capital of the Caribbean.

#### **Windward Islands - St Lucia, Martinique & the Grenadines**

Since the day of tall ships and pirates, the Windward Islands colonial history has produced a fascinating blend of cultures. Sunsail has two bases in the islands: Martinique, which is the Caribbean with a French accent, and St Lucia, which follows British traditions. Wherever you sail, the Windwards Islands are characterised by white sandy beaches, crystal waters and colourful reefs. For further information on chartering with Sunsail in the Caribbean please call Grant Sumich at Sunsail in Sydney on 02 9955 6400.

#### **1997 Caribbean Regatta Dates**

Red Stripe Cup, February. Heineken Regatta, St Martin, March. Rolex Cup, St Thomas USVI, April. BVI Spring Regatta, Tortola, April. Antigua Sailing Week, April to May. Carib Cup, July.



Above & bottom: Cruising in the British Virgin Islands is to sail in the wake of Columbus, Drake and the infamous pirate, Blackbeard. Tortola in the British Virgin Islands is perfect for bareboat cruising.



Above: Lighthouse at Hope Town Harbour in the British Virgin Islands overlooks a magnificent anchorage where charter yachts have taken the place of pirate ships.





## Beneteau 50 - luxury cruiser

Ocean racing sailor Larry Jamieson gets off the wet weather rail to enjoy the comforts of the latest Beneteau 50 luxury cruising yacht.

There is an ironic joke among crew of ocean racing yachts as they punch their way to windward, getting wet, cold and miserable. "This was not in the brochure!", I often sit there and wonder what brochures they have been reading. Now I know.

The brochure for the Beneteau 50 is what they are dreaming about and its promise of luxury cruising. I accepted an invitation to take the 50 out one Wednesday afternoon during early summer.

An afternoon seabreeze was building on Sydney Harbour as I strolled down the dock to be greeted by the obligatory glass of champagne. The ladies on board had obviously read the brochure! The guests on board that day were very relaxed and there was an obvious desire to enjoy the afternoon's cruising.

The rig and deck layout was such that two people could quite easily spear this 50 footer around a busy harbour in twenty plus knots of wind with no problem.

Everything about this Bruce Farr design screams luxury cruiser. From

the teak decks with recessed fittings to the wild cherry coloured mahogany interior. Bruce Farr has put all his talent and experience into the hull lines, and Beneteau, in collaboration with Armel Briand, has found original solutions for bringing still more improvements to the comfort of the layout and deck plan.

Reliability, performance, comfort both at sea and in port are the main criteria when judging this ocean going cruiser.

In terms of reliability you are really buying a worldwide brand name in Beneteau. The brand name probably wouldn't do the resale value any harm either. Concerns such as resale value in yachts may only worry mortals such as I who pale at the thought of investing around \$690,000 in a yacht.

Having said that, I am told that most of these luxury cruisers are, in fact, bought as an investment. Beneteau 50's are to be found sailing around the great cruising grounds of the world as high priced charter yachts paying for themselves.

The interesting thing about the Beneteau 50 is that it actually sails quite well. Most yachts of this type are built and perform like a caravan. This new Beneteau is a development of the 53ft *Kyote French Line* which came a very creditable 2nd in IMS Division D of the 50th Sydney - Hobart race. The winner of that division, *Raptor*, became overall IMS winner. One expects that Farr is not going to design a slow boat.

designs  
of the '90s

And so it was that toward the end of a very pleasant afternoon cruising I headed the boat back toward its berth in Rushcutters Bay.

As we headed in we could see yachts lining up for the start of the Wednesday afternoon twilight race. With a rush of blood to the head we spun the yacht around, wound the gear on and started the race at the leeward end of the line.

The Beneteau 50 came out of the blocks alongside the well known *Quest* (just back from Hawaii as part of the winning Australian Kenwood Cup team). We paced them long enough to allow me to cheekily suggest to Bob Steel (*Quest's* owner) that he needed a bigger boat.

All in all, the Beneteau 50 is a luxury cruiser that is quite capable of taking you anywhere, anytime, in comfort and safety. ▲

### SPECIFICATIONS

L.O.A. - 15.48 m	L.O.Hull - 14.98 m
L.W.L. - 13.85 m	Beam - 4.48 m
Draft - 1.8 m	Displacement - 14,000 kg
Ballast - 4,225 kg	Sail area - 126 sq. m
Engine - 58kw	Fuel - 500 litres
Water - 1,000 litres	Crew - 8-12 people



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## Coffs Harbour Compensation for *Ragamuffin*

A southerly buster on Boxing Day knocked both *Ragamuffin* and *Ninety Seven* out of the Telstra Sydney to Hobart. But swift repairs saw them join the fleet heading north next day in the Pittwater to Coffs Harbour Race...with victory for Rags, as Di Pearson reports.

Only hours after their untimely retirements from the Telstra Sydney-Hobart race, Syd Fischer and Andrew Strachan made a spur of the moment decision that was to see both steal the limelight and major trophies in the 1996 Strathfield Car Radios Pittwater-Coffs Harbour Yacht Race.

The Hobart race ended for both Fischer's *Ragamuffin* and Strachan's *Ninety Seven* late in the afternoon of Boxing Day, the race to Coffs Harbour started off Barrenjoey Headland at Pittwater the following afternoon, with Olympic bronze medallist Colin Beashel firing the canon.

*Ragamuffin* and *Ninety Seven*, representing the Cruising Yacht Club of Australia, were accepted as late entries by the Royal Prince Alfred Yacht Club on the eve of the race, a decision both owners of the famous yachts are grateful for, with *Ragamuffin* making a clean sweep of the race taking line honors and overall IMS first place, as well as winning the PHS class.

Andrew Strachan took away his share of prizes too, finishing fourth on line, second overall in the PHS class, second in IMS Division 1, also winning



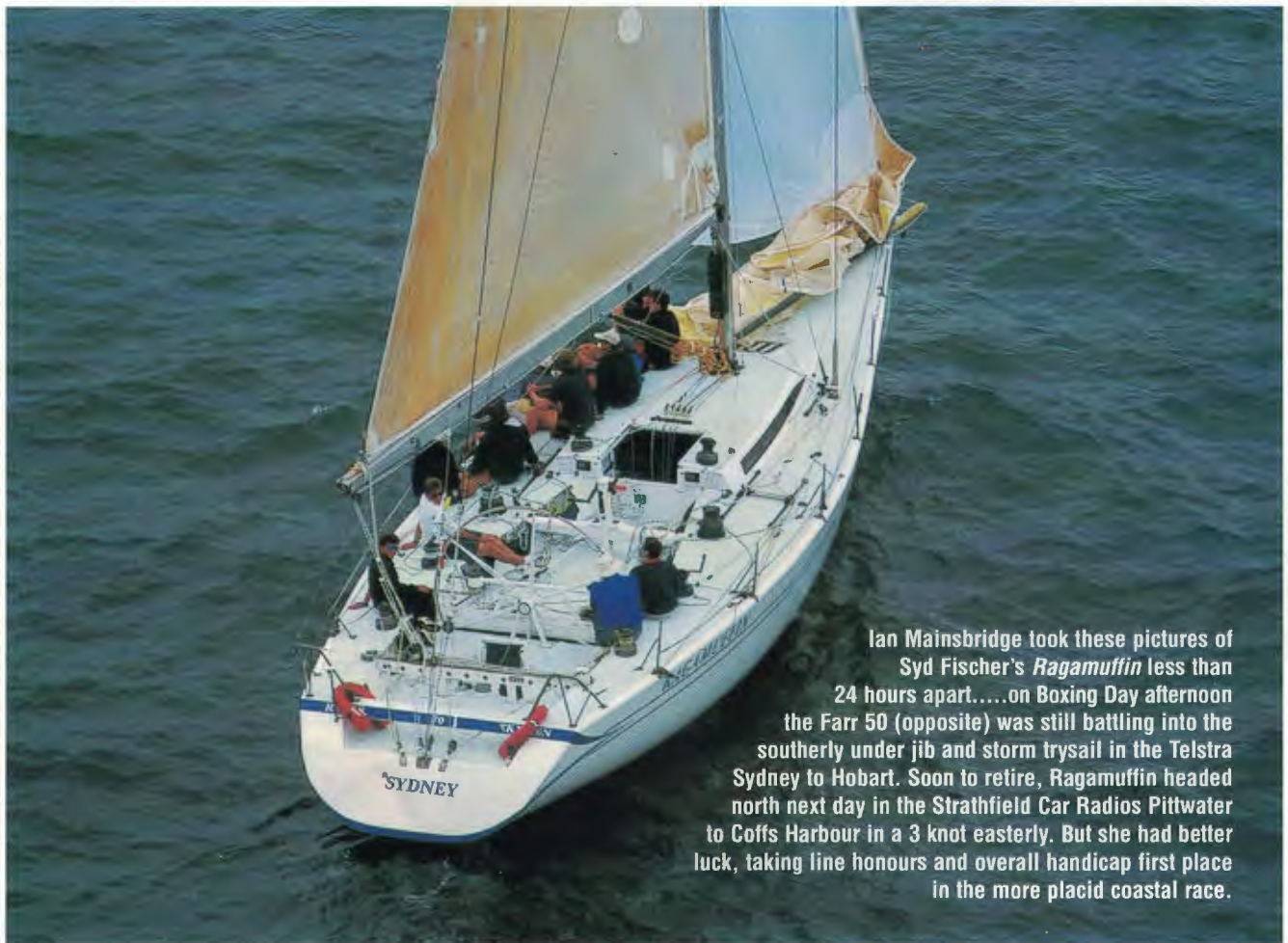
the Navigator's Trophy when Ian "Bugs" Potter was 27 seconds outside his ETA. Pretty impressive when you consider the weather conditions the 88 competitors suffered throughout the entire 225 nautical mile race.

Whilst most would think the pair would be disappointed at having to bow out of the Sydney-Hobart race (both were hot prospects for an overall win), those feelings were not in evidence. Arriving in Coffs Harbour, Syd Fischer said there was "no point in looking back, you just have to go on to

the next thing" and later added that "the crew wanted to go racing, and we were grateful for the sportsmanship of the RPYAC for letting us enter so late."

Spectators watched 88 yachts drift to the start line in a 0-3 knot nor-easterly, two crossing early as the tide pushed them. It took the pair half an hour to re-start. These conditions were to set the pace, or lack of it, for the rest of the race.

At the start, it was two BH41's, *Christine Jay II* (Ron Jones) and *Sycorax* (Michael Quinn) along with the Farr 31



Ian Mainsbridge took these pictures of Syd Fischer's *Ragamuffin* less than 24 hours apart.....on Boxing Day afternoon the Farr 50 (opposite) was still battling into the southerly under jib and storm trysail in the Telstra Sydney to Hobart. Soon to retire, *Ragamuffin* headed north next day in the Strathfield Car Radios Pittwater to Coffs Harbour in a 3 knot easterly. But she had better luck, taking line honours and overall handicap first place in the more placid coastal race.

*Bin Rouge* (Geoff Couell/John Stormon) that seemed to have the edge over the rest of the fleet, but an hour later *Ragamuffin* had stuck her nose out in front with *Ninety Seven* hot on her heels and there she stayed for the remainder of the race, never threatened at any stage.

All agreed *Ragamuffin* sailed a faultless race and when one considers the calibre of the crew, which included Soling Olympian, Matt Hayes and international yachtsman and America's Cup tactician, Grant Simmer, there is little wonder.

Breezes for the duration of the race flicked from the nor'-east, to nor'-nor'-east, nor'-west, east-nor'-east. For a short period on day three of the race, the wind went around to the south-east, but only helped those yachts in the back half of the fleet.

It was these conditions that robbed the line honors contenders of any chance to break the record of 20 hours 56 minutes and 56 seconds for the 16

year old race, set by *The Office* (Arthur Bloore) back in 1984. *Ragamuffin* had to settle for 40 hours 37 minutes 36 seconds. Next came *Rager*, four hours later, with the Ron Ellis owned *Wild Thing* (CYCA) coming home third.

*Rager* was a surprise package in the fact that David Hanlon had made a split decision to purchase the yacht only two weeks before the race and there was no time for crew training; "we did that on the race", he was to say after the event. Nor were the conditions suited to the downwind flyer, but much to the delight of the locals, there she was, second boat home.

As seems to be the case of late, the final handicap placings in the IMS class were not known until 9.45pm on presentation night at Coffs Harbour. The RPAYC Sailing Administrator, Denis Thompson, found a "glitch" in the software which prevented him from producing an accurate result until he had pinpointed the problem.

Once that problem was cleared, another became evident - a number of skippers were not happy with the way the race was scored, leaving the Race Committee no alternative but to consult with many more skippers who

**"we had to listen to them, they're the sailors, the race is for them..."**

agreed that it would be better, due to the weather conditions, to go with the "constructed course within the guidelines of the ORC Race Management Committee for IMS 1996".

As Thompson pointed out, "we had to listen to them, they're the sailors, the race is for them, but no matter what we do, not everyone will be happy."

After some hard work, key members of the RPAYC arrived just in time to announce prize getters for not only the race to Coffs Harbour, but for the



*Christine Jay II*, the BH41 owned by Ron Jones from RPAYC, was overall winner of the Strathfield Car Radios Ocean Race Series under IMS handicaps with a consistent score through the four races series which included the Pittwater to Coffs Harbour race. (Pic - Di Pearson).

Strathfield Car Radios Ocean Race Series, which also included the two-race Marantz Ocean Race Series prior to the Coffs race and a short ocean race off Coffs Harbour on December 31.

Three yachts which sailed particularly well throughout the series were Ron Jones' BH41 *Christine Jay II*, with America's Cup sailor Tony Bellingham at the helm, John Kingham's BH36, *Kingtide* and Mike Perjanik's J35, *Soundtrack*, all representing RPAYC. There were a number of class Bashford boats and J35's in the series, making it difficult to judge who would be the better performers at the end of the day.

*Christine Jay II* was the overall winner of the series under IMS, with placings of 1, 2, 6 and 1; she also managed to finish second overall for the series in the PHS class. *Kingtide* was second overall under IMS with a 2, 1, 5, 7 scorecard; she also won overall the PHS class.

*Soundtrack* outsailed her J35 counterparts to finish third overall for the series in IMS, with a second overall in the Pittwater-Coffs Harbour race. She

was, for the fourth year running, a member of the winning J35 combination for the RPAYC Teams Trophy event along with *The Bill* (Bill Ebsary) and *Showdown* (Ian Downing), who had up and coming youth sailor, James Spithill at the helm for the series.

Admiral's Cup contender Steve Kulmar sailed his Mumm 36, *Sea*, into third overall in the race to Coffs Harbour. Kulmar plans to campaign a Mumm 36 internationally, starting with Key West, in his quest for selection into the 1997 Australian Admiral's Cup team.

The veteran class was contested by a number of yachts, the most famous being *Anitra V* (Phillip Brown) and *Apollo II* (David Leach). Originally owned and built by the Halvorsen brothers and overall winner of the 1957 Sydney-Hobart race, *Anitra V* took out the prize. ▲

Opposite: In the light air start of the race to Coffs, the crew of *Infinity III* were packing for'ard on the leeward rail in an effort to help the yacht maintain boatspeed. (Pic - Iain Mainsbridge)

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## RESULTS:

LINE HONORS: Ragamuffin - Syd Fischer

OVERALL IMS: 1. Ragamuffin - Syd Fischer, 2. Soundtrack - Mike Perjanik, 3. Sea - Steve Kulmar

OVERALL PHS: 1. Ragamuffin - Syd Fischer, 2. Ninety Seven - Andrew Strachan, 3. Rapscaillon - Dick Voorderhake

## STRATHFIELD CAR RADIOS PITTWATER-COFFS HARBOUR OFFSHORE SERIES

OVERALL IMS: 1. Christine Jay II - Ron Jones, 2. Kingtide - John Kingham, 3. Soundtrack - Mike Perjanik

OVERALL PHS: 1. Kingtide - John Kingham, 2. Christine Jay II - Ron Jones, 3. Wild Thing - Ron Ellis

TEAMS TROPHY: IMS: Soundtrack - Mike Perjanik, The Bill - Bill Ebsary, Showdown - Ian Downing (RPAYC team)

PHS: Zig Zag 2 - Robin Clark, Excentric - Frank Walker, Kingtide - John Kingham (RPAYC team)



# Sailing School graduate shares Etchells Worlds

Popular CYCA member Richard Uechtritz (right) was first invited out onto the harbour sailing on a friends Hood 23. He enquired about an Etchell after admiring the style of the boat. Since that first day Richard has gone on to win two E22 Worlds and a NSW Championship as part of the Colin Beashel and David Giles crew.



Richard made his first foray into serious sailing through Pacific Sailing School where he did the Set Sail programme and a racing course. He then progressed onto the offshore training program with Pacific which is the bareboat charter skippers course.

Richard has since commented "the Pacific Sailing School constantly provides both the yacht club and sport with new blood and I am happy to be a part of that."

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*"I learnt to sail with Terry Wise at Pacific Sailing School"*

*Richard Uechtritz of Colin Beashel's winning Etchells crew in two world championships and many other successes*

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# TELSTRA SYDNEY-HOBART 1996 RESULTS

## IMS OVERALL RESULTS (Subject to Appeal)

Hcp Pos	Name	IMS Div	Elapsed Time	Elapsed Sec/Mile	IMS TCF	IMS Corr Speed	IMS Corr Time
1	Ausmaid	B	3 02:31:45	425.61	0.8131	10.40	2 12:35:59
2	Exile	A	2 16:53:15	370.55	0.9366	10.38	2 12:46:25
3	Atara	B	3 05:08:47	440.56	0.7881	10.37	2 12:47:57
4	BZW Challenge	B	3 01:25:25	419.30	0.8283	10.37	2 12:49:00
5	Bit O Fluff	B	3 07:45:20	455.46	0.7748	10.20	2 13:47:41
6	Morning Glory	A	2 14:07:10	354.74	1.0000	10.15	2 14:07:10
7	Abracadabra	D	3 07:13:32	452.43	0.8034	9.91	2 15:38:59
8	Sydney	A	2 22:56:35	405.13	0.8996	9.88	2 15:49:13
9	No Fearr	D	3 11:51:01	478.84	0.7654	9.82	2 16:10:44
10	Prime Example	D	3 05:18:40	441.50	0.8435	9.66	2 17:12:43
11	Maglieri Wines	B	3 12:07:55	480.45	0.7836	9.56	2 17:55:33
12	Atria	C	4 05:10:06	577.74	0.6593	9.45	2 18:42:01
13	JLW Chutzpah	C	4 00:24:38	550.57	0.6984	9.36	2 19:19:59
14	Cyclone	B	3 12:15:33	481.18	0.8016	9.33	2 19:32:32
15	Impeccable	C	4 06:31:31	585.49	0.6637	9.27	2 20:02:46
16	Foxtel Amazon	A	2 21:31:53	397.07	0.9874	9.19	2 20:39:19
17	Seaview Challenge Again	D	3 14:46:37	495.55	0.7929	9.16	2 20:48:20
18	Condor of Currabubula	A	3 01:10:29	417.88	0.9453	9.11	2 21:10:19
19	Midnight Rambler	D	4 00:35:10	551.57	0.7172	9.10	2 21:16:18
20	Bob Jane T-Marts / 2KY	C	4 00:16:02	549.75	0.7234	9.05	2 21:38:23
21	Huon Chief	E	4 07:22:57	590.38	0.6742	9.05	2 21:42:02
22	Inner Circle	D	4 02:45:49	564.01	0.7111	8.97	2 22:13:51
23	Southern Cross Television	D	4 00:20:05	550.13	0.7323	8.93	2 22:32:45
24	Love & War	E	4 00:20:08	550.14	0.7325	8.93	2 22:33:57
25	The Alice's Neata Glass	F	4 06:01:27	582.63	0.6923	8.93	2 22:37:53
26	Suraya	F	4 11:51:17	615.92	0.6553	8.91	2 22:40:38
27	Yendys	E	3 22:25:19	539.21	0.7488	8.92	2 22:42:11
28	Polaris	E	4 04:58:03	576.59	0.7021	8.89	2 22:53:21
29	Canon Maris	F	5 02:10:05	697.66	0.5807	8.89	2 22:56:35
30	Interum	F	4 11:39:25	614.79	0.6621	8.85	2 23:16:47
31	Spirit of Rani	F	4 07:01:10	588.31	0.6921	8.84	2 23:17:59
32	Indian Pacific	D	4 04:51:50	576.00	0.7096	8.81	2 23:34:23
33	AMP Wild Oats	B	3 23:58:20	548.06	0.7461	8.81	2 23:36:18
34	EOAO Hummingbird	E	4 05:49:35	581.50	0.7046	8.79	2 23:44:49
35	Local Hero	D	4 00:19:12	550.05	0.7468	8.76	2 23:55:54
36	New Horizons	F	4 07:20:37	590.16	0.7018	8.69	3 00:31:36
37	Nips 'n Tux	D	4 04:03:24	571.39	0.7291	8.64	3 00:57:05
38	Zoe	D	3 22:10:44	537.82	0.7755	8.63	3 01:02:09
39	Lahara	F	5 04:59:02	713.74	0.5847	8.62	3 01:04:41
40	Double Image	E	4 05:05:05	577.26	0.7257	8.60	3 01:21:26
41	Nortus Salmon	E	4 08:34:09	597.16	0.7050	8.55	3 01:43:17
42	Kingurra	E	4 05:00:33	576.83	0.7325	8.52	3 01:59:21
43	Southerly	F	5 05:15:27	715.30	0.5952	8.45	3 02:33:12
44	Spirit of the Alice	F	4 11:55:19	616.31	0.6915	8.45	3 02:37:41
45	Mirrabooka	E	4 00:16:02	549.75	0.7760	8.44	3 02:42:12
46	Wide Load	E	4 00:20:07	550.14	0.7769	8.42	3 02:50:34
47	Valheru	B	3 22:16:13	538.35	0.7981	8.38	3 03:14:14
48	Boomaroo Morse Fans	F	5 04:46:16	712.53	0.6040	8.36	3 03:21:42
49	One Time Sidewinder	E	4 00:16:29	549.79	0.7935	8.25	3 04:23:38
50	Razors Edge	C	4 02:23:42	561.90	0.7771	8.25	3 04:27:46
51	Public Bar	D	4 02:27:57	562.30	0.7769	8.24	3 04:29:53
52	Breakaway	F	4 21:32:54	671.28	0.6508	8.24	3 04:30:02
53	Adelsa	E	4 20:08:05	663.21	0.6679	8.13	3 05:33:59
54	Grantee of Crabtree Lane	E	4 02:37:30	563.21	0.7870	8.12	3 05:37:04
55	Adagio	F	5 00:58:06	690.81	0.6502	8.01	3 06:39:13
56	Hobart Food Equipment	F	5 12:22:47	755.98	0.5989	7.95	3 07:16:56
57	Brindabella II	F	5 06:42:26	723.58	0.6425	7.75	3 09:24:34
58	Panache	F	5 08:27:42	733.60	0.6440	7.62	3 10:43:46
59	Veto	E	5 06:05:07	720.03	0.6582	7.60	3 10:59:22

## IMS DIVISIONAL RESULTS (Subject to Appeal)

Hcp Pos	Name	IMS Div	Elapsed Time	Elapsed Sec/Mile	IMS TCF	IMS Corr Speed	IMS Corr Time
1	Exile	A	2 16:53:15	370.55	0.9366	10.38	2 12:46:25
2	Morning Glory	A	2 14:07:10	354.74	1.0000	10.15	2 14:07:10
3	Sydney	A	2 22:56:35	405.13	0.8996	9.88	2 15:49:13
4	Foxtel Amazon	A	2 21:31:53	397.07	0.9874	9.19	2 20:39:19
5	Condor of Currabubula	A	3 01:10:29	417.88	0.9453	9.11	2 21:10:19
1	Ausmaid	B	3 02:31:45	425.61	0.8131	10.40	2 12:35:59
2	Atara	B	3 05:08:47	440.56	0.7881	10.37	2 12:47:57
3	BZW Challenge	B	3 01:25:25	419.30	0.8283	10.37	2 12:49:00

## IMS DIVISIONAL RESULTS (Subject to Appeal) (con't)

Hcp Pos	Name	IMS Div	Elapsed Time	Elapsed Sec/Mile	IMS TCF	IMS Corr Speed	IMS Corr Time
4	Bit O Fluff	B	3 07:45:20	455.46	0.7748	10.20	2 13:47:41
5	Maglieri Wines	B	3 12:07:55	480.45	0.7836	9.56	2 17:55:33
6	Cyclone	B	3 12:15:33	481.18	0.8016	9.33	2 19:32:32
7	AMP Wild Oats	B	3 23:58:20	548.06	0.7461	8.81	2 23:36:18
8	Valheru	B	3 22:16:13	538.35	0.7981	8.38	3 03:14:14
1	Atria	C	4 05:10:06	577.74	0.6593	9.45	2 18:42:01
2	JLW Chutzpah	C	4 00:24:38	550.57	0.6984	9.36	2 19:19:59
3	Impeccable	C	4 06:31:31	585.49	0.6637	9.27	2 20:02:46
4	Bob Jane T-Marts / 2KY	C	4 00:16:02	549.75	0.7234	9.05	2 21:38:23
5	Razors Edge	C	4 02:23:42	561.90	0.7771	8.25	3 04:27:46
1	Abracadabra	D	3 07:13:32	452.43	0.8034	9.91	2 15:38:59
2	No Fearr	D	3 11:51:01	478.84	0.7654	9.82	2 16:10:44
3	Prime Example	D	3 05:18:40	441.50	0.8435	9.66	2 17:12:43
4	Seaview Challenge Again	D	3 14:46:37	495.55	0.7929	9.16	2 20:48:20
5	Midnight Rambler	D	4 00:35:10	551.57	0.7172	9.10	2 21:16:18
6	Inner Circle	D	4 02:45:49	564.01	0.7111	8.97	2 22:13:51
7	Southern Cross Television	D	4 00:20:05	550.13	0.7323	8.93	2 22:32:45
8	Indian Pacific	D	4 04:51:50	576.00	0.7096	8.81	2 23:34:23
9	Local Hero	D	4 00:19:12	550.05	0.7468	8.76	2 23:55:54
10	Nips 'n Tux	D	4 04:03:24	571.39	0.7291	8.64	3 00:57:05
11	Zoe	D	3 22:10:44	537.82	0.7755	8.63	3 01:02:09
12	Public Bar	D	4 02:27:57	562.30	0.7769	8.24	3 04:29:53
1	Huon Chief	E	4 07:22:57	590.38	0.6742	9.05	2 21:42:02
2	Love & War	E	4 00:20:08	550.14	0.7325	8.93	2 22:33:57
3	Yendys	E	3 22:25:19	539.21	0.7488	8.92	2 22:42:11
4	Polaris	E	4 04:58:03	576.59	0.7021	8.89	2 22:53:21
5	EOAO Hummingbird	E	4 05:49:35	581.50	0.7046	8.79	2 23:44:49
6	Double Image	E	4 05:05:05	577.26	0.7257	8.60	3 01:21:26
7	Nortus Salmon	E	4 08:34:09	597.16	0.7050	8.55	3 01:43:17
8	Kingurra	E	4 05:00:33	576.83	0.7325	8.52	3 01:59:21
9	Mirrabooka	E	4 00:16:02	549.75	0.7760	8.44	3 02:42:12
10	Wide Load	E	4 00:20:07	550.14	0.7769	8.42	3 02:50:34
11	One Time Sidewinder	E	4 00:16:29	549.79	0.7935	8.25	3 04:23:38
12	Adelsa	E	4 20:08:05	663.21	0.6679	8.13	3 05:33:59
13	Grandee of Crabtree Lane	E	4 02:37:30	563.21	0.7870	8.12	3 05:37:04
14	Veto	E	5 06:05:07	720.03	0.6582	7.60	3 10:59:22
1	The Alice's Neata Glass	F	4 06:01:27	582.63	0.6923	8.93	2 22:37:53
2	Suraya	F	4 11:51:17	615.92	0.6553	8.91	2 22:40:38
3	Canon Maris	F	5 02:10:05	697.66	0.5807	8.89	2 22:56:35
4	Interum	F	4 11:39:25	614.79	0.6621	8.85	2 23:16:47
5	Spirit of Rani	F	4 07:01:10	588.31	0.6921	8.84	2 23:17:59
6	New Horizons	F	4 07:20:37	590.16	0.7018	8.69	3 00:31:36
7	Lahara	F	5 04:59:02	713.74	0.5847	8.62	3 01:04:41
8	Southerly	F	5 05:15:27	715.30	0.5952	8.45	3 02:33:12
9	Spirit of the Alice	F	4 11:55:19	616.31	0.6915	8.45	3 02:37:41
10	Boomaroo Morse Fans	F	5 04:46:16	712.53	0.6040	8.36	3 03:21:42
11	Breakaway	F	4 21:32:54	671.28	0.6508	8.24	3 04:30:02
12	Adagio	F	5 00:58:06	690.81	0.6502	8.01	3 06:39:13
13	Hobart Food Equipment	F	5 12:22:47	755.98	0.5989	7.95	3 07:16:56
14	Brindabella II	F	5 06:42:26	723.58	0.6425	7.75	3 09:24:34
15	Panache	F	5 08:27:42	733.60	0.6440	7.62	3 10:43:46

## PHS DIVISION RESULTS

Hcp Pos	Name	Elapsed Time	VMG kt	PHS TCF	PHS Corr Speed	PHS Corr Time
1	Barcoo	4 06:30:40	6.15	0.9250	6.65	3 22:49:22
2	Pippin	4 05:10:45	6.23	0.9675	6.44	4 01:53:27
3	Katinka	5 08:05:30	4.92	0.7654	6.43	4 02:02:29
4	Berrimilla	5 01:18:01	5.20	0.8140	6.39	4 02:44:18
5	Adrenalin	4 04:37:22	6.27	1.0085	6.22	4 05:28:41
6	Hogs Breath Witchdoctor	4 05:05:17	6.24	1.0048	6.21	4 05:34:24
7	YKK Di Hard	4 05:01:50	6.24	1.0500	5.94	4 10:04:55
8	Sea Eagle	4 10:41:42	5.91	1.0000	5.91	4 10:41:42
9	Charisma	4 23:21:18	5.28	0.8949	5.90	4 10:48:39
10	HiTimeWeWent	4 04:51:27	6.25	1.0700	5.84	4 11:55:03
11	Rock 'n Roll	4 00:16:20	6.55	1.1262	5.82	4 12:25:18
12	Bright Morning Star	4 00:14:32	6.55	1.1293	5.80	4 12:41:11
13	Frenchpine Helsal II	3 08:43:27	7.81	1.3548	5.76	4 13:21:54
14	Mark Twain	4 20:29:20	5.41	0.9389	5.76	4 13:22:17
15	Lady Quaeso	4 08:14:25	6.05	1.1650	5.19	5 01:26:24
16	Antipodes	4 06:17:56	6.16	1.1900	5.18	5 01:44:08
17	Redigo	6 05:40:14	4.21	0.8250	5.10	5 03:28:42
18	David Hannah	7 11:07:53	3.52	0.8300	4.24	6 04:40:45

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## TELSTRA SYDNEY-HOBART 1996 RESULTS LINE HONOURS

POS	NAME	IMS.	PHS	DATE	TIME	VMG kt	COMMENTS
1	Morning Glory	A		29 Dec	03:07:10	10.15	Finished
2	Exile	A		29 Dec	05:53:15	9.72	Finished
3	Foxtel Amazon	A		29 Dec	10:31:53	9.07	Finished
4	Sydney	A		29 Dec	11:56:35	8.89	Finished
5	Condor of Currabubula	A		29 Dec	14:10:29	8.61	Finished
6	BZW Challenge	B		29 Dec	14:25:25	8.59	Finished
7	Ausmaid	B		29 Dec	15:31:45	8.46	Finished
8	Atara	B		29 Dec	18:08:47	8.17	Finished
9	Prime Example	D		29 Dec	18:18:40	8.15	Finished
10	Abacadabra	D		29 Dec	20:13:32	7.96	Finished
11	Bit O Fluff	B		29 Dec	20:45:20	7.90	Finished
12	Frenchpine Helsal II		1	29 Dec	21:43:27	7.81	Finished
13	No Fearr	D		30 Dec	00:51:01	7.52	Finished
14	Maglieri Wines	B		30 Dec	01:07:55	7.49	Finished
15	Cyclone	B		30 Dec	01:15:33	7.48	Finished
16	Seaview Challenge Again	D		30 Dec	03:46:37	7.26	Finished
17	Zoe	D		30 Dec	11:10:44	6.69	Finished
18	Valheru	B		30 Dec	11:16:13	6.69	Finished
19	Yendys	E		30 Dec	11:25:19	6.68	Finished
20	AMP Wild Oats	B		30 Dec	12:58:20	6.57	Finished
21	Bright Morning Star		1	30 Dec	13:14:32	6.55	Finished
22	Bob Jane T-marts/2KY	C		30 Dec	13:16:02	6.55	Finished
23	Mirrbooka	E		30 Dec	13:16:02	6.55	Finished
24	Rock 'n Roll		1	30 Dec	13:16:20	6.55	Finished
25	One Time Sidewinder	E		30 Dec	13:16:29	6.55	Finished
26	Local Hero	D		30 Dec	13:19:12	6.54	Finished
27	Southern Cross Television	D		30 Dec	13:20:05	6.54	Finished
28	Wide Load	E		30 Dec	13:20:07	6.54	Finished
29	Love and War	E		30 Dec	13:20:08	6.54	Finished
30	JLW Chutzpah	C		30 Dec	13:24:38	6.54	Finished
31	Midnight Rambler	D		30 Dec	13:35:10	6.53	Finished
32	Razors Edge	C		30 Dec	15:23:42	6.41	Finished
33	Public Bar	D		30 Dec	15:27:57	6.40	Finished
34	Grandee of Crabtree Lane	E		30 Dec	15:37:30	6.39	Finished
35	Inner Circle	D		30 Dec	15:45:49	6.38	Finished
36	Nips 'n Tux	D		30 Dec	17:03:24	6.30	Finished
37	Adenalin		1	30 Dec	17:37:22	6.27	Finished
38	HiTimeWeWent		1	30 Dec	17:51:27	6.25	Finished
39	Indian Pacific	D		30 Dec	17:51:50	6.25	Finished
40	Polaris	E		30 Dec	17:58:03	6.24	Finished
41	Kingurra	E		30 Dec	18:00:33	6.24	Finished
42	YKK Di Hard		1	30 Dec	18:01:50	6.24	Finished
43	Double Image	E		30 Dec	18:05:05	6.24	Finished
44	Hogs Breath Witchdoctor		1	30 Dec	18:05:17	6.24	Finished
45	Atria	C		30 Dec	18:10:06	6.23	Finished
46	Pippin		1	30 Dec	18:10:45	6.23	Finished
47	EOAO Hummingbird	E		30 Dec	18:49:35	6.19	Finished



## TELSTRA SYDNEY-HOBART 1996 RESULTS LINE HONOURS

POS	NAME	IMS	PHS	DATE	TIME	VMG kt	COMMENTS
48	The Alice's Neata Glass	F		30 Dec	19:01:27	6.18	Finished
49	Antipodes		1	30 Dec	19:17:56	6.16	Finished
50	Barcoo		1	30 Dec	19:30:40	6.15	Finished
51	Impeccable	C		30 Dec	19:31:31	6.15	Finished
52	Spirit of Rani	F		30 Dec	20:02:10	6.12	Finished
53	New Horizons	F		30 Dec	20:20:37	6.10	Finished
54	Huon Chief	E		30 Dec	20:22:57	6.10	Finished
55	Lady Quaeso		1	30 Dec	21:14:25	6.05	Finished
56	Nortus Salmon	E		30 Dec	21:34:09	6.03	Finished
57	Sea Eagle		1	30 Dec	23:41:42	5.91	Finished
58	Interum	F		31 Dec	00:39:25	5.86	Finished
59	Suraya	F		31 Dec	00:51:17	5.84	Finished
60	Spirit of Alice	F		31 Dec	00:55:19	5.84	Finished
61	Adelsa	E		31 Dec	09:08:05	5.43	Finished
62	Mark Twain		1	31 Dec	09:29:20	5.41	Finished
63	Breakaway	F		31 Dec	10:32:54	5.36	Finished
64	Charisma		1	31 Dec	12:21:18	5.28	Finished
65	Adagio	F		31 Dec	13:58:06	5.21	Finished
66	Berrimilla		1	31 Dec	14:18:01	5.20	Finished
67	Canon Maris	F		31 Dec	15:10:05	5.16	Finished
68	Boomaroo Morse Fans	F		31 Dec	17:46:16	5.05	Finished
69	Lahara	F		31 Dec	17:59:02	5.04	Finished
70	Southerly	F		31 Dec	18:15:27	5.03	Finished
71	Veto	E		31 Dec	19:05:07	5.00	Finished
72	Brindabella II	F		31 Dec	19:42:26	4.98	Finished
73	Katinka		1	31 Dec	21:05:30	4.92	Finished
74	Panache	F		31 Dec	21:27:42	4.91	Finished
75	Hobart Food Equipment	F		1 Jan	01:22:47	4.76	Finished
76	Redigo		1	1 Jan	18:40:14	4.21	Finished
77	David Hannah		1	3 Jan	00:07:53	3.52	Finished
78	Aspect Computing		1	3 Jan	00:00:00		Retired
79	Astroboy	C		3 Jan	00:00:00		Retired
80	Axicorp Long Dist. Chall	B		3 Jan	00:00:00		Retired
81	Brindabella	A		3 Jan	00:00:00		Retired
82	Conquistador	F		3 Jan	00:00:00		Retired
83	Delta Wing	E		3 Jan	00:00:00		Retired
84	Drakes Prayer	B		3 Jan	00:00:00		Retired
85	Dulux Innkeeper		1	3 Jan	00:00:00		Retired
86	Jacobina of Shenval	E		3 Jan	00:00:00		Retired
87	Liklik	C		3 Jan	00:00:00		Retired
88	Mineral Magic	F		3 Jan	00:00:00		Retired
89	Ninety Seven	B		3 Jan	00:00:00		Retired
90	Prowler		1	3 Jan	00:00:00		Retired
91	Quest	B		3 Jan	00:00:00		Retired
92	Ragamuffin	B		3 Jan	00:00:00		Retired
93	Secret Mens Business	B		3 Jan	00:00:00		Retired
94	Take Time	F		3 Jan	00:00:00		Retired
95	Terrafirma	B		3 Jan	00:00:00		Retired

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## Rigging

### Planned Maintenance

The Royal Australian Navy call their major overhauls an AMP, which stands for annual maintenance period. The military process of planned maintenance takes account of the age of equipment. Once a piece of equipment has past its use by date it is replaced. This systematic approach to yacht maintenance provides both real dollar savings and better performance.

Maintenance is important; however RNR is more so. To plan a maintenance schedule, firstly all the racing and cruising you wish to do should be marked on a year planner.

Now, highlight special events or regattas. By special, this could include the Southport or Hobart races. It is for these events the yacht's equipment must be in A1 condition.

In an exercise book or diary list the age and condition of major components. This list should be broken down as follows:

1. Hull - x years
  - (a) keel bolts
  - (b) rudder stock
  - (c) rudder bearings
  - (d) through hull fittings
2. Motor
  - (a) shaft
  - (b) propeller
  - (c) batteries

The list would continue, listing spars and components, electronics, safety gear, sails, running rigging, deck hardware etc

For any yacht over three years old it is sensible to obtain an independent survey.

I'd personally use a surveyor who still actively ocean races. The reason being the equipment is constantly evolving. With this information contact the suppliers of major components.

Find out their life expectancy and what testing of the product has been undertaken. Is the product manufactured to an Australian standard? If so, have the manufacturer send a copy of the standard number.

In the area of standing rigging, insurance companies have been compiling data over some years, concluding a replacement and maintenance requirement. Write to your insurance company and have ask them to return their standard.

Once this information is compiled, the defective areas of the yacht's equipment can be identified. Now look for windows in the year planner. Identify essential maintenance areas and compile a "wish list" ie. "Gee I'd love to have a new #1 light." Next the painful

part, allocate funds to essentials and see if the piggy bank allows for the #1 light.

Contact preferred contractors. Ask both cost and their availability during your maintenance period.

An example here is the number of calls Noakes Boatyard receives from interstate yacht owners booking specific days before the Hobart race. The Sydney owners are generally "squeezed" in as they seldom book in advance.

Obtain either a feel for the market or separate quotes. If your preferred contractor is of a substantial cost difference discuss the reason why. If you prefer them possibly the service or material is better - saving money over a period or prolonging the next AMP.

For major overhauls discuss discounts for seasonal variations. Missing three winter races may save thousands of dollars; not to mention that the contractor's attention to detail possibly improves in the less hectic winter downturn.

This systematic approach is akin to running a business. The profit obtained is time on the water and less expensive overhauls. Have fun and I hope you get that new #1 light. ▲

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## news from all ports

### BT Challenge Yachts Prepare for Tasman

**Y**achts and their crews in the BT Global Challenge were due to sail from Wellington to Sydney on February 9 on their shortest leg of the race around the world "the wrong way" - against the prevailing winds.

All 14 yachts in the fleet reached Wellington safely in late December - early January, giving them nearly six weeks for general maintenance and long break for the weary crews.

*Group 4* led the fleet into Wellington on the morning of December 30 having sailed 6,600 nautical miles around Cape Horn from Rio de Janeiro. Second to finish, after closing the gap to seven miles off the New Zealand Coast, was *Save The Children* whose crew includes Australian Rod Stevens. After two legs, *Save The Children* is placed third overall.

*Group 4* also won the first leg of the race, Southampton to Rio) with a 02.09 hour lead over *Toshiba Wave Rider*. However, she had a disappointing start to the second leg, sailing close inshore and losing out on a position as a result.

It was not until the middle of the leg that *Group 4* began to dominate the race once more, leading the fleet for 15 consecutive days from December 16 until her triumphant arrival in Wellington's Lambton Harbour. The second leg was a tight race, at one stage, after three weeks at sea and 4000 miles of sailing less than 60 miles separated the leading six yachts.

The 1250 nautical mile leg from Wellington to Sydney is expected to take six days, where the fleet will berth at the Australian National Maritime Museum, Darling Harbour, before resuming the race in early March.



The five Australians taking part in the BT Global Challenge, left to right: Rod Stevens, Lyn Guy, John Rich, Margot Douglas and Tony Hollingsworth.

Other Australians competing and their placings in the fleet after two legs are: Margot Douglas (*Commercial Union*) fifth, Lynn Gray and Tony Hollingsworth (*Ocean Rover*) eighth, and John Rich (*Time and Tide*) 14th.

### Sail for Sailability weekend

A national fundraising campaign has been launched to allow people with disabilities to enjoy boating and sailing, beginning with the inaugural Sail for Sailability Weekend.

Everyone going out on the water on the weekend of March 22 and 23, will be asked to donate \$2 to Sailability Australia through their local boating club.

Kay Cottee A.O., Sailability Chairperson, said "Our primary aim is to increase the number of active disabled sailors and boaters throughout the country, but we also aim to have a competitive Australian sailing team at the 2000 Paralympics."

Boating, sailing and yacht clubs wanting to participate in the Sail for Sailability weekend fundraiser should contact Phil Vardy on (02) 9922 4333.

### Prince Philip Cup to Bruce Calvert

Young Tasmanian yachtsman Bruce Calvert, representing The Royal Yacht Club of Tasmania, has won the prestigious Prince Philip Cup, the national championship trophy for the classic, former Olympic keelboat class, the

Dragon.

In a nail-biting finish to the seven heat series on the Derwent River at Hobart, Calvert sailed the 1972 Olympic gold medal winning yacht *Jock Robbie* to the narrowest of wins over the veteran Royal Sydney Yacht Squadron yachtsman Norman Longworth, skippering *Karabos VIII*. The final margin was just .4 point under the old Olympic scoring system.

Going into the last heat Longworth needed to beat Calvert by at least two places to win, but could finish only third, one place ahead, with the final scorecard reading *Jock Robbie* 27.7 points, *Karabos VIII* 28.1 points.

Their overall scorecards read:

*Jock Robbie*: 6-6-1-4-1-1-4.

*Karabos VIII*: 2-3-8-1-3-4-3.

The final heat was won by Sydney yachtsman Peter McCullum, sailing *Rhumblin III*, which gave him third place overall with 53.4 points, fourth going to local sailor David Graney in *Kirribilli II* with 33.4 points.

### David Dicks, Youngest Circumnavigator

David Dicks, the youngest person to sail non-stop, single-handed around the world, has received the BT YJA Global Achievement Award in England. John Roberson reports in more detail on his remarkable voyage.

**W**hen your mentor, coach and teacher is Jon Sanders, the question "why do you want



David Dicks, now 18, prepares to step ashore at Fremantle after his remarkable circumnavigation, the youngest ever to sail solo and non-stop around the world. (Pic - John Roberson)

to sail single-handed, non-stop around the world?" is almost irrelevant. As David Dicks said before he departed from Fremantle in February '96, "All my life I've been telling Jon, I'm going to break your records".

On November 17, when the young Western Australian sailor returned to Fremantle, he had not broken any of Sanders' records, but had written his own page in the record books. At the age of 18 years plus a bit more than a month he had become the youngest person to sail single-handed and non-stop around the world.

*Seaflight*, the Dicks family boat, which is the same age as David, is an S & S 34 built in Western Australia by the Swarbrick brothers, and as Jon Sanders points out David had his first sail in the boat when he was about five weeks old. For the trip it had watertight bulkheads put in the bow and stern to minimize the risk of sinking as the result of a collision.

While the mast is the original spar that came with the boat, they beefed up the rigging from 8 to 12 gauge, and as so often happens, when you strengthen one part of a system it brings extra strains onto another part, which then breaks. This was to become evident just before David arrived at Cape Horn, when the bolt through the mast

that holds the lowers broke, nearly bringing the mast down.

Other preparations included the installation of his self steering gear, an Aries Mk 1, while he carried a Mk 3 as a spare lent to him by Jon Sanders. His sail wardrobe consisted of a mainsail and spare, storm tri-sail, two number four headsails, and two storm jibs plus a number two for light airs.

Then of course there were the provisions, one and a half tons of tins (1,290 of them), plus packaged and freeze dried food. As David commented, "The boat will average about four to four and a half knots, but it will get slightly faster as I eat my way through the food."

The first half of the trip was to test him in just about every way, his seamanship, morale and endurance, and he came through with flying colours. So much so, that although his biggest storm of the voyage happened when he was well on the way home, it hardly rated a mention after the dramas of his early months at sea.

He made one false start, being forced to return to Fremantle when a leak above the waterline put all his radios out of action, not that it phased him, "I would have kept going, but everyone would have worried where I was," he explained. Then only days into his second attempt he found out what the Southern Ocean was all about when he was rolled to 120 degrees, just after clearing Cape Leeuwin.

Between this and passing the Falklands in the Southern Atlantic he was washed overboard, had most of his electricity generating sources wiped out and the bolt holding his lowers broke...just to mention the major dramas.

His cool handling of the loss of the lowers is indicative of his incredible competence and seamanship. In storm conditions he climbed the mast, and lashed them back in place, going aloft every day until he had rounded the Horn and reached the Falklands, to check and often re-do the lashings.

The British Royal Navy turned out in force to help him as he sailed past the Falkland Islands, sending two ships to salute him, and a helicopter to lower a new bolt to him. Having found that it didn't fit, they flew to him again, collected it, had it re-machined and dropped it to him again.

To ensure that there could be no dispute about his circumnavigation, he elected to round the antipodal point from Fremantle, which is Bermuda. Then it was back down the Atlantic, around the Cape of Good Hope, and back into the Southern Ocean for the final leg home to Western Australia.

Fremantle laid on a welcome that had the new hero slightly bewildered. He admitted to being more apprehensive about what awaited his return than he had been about rounding Cape Horn.

Having crossed his outward path a few miles off the coast, so completing his circumnavigation, David was forced to accept a tow into the harbour when the spectator fleet made progress almost impossible. On the dockside thousands of Western Australians, led by their premier Richard Court, cheered his arrival, and witnessed his re-union with family and friends, then his first step on dry land.

Despite the huge reception, he remained understated about his achievements, commenting, "I don't find it as heroic as some people think it is."

## Top Sailors Resign From *Elle* Racing

Australia's first challenge for the Whitbread Round The World Race has been thrown into disarray with the shock resignation of skipper Adrienne Cahalan and three other experienced members of the team of *Elle* Racing.

Cahalan's resignation, along with that of key crew members Vanessa Dudley and Theresa Mitchell plus a construction supervisor, was immediately followed by court action. This resulted in the "arrest" of the yacht at Darling Harbour with Cahalan claiming in the Supreme Court that she was owed more than \$97,000 in unpaid wages and expenses.

The case had not been settled when OFFSHORE went to press but the yacht's "arrest" meant that it could not be used as a backdrop for the official announcement by NSW Premier Bob Carr that Sydney would host the Whitbread fleet in December, 1997.

This will be first time since the inaugural Round The World Race that the fleet has had a stopover in Sydney. Recent races have had a stopover at Fremantle before continuing on to

Auckland but the organisers felt the need for greater exposure to the public and media by including Sydney as a port of call.

Although super model Elle McPherson has endorsed the all women Whitbread project with the yacht Elle Racing, it is understood she does not have any financial commitment to the campaign. The WA Government has contributed some \$600,000 to the project and Fremantle will be the official port of the new Bruce Farr designed Elle Racing when, and if, launched.

The new boat has been started at John McConaghy's boat shed in Sydney where a second Whitbread 60 for the British Silk Cut syndicate is also under construction.

Unfortunately Adrienne Cahalan was the only member of the Elle Racing squad with previous Whitbread Race experience. She navigated the yacht *Heineken* as part of an all female crew in the last Whitbread Race in 1993/94. Announcing her resignation, Cahalan said there were problems with funding issues and a restructuring of the project. She said that negotiations

with the syndicate, headed by John Harvey, had broken down.

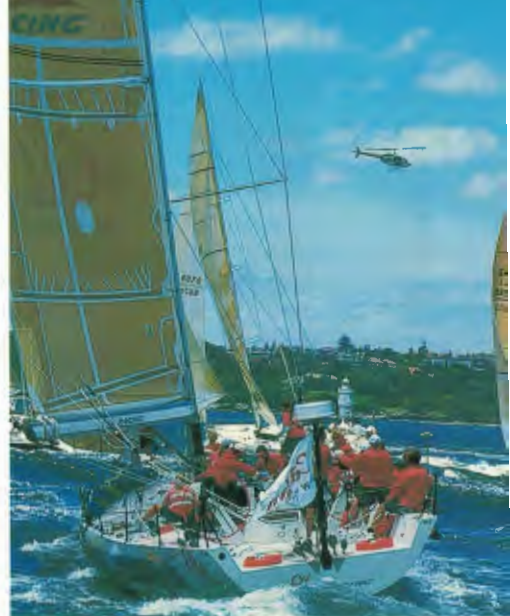
Meanwhile the Elle Racing syndicate has announced US America's Cup sailor Joan Lee Touchette as the acting skipper of the yacht along with Erik Stibbe as team coach and experienced Whitbread campaigner Mathew Smith as project manager.

The Whitbread Race starts from Southampton on September 21, 1997 with a 7350 nautical mile leg to Capetown where the fleet leaders are due on October 22. The restart from Capetown will be on November 8, giving the fleet a 4600 nautical mile leg to Fremantle with an ETA of November 24.

The 2250 nautical mile leg from Fremantle to Sydney will start on December 13 and the leaders should enter the harbour on December 22. After a short stopover in Sydney the fourth leg of the Whitbread Race, 1270 nautical miles from Sydney to Auckland, will start on January 4, 1998.

### 15's Worlds off to a Flying start

Arrangements have already begun at



Elle Racing ...impounded

the Esperance Bay Yacht Club on the south coast of Western Australia to host the national and world championships for Flying Fifteens in early February, 1999.

The event has already obtained sponsorships from Ansett Airlines intra-state subsidiary Skywest and Westrail, which means the 80 to 100

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Two Flying Fifteens show what it's like in sailing heaven

teams expected from 18 countries, will have transport from Perth, as well as Summit Homes.

Portman Mining, who ship iron ore from Esperance, is the principle sponsor, in a total sponsorship package that is the biggest for a yachting event in Australia since the America's Cup defence off Freemantle.

Esperance 99 committee chairman, Mr Nils Blumann said the Esperance Bay Yacht Club was committed to holding the best ever world titles, saying "Esperance is the closest place on earth to sailing heaven."

## On His Last Voyage Tony Pearson - CYCA Past Commodore

Tony Pearson, Commodore of the Cruising Yacht Club, yachtsman of excellence and a fine gentleman, died after a brief illness on the eve of the 1996 Telstra Sydney to Hobart, a race he had competed in many times.

His qualities of humour, humility and energy were remembered with great fondness at a memorial service by the many crew who had sailed with Tony on all of his yachts - *Vahine*, *Matika I, II and III*, *Big Schott*, *Stormy Petrel* and *Tangaroa* which he bought last April was unable to sail in the final three months of his life.

For 25 years, the English-born yachtsman raced these yachts successfully off Sydney Heads. He was the inaugural Yachtsman of the Year at the Royal Sydney Yacht Squadron in 1986 and in 1990 he was named by the

Cruising Yacht Club of Australia as the Ocean Racing Veteran of the Year, a title about which he had reservations. Pearson received the latter award for his continuing support for ocean racing and his ongoing success with *Stormy Petrel*.

Pearson bought *Stormy Petrel* in 1995, giving the boat an extensive refit. The result was a remarkably successful combination of veteran yacht and the then 65 year old owner.

During the 1988/89 season Pearson sailed *Stormy Petrel* to a string of successes including the Australian IOR trophy in the Gascoigne Cup regatta and also won the CYCA's Janzoon, Rubber Kelleway and Ron Robertson trophies and the Flinders Cup.

Long time friend and sailing companion Charles Maclurcan, speaking at the memorial service, recalled having sailed his first Hobart race with Tony on *Matika II*.

Subsequently they competed in ten Hobarts together, countless ocean races up and down the NSW coast and even in harbour races on Charles' Yngling class yacht.

Maclurcan described three memorable aspects of Tony's character - "he had a marvellous sense of humour ... his overwhelming humility .... an unlimited energy which he applied throughout his life".

## Etchells Nationals to John Bertrand

Tasmanian yachtsman Nick Rogers has made an impressive foray into the International Etchells keelboat class, finishing a close second to America's Cup winning skipper John Bertrand in the Etchells Australian championship in Adelaide. The six race series was hosted by the Royal South Australian Yacht Squadron.

Despite the setback of a PMS (premature start) in race five, Bertrand, with his usual crew of Ernie Lawrence and Bill Brown, clinched victory in the final race with a third place in his boat, *Two Saints* and a *Magpie*, from Melbourne's Royal Brighton Yacht Club.

The final race was sailed in excellent conditions of 15 knots building to 20 knots by the end of the race, with Rogers making a bold showing by steering *Karabos* to victory.

However, Rogers, who also had a

PMS in race five, could not bridge the points lead of Bertrand who finished the series with a net 14.40 points to Rogers' 20.00 points.

Nevertheless, it was a fine effort by Rogers and his former Dragon crew of Leigh Brehens and Richard Boulton, the Royal Yacht of Tasmania members who have recently moved into the Etchells, Australia's most popular one-design keelboat class.

In Dragons, Rogers won a world championship, the Seawanhaka Cup and the Sayonara Cup in Dragons during an outstanding career that began in Mirror dinghies in Hobart.

Bertrand's scorecard read: 2-3-1-1-pms-3 for a net score of 14.40 after discarding one race, while Rogers finished with a card of 8-1-2-2-pms-1 for 20.0 points.

Third overall in the Etchells nationals in Adelaide was another Victorian, Noel Drennan, skippering *More Elusive*, with 26.7 points, fourth place going to defending champion Peter Chappell sailing *Lu Lu* from Perth on 28.4 points. Best placed NSW competitor was Steve O'Rourke from the Botany Bay fleet who placed sixth overall.

## Beneteau fun and games

The fourth annual Beneteau Regatta was recently held at the Cruising Yacht Club in Rushcutters Bay. 31 Beneteau's of various shapes and sizes joined Guest Commodore, America's Cup skipper Chris Dickson, for two days of

The late Tony Pearson, commodore of the CYCA, 1978-79.



serious fun racing along with some fine wining and dining.

On the first day conditions were perfect with sunny skies and winds of 10-15 knots. The mixed fleet, ranging in size from 28'-50' competed in two close races, with plenty of action around the marks and a few close calls as the bigger boats threaded their way through the fleet. The First 29 *Solacious*, skippered by Colin Davis won both races of the spinnaker division and in the cruising division, the First 325 *Blue Cherry* skippered by Ken Fletcher had a narrow lead over the newer *Eagle Rock*. On day two rain fell nearly all day with winds of 15-30 knots almost dulling the enthusiasm gained at the champagne breakfast. The first boat over the line was the First 405 *Acrux*, followed by David Meldrum's *Encore*.

The Beneteau Regatta '96 jointly organised by the French Australian Chamber of Commerce and Industry and Beneteau, was a great success, with money raised for the Tjandamara O'Shane appeal and for the Kings Cross street kids.

## Olympic Expert Appointed AYF General Manager

The Australian Yachting Federation has appointed the International Sailing Federation's Olympic manager, Phil Jones, as its new general manager.

He took up his position in early January and will have a major input towards the planning of the yachting regatta at the Sydney 2000 Olympics, having had extensive management experience at Barcelona and the Atlanta Games regatta at Savannah.

AYF President Bruce Dickson, in announcing the appointment, said: "Phil Jones is a highly skilled administrator and organiser...a 'doer'. The AYF's board believes he has the capability to structure the AYF in the right direction quickly.

"He will be starting with as clean a sheet as we can possibly leave him so he can build his own staff and management system that will allow the National authority to get on with the job."

The AYF has been without a chief executive officer since last August, with Bruce Dickson acting as honorary administrator until his recent appoint-



Some of the action from the Beneteau Regatta

ment as President of the AYF following the election of a new Board.

Glenn Bourke, SOCOG's competition manager for sailing for Sydney 2000, who was a coach with the Australian team at the Olympics, commenting on Jones' appointment, said: "Everyone thought he was fantastic. He is very knowledgeable, was competitor orientated and has good people skills.

"His experience will be invaluable in the support he can give to SOCOG in the lead-up to 2000, with so many major regattas to be staged in Australia as well as the Games. He knows so many people in the sport and in the ISAF where he is well respected.

"This will make our dealings with the ISAF so much smoother," Bourke said.

Jones was a staff member of England's Royal Yachting Association (RYA) before he formed Waterfront Sport Management Ltd, a company specialising in sailing and water sports event management, sponsorship and consultancy in 1991.

Jones was the ISAF race management consultant at the 1992 Barcelona Olympics and managed the involvement of the ISAF in its first World Sailing Championship, held at La Rochelle, France. This event attracted more than 1500 competitors from 91 nations. In 1994, he carried out the same role at the ISAF World boardsailing championship and has helped format the 1997 World boardsailing championship to be held in Perth, Western Australia - Peter Campbell.



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5. Lord Howe Island to Port Stephens and Sydney - April 17-22 . \$750

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## Biggles Flies Undone

OFFSHORE'S erstwhile correspondent, Biggles, made a flying visit to his home town for the start of the Telstra Sydney to Hobart. To justify his spot on a media boat he penned this epistle from the flight deck.

I have this technique for sneaking onto media boats at regattas that I perfected at the America's Cup. It involves new Topsiders, a spirax notebook and the ability to drop names such as Rupert Murdoch, Ted Turner or Walter Cronkite without the slightest hint of shame.

I won't go into the details except to say that the press boat is absolutely the best way of watching the Hobart race start without being on a boat that is actually going to Hobart which, as we all know, means being cold, wet and uncomfortable quite a lot of the time. Although, it does beat crouching in an overturned hull for five days waiting for the Navy to bring you a rum and coke to ease the frostbite.

My days of gunwale bum being long gone and having been out of the

sel we bypassed Waterways no-go channels and floating blue heelers busily snapping at the ankles of a surprising number of spectator boats. Doesn't anyone work around here I thought, it's only Friday after all?

The genuine media persons on board were working all right, working themselves into a veritable frenzy. One could hardly hear one's beer can pop over the racket of high speed shutters, clatter of F-stops and the shrill buzz of mobile phones - "No, it's spelt S-Y-D-N-E-Y, as in Sydney, C-O-N-D-O-R as in big bird, E-L-L-E as in McPherson". I was well ensconced in a quiet corner next to the sandwiches and alcoholic beverages when I had the misfortune to be spotted by OFFSHORE Editor Peter Campbell, a man with a photographic memory for unfiled copy and missed deadlines. Eight years was as nothing and next thing I found myself tasked with doing a piece on the Telstra Sydney-Hobart race, "the usual Biggles style fiction," he added.

I protested that I had wandered on to the press boat by mistake, my word processor had been processing cobwebs for eight years and that I had been out of the country and sailing for so long that I didn't know the difference between IMS and PHS and whatever happened to the IOR anyway?

He then pointed out, rather unfairly I thought, that I had written Biggles Column for 18 years without knowing the first thing about ocean racing, so what was the difference? Hoist on my own halyard, so to speak, I agreed to tap out a few words of wisdom for the post-Hobart issue, a decision I knew would excite both of my former regular readers in the retirement village.

Seeking local colour to give my proposed article a bit of zip I wandered

down to the CYC during the week before the race. The most common colour seemed to be amber and I was remarking on this when we were pulled over by the highway patrol and breathalysed. Fortunately the ferry driver passed the test, leaving me contemplating how much the rules had changed while I had been out of the country.

On the other hand it seemed that, at first glance, little had changed at the CYC. There were the *Southerly* crew in heavy training as usual. They told me that they had managed three sail training days, one day on the slips and 48 crew tactical meetings during the months leading up to the Hobart race. This was serious stuff and after attending one of the tactical meetings I lurched away with nothing but admiration for their training regimen.

A blast from the past was the gathering of the *Apollo-Ballyhoo-Gherkin* crews to witness the presentation to the CYC of half-models of *Ballyhoo* and the *Gherkin* (alias *Ballyhoo*).

I could not help reflecting that, had all of the crew members of the three Jack Rooklyn racing boats turned up for this event, it would have to have been held at the SCG. This was partly due to the high turnover of crew that was a feature of the Rooklyn racing fraternity, in connection with which I hold a prized record - for my first appearance on *Ballyhoo* I was hired and fired by Jack in the space of 30 seconds.

As race day approached, the local colour flowed even more freely and the lower bar in particular was a veritable minefield for the unwary. Then I began to notice a few irregularities - Rolf Mische was drinking soda water. Mein Gott! And when I was told that Frizzle was to be married in Hobart after the race - the very foundations shook! Will life as we know it at the CYC ever be the same again?

**"I protested that I had wandered on to the press boat by mistake, my word processor had been processing cobwebs for eight years and that I had been out of the country and sailing for so long that I didn't know the difference between IMS and PHS..."**

country for over eight years, I thought I would practice for the Hobart start by trying out my technique at the Canon Big Boat Challenge. All went well and I stepped aboard clutching my thermos of gin and tonic disguised as a telephoto lens case and off we sped to watch the maxis strut their stuff around Sydney Harbour. As an official media ves-



A few famous faces were to be seen including Chas from Tas who displayed some hitherto unrevealed form as an art lover, having brought with him from the Phillipines a collection of paintings of well known yachts which he intended to sell to their owners. Unfortunately Rupert Murdoch gave the race a miss this year as did a few others on his potential buyers list and Chas found the fine art market at the CYC somewhat restricted.

Still masquerading as a yachting journo, albeit now sporting an official press pass issued with considerable misgivings by the Editor, I watched the Hobart start from the comfort of the press boat. The same frenzy was still evident - amongst the media that is. The mobiles were practically melting under the pressure, "No, that's E-X-I-L-E, as in broken start, N-I-N-E-T-Y S-E-V-E-N, as in T-Bone, and that's not a hole-in-the-head, but dead-calm-at-the-heads". From my vantage point next to the Esky I watched the leading boats fall into the hole one by one and *Condor* sail around them all to lead the hotshots out to sea.

As *Condor* swept past us David Kel-

lett had a huge grin on his puss and it must have been a big moment for Tony Paola and everyone connected with the old girl.

On board the press boat we had problems of our own. The grog had run out and we were forced to turn back, leaving the fleet wafting south in smooth seas and a light breeze. There was then no hint of the carnage to follow that same evening when masts were dropping like tree trunks at the Royal Easter Show axeman's championships. Are we too lightly rigged these days, or is leading-edge rig technology leading from too far out in front?

The same question has cropped up with monotonous regularity since the first yachts were built and fools like us started racing them. The late Ben Lexcen used to love debating it, his premise being that the strength/lightness ratio for properly designed racing yacht gear was such that it should fall apart as the boat crosses the finishing line.

What then comes to mind is an image of Australia II winning the last

race of the America's Cup that golden year at Newport, only to break up and sink just as the big Aussie flag was hoisted. Of course, if the numbers are faulty and the R & D is not spot on, the boat will fall apart and sink long before it crosses the finishing line, as John Bertrand found out to his and Australia's crushing embarrassment in San Diego.

As far as the Sydney-Hobart fleet is

**"On board the press boat we had problems of our own. The grog had run out and we were forced to turn back, leaving the fleet wafting south in smooth seas and a light breeze!"**

concerned, the question will never be resolved as long as yachties are willing to take risks at sea with a lighter rig (and sails and everything else) in the quest to win Australia's top ocean racing event. The bureaucratically minded could propose myriads more measurement rules and it will never solve the problem, merely complicate it. That's ocean racing! ▲

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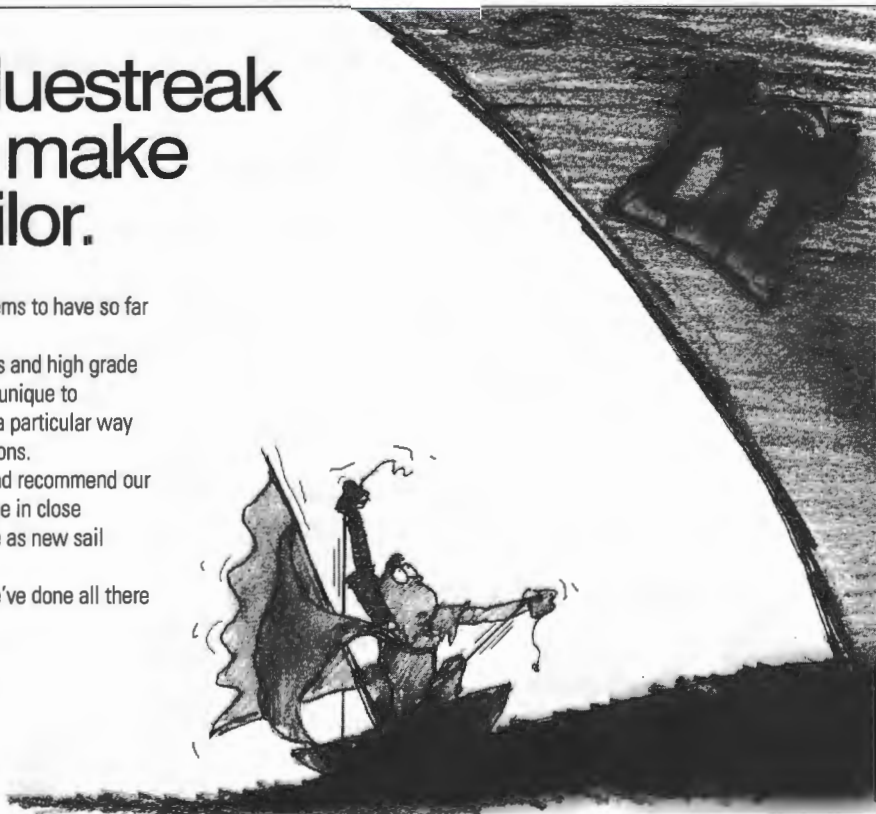
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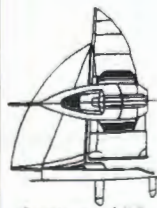
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### MAJOR OFFSHORE AND INSHORE EVENTS IN AUSTRALIA AND OVERSEAS

#### NEW SOUTH WALES, QUEENSLAND,

#### VICTORIA, TASMANIA, WESTERN AUSTRALIA

#### FEBRUARY

- 1 Short ocean race, MHYC.  
8 Milson Memorial Cup, RSYs,  
CYCA Short Haul race to Pittwater.  
RMYS Becks Range Regatta, Heat 3,  
Port Phillip.  
14 Trade Winds Trophy, Flinders Trophy  
passage race to Wollongong, 3rd race of  
Commodore's Trophy, CYCA.  
Short Haul night race, CYCA.  
14 Foster's 1997 Adelaide to Port Lincoln  
Yacht Race and Cruising Division Rally,  
Port Lincoln Yacht Club.  
17-21 Foster's 22nd Lincoln Week Regatta,  
Port Lincoln Yacht Club.  
16 Founders' Cup, Wollongong-Sydney race,  
CYCA.  
22 Short ocean race, CYCA.  
22 RBYC Becks Range Regatta,  
Heat 4, Port Phillip.  
23 Sail for Cancer Research, Sydney Harbour.

#### MARCH

- 1 Short ocean race, MHYC.  
SYC Becks Range Regatta, Heat 5,  
Port Phillip.  
6-9 VYC Australian Grand Prix Sailing Regatta,  
Port Phillip.  
8 Short Ocean Race, RPAYC.  
15 Short Ocean Race, RSYs.  
22-23 Sydney-Mooloolaba ocean race, MHYC.  
VYC Olympic Classes Regatta,

Port Phillip.

- 28 Brisbane-Gladstone ocean race, QCYC.  
28 Sail Sydney '97 Easter Regatta, Olympic  
and Int. Youth Classes, Sydney Harbour.

#### APRIL

- 5 Becks Range Regatta, Heat 6, Port Phillip.  
12-13 VYC Association Cup Regatta, Port Phillip.  
13 CYCA Ladies Day - Jill McLay Trophy  
20 CYCA Digital Winter Series opens,  
Veterans Race for Tradewinds Trophy.  
Pointscore racing every Sunday  
through to July 20.  
CYCA Twilight Racing, Sydney Harbour:

Wednesday evenings (non-spinnaker),  
1800 start, through February and March.

Monday evenings (spinnaker),  
1830 start, through February.

Wednesday afternoon racing,  
Sydney Harbour: October 4 1996 - April 23, 1997 -  
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#### INTERNATIONAL

#### MARCH

- 14-23 Air New Zealand International IMS Regatta  
and Mumm 30 Asia Pacific  
Championships, Royal New Zealand  
Yacht Squadron.  
9 BT Global Challenge, start Sydney to  
Cape Town leg, Sydney Heads.

#### JULY-AUGUST

- 28-14 Champagne Mumm Admiral's Cup,  
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