

Offshore

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

Yachting

APRIL/MAY
2000
AUST. \$4.95*
(NZ \$6.50 inc GST)
PP297537/00113



**Sydney
to
Hobart**
Tap turned
on for water
ballast

Destination:
Whitsundays

CYCA's Sydney -
Mooloolaba race

Kiwi's Cup coup



BMW Sydney, Rushcutters Bay.



Our automatic car wash.

The legs you see in this picture belong to John. His job is to make sure when you drive away after a service at BMW Sydney, your car looks as good as the day you drove it off the showroom floor. And we can honestly say, when it comes to detail, no one is as driven as John. Of course, he's not alone. He's only one of five staff dedicated to this sole task. And obviously, we do mean dedicated.



**BMW Sydney,
Rushcutters
Bay.**



It's quite selfish really, but we've always believed that if you look good, so do we. From the way we service your car to the way we serve you a coffee while you wait, it's what makes BMW Sydney a world of BMW. BMW Sydney, 65 Craigend Street, Rushcutters Bay. 9334 4555. www.bmwsydney.com.au

Offshore

Yachting



THE CRUISING YACHT CLUB OF AUSTRALIA

New Beach Road, Darling Point
NSW 2027 Phone: (02) 9363 9731
Fax: (02) 9363 9745
e-mail: cyca@bigpond.com

FLAG OFFICERS & DIRECTORS

COMMODORE: HUGO VAN KRETSCHMAR

VICE-COMMODORE: HANS SOMMER

REAR COMMODORES: ROGER HICKMAN,
MARTIN JAMES

TREASURER: ALAN GREEN

DIRECTORS: TONI CLARKE, GEOFF CROPLEY, GEOFF
LAVIS, JOHN MESSENGER, ROD SKELLET,
DON TELFORD

CHAIRMAN, CLUB COMMITTEES

SAILING COMMITTEE:

VICE COMMODORE HANS SOMMER

MARINA & SITE COMMITTEE:

DIRECTOR JOHN MESSENGER

MEMBER SERVICES & SOCIAL COMMITTEE:

REAR COMMODORE ROGER HICKMAN

TRAINING & DEVELOPMENT COMMITTEE:

DIRECTOR DON TELFORD

AUDIT & PLANNING COMMITTEE:

REAR COMMODORE MARTIN JAMES

SAILING MANAGER: PHIL THOMPSON

EDITOR

Peter Campbell

PH: (02) 9869 8197 Fax: (02) 9869 8082

e-mail: peter_campbell@bigpond.com

EDITORIAL CONTRIBUTORS:

MELBOURNE - Kevan Wolfe (03) 9560 8674.

HOBART - Bruce Montgomery (03) 6224 2196.

BRISBANE - Ian Grant (07) 3349 9147.

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

DESIGN

Ian Lenton

Acacia Stichter

PHOTOGRAPHERS

Ian Mainsbridge, Sydney (02) 9629 8460

Richard Bennett, Hobart (03) 6229 2559

ADVERTISING

Jan Cooke (02) 9452 2093.

Fax: (02) 9542 1782

email: cookie@loom.net.au

PUBLISHED BY

Jamieson Publishing

PO Box 197, Cronulla, NSW. 2230

Phone: (02) 9544 1501 Fax: (02) 9544 1502.

email: larry@jamiesonmedia.com.au

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.

DISTRIBUTION: Network Distribution Co, 54 Park Street, Sydney 2000.

The opinions expressed in this magazine are not necessarily those of the Cruising Yacht Club of Australia nor the Publisher. All rights reserved. No part of this publication may be reproduced in whole or in part without the written permission of the Publisher.

* The cover price of \$4.95 (NZ \$5.95) is the recommended maximum charge for this publication.

PRINTED BY ROTARY OFFSET PRESS

COA

2000 Telstra Sydney to Hobart

FASTER MAXIS & WATER BALLAST 4

The Cruising Yacht Club of Australia has increased the IMS and IRC upper speed limits and turned on the tap for water ballasted IRC yachts in the 2000 Telstra Sydney to Hobart Yacht Race.

MAXI OWNER'S OPPOSITION 6

George Snow, owner/skipper of the IMS maxi yacht *Brindabella* expresses his opposition to the proposed changes.

SAILING COMMITTEE VIEWPOINT 7

Hans Sommer, Chairman of the CYCA Sailing Committee, explains the Club's reasons for the changes in the IMS and IRC upper speed limits and the acceptance of water ballasted yachts racing in the IRC category.

DESIGNERS SUPPORT CYCA 8

Australian and international yacht designers support the CYCA moves.

COMMODORE'S REPORT 18

CYCA Commodore Hugo van Kretschmar answers the question: Why do we want superyachts in the Sydney to Hobart?

OPTIMISING 44

Designer Scott Jutson's column - Racing maxis in the Millenium.

Offshore racing

CYCA SYDNEY-MOOLOOLABA 10

The Cruising Yacht Club will conduct the Sunlover Holidays Sydney- Mooloolaba Race, starting April 15, to complete the 1999-2000 Blue Water Pointscore program as scheduled.

COFFS COAST HIT-OUT FOR KENWOOD 12

Yachts chosen in the P&O Nedlloyd Australian team for the Kenwood Cup, together with other yachts heading for

Contents

Hawaii will contest the inaugural IMS Australian championship as part of the Workforce International Coffs Coast Race Week from April 8-14.

MILLENIUM CUP IN NEW ZEALAND

22

Many of the superyachts expected in Sydney for the Olympics and, hopefully, the 2000 Telstra Sydney to Hobart, competed in the Royal New Zealand Yacht Squadron's remarkable Millennium Cup off Auckland.

America's Cup 2000

KIWIS COUP IN CUP

14

Team New Zealand wins the 30th Match for the America's Cup, beating Italy's Prada 5-0. Now the challenges are pouring in for America's Cup 2003, including the Royal Sydney Yacht Squadron on behalf of perennial challenger Syd Fischer.

Sydney 2000 Olympic Games

AUSTRALIAN TEAM - EXCEPT 49ers

20

The Australian Olympic team has named the largest and strongest sailing team ever for the Sydney 2000 Olympic Games - except for the 49er crew which is still subject to appeal.

Destinations

GO WHITSUNDAYS

24

Annual review of what's happening in the wonderful Whitsundays, including the Hog's Breath Race Week and a Sydney 38 fleet for Hamilton Island

Special features

PROFILE OF A V.O. 60

37

Special feature on the 2001-2002 Volvo Ocean Race, including a profile of a Volvo Ocean 60.

HERE'S TO A HALVO

42

Tribute to Harold Halvorsen, still head of Halvorsen Boats at the age of 90.

ON THE COUCH WITH "BARNEY"

50

Offshore's new Victorian correspondent, Andrew Palfrey, interviews Melbourne international yachtsman Ian "Barney" Walker.

designs for 2000

LYONS 60

36

David Lyons designs a new 60-footer for the Sailors with disabilities team - who are helping with the building.

BENETEAU OCEANIS CLIPPER 331

40

Offshore test sails Beneteau's latest family cruiser, the Oceanis Clipper 331.

Other races, regattas

FESTIVAL OF SAIL - GEELONG

48

Sailing conditions were tough afloat for this year's Bundaberg Festival of Sail at Geelong, but great fun ashore.

BMW SYDNEY WINTER SERIES

54

The popular BMW Sydney Winter Series kicks off on Sunday, April 30, with the traditional Ladies' Day Race.

WOLLONGONG WEEKEND

55

Brindabella sets a record in the race to Wollongong but the fleet had a slow trip home to Sydney after another great weekend at the "Gong".

BASS STRAIT RACES

56

Gales decimated the fleets in the Melbourne to Hobart and Melbourne to Devonport Races, with just one boat finishing the West Coaster.

Regular features

WHAT'S NEW

46

The latest new products for boat owners and their crews.

NEWS FROM ALL PORTS

59

Yachting news from around Australia and overseas, including the Etchells Worlds.

YSA SPONSORS

57

Sponsors are giving great support to the CYCA's Youth Sailing Academy

YACHTING CALENDAR

64

Calendar of major offshore and inshore races and regattas for the rest of the year.

COVER: Team New Zealand's victorious skipper Russell Coutts holds the America's Cup aloft after the Kiwi's magnificent 5-0 win over the Italian's off Auckland, in the 30th Match. (Clive Mason, Allsports)

TELSTRA SYDNEY TO HOBART CHANGES

**CYCA increases IMS, IRC upper speed limits,
allows use of water ballast**

International yacht designers and owners of "turbo-charged" maxi yachts have applauded the Cruising Yacht of Australia's decision to open up the Sydney to Hobart to faster maxis and water-ballasted yachts.

The Cruising Yacht Club of Australia has announced that upper speed limits for the Telstra Sydney Hobart Yacht Race will be increased for both IMS (International Measurement System) and IRC (International Rule, Club) rated yachts.

The Club has also opened the way for all eligible yachts with water ballast as an integral part of their rating to sail with water ballast in the IRC handicap category of the ocean classic.

Two prominent Australian yacht owners are already taking advantage of the higher speed limits for IMS and IRC and the use of water ballast by yachts racing under IRC, while more overseas entries are expected for the 2000 Sydney to Hobart.

However, George Snow, owner/skipper of Australia's fastest conventional IMS maxi yacht, Brindabella, is not planning any changes to his Jutson 76, launched back in 1993. He has also questioned the need for both higher speed limits and the extended use of water ballast in the Sydney to Hobart Race. "The variation of entry limits will not, in my view, see an increase in these (maxi) yachts, but more an encouragement to inappropriate yachts being entered," he told OFFSHORE.

Sydney-based New Zealand yachtsman Neville Crichton says that as a result of the CYCA's "positive step forward" in lifting the IMS speed limit, he will campaign his

new 79-foot maxi yacht in the 2000 Telstra Sydney to Hobart and again in 2001.

The Reichel/Pugh-designed maxi is currently being built in Sydney by McConaghy Boats and will go to New Zealand mid-year to have its mast stepped. It will then be sailed back to Australia for Hamilton Island Race Week and the Sydney to Hobart.

Melbourne yachtsman Grant Wharington also announced that because of the CYCA's decision on water ballast he will go ahead with plans to extend the overall length of his already successful maxi Wild Thing from a 70-footer to an 80-footer.

"After the 50th Adelaide to Port Lincoln Race we will cut off the bow just for'ard of the mast and add a new, longer bow section," Wharington announced. "This will bring the boat to the new upper limit for the IRC handicap category and the CYCA decision means we can race with water ballast.

"It's a great move ahead by the CYCA for the Sydney to Hobart Race and will attract many of the fastest boats from overseas, both the IMS maxis and water ballasted yachts which race under IRC.

The IMS and IRC upper limits have been set near or around the marks established for the world fleet of current racing maxi yachts, and will allow these boats to be competitive in the Sydney Hobart Yacht Race. The IMS limit will be set at a minimum of 470 seconds per mile, and the IRC TCC at 1,600. The Club's Performance Handicap System will remain unchanged.

Confirming the CYCA's ongoing position with water ballasted yachts, Commodore Hugo van Kretschmar said that in addition to these new limits, the CYCA would accept the certificates provided by the relevant rating authority. These would be used without alteration by special race regulations.

"This will ensure that both water ballasted and non-water ballasted yachts will comply with their IRC certificates," Commodore van Kretschmar explained. "In other words, every yacht with water ballast endorsed on its IRC certificate issued by the Royal Ocean Racing Club may choose to compete using water ballast in the IRC category.

"The Club is confident that these adjusted speed limits will attract a wider range of competitors to challenge for the coveted race record, which I believe will remain as one of the great yachting challenges in the world," he added



Magna Data, the Open 60 which Sydney yachtsman Sean Langman skippered in the 1999 Telstra Sydney to Hobart without water ballast. (Pic - Richard Bennett)



2000 Telstra Sydney to Hobart

2000 Telstra Sydney to Hobart

Can a fresh fruit
business grow
on the net?

“Just get me **Telstra.**”



When two Melbourne entrepreneurs had a fresh idea they wanted to turn into a business, they called on Telstra.

eatfresh (www.eatfresh.com.au) has since become an eCommerce success story. We've helped Jadde Steedman and Anne Vinton build a fruit and vegetable market on the Internet, and now the entire Melbourne metropolitan area can order their oranges, lettuces and avocados with the click of a mouse.

TM

“Telstra's eCommerce solution showed how we could make money off the Internet”.

eatfresh knew their market loved fresh produce, but were loath to pass credit details on to a new company over the net, so they asked us for a solution.

Our answer in this case, was a Telstra eCommerce solution that ensures privacy by using secure links to the customer and the EFTPOS network.

Now, with the reassurance of the Telstra name, Melbourne is discovering that the best place to pick fresh fruit, is off the net.

If you're wondering how we can turn your idea into an eCommerce business or provide answers to your business needs, here's a simple solution – just talk to us.

Telstra eCommerce

For your Telstra business solution contact your Telstra business representative or call FREECALL™ 1800 003 006* or visit www.telstra.com.au/business_solutions

Telstra
Making life easier™

CYCA moves on maxis, water ballast



George Snow, owner/skipper of the IMS maxi yacht, Brindabella. (Pic - Peter Campbell)

George Snow, owner/skipper of the IMS maxi yacht Brindabella, has expressed his opposition to the Cruising Yacht Club of Australia's decision to raise the IMS and IRC upper speed limits and to accept the entries of eligible water-ballasted yachts in the IRC category of the Sydney to Hobart Race.

The following is an abridged version of his letter to Commodore Hugo van Kretschmar, published with the permission of both parties.

Water Ballast:

Whilst following the general line of reasoning that water ballast boats are in more general operation than has been the case in past years, they are generally a specific design response for a number of issues, but especially long distance round the world ocean racing. The development of the Whitbread 60

Is this the way to go? asks George Snow

class and the Open 50s and 60s used in round the world sailing are a quite specific response to get performance and appropriate ballast ratios with lower crew numbers and for a round the world race. They have little relevance to the needs or aspirations of blue water racing as administered by the Cruising Yacht Club of Australia for its members.

It does appear that the surplus of these boats after these events has now put pressure on yacht race administrators to find a second and continuing use for these yachts, usually as a fully sponsored commercial platform. These are problems that lay with the boat owners and should not necessarily be adopted by club administrators.

We are all aware, and particularly so since last year's Sydney to Hobart, of the enormous performance enhancing concepts of water ballast. However, I don't know whether we have generally faced up to encouraging water ballast behind the initial scope of these yachts, which have been specifically engineered for this task.

Encouragement of water ballast under the IRC configuration will ultimately lead to more conventional boats being retrofitted or re-engineered to the use of water ballast. Do the owners fully understand the structural and sailing risks? Do the administrators of the rules and races understand? Or care?

Having regard to the serious issues raised in the 1998 Sydney to Hobart

and the subsequent appropriate emphasis on safety and prudent seamanship, is this the correct direction for the CYCA as the premier ocean racing club in Australia?

Increase in maxi limit:

I am fully aware that the CYCA has struggled to establish an appropriate upper limit in the past 10 years and the transition from the IOR or IMS rating system. For some years the club has adopted, I believe, the correct method of fixing this at the general purposed rating used for ILC 70s, currently at 492 seconds per mile.

The 470 seconds per mile proposal is presumably to allow turbo charged maxis and/or sleds to be sailed to Hobart. However, we are all aware that the Sydney to Hobart is very rarely a light downhill run and, in fact, usually quite the contrary with strong southerly winds in very difficult seaway conditions. Have we already forgotten the lessons of the 1998 Sydney to Hobart?

Once again, one just has to ask the question - why are we doing this? The current speed limit, or thereabouts, was obviously adequate for well balanced, all-round maxi yachts and the lack of these in previous years has not been because of the Hobart upper limit, but more to do with the general decline in IMS maxi yachting throughout the world.

The variation of the entry limits will not, in my view, see an increase in these yachts, but more an encouragement to inappropriate yachts being entered.



2000 Telstra Sydney to Hobart

2000 Telstra Sydney to Hobart

Yes it is! says the CYCA Sailing Committee

Hans Sommer, Vice Commodore of the Cruising Yacht Club of Australia and chairman of the Sailing Committee, explains the reasons behind the Committee's decisions on the IMS and IRC upper speed limits and on water ballast.

The Telstra Sydney to Hobart yacht race is an event that captures the imagination of yachtsmen around the world and is a compelling event for sailors in their annual sailing calendar.

Many sailors believe that the Sydney to Hobart Race holds a certain mystique due to the fact that there has been, from its inception some 55 years ago, an upper limit as to the size of a yacht allowed to compete.

The mighty racing yacht *Kialoa III* held the race record for what seemed an eternity, until the beautiful grand prix racing machine *Morning Glory* broke the long-standing record in 1996. Then, by the grace of the weather, another modern sloop, *Nokia*, cascaded to Hobart in 1999 ahead of the most consistence race performer in recent times, *Brindabella*, and many other high performance craft, to again reduce this highly prized Telstra Sydney to Hobart Race record.

This established beyond any doubt that the weather was the main player in establishing this record with yachts as small as 40-footers finishing inside the time set by *Morning Glory*.

The Cruising Yacht Club of Australia Sailing Committee set about researching the current world fleet of maxi yachts in an effort to establish the direction of this small, but highly specialised fleet. The Committee investigated races around the world in which they competed and the handicapping upper "speed limits" which were imposed upon them.

This factual research of rating certificates showed that many of the fleet had undergone some small

modifications to increase the boat's performance, predominantly, however, in lighter winds.

There was also a newer style of boat that the IRC measurement system developed in England, catering for yachts with water ballast as well as yachts with fixed ballast.

The CYCA Sailing Committee reviewed the upper speeds limits for the two offshore racing handicap methods supported by the Australian Yachting Federation (AYF) - the International Measurement System (IMS) and the International Rule, Club (IRC). Yachts participating in the Telstra Sydney to Hobart Race must hold a current valid IMS or IRC rating certificate and comply with the rules of these handicap categories.

Following this research, the Sailing Committee recommended that the IMS ILC limit be set at a minimum of 470 seconds per mile and the IRC limit be set at a maximum TCC of 1.600. The Performance Handicap System (PHS) was recommended to remain unchanged.

The Sailing Committee also resolved that the certificate as provided by the relevant authority would be used without alteration. This ensures that both water ballasted and non-water ballasted yachts must comply with their IRC certificate. This means that for a boat to use water ballast her IRC certificate must be endorsed "Water Ballast" and the number of crew is as shown on the certificate.

The Sailing Committee put these recommendations to the Board of the CYCA, which endorsed them for



the 2000 Telstra Sydney to Hobart Race.

It should be noted that both the IMS and IRC measurement systems used are often adjusted yearly as the computer predictions are modified.

The Board of the CYCA is confident that these adjusted speed limits will ensure that the Telstra Sydney to Hobart Yacht race and its coveted race record will remain as one of the great yachting challenges of the world.

The CYCA's decisions will make no change to the Overall winner of the Telstra Sydney to Hobart Yacht Race. The winner of the historic Tattersall's Cup will still come from those yachts racing in the IMS category divisions.

Hans Sommer

For and on behalf of the
CYCA Sailing Committee



Wild Thing, a 70-footer, leads the fleet through the Heads in the 1999 Telstra Sydney to Hobart Race. Owner Grant Wharington has commissioned designers Murray, Burns & Dovell to extend the yacht's bow to make her an 80-footer and will race her with water ballast in the IRC category of future races. (Pic - Howard Wright)

2000 Telstra Sydney to Hobart

2000 Telstra Sydney to Hobart



Yacht designers applaud CYCA

The vast majority of Australian and overseas yacht designers contacted by OFFSHORE Yachting have expressed their strong support for the Cruising Yacht Club of Australia's decision to increase the IMS and IRC upper speed limits and open the way for water ballasted yachts to race in the IRC category of the Telstra Sydney to Hobart.

• Andrew Dovell,

Murray, Burns & Dovell, Sydney:

Overall I think the changes to the upper limit for the Sydney to Hobart race for 2000 are a huge step forward. Water ballast is clearly making in-roads into mainstream yachting and it is good for the premier events to keep up with these changes.

The change to the upper limit for the IMS division reflects what the owners want. Around the world maxi boats are being "turbo charged" with masthead kites and modified keels. These changes make for better boats that owners and crew enjoy sailing. Modifying the limits to suit these changes will entice more interest in the event.

My only concern about the changes relates to the use of the IRC "equivalent maxi" as a second screening for the upper limit. The IRC



Andrew Dovell

rule is very basic, and is intended for club level use, IRC is the acronym for International Rule, Club. I am not convinced this rule will hold up to the pressures of top end racing. I understand that this was about the only way for the CYCA to work water ballasted boats into the equation, and I think it is the right decision given that situation. However I would hope that the IMS rule makers will listen to its constituency as well as the CYCA has and modify the rule for 2001 to allow water ballast as an option to race organisers.

• Jim Pugh,

Reichel/Pugh, USA

We believe that increasing the IMS speed limit and the IRC TCC for the

Telstra Sydney-Hobart Race 2000 and allowing water ballasted yachts to be rated will be a very positive move for this classic race and for offshore racing.

There is now more than ever a wide variety of offshore eligible racing yachts and they should be encouraged to race, despite the difficulties of handicapping. Encouraging larger fleets and embracing varying concepts should prove very positive for offshore racing growth and yacht development in general.

• Kell Steinman,

Steinmann & Associates, Sydney

I welcome the foresight of the CYCA in making these changes. The new limit of 470 secs/mile is a vast improvement on the existing limitations.

These changes will give courage to many owners who have been put off from building maxi's by the uncertainty of where the limit may be next year. It will attract overseas entries and goes some way towards restoring confidence in owners I know

who have lost interest in proceeding with an expensive and demanding project.

There is one area however that still needs to be addressed and that is the question of crew restrictions on water ballasted yachts. Water ballasted yachts are designed initially more tender than they would be if designed without provision for water ballast. In other words, water ballasted yachts require water ballast to give them the righting moments required to achieve the power designed into the yacht in the first place.

To restrict crew numbers to the suggested 66% of the normal weight allowed under IMS becomes a safety issue. If we take, for instance, a yacht which normally sails with 6 crew and limit the number to 66% of this or 4 crew is just not sufficient to safely operate a 35-40 foot yacht in the Sydney Hobart running 24 hour watches.

This is even more of a problem to a maxi. Take for instance, *Marchioness*, allowed 22 crew under IMS, would be limited to 13.33 crew.

• Alexander Simonis,

Alexander Simonis Naval Architects, Cape Town.

"Our design office has been looking at this carefully since the 50th Sydney Hobart where at the time we had to seriously clip the wings of our maxi Broomstick which, due to its heavily biased downwind abilities, did at the time did not fit in well at all.

For the coming event we are working with Ludde Ingvall to possibly enter our 79' IRM Maxi Tokolosh and are faced with a similar problem and as such very much welcome the increase of the limits as previously set.

I applaud a limit which is set to such heights that it will be a challenge for designers to reach it without creating ludicrous or unsafe crafts.



2000 Telstra Sydney to Hobart

2000 Telstra Sydney to Hobart

Past Commodore's comment on water ballast

John Brooks, a Past Commodore of the Cruising Yacht Club of Australia and one-time columnist for OFFSHORE (as "Biggles") comments on the CYCA's moves on water ballasted yachts.

"Water ballasting" to quote Bob Fisher, "is power for nothing". It appears to be on the way to wide acceptance in Europe - e.g. The Maxi One Design Class, and Mount Gay 30's. It removes the need to have self-tacking ballast camped on the weather rail day and night, which has to be good, right? Maybe it is the wave of the future.

Nor is water ballasting inherently unseaworthy. Volvo 60's, are exciting boats - with that sort of power, why wouldn't they be? They race in the toughest of environments, the Southern Ocean, and no one has ever suggested they are unseaworthy. Conceivably, the concept could find useful applications in cruiser-racers, especially for short-handed cruising. In fact, it has been appearing in custom designed cruising boats for decades.

Where I take issue with the Commodore is over his assertion that the main reason *Nokia's* victory in the 1999 Telstra Sydney-Hobart Race became controversial is because power reaching conditions are uniquely suited to water ballasted boats. Water ballasting is "power for nothing" on all points of sail. It's irrelevant whether a Volvo 60 can or cannot beat an IMC Maxi to Hobart in normal (sic) conditions; once



There may be more Volvo 60s in the 2000 Sydney to Hobart as a result of the CYCA changes. In 2001 the Hobart Race will be a leg of the Volvo Ocean Race around the world. (Pic - Rick Tomlinson)

you accept water ballasted boats into the Sydney-Hobart Race, other designs are facing obsolescence.

Ocean racing is a dynamic sport, and water ballasted yacht design is part of its ongoing development. It has a lot going for it at the top levels of ocean racing, which is where the CYCA plays. At the very least the Club should be experimenting with it, and having the Volvo 60's competing as a class in the 2001 Sydney-Hobart Race is an entirely appropriate way of doing so.

Whether or not water ballasting becomes accepted practice will be taken out of the CYC's hands by owners, designers, and the ORC. *Nokia* merely rang the warning bell.

John Brooks



• NO RUNNERS • NO OVERLAPPING JIBS • OWNER/AMATEUR DRIVER

The Best One Design by Farr®

You know where you are when you cross
the line in a Farr 40 One Design!

FARR
INTERNATIONAL

AUSTRALIA

Farr International (Australia)

Tel: 61 3 9854 6280

Fax: 61 3 9852 9333

Email: shane@farrint.com.au

Website: www.Farr40.org

Enquiries

Shane Tyrrell 0412 569 654

Jason Rowed 0414 332 255

- Project Management
- Yacht Design
- Brokerage

dk

DIAN KREATIF
SDN. BHD.

The Cruising Yacht Club of Australia's decision to run an ocean race scheduled on the offshore calendar, has been vindicated by

Bluewater in t

Without question, the CYCA's Bluewater Pointscore is the major championship series on the Australian ocean racing calendar, including the Sydney-Gold Coast, Sydney to Hobart and Sydney-Mooloolaba Race. The honour roll of past winners speaks for itself.

Thus, there was considerable concern when Middle Harbour Yacht Club, which had been running a race to Mooloolaba for more than 30 years, and were scheduled to conduct the 2000 race, elected not to run the event as listed on April 15. Instead, Middle Harbour decided to support the Coffs Coast Yacht Club in conducting the Coffs Coast Regatta which includes the inaugural Australian IMS and IRC championships from April 8-14.

Unfortunately, this has left yacht owners forced to make the choice between events, a clash of dates that both the CYCA and MHYC have since agreed should not happen again. With the support of other Sydney-based clubs that foster offshore racing, a joint program will be developed for the 2000-2001 season that will allow all competitors to race without compromise in the events of their choice.

The end result for this season is that the CYCA will conduct a race to Mooloolaba with the cooperation of the Mooloolaba Yacht Club on the Queensland Sunshine Coast, starting on Saturday April 15. "We were obliged to run the Sunlover Holidays Sydney - Mooloolaba Race on April 15 as it has been listed in our sailing program as the last race of the CYCA's Bluewater Pointscore for over 12



John Storey's *Atara*, skippered by Roger Hickman, holds a narrow points lead from George Snow's *Brindabella* in the CYCA's Bluewater Pointscore going into the Sunlover Holidays Sydney-Mooloolaba Race starting April 15. (Pic - Ian Mainsbridge)

months. It has been the deciding race of the series for at least ten years," said CYCA sailing manager Phil Thompson.

"Running this race is also in keeping with the Club's history of conducting long ocean races and emphasis on safety and crew training," he added. "It is important that long ocean passages feature regularly on the Australian sailing calendar to give crews the opportunity to test their seamanship skills and gain the experience necessary to compete in a Category 1 race such as the Sydney to Hobart."

Despite the clash of events, the CYCA expects a fleet of up to 50 yachts to race north to the popular and hospitable yacht club on the Sunshine Coast headed by the two major rivals for the title of 1999-2000 Bluewater Champion, John Storey's skippered by Roger Hickman Lyons 43, *Atara*, and George Snow's *Jutson* 76, *Brindabella*.

Going into the Mooloolaba Race, *Atara* held a lead of just three points from *Brindabella* in the major IMS pointscore and a virtually unbeatable 20 point lead under IRC handicapping. *Atara* gained that vital edge as a result of consistent results in the CYCA's races to and from Wollongong in February and has 372 points on the board to *Brindabella's* 269.

There's a big gap to the next boats on the Bluewater Pointscore, both IMS and IRC, but the competition is just as fierce for the honour of even a third overall. In IMS, *Kingtide* is on 303.5 points, just two points ahead of Ed Psaltis and Bob Thomas' *Hick 35*, *AFR Midnight Rambler*. On 291 points is Jim Dunstan's veteran *Currawong 30*, *Zeus II*.

In IRC, *Atara* has 390 points on the board going into the Mooloolaba race, while Middle Harbour Yacht Club member John Walker has his little

cean race from Sydney to Mooloolaba, as originally
by the closeness of the prestigious Bluewater Pointscore.

he balance



Neil Whiston has elected to sail his Beneteau 40.7, *Fruit Machine*, in the Sunlover Holidays Sydney - Mooloolaba Race rather than Coffs Coast Week to gain more offshore racing experience in the lead-up to the Kenwood Cup in Hawaii. (Pic - Peter Campbell)

Peterson 34, *Impeccable* on 370 points, just one point clear of Warren Anderson's Swarbrick 40, *Wide Load*. So it's down to the wire for second place, at least. Aside from the final race battle for Bluewater Pointscore honours, interest could focus on the performances of two water-ballasted Open 60 yachts, Sean Langman's *Magna Data* and John Biddlecombe's *RSLCom*. *Magna Data* finished fourth across the line the 1999 Telstra Sydney to Hobart without using her water ballast, but *RSLCom* has yet to race in a major offshore event. Biddlecombe has designed the yacht around the hull of the Whitbread 60, *Elle Racing*, was

which never completed for the Whitbread Race.

Water ballasted yachts may enter the IRC category of the Mooloolaba race provided the yacht has a current valid 1999 IRC certificate that is endorsed for use of water ballast; has a stability index not less than 115° or a valid W60 Class certificate; has a maximum total crew weight in kilograms not exceeding the product of the crew number printed on her certificate multiplied by 60; and has a TCC not greater than 1.569. Their performance against the conventional

maxis *Brindabella* and *Marchioness* will be followed with interest. *Brindabella* holds the record for the Sydney-Mooloolaba races conducted by MHYC, setting a time of 1 day 20 hours 1 minute 43 seconds for 469 nautical mile race in 1994, while *Marchioness* is also a past line honours winner.

Wild Thing, Grant Wharington's 70-footer which has inbuilt water ballast, is a late entry for the Mooloolaba Race. The MBD maxi was due to contest the 50th Adelaide to Port Lincoln Race in late March. Wharington has deferred major surgery on the boat to extend her overall length to 80-feet to take advantage of the higher upper speed limit of 1.600 under the IRC handicap category to be introduced for this year's Telstra Sydney to Hobart. Meanwhile, in line with its tighter rules on crew experience and other safety measures for the Sydney to Hobart Race and the Sydney - Gold Coast Race, the CYCA will require competitors in the Mooloolaba Race to satisfy additional safety requirements. While the Sydney-Mooloolaba race is a Category 2 safety race, the CYCA has included a number of the safety requirements which were tried and tested so successfully in the recent Sydney to Hobart.

Sunlover Holidays is also sponsoring two sprint races as part of the Mooloolaba Race, carrying \$6000 worth of prizes.



Brindabella, George Snow's Jutson 78, is just three points behind *Atara* going into the final race of the 1999-2001 Bluewater Pointscore, the CYCA's Sydney-Mooloolaba race. Snow has never won the Bluewater Pointscore despite some great results by *Brindabella*. (Pic - Ian Mainsbridge)

Kenwood Cup contenders at Coffs Coast

The inaugural Australian IMS championship at the Workforce International Coffs Coast Sail Week in April will be a significant lead-up regatta for the official Australian team and other yachts contesting the 2000 Kenwood Cup in Hawaii. Peter Campbell reports.

The Australian Yachting Federation has nominated an official Australian P&O Nedlloyd Kenwood Cup team for the international ocean racing series in Hawaii in August, but there may be a second Australian team as well, headed by past Cup winner Syd Fischer.

The official team yachts, along with most of those expected to make up a second Australian or Club team, will use the Workforce International Coffs Coast Race Week, which includes the inaugural Australian IMS championship, as a vital tune-up for Hawaii. Race Week starts with a passage race from Sydney to Coffs Harbour on Saturday, April 8, followed a week of intensive short offshore racing in the Pacific.

The Australian P&O Nedlloyd team for the Kenwood Cup comprises:

- *Fruit Machine*, Neil Whiston's Farr-designed, Beneteau First 40.7,
- *Smile*, brother Simon Whiston's sistership, and
- *Yendys*, Geoff Ross' Farr 49.

Selection of the team was based on results in the 1999 Telstra Cup, with all three yachts performing well in the regatta, a mix of inshore and offshore races sailed in the lead-up to the Telstra Sydney to Hobart. *Fruit Machine* won the Telstra Cup from *Smile* and *Yendys*,

each boat having at least one first place on corrected time. *Yendys* went on to take IMS Overall honours in the 1999 Telstra Sydney to Hobart Race, but neither *Fruit Machine* or *Smile* raced to



Neil Whiston, whose Beneteau First 40.7, *Fruit Machine*, has been chosen for the Australian team for the 2000 Kenwood Cup, along with sistership *Smile*, owned by his brother Neil, and Geoffrey Ross' Farr 49, *Yendys*. (Pic - Peter Campbell).

Hobart. Rules of Kenwood Cup regatta allow up to three teams from any one nation and in the past there have been several teams representing Australia, Japan, New Zealand and the United States. Teams may be nominated by their National or State authority or by Clubs.

Fischer, who captained the winning Australian team at the 1996 Kenwood Cup and the second-placed team in 1998, is keen to again take his Farr 50, *Ragamuffin*, to Hawaii. Because of his America's Cup commitments in New Zealand, Fischer did not contest the Telstra Cup, the official selection series, but sailed in the Telstra Sydney to Hobart, placing fourth overall.

The Farr 49, *Ausmaid*, a former winner and consistent top placegetter in the Hobart Race, now owned by South Australian Kevan Pearce, is



Bumblebee 5, John Kahlbetzer's MBD 62, which is expected to be part of a second team from Australia at the Kenwood Cup in Hawaii. (Pic - Peter Campbell)

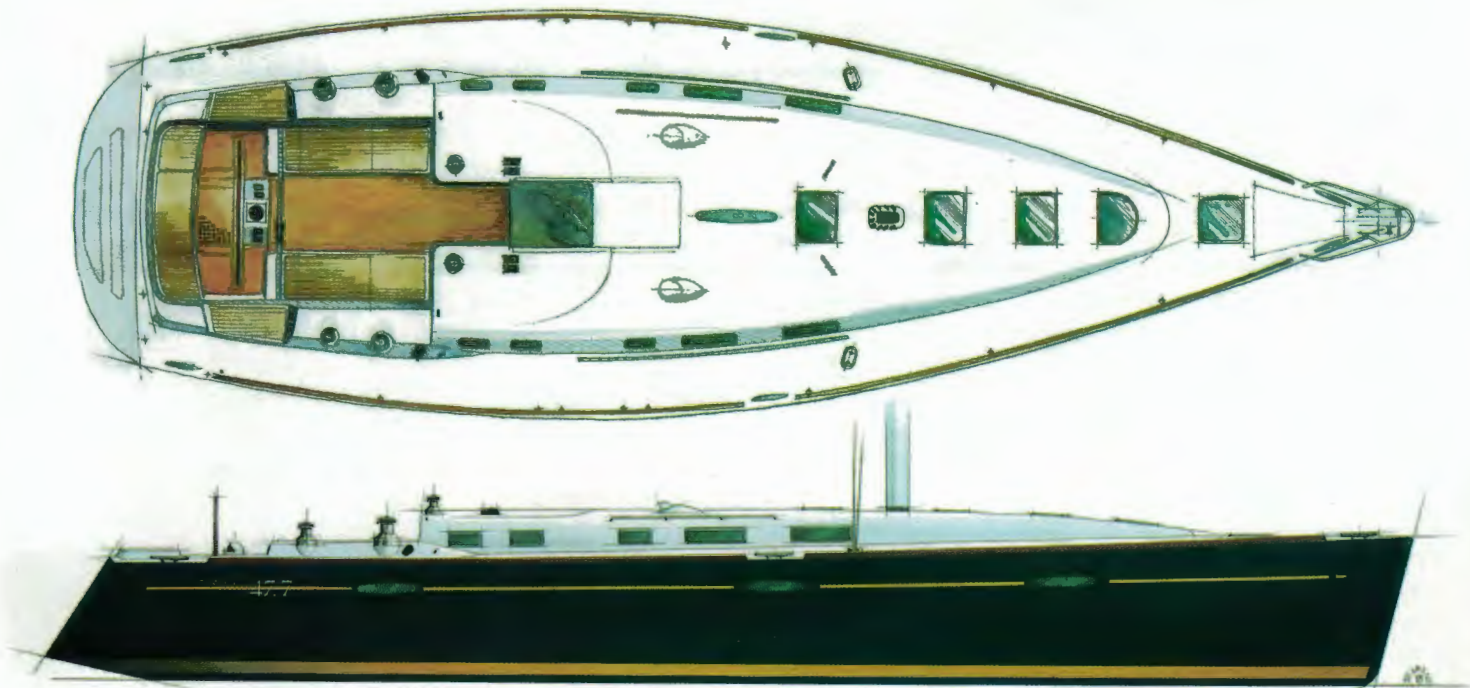
another Kenwood Cup aspirant, as is Rob Kothe's Sydney 40, *Sword of Orion*. The Sydney 62, *Bumblebee 5*, owned by John Kahlbetzer, is already on its way to Hawaii via New Zealand.

Yendys has already entered for the Coffs Coast Race Week, while *Ragamuffin*, *Ausmaid* and *Sword of Orion* are expected to compete in a competitive series.

The Workforce International Coffs Coast Sail Week, a joint venture between Sydney's Middle Harbour Yacht Club and Coffs Coast Yacht Club, has also attracted other grand prix racers. Among them are two well-performed Sydney 46s, sponsor Ray Roberts' *ABN Amro Challenge* which is changing its name to Workforce International, the British yachtsman Nigel Bramwell's *Hawk*. *Hawk* this year has won the Strathfield Pittwater - Coffs Harbour Series, and the major IMS trophy at Geelong's Festival of Sail Regatta Week.



Geoffrey Ross, owner/skipper of the new Farr 49, *Yendys*, and some of his crew celebrate their IMS overall win in the 1999 Telstra Sydney to Hobart. Now they are off to win the Kenwood Cup in Hawaii along with *Fruit Machine* and *Smile*. (Pic - Peter Campbell)



First 47.7, she's going to write a new page in the history books (artist's representation).

— BÉNÉTEAU HAS ALREADY THOUGHT OF YOUR MOST BEAUTIFUL DREAM —

First 47.7, your dreams of the open sea are about to take on a new whole new meaning.

If there is a boat that marks the spirit of the age, the First 47.7 will surely be amongst the most remarkable.

First 47.7, the brightest and the best.

An outstanding yacht, the First 47.7 brings a new dimension in elegance and efficiency. Height, space, room to move freely, comfort... nothing has been left to chance.



The streamlined rig, with keel-stepped mast held in check by three sets of aft-angled spreaders, is in perfect harmony with the long, beautifully drawn lines of the coachroof.

Rarely will a yacht make such an impression on you, and the quality of equipment (Harken, Lewmar, Sparcraft...) will only add to your elation when you sail her.



Yacht Design signature hull driven by the powerful sail plan will have everyone looking. Well-behaved, easily-handled and backed up by the best of equipment - no compromise. The sumptuous cabinetwork and fittings, in the custom yacht tradition, strike a note of classic comfort. The expanse of natural light, generous ventilation and the halogen lighting system remind

you that you are aboard a real First, worthy successor to the 51, 53FS, 456 and 45FS... A wonderful atmosphere of comfort and luxury.

The Bénéteau network, there's always a specialist near you.

Across 5 continents, Bénéteau and their dealers have developed a true commitment-to-service charter: the 'Sailing for Pleasure' Contract®, for you to get the best from your Bénéteau.

First 47.7, performance and luxury, always a welcome surprise.

Racing or cruising, the 47.7 is bound to be stunning. The Farr



When you dream of a boat, you always imagine your Bénéteau.



© 1999 Bénéteau - Illustrations: JP Angley, 5/07/99



BÉNÉTEAU



First 211



First 260 Spirit



First 31.7



First 33.7



First 40.7



First 47.7

Sydney
Bénéteau - Vicsail
d'Albora Marinas
New Beach Road Rushcutters Bay 2027
Tel: 02 9327 2088
Email: info@vicsail.com

Melbourne
Sundance Yacht Sales
Sandringham Yacht Club
Jetty Road Sandringham 3191
Tel: 03 9598 8999

Pittwater
Bénéteau - Vicsail
heron Cove Marina
Queens Parade West Newport 2106
Tel: 02 999 0944
Email: vicsailpitt@ozemail.com.au

Auckland
McDell Marine
11a Akatea Road
Glendene Auckland
Tel: 09 818 7005
Email: mcdelladmin@clear.net.au

Team New Zealand created history with their brilliant 5-0 win over the Italian Prada syndicate in the 30th Match for the America's Cup in Auckland, as Bob Fisher reports.

The Kiwis have kept the America's Cup by the simple expedient of winning five races in a row once more, repeating the triumphal manner in which they lifted it from San Diego in 1996. Their outstanding victory was the first ever successful defence of international sport's oldest trophy by a country other than America.

Team New Zealand's win was completed on the Hauraki Gulf with Dean Barker taking over as skipper of Team New Zealand (NZL-60) from Russell Coutts for the final race. This was a demonstration of the completeness of the Kiwis as a team, rotating several crew members after the first two races.

The vital factors that allowed this decisive victory were the complete unity of the New Zealand crew,


which worked as a team for more than four years in preparation for the Defence, and its ability to match race.

The fielding of three teams in the world circuit with Coutts, Barker and Murray Jones as skippers, gained them greater knowledge of the discipline which was crucial in the one-on-one of the America's Cup XXX. The complete confidence which Coutts had in tactician Brad Butterworth and the way the two worked together, was inspirational. The Italians, led by Francesco de Angelis and Torben Grael, had a powerful crew, but Prada's approach didn't match the Kiwis.

The scenes in the Viaduct Basin were wild when Team New Zealand arrived home after the final race. Prada had already been welcomed in a festive manner, but the huge crowd went wilder as *Black Magic* appeared through the entrance. The Kiwi yacht came to a halt alongside Prada and the two crews went through the mutual congratulations before the Commodore of the Royal New Zealand Yacht Squadron, Peter Kingston, presented Coutts and Barker with the 149 year old

Team New Zealand's bowman raised his hand in salute as NZL-60 crosses the line to win race 2 of America's Cup 2000. (Pic - Allsport/Nick Wilson)

Kiwi coup



silver ewer.

As if by sheer bloody mindedness, the wind failed to blow on some days when there should have been racing, but blew at the required strength with the requisite stability on the scheduled lay days. It seemed that Newport's 1970 and 1983 record of 14 days to complete the America's Cup was to be beaten and the only happy faces were those of the restaurant owners and bar keepers around the Viaduct Basin who reported record business from the frustrated race watchers.

Race 1:

The first day's scheduled race was abandoned, but the following day in a 10-13 knot southerly breeze, *Black Magic*, from the committee boat end, entered the starting area three seconds ahead of *Luna Rossa* and began the pre-start ritual, with the Kiwis protecting the right - which was to become a feature of the match. De Angelis timed his approach perfectly and was three seconds ahead as they crossed the line. Helped by a slight left hand shift, *Luna Rossa* gained and after 3:45, *Black Magic* tacked away. A minute later de Angelis followed and when Coutts tacked, 12:30 into the race, it looked as though *Luna Rossa* would cross ahead of the Kiwis, but Graël called for de Angelis to tack on the black boat's lee bow. Six pairs of tacks later, Coutts had gained to be half a length up as a result of slightly more pressure on the right. As the Italians approached, Coutts put the bow of *Black Magic* down to gain speed and headed for the middle of *Luna Rossa*. It was a match racing stratagem which Coutts and Butterworth had perfected during their long time on the world circuit. Graël called de Angelis to tack in what should have given them a safe lee bow position but as *Luna Rossa* spun round on the new tack, Coutts put the helm of *Black Magic* down and lifted away.

The next thing Graël saw as he looked over the gunwale of *Luna Rossa* was *Black Magic* almost two lengths away to windward.

On the second beat, Coutts loosely covered de Angelis and extended the lead to 1:03. *Luna Rossa* closed on the run by picking up some extra pressure on the right hand side of the course to begin the third beat 25 seconds in arrears. On that beat, Coutts simply sailed away from the Italians and started the final run 1:16 in front, adding another second to that lead before the finish.

Race 2:

For the second race, *Luna Rossa* entered the starting box from the committee boat end. Coutts went deep with *Black Magic* and as he came into the dial-up, he put the helm of the boat over hard and did a "handbrake turn" so that de Angelis overshot where he wanted to be. The Italian attempted a double tack to reinstate his position, but Coutts simply bore away hard and dipped beneath the stern of *Luna Rossa*, gaining a "hook" overlap. The temporary advantage that de Angelis had from the starboard entry was turned to Team New Zealand.

Ten minutes into the race, *Luna Rossa* slowed. There was something fouling her keel and mid-bowman, Max Sirena was grabbing the flossing stick, a carbon fibre pole with a rope tail, from down below when the hook on one end sliced open his head. It was a deep gash and there was blood everywhere. One crewman quickly grabbed the flossing stick while another attended to Sirena. Eventually the boat was stopped and Piero Romeo dived overboard to clear the offending attachment to the keel, 4 metres down. A launch came to take Sirena for medical attention and when *Luna Rossa* was sailing properly again, she was half a mile astern. At the first mark, Coutts led by 2:19 and although de Angelis and

HARKEN

with Cup



Prada's America's Cup challenger, *Luna Rossa*, powers through a wave during the America's Cup Match on the Hauraki Gulf off Auckland. (Pic - Allsport/ Nick Wilson)

his depleted crew gave their all and closed slightly on the next two legs, it was a follow-my-leader race with *Black Magic* winning by 2:43 to make the score 2-0 to New Zealand.

Race 3:

At the third start, *Luna Rossa* entered

from the left hand end of the line and produced a "handbrake turn" similar to that which Coutts had executed in the previous race. It didn't have quite the same dramatic effect because Coutts was ready for de Angelis and able to get on to the Italians' stern, enabling the New Zealander to claim the right.

The starboard tack advantage maintained a superiority to round the first leg 19 seconds ahead. Two legs later, that lead was 1:11 and it stretched

further so that *Black Magic* finished 1:39 ahead to lead the series 3-0

Race 4:

Three days were to disappear before the next race, which was started in seven knots of breeze. *Luna Rossa* entered the starting area from the committee boat and went into a long dial-up, a length and a half apart. With three minutes to go, both peeled off on port tack and *Black Magic* rolled out her Code "0" headsail in an effort to lose the separation, but it wasn't really necessary. *Black Magic's* crew simply out-sailed the Italians and were eight seconds in front when

the gun fired.

Separated by around 200 metres laterally, the two boats began a tacking duel. Five tacks later, *Luna Rossa* crossed ahead of *Black Magic* when Coutts bore away to clear the Italians' stern. That was the turning point of the race. Giving up the advantage of the right was a mistake and Torben Grael was soon to pay the penalty of the decision. The boats split half a mile apart and when they next tacked towards each other, *Black Magic* picked up a little extra pressure on the right and cleared across *Luna Rossa's* bow and tacked three lengths dead to windward. A lead of 45 seconds at the

HARKEN

Cheek Carbo AirBlocks®

Small Boat Composite AirBlocks

50% lighter, with a 60% higher working load than our equivalently sized classic cheek block. Composite-plastic sideplates. Hi-load ball bearings with fitted races. Non corrosive and UV resistant. A new addition to our line of Carbo AirBlocks in 40 and 57 mm sheave sizes.

PERFORMANCE DINGHIES, SMALL KEELBOATS, CATAMARANS



Skipper Russell Coutts holds aloft the America's Cup, surrounded by his crew, after the formal presentation at the end of the 30th Match in Auckland. (Pic - Allsport/Nick Wilson)

Harken Australia Pty Ltd 6/224 Headland Road Dee Why NSW 2099
E-mail harken@deckhardware.com.au Tel: (02) 9905 9400 Fax: (02) 9905 9455



America One leads Prada's Luna Rossa in the final of the Louis Vuitton Cup, but Prada took the series on the final race to earn the right to challenge for America's Cup 2000. (Pic - Allsport/Thierry Martinez)

first mark told the story and even when the wind went lighter, the Kiwis strode away from their opponents to finish 1:49 in front to go 4-0 up.

Race 5:

With a southerly breeze that increased from 17-24 knots, Dean Barker made his debut behind the wheel of *Black Magic* from the committee boat end. Immediately, Barker accelerated on port and tacked to come back towards de Angelis after the Italians had tacked. It resulted in a second dial-up with 1:25 to go. De Angelis tried to gybe round and get to leeward of *Black Magic* with a 'hook' to attempt to force her over the line, but the amount of sternway both boats had made earlier put this out of the question and Barker was able to sail towards the committee boat in complete control, tack when he reached the boat and start with a 12

tacked only three times to *Luna Rossa*'s five and stretched away to 47 seconds at the halfway stage. It was 1:01 at the end of the second run and Barker continued to pull away to 1:13 by the final mark. In a freshening breeze on the final run, de Angelis reduced that to 48 seconds, the smallest margin of a New Zealand win in the series. 5-0 says it all.

RSYS challenges for Syd Fischer

The Royal Sydney Yacht Squadron has lodged a challenge with the Royal New Zealand Yacht Squadron for the 2003 America's Cup on behalf of perennial challenger Syd Fischer.

Fischer had flagged his sixth

second lead.

It was the beginning of the end, and by the weather mark, Team New Zealand's *Black Magic* had a 24 second lead. The Italians gained a nominal two seconds down wind but Barker began to establish his superiority on the second beat, on which he

challenge for the Auld Mug during the Louis Vuitton Cup series in Auckland where his yacht, *Young Australia 2000*, was used as a training platform for a full-on challenge in 2003.

Many of the youthful crew of *Young Australia 2000*, led by 20-year-old skipper James Spithill, are expected to return with Fischer's new challenge. In the meantime, Spithill has embarked on an international round of match racing.

The RSYS, which has been involved in five previous Australian challenges for the America's Cup, also approached the RNZYS to be Challenger of Record for 2003. However, the New Zealanders had already promised this role to Italy's Yacht Club Punta Ala which has again challenged on behalf of the Prada syndicate.

So far 10 teams from seven countries have expressed their interest, or officially lodged a challenge, for the next America's Cup.

Other challenges are expected from the USA along with bids from Great Britain, Germany, France, Switzerland and Japan.

Peter Campbell.



Supporters crowd the water and shore in Auckland to welcome the America's Cup combatants after Team Zealand's fifth and deciding victory. (Pic - Allsport/Nick Wilson)

HARKEN

WINCHES
From AC to Z

- America's Cup yachts to one-designs.
- Around the world racers to family cruisers.
- For pulling power, Harken winches can't be beat.

BS3.25TC winch pictured. Features may vary by winch model.

Aluminum, polished bronze and chrome finishes.
1, 2, 3 and 4 speeds. Super holding self-tailers.
Powered electric or hydraulic.
A variety of shapes and sizes from AC to Z.

Harken Australia Pty Ltd 6/224 Headland Road Dee Why NSW 2099
E-mail harken@deckhardware.com.au Tel: (02) 9905 9400 Fax: (02) 9905 9455



From the Commodore

In the last issue of *Offshore* I wrote of critical remarks made by the media regarding last year's Telstra

Sydney to Hobart Yacht Race. Particular issues included allowing a single water ballasted boat (*Nokia*) to race; the participation of the superyacht *Mari Cha II* as a 'demonstration boat' and precursor for this year's Superyacht Division in the Sydney to Hobart.

I covered the water ballast issue in some detail last month, and promised commentary on superyachts and media gags to come. So here goes!

Why do we want superyachts to participate in the Sydney to Hobart Race?

The argument against runs along the lines of "the Hobart Race is built on a long tradition of ordinary people; passionate, dedicated, amateur blue water yachtsmen, fulfilling their desire for adventure and achievement. It is the blue ribbon event on our ocean racing calendar, a time when old on-water rivalries between fellow club members and interstate sailors are renewed, friendly wagers laid between competitors and scores settled in the welcoming bars around Constitution Dock. There is no place in this environment for multi-million dollar, professionally crewed, commercially sponsored blow-ins from overseas. The rewards of success and recognition in the Sydney-Hobart Race should be reserved for the grass-roots supporters of our local racing calendar, for without their ongoing support and enthusiasm our local ocean racing scene will wither." Etc, etc, etc.

Whilst I personally have great empathy with that argument, having been very much part of that scene, the counter argument is simple. Wake-up! The world of ocean racing (and sport generally) is changing and we have to change with it to stay relevant.

Superyachts in the Sydney Hobart Race are only a small, but important component of staying relevant. (Far

more significant are the changes to water ballast and maximum speed of boats recently introduced by the CYCA - read all about it elsewhere in this issue

The Sydney to Hobart Race is without question one of the world's few great ocean races, an Australian sporting icon and a significant, internationally recognised event. It is valuable property. It is also, (like any other major event) an expensive event to conduct.

If the Sydney to Hobart Race is to be maintained as the icon that it is, then it has to remain current with the times. It has to remain relevant and appealing to the public, the media and, most importantly, the competitors themselves.

The challenge of racing to Hobart itself has significant appeal to the general public and media. However, this on its own cannot sustain interest at a level where the race can compete with events such as the Round the World Race, the America's Cup or indeed other sports (motor racing for instance) where technology plays a major role.

To sustain interest the event needs to be a spectacle and needs generous helpings of high tech, something new, something different, something unique. It needs intrigue, controversy, money and exposure. Look at the interest the America's Cup attracts without anyone (self included) being particularly interested in the sailing itself!

I can hear some readers now asking - where is he going with this?

This reasoning is about the Hobart Race being a means unto itself. A commercial venture at the expense of the common amateur sailor! Nothing to do with the good of the sport as a whole!

Well, I submit that my reasoning has everything to do with the sport as a whole and the interests of the common sailor. It is a fact of life that no sport will grow without exposure and that no sport can remain healthy and vibrant without growth.

The Sydney to Hobart Race is one of the highest profile sporting events in the country and the perfect (dare I say only?) vehicle through which to attract interest

to the sport of offshore racing. Sailing is an expensive sport, both as a competitor and an event organiser, and can only benefit from increased levels of commercial support at both boat owner and event organiser levels. The only thing that will attract that commercial support is public interest and media exposure.

Try as one might (and believe me the Club has tried for decades) the general public and media are not particularly interested in the details of a bunch of aging boats and sailors (other than that, as a fleet, they are racing to Hobart). Every year the interest is the same - which are the new boats, which are the overseas boats, how many boats, who's famous that's racing that, and most importantly - who's going to win line honours. The argument that 'bringing in the glitz' detracts from the attention given to our loyal supporter base just does not wash with me. Without 'glitz' the attention would just fade altogether.

Personally, I would much rather participate anonymously as an insignificant cog in part of a grand and significant sporting event than participate in an insignificant event. There is also no doubt that the bigger, faster, glitzier, high-tech model for the Sydney to Hobart Race is strongly supported by those that are newer to the sport and those who aspire to competing internationally.

The media interest in *Mari Cha II*, the crowds at the dock in Hobart interested in the boat and, most significantly, that that stalwart of Australian ocean racing, Graeme 'Frizzle' Freeman, deigned their crew with his presence, are testament that we are on the right track.

My final word on the matter is that I have no doubt that if the CYCA did not continually strive to keep the Sydney to Hobart Race current with the times and as interesting as possible, then it would only be a matter of time before some commercial entity sought to take over the Race (or run an event in competition) - a la "Super League". Then where would we be?

I rest my case!

Hugo van Kretschmar

Commodore
Cruising Yacht Club of Australia



X-482

X-482 QUALITY WITHOUT COMPROMISE

Built to the same exacting standards that helped make the X-612 a benchmark for performance cruising yachts in the 60 foot range, the X-482 once again sets the standard for performance and comfort afloat. Innovative features such as the honeycomb cored teak-ply floor-boards, a large recessed spray dodger and captive washboards that stow

away in a recessed garage are all features that the X-482 has inherited from her big sister, and are seen for the first time on a yacht of this size. The beautifully crafted interior of the X-482 is offered in a choice of 4 layouts. The X-482 is easily handled by two for ocean cruising and yet wins both under IMS and IRC. (China Sea Series 98 and Dutch IMS Championships 98)



NORTH SOUTH YACHTING

Bayview Anchorage Waterfront Office
1714 Pittwater Road, Bayview, Sydney 2104
Telephone +61 2 9979 3266 Facsimile +61 2 9979 3244
Mobile: 0412 544 057 Email: nsyacht@ozemail.com.au

One Design Classes

X-99

IMX 40

NEW 3003

X-302

X-332

X-362

X-382

Performance Cruising Line

X-412

X-442

X-482

X-562

X-612

Australia's strong medal prospects

The Australian Olympic Committee has announced the biggest and arguably the strongest-ever Olympic sailing team for the Sydney 2000 Games, sailors with the potential to win medals in all 11 disciplines. Peter Campbell reports.

The Australian sailing team for Sydney 2000 includes four Olympic medallists and five past world champion crews or individuals in the Olympic classes. Significantly, five of the team won medals, including three gold, at the 1999 Pre-Olympic Regatta.

The Director of Athlete and Corporate Relations at the Australian Olympic Committee (AOC), Herb Elliott, announced competitors in 10 of the 11 Olympic sailing classes at a media conference at the Royal Sydney Yacht Squadron. The crew for the 49er class

will be announced once the appeal by Adam Beashel and Teague Czulowski against the nomination of Chris Nicholson and Daniel Phillips is resolved by the Court of Arbitration for Sport (CAS) and the Australian Yachting Federation.

Heading the team is Sydney boatbuilder Colin Beashel, 40, selected to represent his country for the fifth time in the Star keelboat class. Beashel and his crew, David Giles, won the bronze medal at the Atlanta Games and have won world championships in the Star and Etchells

classes.

The AOC section team manager for sailing, John Harrison, is brimful of confidence. "This is the most competitive team we have had in my time as manager," said Harrison who has led the Australian sailing teams at the Barcelona and Atlanta. Harrison, a former Commodore of the Royal Queensland Yacht Squadron and widely experienced sailor, pointed out that Australians had won two medals at the Pre-Olympics for Barcelona and Atlanta and the Australian team, but not necessarily the same sailors, had gone on to win two medals at both Olympiads. "Last year we won five medals, three of them gold, at the Pre-Olympics on Sydney Harbour and we must have strong chances in each of these classes, in fact all classes, at Sydney 2000," Harrison added.

"In reality, because of the tough selection series in which the successful athletes were pushed to



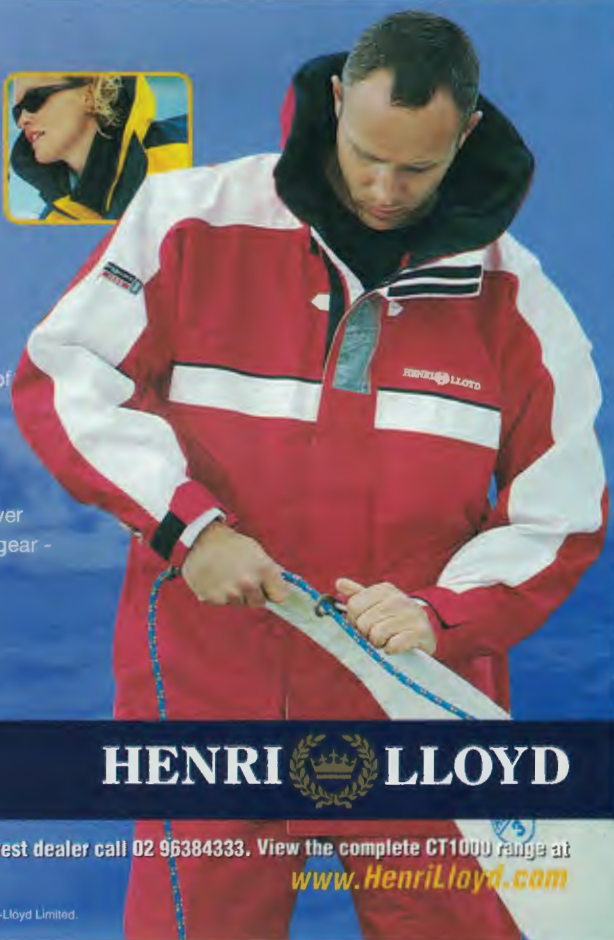
The most versatile range for coastal sailors

In the real world, most of us want our sports gear to perform a variety of functions across a broad range of sailing activities. CT1000's waterproof breathable coated fabric technology is ideal for Coastal, Dinghy and Inshore sailing.

It has been race tested by our elite athletes and proven to keep you dryer and more comfortable on the inside than conventional non breathable gear - giving you high performance wherever you sail.

The most accessible
BREATHABLE
coated marine fabric

CT1000



Advanced Marine Technology

HENRI LLOYD

For your nearest dealer call 02 96384333. View the complete CT1000 range at www.HenriLloyd.com

the limit by their closest competitors, as well as their high international rankings, we have the potential to win medals in all the 11 disciplines."

The sailing team for the Sydney 2000 Olympic Games is:

Lars Kleppich, 33,

NSW- Mistral men sailboard.

Jessica Crisp, 31, Woollahra Sailing School, NSW, Mistral women sailboard.

Anthony Nossiter, 26, Middle Harbour Amateur Sailing Club, NSW - Finn dinghy.

Michael Blackburn, 29, Middle Harbour Amateur Sailing Club, NSW - Laser dinghy.

Melanie Dennison, 26, Royal Brighton Yacht Club, Victoria - Europe dinghy

Jenny Armstrong, 29, and **Belinda Stowell, 28,** Middle Harbour Amateur Sailing Club, NSW, and Royal Freshwater Bay Yacht, Western Australia - 470 women dinghy.

Tom King, 27, and **Mark Turnbull, 26,** Royal Brighton Yacht Club/Black Rock Yacht Club, Victoria - 470 men dinghy.



The Australian sailing team for the Sydney 2000 Olympic Games line up at the Royal Sydney Yacht Squadron, with the exception of Jessica Crisp, who was overseas, and the 49er crew, at that stage yet to be named. (Pic - Peter Campbell)

Neville Wittey, 42, Joshua Grace, 27, and **David Edwards, 26,** Royal Sydney Yacht Squadron, NSW - Soling keelboat.

Darren Bundock, 28, and **John Forbes, 30,** Tuggerah Lakes Memorial Sailing Club and Pittwater Catamaran Club, NSW - Tornado catamaran.

Colin Beashel, 40, and **David Giles, 35,** Royal Prince Alfred Yacht Club, NSW -

Star keelboat.

Beashel and Giles won the bronze medal in the Star class at the Atlanta Games, with the sailing at Savannah, Forbes won a bronze medal sailing with Mitch Booth at Barcelona, while Lars Kleppich won the bronze medal in the Lechner men's sailboard class at Barcelona.

SMALL WONDER

The new RapidFix™ 406 GPS Interface EPIRB* is the *smallest, fastest* EPIRB on the planet.

The RapidFix™ 406 adds GPS latitude and longitude coordinates to the emergency signal via a live NMEA 0183 data source, so precise position is beamed *instantly* to GEOSAR satellites. The unit is faster than traditional systems by about 46 minutes. It also broadcasts over the COSPAS-SARSAT satellite system, and has a 121.5 MHz homing signal, yet weighs less than 1 kg. The price is a small wonder, too. Call now for details on our full line of EPIRBs.



YOUR ULTIMATE WAY OUT

ACR Electronics, Inc. Represented in Australia by RFD (Australia) Pty. Ltd.

4/23 Aylesbury Street
Botany NSW 2019
Ph (02) 9666 1222
Fax (02) 9666 1389

129 Herald Street
Cheltenham VIC 3192
Ph (03) 9532 1822
Fax (03) 9532 1949

6 Aranda Street
Slacks Creek QLD 4127
Ph (07) 3808 8918
Fax (07) 3808 8957



*Emergency Position Indicating Radio Beacon

www.acrelectronics.com

Not for sale, pending FCC approval

ACR Electronics, Inc. is registered by UL to ISO 9001.

The big boys *come out to Play*

In an awesome display of peacetime nautical might, 48 super yachts lined up across Auckland Harbour on the eve of America's Cup 2000 in the biggest event of its kind ever conducted in the world - the Millenium Cup. Story and pics by Trevor Joyce.



This magnificent schooner was one of the superyachts in the Millenium Cup (pic Trevor Joyce)

The combined overall length of the 12 power cruisers and 36 sailing yachts which contested New Zealand's Millenium Cup would have made a continuous line from one end of the main runway at Sydney Airport to the other. Add the costs together

and the total comes to a billion dollars - before taking account of the value of the Picassos hanging in the saloon of just one of them. The event was organised by Marex, the New Zealand Marine Export Group that has been instrumental

in the development of a \$AUS 200 million dollar marine export business in a country with the population of greater Sydney.

Most of the superyachts, both sail and power varieties, in Auckland for the America's Cup, took part in what



Oldest and, without doubt, the most beautiful yacht that competed in the Millenium Cup in New Zealand on the eve of the America's Cup was the restored J boat, *Valsheda*. She finished second in the first race to *Mari-Cha III* (pic Trevor Joyce)

turned out to be a spectacular event.

Pre-start manoeuvring of the sailing vessels was pretty much to the usual pattern, but the power yachts were something to behold. With the advantage of reverse gear and two propellers, each held station just a few metres short of the line, straining at the leash like wild dogs, during the ten minute starting sequence. With throttles wide open at the starter's gun, the growl was almost audible in the South Island. The fuel consumption in the first few minutes must have made members of OPEC rub their hands with glee!

The race was from Auckland Harbour northward up the Hauraki Gulf, where the America's Cup regatta was about to be sailed, to the usually sleepy island of Kawau, about 20 miles away. Governor Grey's 18th century home became the venue for a post-race feast with all of New Zealand's culinary expertise on display.

The race was full-on for all competitors. Sailing in a stiff 20-knot south-easterly under a grey, threatening sky, anything and everything that would fly was hoisted,

which made for some interesting gybes as the fleet rounded the end of the Whangaparoa Peninsula.

The best, however, was saved for last because the return race, with a staggered start in the reverse order of the previous day's finish, was sailed in absolutely perfect conditions, bright sunshine and a 20-knot southerly.

At the half way point the congestion on the course looked more like what you would expect at the weather mark first time around in a CYCA short ocean point score race. The biggest sloop of them all, *Georgia*, recently launched in New Zealand for an American owner, measured 159 feet in

length, (48.5 metres) with a carbon mast soaring 200 feet (60 metres) into the sky - the tallest ever built for a sailing yacht. Story has it that it would have been taller except for the fact that she would not have cleared the Bridge of The America's in the Panama Canal! Then there was Neville Crichton's new yacht *Kokomo*, a mere baby at 130 feet, (39.6 metres). Also built by Alloy yachts in New Zealand, she had not even been finished inside, but race she

did with legends on board. Among them was Olympian Steve "Mothy" Jarvin and Cruising Yacht Club of Australia Commodore, Hugo van Kretschmar. The yacht has already been sold so she will, unfortunately, never grace Australian shores under her current ownership.

At the other end of the age scale was the J boat *Valsheda*, the oldest and without doubt the most beautiful vessel on the race course. Built in 1932 and recently refitted in the UK, *Valsheda* stormed away from the fleet in Race 1 to finish second only to the mighty *Mari-Cha III*, which was seen recently as a guest entry in the 1999 Telstra Sydney to Hobart Race. The *Valsheda* tender, affectionately called the tug, would make Rene Rivkin's gin palace a bath toy by comparison!

A superyacht class is planned for this year's Sydney to Hobart race, but bashing away into the mountains of the Southern Ocean won't be half as alluring to these boys as the placid waters of the Hauraki Gulf. It is also unlikely that any facility in the world could equal the marine village built as the focal point for the America's Cup regatta and to accommodate the superyachts whose owners came to watch.

Fastest time for the Millenium Cup went to *Mari-Cha III*, while *Hyperion* won the division for yachts of 100 feet LOA and above on handicap and *Moon Blue III* took out the handicap trophy for yachts between 65 and 100 feet LOA.



Massive afterguard aboard Neville Crichton's *Kokomo* give plenty of advice to the helmsman and the sail trimmer, Australian Steve "Mothy" Jarvin (in yellow jacket) as he presses a button to ease the huge headsail. Also on board was CYCA Commodore Hugo van Kretschmar. (Pic - Larry Jamieson)

WHITSUN

An aerial photograph of a tropical beach with a white sand shore curving along a coastline. The water is a vibrant turquoise color, and numerous sailboats of various sizes are scattered across the bay. The background shows lush green hills under a cloudy sky.

The corporate sailing regatta is well established on Sydney Harbor as a legitimate physical and mental challenge to normally desk-bound office workers.

Destination

Magnificent Whitheaven Beach in the Whitsundays...a mecca for charter boats and for the famous beach picnic during Hamilton Island Race Week. (Pic - Richard Bennett).

DAYS

The latest move for corporate sailing is further afield, in fact to the Whitsunday Islands of North Queensland. Sydney Yachts have launched a new one-design 38 footer, the Sydney 38, with a fleet of 10 yachts planned for Hamilton Island.

Hamilton Island Chief Executive Officer Wayne Kirkpatrick is so confident of the success of this concept that he has ordered hull No 1, which was commissioned recently in Sydney - and named *Asylum!* It is expected that the first six yachts will be in service for this year's Hamilton Island Race Week to be held in August.

The Sydney 38 is a new design with 11 orders already received. The first two were launched in late February,

with Sydney Yachts lining up for a big production run, including six boats sold to a group of yachtsmen in Chicago.

The 38 is built from slightly less exotic materials to reduce cost and simplify maintenance in the charter environment. The yacht will have non-overlapping headsails, swept back spreaders and no runners. According to sailmaker Bob Fraser, who sailed one of the first launched boats, the 38 "is a delightful boat to handle, responsive and stiff..it should go well in the market for yachtsmen looking for one-design boats."

The cockpit is designed to accommodate the 10 people that normally comprise a crew in corporate sailing regattas.

Below decks the fit-out will provide all the creature comforts of a cruiser. In corporate charter on Hamilton Island the accommodation will not be used as participants will

sleep ashore in the now much refurbished Hamilton island resort.

The Hamilton Island based fleet will be managed by Sunsail, whose operation on the island is probably the best in The Whitsundays. They will offer their Beneteau and Jeanneau cruising fleet as optional add-ons to regatta crews.

Sydney based corporate sailing specialist, Mariner Boating, will be involved in the promotion of The Whitsunday concept as an extension of its existing Sydney Harbour operations.

Mariner conducts a twilight sailing series for Bankers Trust staff and others from the CBD financial world. Bankers Trust holds 57% of Hamilton Island shares and it is fitting that one of the first events will be conducted for BT staff.

The long weekend in October has been slated for a four-day series, which will be packaged ex Sydney to include flights, Hamilton Island





Hamilton Island CEO Wayne Kirkpatrick's newly launched Sydney 38, *Asylum*, shows its paces under spinnaker. (Pic - Ian Mainsbridge)

accommodation, yacht charter and race management. Each yacht will operate with a professional skipper and a race crew of eight will complete each team. The racing will be combined with shore-based activities to produce a winning crew. The all up price is expected to come in at less than \$1,350 per person.

The emphasis in the event will, however, be fun and it is not intended that the yacht racing become too serious. Protests, for example, will have to be accompanied by a magnum of Moët champagne for each member of the protest committee!

From an investor's perspective the Sydney 38 offers the opportunity for ownership of a serious one-design racing yacht. In management with a professional operator like Sunsail and marketed by Hamilton Island and the likes of Mariner Boating, it will

produce an attractive return on investment, with an important sweetener in the lifestyle department.

The management formula will offer a 50:50 split of net charter income, with the owner paying insurance, berthing and maintenance expenses. Depreciation and finance costs are tax-deductible expenses that will enhance the bottom line.

A national Sydney 38 championship is in prospect with another fleet planned for Pittwater complementing yachts sold into private ownership. A sale of six new 38's to the group of one-design enthusiasts in the USA, also offers the prospect of a world championship. Strict class rules will ensure owner-driver status in official class regattas.

One design fleet racing also lends itself as an extension to conference and incentive programs, already a

significant component in the operations of Sydney Harbour based charter operators.

The objective, however, is not to convert a mass of people to life before the mast, but the success rate among total novices of events like the Mariner Twilight series for the BT Cup suggests strongly that the occasional "bash on a boat" is good for the soul.

CHARTER ENQUIRIES

For charter and enquiries contact Trevor Joyce at Mariner Boating in Sydney, telephone 99669014, fax 99665888, Email trevor@marinerboating.com.au.

WHY SHOULD YOU BOOK YOUR NEXT SAILING HOLIDAY WITH ME?



- I have 15 years experience in worldwide yacht chartering
- I have detailed knowledge of all the major cruising grounds in the world; South Pacific, Caribbean, Mediterranean, Indian Ocean.
- I will spend the planning time with you to ensure the success of your holiday.
- I am free to select the operator and the yacht that suits you best, bareboat or crewed charter.
- I have the buying power to negotiate the best deal for your charter.
- Mariner Boating is a licensed travel agent so your money is safe.
- Mariner Boating is a member of the GetSet Travel group so we can negotiate the best deal for your flight and land arrangements.

AT THE END OF THE
DAY YOU WILL BE MY
BEST ADVERTISEMENT.



Phone me, Trevor Joyce at Mariner Boating
6/33 Chandos Street, St. Leonards NSW 2065. email: getset@one.net.au
Phone (02) 9966 9014 • Fax (02) 9966 5888 • Travel Agent License no. 2TA003552

Go Whitsundays

2000

Update on
charter companies
and island resorts

The season of 1999 was a bumper year for bareboating in the Whitsundays as the area continues to grow in renown and popularity. In fact, the President of the Charter Operators Association, Cumberland Charter Yachts' Terry Kemp, says he's never seen the industry as strong as it now is. In January 2000 Queensland was bracing itself for an expected influx of superyachts from around the world as international visitors descend upon the South Pacific in an America's Cup year and for the Sydney 2000 Olympic Games. Visiting yachts will almost certainly take in some of the Great Barrier Reef on the way through, and the authorities have been busy with their plans to deal with the ever increasing number of boats plying Barrier Reef waters.

New Whitsundays Management Plan

The Whitsunday Management Plan was finalised in October 1999. This plan provides for a means of fine-tuning Marine Park management by the Marine Park Authority and the Queensland National Parks and Wildlife Service in an area where there is increasing pressure on the environment from boating and tourism activities. The new Management Plan

has some implications for bareboaters and visiting yachts, as some anchorages in the islands now have restrictions on access.

The Plan introduces the concept of a series of 'settings' to provide for a range of recreational activities in the Whitsundays. These settings describe the types of activity that one may expect when visiting particular parts of the Whitsundays. There are 5 settings ranging from (1) 'Developed' to (5) 'Protected'.

For example, Setting 1 allows for activities such as water-skiing, parasailing, landing of float planes, whereas these activities are not permitted in other areas. Settings may put limits on the length of a vessel and size of group that may use an area. These limits apply to everyone, from tourism operators to private individuals.

A new (sixth) edition of the pilot guide to the Whitsundays, 100 Magic Miles, was released by Windward Publications Pty Ltd in March 2000, and it contains new maps and complete information about all settings used

throughout the planning area. The book has also been extensively updated to reflect the latest changes in no-anchoring areas, public moorings, seasonal closures zones, etc.

The 100-plus pages of sketch maps of the anchorages in the book are now printed in full colour, which facilitates recognition of the different settings areas, types of moorings and navigational markers.

Speaking from his vantage point as the Bareboat Charter Operators Association President, Terry Kemp reflected: "I hear that the 6th edition is on its way; I can remember when the 2nd edition was big news; bloody hell, I've been here too long!"

He went on to say: "The area is as beautiful now as it was when the industry first started up. I believe this is a direct result of the Management Plan and the policy of restricting the number of vessels allowed to operate. The reef protection markers are doing their job, and even though the moorings create some conflict of use, they are also doing their job."

Merger of two major bareboat operators

Two of the oldest bareboat charter operators in the Whitsundays, Whitsunday Rent-a-Yacht and Australian Bareboat Charters (ABC), were brought together by Glen Read (owner of ABC) after he purchased Rent-a-Yacht in March from the administrators appointed to sort out the problems that Rent-



Glen Read, former America's Cup and Olympic yachtsman, now a major player in the bareboat charter business in the Whitsundays.
(Pic - Bruce Montgomery)

a-yacht had encountered under its previous owners. Glen is a well known Olympic and America's Cup yachtsman who took over ABC several years ago.

Prior to the merger of the two companies under the name Trinity Marine Pty Ltd, Glen had planned to upgrade ABC's fleet with the latest available designs. He introduced Bavarias from Germany and Catalinas and Huners from the USA. Now with the inclusion of Beneteaus and Jeanneaus from the Rent-a-Yacht fleet, and some of Australia's finest catamarans, including Seawinds and the Perry 43 (how's this for luxury: TV, VCR, air conditioning and dishwasher!) the Trinity fleet now offers a wide range of bareboat charter vessels.

Trinity also offers a variety of motor cruisers, including the Integrity 38, which is proving a real winner, and the award-winning Scimitar.

Sunsail adds new catamarans to fleet

Sunsail (Australia) has added three Fountaine Pajot catamarans to its fleet, two 38-foot Athenas and one sensational 42-foot Venezia. These yachts are built in France for Sunsail and they are the first real cruising catamarans available for charter that also offer exceptional sailing performance. The Sunsail website (www.sunsail.com.au) has

**Charter investors obtain
substantial tax relief and
lifestyle benefits – please phone.**



Dufour. Happiness on the sea.



Photos : J. Minetti - Ph. Danniic

**Atoll Dufour, 8 people live at ease in the immense panoramic cockpit.
Great space and guaranteed sunshine.**

Atoll to let, magnificent views

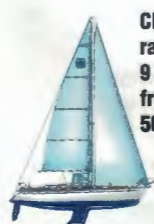
Now Available Queensland Yacht Charters Ph 1800 075 013 or Ph (07) 4946 7400

Love to Cruise ...

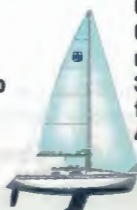
The Classic 36 is a fast elegant looking cruiser: 2 or 3 cabin. The first boat has arrived in Australia. Please call for inspection.



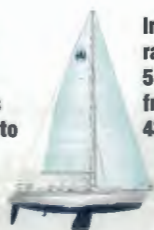
*Pacific Yachting,
89 Soldiers Road, Pelican NSW 2281
Tel: (02) 4971 5566
Fax: (02) 4971 5588
dufouraust@hunterlink.net.au
www.dufour-yachts.com*



**Classic
range:
9 yachts
from 30 to
50 ft**



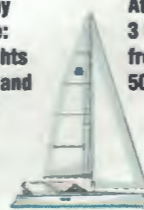
**Central
Cockpit
range:
3 yachts
from 38 to
43 ft**



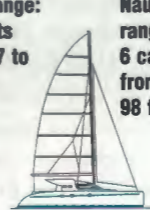
**Integral
range:
5 yachts
from 30 to
43 ft**



**Trophy
range:
2 yachts
33 ft and
41 ft**



**Atoll range:
3 yachts
from 37 to
50 ft**



**Nautitech
range:
6 catamarans
from 40 to
98 ft**

**BUSFIELD
MARINE BROKERS
Auckland, NZ
SA**

**CAREENING COVE
BOAT BROKERS
Milsons Point, NSW**

**CLUB YACHT
SALES
Newport, NSW**

**HAWKESBURY
RIVER MARINA
Brooklyn, NSW**

**BRUCE FINLAY
SAILS
Abel Point, QLD**

**KEITH FLINT
SALES
Westbourne Park,**

Go Whitsundays 2000

Update on charter companies and island resorts



Not for charter - Rupert Murdoch's super yacht *Morning Glory* at anchor off Hamilton Island. Many more are expected to visit the area this year between the America's Cup in Auckland and the Olympics in Sydney. (Pic - Ian Grant)

details and photos (inside and out) of these yachts. Sunsail and Hamilton Island, along with Sydney Yachts, have launched a brand new investment opportunity: ten identical Sydney 38-foot yachts which are being sold to private investors.

Whitsunday Escape changes hands

Whitsunday Escape, located at Abel Point Marina, has recently changed hands. The new owners are Debby and Muller Mass, who previously lived in Botswana and operated an aircraft charter business servicing game lodges in southern Africa. Not having a sailing background, the Mass's have employed Trevor Rees, a long-time resident of the Whitsundays with many years of experience in the bareboat charter industry.

A number of new vessels are being introduced to the fleet, including the Seaway 33 flybridge cruiser, the Fairway 36 flybridge cruiser, the Hunter 410 sailing yacht and the Dufour 35 sailing yacht.

Fantasea Cruises

Operated by the well know yachtsman and chalker, Dave Hutchen, Fantasea Cruises is now the largest day cruise operator in the Whitsunday region. David went to the Whitsundays with his beautiful yacht Banjo Paterson after leaving Marine Hull Insurance in the early 1980s. He did day cruises with Banjo out of Hamilton Island and later won the concession to provide catamaran ferry services to the island. He's never looked back.

Today Fantasea operates a fleet of modern air-conditioned high-speed catamarans, conducting cruises throughout the Whitsundays and to the Great Barrier Reef. Fantasea also operates Blue Ferries, the most comprehensive inter-island shuttle service in the region. "Getting there is half the fun when you cruise the Whitsundays in a high-speed luxury catamaran", Hutchen says.

Blue Ferries depart daily from Shute Harbour on the mainland with regular services between the major Whitsunday island resorts - Hamilton Island, South Molle Island and Daydream island.

Southern gateway gets facilities upgrade

Mackay Outer Harbour is the first port of call in the bottom end of the Whitsundays chain, and November 1999 marked a significant event for this gateway to the islands: the opening of a new marina and man-made harbour.

Historically the Outer Harbour and its pile berths were all that was available to itinerate yachts, and the harbour could be like a washing machine when the swell was up - not a pleasant anchorage. A new 220 berth floating marina, 5-lane launching ramp with floating pontoon, and parking space for over 100 cars and trailers were

officially opened in November.

Laguna Quays Marina

Laguna Quays marina is now owned and operated separately from the resort and has been under the experienced stewardship of Tracy Jones and John Thornely for almost two years. During this time the entrance to the harbour has been re-dredged and the marina enlarged to accommodate 110 floating berths; there are also 10 swing moorings.

Facilities include sewage pump-out, coin-operated laundry, fuel, water, a kiosk and the friendly Mariner's Bar (named after one of the marina's owners). Guests at the marina are permitted to use the Laguna Quays resort facilities including the championship golf course. Shuttle service is available to Proserpine and Airlie Beach.

OUT OF THE BLUE... The Whitsundays are now closer

You will believe that the Whitsunday islands have come closer



with Blue Ferries. See more of the region's major island resorts with regular departures from Shute




Harbour, Hamilton Island, South Molle Island and Daydream Island. Gain a closer look at the Whitsundays with Blue Ferries.

Blue Ferries

Getting there is half the fun

For more information & bookings for your beautiful one day - perfect the next Whitsunday Island transfer

please contact **Fantasea** on (07) 4946 5111



Face it,
you know
you've thought
about it...

You're relaxed and care free, sailing from one tropical island to another, snorkelling in deliciously clear water, grilling fresh caught fish, **no beepers, no bills, no clients, no stress...**

See, you have
thought about it...

The choice is yours:

-  Bareboat Charter
-  Corporate Sailing
-  Sailing Schools
-  Crewed Charter

You'll be amazed at
how easy and
affordable it is!

Contact Sunsail now for more
information.

Sunsail Whitsunday
Hamilton Island Marina
email: sunsail@ald.sunsail.com
Toll Free 1 800 803 988

Sunsail Sydney
Lavender Bay, Sydney Harbour
email: syd@sunsail.com.au
Ph: (02) 9955 6400

 **Sunsail**

Australia

• Whitsundays • Sydney • Worldwide •

 **Sunsail**

Australia

Major changes for Hog's Breath Race Week

Hog's Breath Race Week, wellknown for a week of relaxed sailing fun in the tropical sun, has proved to be the offshore sailors prescribed tonic to blow away the winter blues with the 2000 regatta also hosting the inaugural Sydney 38 National series.

Sydney Yachts have elected to

contest the Australian championship at Airlie Beach as part of the national program, which includes a unique joint venture initiative with Hamilton Island Limited and Sunsail (Australia) Pty. Ltd. to have a fleet of Sydney 38s permanently based in the Whitsundays for special events.

The six race Hog's Breath Race Week series, managed by a crew of sailors including principal event sponsor the 'Boss Hog' Don Algie, has built a strong reputation around great racing over a day sailing format and post race social activities including a mid series Beach Party at Airlie Beach.

This year, Race Week 2000 has been strategically placed to follow on from the 520 nautical mile Hog's Breath Mooloolaba to Airlie Beach race which starts off Point Cartwright on Saturday, August 5.

Following a rhumbline course north towards a warm sub-tropical climate and past a pristine coastal landscape, this long ocean race is the important feeder



The Hog's Breath Regatta will see the racing debut of the new Sydney 38, with a fleet to be based at Hamilton Island. (Pic - Ian Mainsbridge)

event for the annual Whitsunday Festival of Sails and the International standard XXXX-Ansett Race Week at Hamilton Island.

A sensible change to the Notice Of Race has seen the Hog's Breath Sailing Series and the Airlie Beach based Race Week become a complete late winter sailing cruising and racing package with the coastal passage race followed by the six-event regatta from August 12-17.

"The decision to align Hog's Breath Race Week with the Mooloolaba to Airlie Beach ocean passage race has been on the drawing board for some time," explained Hog's Breath marketing manager Miles Wood. "We feel the combination of races which has already established a special identity will provide owners with an excellent opportunity to have a pre-title hit out for Hamilton Island Race Week, besides enjoying our style of fun."

-Ian Grant



Sydney yacht Titan Ford gets into the spirit of the Hog's Breath Regatta to be conducted by the Whitsunday Sailing Club at Airlie Beach from August 12-17, following the Hog's Breath passage race from Mooloolaba. (Pic - Ian Grant)

Tune-up for Hamilton Island Race Week



HOG'S BREATH 11th ANNUAL RACE WEEK Airlie Beach - Whitsundays 11th August to 17th August 2000

Incorporating the "Sydney 38" National Championships

race week schedule

11 Aug.	Race Briefing WSC
12 Aug.	Cones - Armit
13 Aug.	Bay Race Olympic Triangles x2
14 Aug.	Lay Day Beach Party
15 Aug.	Island Passage Race
16 Aug.	Molle Islands Race
17 Aug.	El Grand Bay Race, Awards Presentation

race divisions

Sydney 38 One Design,
IMS, IR 2000, PHS Racing,
PHS Cruising, Multihull,
Trailable, Sports Boats.

Direct enquiries to Hog's Breath Sports.
Phone: (07) 4946 5444 Email: bossnog@hogsbreath.com.au
or the Whitsunday Sailing Club.
Phone: (07) 4946 6138 Email: wscyacht@whitsunday.com.au

THE TRUSTED NAME IN SAILING



SAILMAKERS

provide you with

- Performance • Durability • Quality
- Service • Results

The Key Ingredients for Success!



Nigel Holman's Sydney 41 Zurich

Call your local loft now and benefit from
The Hood Experience

Sydney: (02) 9905 0800 Melbourne: (03) 9646 5273

Brisbane: (07) 3893 1022 Hobart: (03) 6223 5660

Lake Macquarie: (02) 4950 4485 Townsville: (077) 715 429

Gippsland Lakes: (03) 5156 7099 Perth: (08) 9386 3094 Darwin: (08) 8981 2948

Email: sails@hoodaustralia.com.au

25 YEAR MEDALLIONS

Tasmania medallions for Hobart veterans



Lou Abrahams from Melbourne with his Tasmanian Government medallion presented by Premier Jim Bacon for sailing in 25 or more Sydney to Hobart Races. In fact, the '99 race was his 37th. (Pic - Peter Campbell)

The Tasmanian Government has recognised each of the yachtsmen who have sailed in 25 Sydney to Hobart races or more, and the yachtswomen who have competed in 10 or more races by striking a special medallion in their honour. The Premier of Tasmania, Jim Bacon, presented the 25 Sydney to Hobart Medallions personally to 15 of the 51 sailors who

have sailed in that many, and more, Hobart Races at the Trophy Presentation for the Telstra 55th Sydney to Hobart at the Royal Yacht Club of Tasmania.

Veteran Tasmanian John Bennetto, owner/skipper of *Mirrabooka*, collected his medallion after completing his 39th Sydney to Hobart since 1946, a record that places him just one race short of the record 40 races sailed by Sydney navigator Richard "Sighty" Hammond.

Victorian Lou Abrahams accepted his medallion, and those of several other Melbourne yachtsmen who have sailed in many races with him, after completing his 37th Hobart.

Another in Hobart to personally receive the medallion was International Sailing Federation Vice-President and former Cruising Yacht Club of Australia Commodore David Kellett. Kellett, sailing master of the 60-footer, Sydney, completed his 25th Hobart in the 1998 race. He has a fine record in the bluewater classic, including a line and handicap double with the maxi yacht *Sovereign* in 1987, a line honours win with *Vengeance* in 1981 and a second on handicap with *Gretel* in 1980.

For Audrey Brown, who with husband Michael is a member of the Telstra radio team aboard the Radio Relay Vessel, *Young Endeavour*, receiving the Tasmanian Government medallion was a great reason for a champagne celebration at the RYCT. "Michael and I became grandparents for the first time early this morning.

Another woman to receive a medal for her 10th Sydney to Hobart was Kerry Goudge, celebrating not only her personal 10th Hobart but also the 10th anniversary of Women on Water, leading a crew of ten women aboard *Bright Morning Star*.

The Tahiti Offshore Cup

JUNE 2000

SPONSORED BY OFFSHORE MAGAZINE

Race between the stunning tropical islands of Raiatea, Huahine, Tahiti and Bora Bora in Tahiti. Enjoy a moving festival of traditional food and entertainment and when the parties are over cruise the turquoise waters of the most beautiful lagoons in the world.

*The only regatta
in the world with
more lay days
than race days.*

June 2-12, 2000



Call Trevor Joyce at Mariner Boating

Phone (02) 9966 9014, Fax (02) 9966 5888

email: getset@one.net.au

6/33 Chandos St, St. Leonards NSW 2065

Travel agents license no. 2TA003552



Sailors with Disabilities

The remarkable efforts of David Pescud and his Sailors with disAbilities crew have made ocean racing history over the past few years with their 52-footer Aspect Computing. Now they are getting a new boat, as David Pescud and naval architect David Lyons explain exclusively for OFFSHORE.

David Pescud:

All things are on the evolving path, with Sailors with disAbilities being no exception. For sometime now we have been considering the next progression. David Lyons' offer of help was gratefully accepted and we started the process some two years' ago of considering how best to proceed given budget constraints, etc.

We are delighted to announce that work has commenced on a 16m Lyons' yacht. The boat is currently being built at Taren Point and we expect completion by mid-2000.

While SWD has an amazing support base, and this has been demonstrated again and again, I wasn't aware of just how committed our people are until we began this project. Of course, in such a project one normally expects the level of support from the crew. SWD not only receives this, but to have mums and dads sweeping the floors, sanding fiberglass, doing whatever they can do to get this boat in the water, it really is in your face, so to speak.

One of the other really nice things with being a member of SWD is seeing the level of industry support that has come onboard. It has certainly made

our path easier and has allowed us access to good Australian product, support and technology. David Hay at FGI typifies this support, as well as Peter Ryan at Club Marine, Andrew Brodie from Oceantalk and Roly Dickson from Private Parts Engineering.

David Lyons:

The 16m design has been configured to perform in conditions typical along the Australian East Coast. Specifically, whilst the impression may be that average wind strengths are towards the top end, it is essential that a competitive yacht has strong performance in lighter airs in all points of sail. As a greater proportion of time is spent on the wind, the windward performance is addressed by means of a deep high stability lead keel and rudder.

The sail plan features the now popular non-overlapping headsail configuration. This enables quick tacks, easier sail handling on the foredeck, whilst the large mainsail provides the majority of the sail plan's power. Spinnakers are set from the hounds of the 7/8ths fractional rig although, with the large fore-triangle



Lending his able arm to sanding the hull of the new 16m Aspect Computing...one of the many crew members of the Sailors with disAbilities team who are actively helping with building the new boat.

base, they have generous area due to wide girth and are stable to trim.

The deck plan, whilst making certain allowances for the special needs of disabled people, such as wheel chair access, gives nothing away in terms of racing efficiency. The twin wheels are positioned forward and well outboard to facilitate visibility from the helm and communication with the remainder of the crew.

The interior is essentially simple for racing use and safety at sea in blue water conditions.

THE
VOLVO
OCEAN
RACE

ROUND THE WORLD 2001-2002

New Australian, Cook Island challenges

Worldwide interest is expanding in the Volvo Ocean Race 2001-2002 with new challenge syndicates being announced in Australia and the Cook Islands of the South Pacific.

Experienced Australian Whitbread Race sailor Jim Close has taken a new direction in his bid to compete in the Volvo Ocean Race 2001-2002 by establishing a new challenge syndicate called Sail Extreme. The move follows his resignation from Team Oceanic, the Melbourne-based syndicate established last year.

"There has been no real dramatic change to my plans because the key people who originally supported me at Oceanic have come across to Sail Extreme," Close told the VOR management. "They include top international yachtsman Andrew Cape, one of the world's best navigators, Roger Badham, a world-renowned meteorologist, and Colin Beashel and David Giles, Olympic medallists in the Star class, who will be coaching the team.

"Final crew selection will be made in March 2001 and we will ship the yachts to Southampton in June for pre-race testing and fine-tuning," Close added.

Meanwhile, another wellknown and experienced Australian sailor, David Witt, will lead a challenge from the tiny South Pacific nation of the Cook Islands, with photo/journalist and event organiser Adam Wilson as chief executive officer.

The challenger has the backing of Tourism Cook Islands and the national government and was launched in Auckland just before the America's Cup 2000 Match by Sir Thomas Davis KBE, a former Prime Minister of the

Cook Island.

David Witt is a former champion 18-footer sailor with Whitbread Race experience. He skippered the ketch *Nokia*, a former Whitbread Race contender, in the 1998 Telstra Sydney to Hobart Race. Witt has had earlier links with the Cook Island as a sailing coach and also represented the nation at the pre-Olympic regattas in the 49er class.

"Racing around the world, through four oceans, with the latest technical equipment, expertise and management is every professional sailor's dream," he said at the Polynesian style launch in Auckland.

Team Cook Islands will lend a fresh perspective to the Volvo Ocean Race by drawing on the vast maritime history of the great Southern Oceans.

Registrations for the Volvo Ocean Race now total 26, including 12 confidential syndicates, information about the race and the syndicates regularly updated on the race website - www.VolvoOceanRace.org.

Registrations include Oceanic (Australia), Sail Extreme (Australia), Yess (Belgium), Nokia (Denmark), Denmark Ocean Racer One (Denmark), D-Vor (France), Illbruk Round World Challenge (Germany), Team Lawrie Smith (Great Britain), Team Heiner BV (Holland), Global Team (Sweden), Professional Yachting Ltd (New Zealand), Team Dennis Conner (USA), Team Rudigar (USA), Team Cook Islands (Cook Islands).



One of the best established syndicates for the 2001-2002 Volvo Ocean Race is the German Illbruk Round the World Challenge syndicate with the training boat, pictured here, competing in many events in the Northern Hemisphere. (Pic - Thierry Martinez/Volvo Ocean Race)

However, a late report from Team Heiner BV indicates that the syndicate is having difficulty in raising sufficient funds to continue its campaign, with the end of March or early April the deadline.

• *Volvo Ocean 60 - a look inside the racing machine. On the next two pages, courtesy of the Volvo Ocean Race magazine, OFFSHORE Yachting presents an illustration of just what a V.O. 60 looks like, and the boat's vital statistics. The graphic illustration was created by professional digital illustrator Kevin Jenkins.*

The **V.O.60**

a look inside
the racing
machine



THE
**VOLVO
 OCEAN
 RACE**

ROUND THE WORLD 2001-2002

VITAL STATISTICS

	Metric	Imperial
Length overall	19.5 m	64 ft
Beam	5.25 m	17.2 ft
Draught	3.75 m	12.3 ft
Weight	13500 kg	29700 lb
Mainsail area	117.0 sq m	1259.4 sq ft
Jib area	83.0 sq m	893.4 sq ft
Spinnaker area (max)	300.0 sq m	3229.2 sq ft
Mast height	26.0 m	85 ft
Keel bulb	6000 kg	6 tons

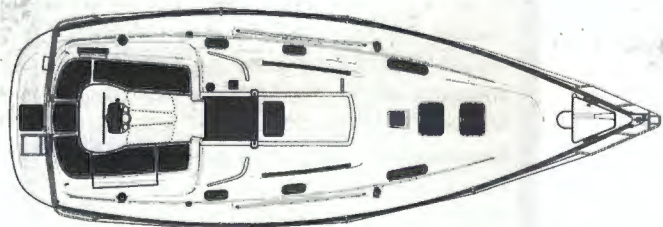
KEY

- | | |
|---|--|
| 1 Mainsail | 9 Galley |
| 2 Water ballast tanks | 10 Performance Instrument Displays |
| 3 Sleeping bunks | 11 Radar |
| 4 Liferaft | 12 Satellite Communications (telephone and video transmission) |
| 5 Satellite Communications (messaging and position reporting) | 13 Forward watertight bulkhead |
| 6 Aft watertight bulkhead | 14 Jib |
| 7 Navigation station | |
| 8 Main engine | |



Beneteau Oceanis Clipper 331

Larry Jamieson goes for a sail in the latest Beneteau, the Ocean Clipper 331 and finds it an excellent family boat.



The newest model in the Beneteau range is the Oceanis Clipper 331. It is a comfortable cruiser that is very easy to handle. This boat has no pretensions to being a performance yacht, but would be a great little weekend cruiser with the odd mid week twilight race thrown in for fun.

The most striking feature of the yacht to my mind is the enormous interior volume. It really is a very large 33-footer.

I took the yacht out on a sunny, summer Wednesday afternoon on Sydney Harbour. Quite a fresh nor'easter was gusting to over 20 knots and it was obvious that Christophe from Beneteau would rather have sat in the marina and chatted about the boat. I suggested that we should not waste the day and am glad that I did. Having got out of the pen we hoisted a full main and unfurled the full 140% of headsail - wrong! Too much sail. It was

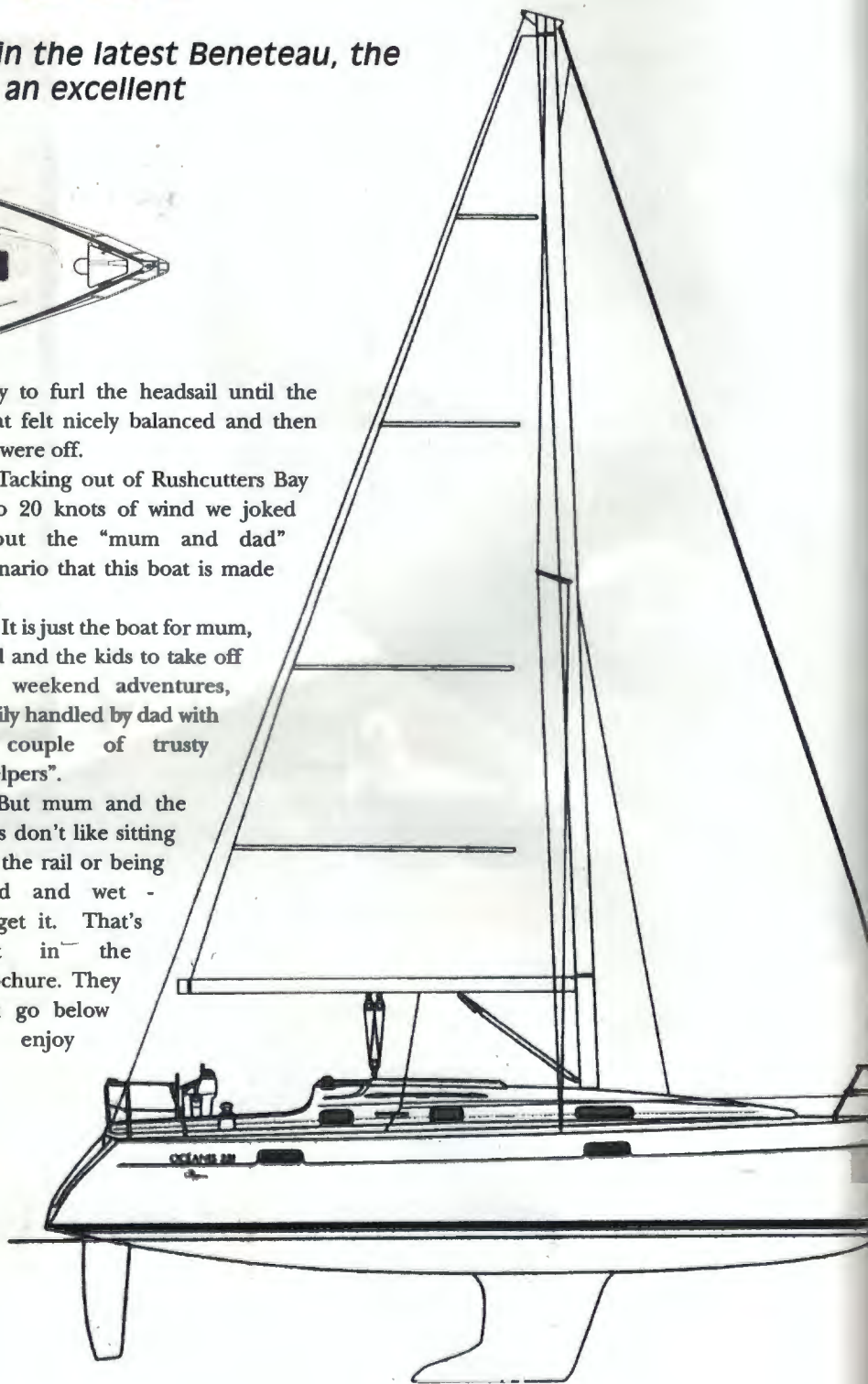


easy to furl the headsail until the boat felt nicely balanced and then we were off.

Tacking out of Rushcutters Bay into 20 knots of wind we joked about the "mum and dad" scenario that this boat is made for.

It is just the boat for mum, dad and the kids to take off for weekend adventures, easily handled by dad with a couple of trusty "helpers".

But mum and the kids don't like sitting on the rail or being cold and wet - forget it. That's not in the brochure. They can go below to enjoy



the spacious interior. The three cabin interior layout with full headroom of 1.95 metres is incredible. Easily the roomiest 33 footer I've ever seen. With the obligatory Beneteau cherrywood interior and upholstery, it's a very comfy package.

If there is any water coming over the deck then up goes the dodger to shelter behind.

The whole cruising kit comes standard. Furlers, lazy jacks with zip up mainsail cover, rigid boom vang, battery charger, CD and radio, 12v refrigerator, hot and cold pressured water, right through to fenders and warps etc.

The real thing that stands out, however, is the price - around \$218,000. While quite competitive, the actual figure doesn't really matter that much. What matters is that in a couple of years you could trade this boat in and get a high percentage of your money back. Beneteau is a strong brand in which you are investing.

That to me is the real strength of Beneteau Vicsail in Australia and something that a number of our local boat builders are yet to figure out.



MINIS TO MAXIS



RACING AROUND THE BUOYS



OR CRUISING AROUND THE WORLD



Insist on your sails being built from Dimension Polyant and benefit from sailcloth that performs time and time again, due to our superior technology and experience in manufacturing sailcloth, recognised as the best in the world, delivering outstanding shape retention (low stretch), strength and durability.

Beneteau Oceanis 331

Designers	Groupe Finot
Overall length	10.35m
Hull length	10.00m
L.W.L	9.30m
Maximum Beam	3.42m
Displacement	4,500 kg
approx.	
Ballast	1,400 kg approx.
Draft	1.6m
Lift Keel Draft	Up: 0.9m
	Down: 2.10m
Sail Area	58 sq.m.
Main	24.5 sq. m.
Genoa (furling) 140%	33.5 sq. m.
Spinnaker	79 sq. m.
Water Capacity	200 litres
Fuel Capacity	70 litres
Max. Engine Power	30 kW (21hp)
Price as tested:	\$218,000

DIMENSION POLYANT SAILCLOTH DEMAND IT!

DIMENSION POLYANT.
USED BY MORE SAILMAKERS AROUND THE
WORLD THAN ANY OTHER SAILCLOTH.

TALK TO YOUR SAILMAKER.
HE KNOWS.



For samples and further information

(02) 9905 9565

ACN 082 190 823

269 Harbord Road, Brookvale NSW 2100
PO Box 825, Brookvale NSW 2100 Australia
Fax: (02) 9905 9569 Email: dpsail@dpsail.com.au
Website: www.dimension-polyant.com

RG/DPT4

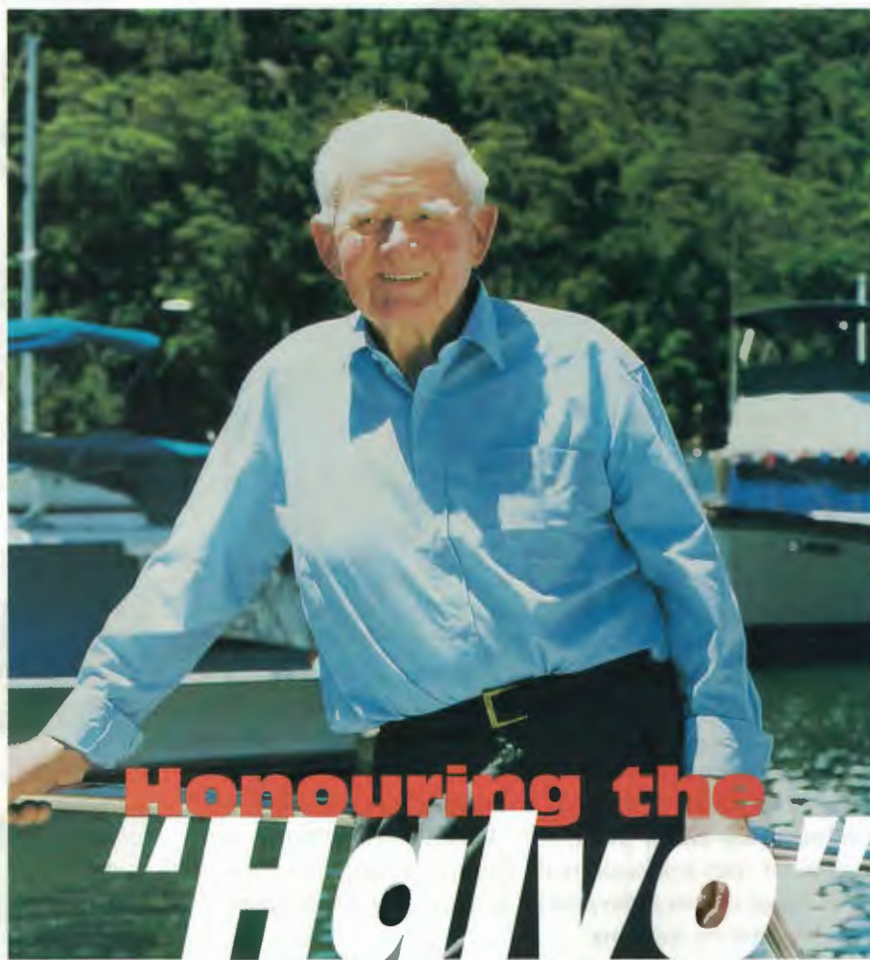
Hundreds of Australians have owned, and still do, a Halvorsen-built boat; hundreds of thousands of Australians and overseas visitors have at some time in their lives, spent an idyllic weekend or a week aboard a "Halvo" hire cruiser on the Hawkesbury River and its tributaries, north of Sydney.

Harold Halvorsen, founder of Lars Halvorsen Sons Pty Ltd and still managing director of Halvorsen Boats, will celebrate his 90th birthday and 75 years of Halvorsen boats in Australia on Sunday, April 9, with a unique on-the-water party to mark his key role in one of Australia's great boat-building dynasties. Harold will take the salute at a Grand Cavalcade of Boats at Cottage Point on Cowan Creek, a tributary of the Hawkesbury River. Some 100 Halvorsen-built wooden boats, all but one Halvorsen-designed, will assemble between Flint and Steel Point and Refuge Bay, then move up Cowan Creek, passing Cottage Point for a huge raft-up off the historic Halvorsen marina at Bobbin Head.

The only vessel not designed by Harold Halvorsen, and the only yacht in the fleet, will be *Gretel*, Australia's first challenger for the America's



Nicky O'Dee, the Halvorsen 50-footer owned by Hugo van Kretschmar, Commodore of the Cruising Yacht Club of Australia, will be one of the "Halvos" taking part in the Cavalcade of Boats on April 9 in honour of Harold Halvorsen's 90th Birthday. (Pic - Ace Marine Photography)



Harold Halvorsen, at the age of 90, still heads the famous Australian boat-building company, Lars Halvorsen Sons Pty. The Halvorsen name has been in Australia for 75 years. (Pic - Peter Campbell)

Cup. Designed by the late Alan Payne, Lars Halvorsen Sons Pty Ltd built the International 12 Metre Class yacht at their boatyard on the banks of the Parramatta River at Ryde in 1962.

Harold Halvorsen arrived in Adelaide in December 1924, as a 14-year-old cabin boy aboard the four-masted barquentine *Mozart*. He then traveled by train across the continent to Sydney to join his father Lars, a boatbuilder from Arendal in Norway who had migrated with his wife and young family, first to South Africa, then on to Australia.

Lars Halvorsen, with young Harold apprenticed as a shipwright, began building their first boat in Australia, the following January, 1925, on the foreshores of Drummoyne, an

upper harbour suburb of Sydney.

Thus began one of the most successful boat-building enterprises in Australia, whose later operations under the direction of Harold Halvorsen have contributed so much to the marine industry and created a new word for the nautical terminology of this nation - a "Halvo".

Over the past 75 years Halvorsens have built, in wood only, international racing yachts and magnificent motor cruisers, classic speedboats, dinghies and tenders, island trading ketches and schooners, wartime patrol and service vessels, tugboats, fishing trawlers and, of course, the famous Halvorsen hire boats that have plied the Hawkesbury River and its tributaries for more than 50 years. And who hasn't spent a weekend or more on board a "Halvo" at some stage of their life?

Many prominent Australians

commissioned Lars Halvorsen Sons Pty Ltd to build them luxury motor cruisers, with the last being launched from Ryde in 1976. Thus, in recent years, the "Halvos" have become collector's items, vessels that typify a magnificent era in Australian boat design and craftsmanship.

Proud owners (America's Cup skipper and designer Iain Murray has one, so has former Australian Prime Minister Paul Keating, Cruising Yacht Club of Australia Commodore Hugo van Kretschmar and radio personality John Laws) have formed the Halvorsen Club - dedicated to the preservation, restoration and enjoyment of the "classic, wooden" Halvorsen boat. Commodore of the Halvorsen Boat Club is prominent former New South Wales Upper House Member of Parliament Dr Derek Freeman and it is the Club that has organised the Cavalcade of Boats to honour its Patron, Harold Halvorsen, on his 90th birthday.

In his 90th year Harold can look back with immense pride at the fleet he and his workforce of shipwrights and other craftsmen have built. As Managing Director of Halvorsen Boats, he still drives to work each day down the winding road to beautiful Bobbin Head at the headwaters of Cowan Creek where the Heritage-listed building is the head office of Halvorsen Boats. Bobbin Head has a marina (soon to be expanded) and maintenance facilities but none of the 1299 boats recorded as having been built between 1937 and 1976 by Lars Halvorsen Sons Pty Limited, the boat-building company that Harold established following the premature death of his father were built there.

They, and another 237 boats built during World War II for the Royal Australian Navy, Army and Air Force, and also for the US Army and the Dutch Government, were designed and constructed at Halvorsen's boatyard on the banks of the Parramatta River at Ryde.

When Lars Halvorsen and his family

quickly embraced the magnificent boating potential of Sydney Harbour, not just commercially but for recreational and competitive sailing. Harold, the eldest, raced Dragon class yachts for some 20 years, Trygve and Magnus designed, built and sailed five winners of the Sydney to Hobart ocean classic, including the famous *Freya*, while Carl, now aged 88, still races an International 5.5 metre class yacht on Pittwater. From Drummoyne, Lars moved the Halvorsen boatyard to Careening Cove and Neutral Bay. He also recognised early that Harold had a natural ability to design boats. This he



The famous *Toorong*, the first Halvorsen designed and built cruiser sold in the USA...50 years later America's Cup yachtsman Iain Murray brought the boat back to Australia, restoring the 60-footer to her original glory. (Pic - courtesy the Australian National Maritime Museum).

nurtured and gave Harold a free reign well before he became ill and died prematurely in October 1936, aged 49. Thus the business was carried on without any interruption, with Harold forming the company, Lars Halvorsen Sons Pty Limited, in 1937. One of Harold's first moves was to buy waterfront land at Ryde, just downstream from the bridge over the Parramatta River, and establish a large boatyard. With the outbreak of World War II, Lars Halvorsen Sons Pty Limited was to play a key role in the war effort. During the war, Harold supervised the construction of 237 wooden boats, ranging from 22ft to 112ft LOA, for the Australian Navy, Army and Air Force, the US Army and the Dutch Defence Forces, together with trawlers and other commercial vessels.

Several of these craft were used in the Philippine and New Guinea campaigns and supported General McArthur's return to the Philippines. Japanese surrenders took place on

several of the sixteen 112ft, Halvorsen-built Fairmiles.

On the night that Japanese midget submarines attacked shipping in Sydney Harbour, several Halvorsen pleasure boats that had been taken over by the RAN for patrol work attacked the subs with depth charges, sinking one in Towler's Bay.

After the war, Harold took his family overseas, visiting his birthplace in Norway but also Great Britain. One thing that impressed him greatly was the large hire fleet operating on the Norfolk Broads in England.

As a result, he decided the company should move into the boat hire business, acquiring an old boatshed at Bobbin Head and beginning to build what would become the largest privately owned hireboat fleet in the world. At its peak, there were 69 wooden cruisers, from 25-footers to 36-footers, on the water, along with launches, rowing boats and dinghies, operating out of Bobbin Head.

Harold Halvorsen's foresight brought pleasure boating within reach of not only hundreds of thousands of Australians, but people visiting from around the world. While the fleet at Bobbin Head has diminished, the "Halvos" live on, many bought by people who had once cruised, even honeymooned, on the Hawkesbury River and its tributaries, while others are still operated as hire boats at Goolwa in South Australia and the Gippsland Lakes in Victoria.

Everyone who has either owned a Halvorsen boat, or enjoyed those days afloat on a "Halvo" on the Hawkesbury, will wish Harold Halvorsen the Happiest of Birthdays on his 90th anniversary.

- In coming issues, OFFSHORE will profile other members of the famous Halvorsen family, the ocean racing Trygve and Magnus and the remarkable Carl, still racing at the age of 88.

OPTIMISING

BY SCOTT JUTSON

Racing Maxis in the Millenium

Just to refresh your memory on an overused term - maxi is short for maximum rating. The term was developed under the IOR rule and was passed on to the IMS and is currently defined globally as the ILC 70 limits. This is the maximum speed a boat can have and still race legally under IMS. Examples of this class are Morning Glory, Sayonara, and Brindabella. For the 2000 Sydney to Hobart the Cruising Yacht Club of Australia has decided, for the first time ever, to unlink the upper limit of the race with the current international limit as set by the ORC. Now we have two limits - an IRC value of 1.6 and an ILC value of 470 sec/mile, which is 20 sec/mile faster than the current ORC maxi limit. These new values were generated by the club from some perspective for the specific purpose of setting two new limits for the Hobart. The IRC value is actually faster than last year's IRC limit which, at the time, was already well ahead of the IMS limit used in 1999. As these changes can generate some confusion I will attempt to eliminate that as much as possible by answering two questions:

- 1) What are the potential consequences for owners of existing boats? and
- 2) What path could a potential new owner, interested in line honours, take?

As to the consequences we might see from this decision: first and foremost it is fair to say that all existing ILC maxis have no further role in the line honours contest. To speed them

up 20 seconds per mile is no small task and perhaps one that is probably unjustifiable at least by a serious owner. For one thing it makes them ineligible for IMS racing and their own World Championship. Even the turbocharged IMS versions racing as IRC entrants in the last Fastnet (Alexia as an example) couldn't get anywhere near the

“The real potential for excitement for both race organisers and competitors begins when this regenerated breed of boats start to pump up water in their first building sou'wester”

1.6 rating (which is not, by the way, the limit for the Fastnet Race).

Also, since most of the ILC 70s are based in the US, they still have to deal with the Newport to Bermuda Race which still adheres to the ILC 70 limit.

Some owners may choose to go down the modification path, but it does have its own set of problems. Assuming the Northern Hemisphere or ILC 70 eligibility issues are of no concern, then bigger masts and hull extensions are all possible options. Water ballasting, however, is the most obvious route to new found speed, but it is a path that must be tread warily.

While it is fair to say that structural integrity of vessels in Cat 1 races is a concern to all of us, not many people

are aware that stability is not input into the regulated aspects of yacht structures. Not even the USL code, which governs the applicability of vessels to carry passengers on sailboats, has any concern for stability beyond its relation to keel attachment and the number of passengers you can carry.

If, then, someone decides to water ballast their now obsolete IMS maxi what are the possible consequences of this action? Well, first, let me make it

clear that no scantling rule or safety regulation need to be considered. This means that an additional 3000 kg on the rail (36 crew) may come into play without any requirement to upgrade chainplates, mast ring frames, local panel strength, or the strength of the mast and associated rigging and nor would you bother as it would turn the whole exercise from a relatively cheap

one to one costing a small fortune. Beyond the external issues you also have the internal installation of tanks, bulkheads, plumbing, etc. Again, unregulated.

The real potential for excitement for both race organisers and competitors begins when this regenerated breed of boats start to pump up water in their first building sou'wester. Imagine three cubic metres of seawater dumping into your accommodation area when the chainplate bulkhead (now the forward water ballast bulkhead) tears out.

Never fear race organisers, the IRC rule has given you a way out of this on which is IRC rule 27.3.1. This says "Seahorse Racing/UNCL will generally only grant permission to boats

specifically and originally designed to carry movable ballast and may deny permission without giving any reason." This little clause suggests that such re-fits may be frowned upon and that pre-approval from the rating office would be a worthwhile exercise. Remember, too, that IRC 2000 is a self-proclaimed arbitrary and secret rule so if you choose to take the high octane route expect the temperature to rise somewhere along the line if not from admin then from your fellow competitors.

On to the next question: what if none of this is an issue to you since you do not find yourself burdened with yesterday's design? What should you do if you want to get out amongst it? Your first inclination might be to shop around amongst the exotic classes that are designed for water ballast and therefore accepted under the IRC umbrella. This at least insures you avoid rule 27.3.1.

Your shopping list might include a Volvo 60 (IRC 1.48) or an Adeco One Design Maxi (currently the fleet is impounded so good deals may be forthcoming). All you need to do if you take this option is to insure that the vessel is currently carrying a 2000-2001 IRC certificate with an upper limit not

exceeding 1.6.

As a guideline, look to last year's Fastnet Race where the fleet of Open 60s, Volvo 60s, ILC 70s and Adeco Maxis was predictably bested by a trimaran by over 12 hours (yes, they allow multihulls in the Fastnet!). Of more relevance was the line honours mono - an Open 60 with an IRC 1.55 rating. Won on handicap as well! Second over the line was an Adeco Maxi, then a Volvo 60 which was an hour ahead of the first ILC 70 (IRC approximately 1.5 to 1.52).

So what's the problem with this second hand option? The only one seems to be that none of the boats are at the new race limit, i.e., they are too slow! There was one Open 60 in the last Fastnet that was over the new CYCA limit with a rating of 1.651. But then she can't do the Hobart anyway!

Your next option is to do a new boat. This could be a lot of fun what with no IMS interior issues, water ballast and lots of carbon. What a boat this would be. You might choose to skip the water ballast and just do a big boat to the 470 sec/mile ILC. This could be a nice one-off option with limited ability to race elsewhere but it would certainly show a clean set of heels to any of the existing fleet.

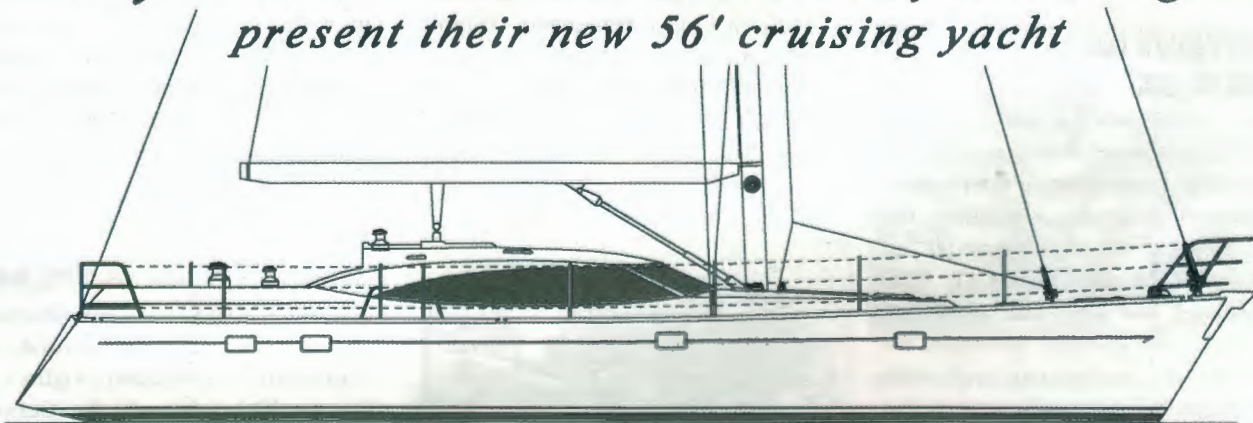
Taking the same vessel out of IMS

into IRC and making it an upwind grunt machine with water ballast as the other option, but these are issues that would need to be resolved through analysis. First off, you need to find out which option produces the fastest boat. In last year's Hobart that option was the IRC handicap since it was notably faster than the IMS limit. Don't ask me why that was, but I suppose it means the upper limit was changed last year and no one even knew it. There were plenty of ILC 70s with IRC numbers that could have been used to set an equivalence, but I suppose "pick a number" is more fun. Keep that ground moving!

Finally, remember that it takes close to 12 months to build something of this size and in that time not only will the CYCA Board and Sailing Committee change but the RORC may have a fiddle with the IRC rule (they are just another club after all) and generate a new version. Timing then becomes everything.

As a result, my final advice would be to design in a fair bit of flexibility into the platform so you could speed up and slow down a fair bit as the limit changes year to year. The relative stability of the ORC days are well and truly gone.

Kay Cottee A.O. & JUTSON™ yacht design
present their new 56' cruising yacht



WWW.JUTSON.COM TEL: 61-2-9948 1512 FAX: 61-2-9948 2392 E-MAIL : info@jutson.com



Steiner's Rocky for Olympic viewing

Many of you will have splashed out on tickets for the Olympics and may have been lucky enough to actually get them. So why not have a look at Steiner's Rocky, the compact foldable binocular, measuring only 120mm long and folding to 70mm wide - small enough to put in your pocket or handbag, but with the clearest picture you can expect from Steiner.

These compact binoculars with their high 10 x optics offer outstanding brightness and viewing range, with enough power to see miles and get close focus to 4 metres. Further information from Mainstay Marine, ph (02) 9979 6702 or email romojen@mpx.com.au

Volvo Penta's new TAMD74L EDC

Volvo Penta's new 7.3 litre TAMD74L EDC marine diesel develops a full 430 hp at 2500 rpm, meeting the needs of customers who do not have the requirement for the extra 50 hp developed by the TAMD74P EDC introduced last year. The TAMD74L EDC has been specially developed for planing and semi-planing craft, with the engine's high output combining with a rich torque curve to ensure excellent performance, acceleration and response.

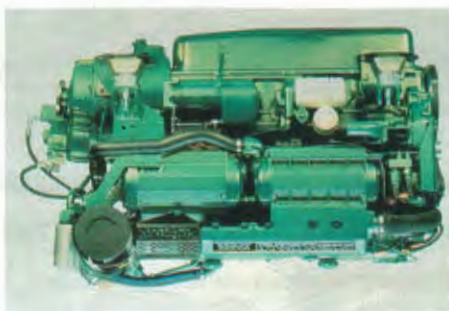
The engine features EDC (Electronic Diesel Control) which is an electronically controlled processing system that determines the precise quantity of fuel required at any given moment. This takes full account of variations in operating temperature, air pressure and other contributing factors, thus optimising engine performance and efficiency, reducing fuel consumption and emissions.

Volvo Penta is represented in Australia (except WA) by Eastern Engine Pty Ltd, ph (07) 3899 1622, fax (07) 3899 1045 and in WA by Seapower Australia Pty Ltd, ph (08) 9335 9777 or fax (08) 5335 3233.

Quantum Sail Design unveils new fabric

Quantum Sail Design Group has announced the development of Matrix(tm), a revolutionary composite racing sail fabric in distinctive shades of black and grey, claiming it provides up to 30 percent more strength, stretch resistance and durability than any other composite material currently used in sailmaking.

Quantum, working in conjunction with its partners in the Strategic Alliance for the Development of Sailmaking Technology (SADST), Clark Schwebel Tech-Fab Corp., Dimension Polyant Sailcloth and the DuPont Corp., spent three-and-a-half years developing the Matrix materials, which are available in both PBO(r) (black) and Kevlar(r) Edge (gray) fibres. "They owe their



Well-attired crew of Jeantex, the German Mumm 36, competing in the 1999 Admiral's Cup.

stretch resistance and strength to a combination of innovations, including impregnated scrim technology, advanced aircraft component lamination techniques, and a unique new colored film that protects the material from light," said Larry Leonard, managing partner/sail designer for Quantum. Sails made from the new cloth made their debut at the GMC Yukon/Yachting Key West Race Week in January onboard many of the fifty plus boats using Quantum throughout the fleet.

In developing the new product, the team recognised and addressed the importance of balanced strength to achieve durability. It accomplished this through design and fibre distribution. Matrix incorporates nearly twice as much fibre, (and fibre of a higher modulus), in the "fill" and uses a widened "X-ply" to support the bias.

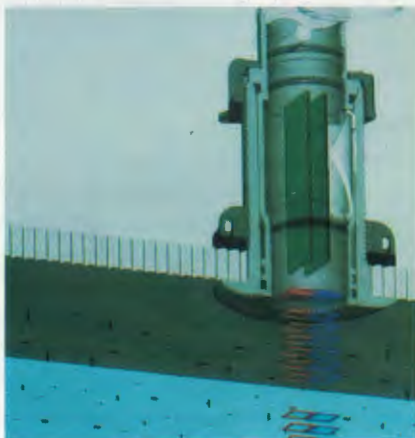
Quantum Sail Design Group, with its world headquarters in Annapolis, USA, has 45 sail lofts across the U.S. and overseas. Australian sail lofts are in Sydney, ph (02) 9997 3776 or email - couell@msn.com.au and in Melbourne, ph (03) 5975 1119 or email - performsails@zx.net

Jeantex breathable yachting wear

The Sydney based company, Bluewater Yachting Service has gained the Australian distribution rights for Jeantex Yachting wear, the German-based brand specialising in high quality, high performance yachting clothing. The Jeantex collection covers a wide range of sailing wear from

breathable Offshore/Ocean wet weather gear through to coast waterproof clothing. It also includes a comprehensive of mid layer thermal gear, after sailing and accessories.

Bluewater Yachting Services market their range direct-to-customer and through website - www.jeantex.com thus enabling them to supply a high quality product at a most competitive retail price. Further information, Bluewater Yachting Services (02) 9913 3617 or email - merro@iaccess.com.au.



Cutaway illustration of B&G's new Ultrasonic speed sensor...appealing to high tech and grand prix sailing and motor vessels which require a large degree of accuracy and high speed functionality.

B&G's Ultrasonic speed sensor

B&G, the leading marine electronics manufacturer, has added an innovative new through-hull speed sensor to its range of instruments. The B&G Ultrasonic has no moving parts, zero maintenance and no hull extrusion, all contributing to super-accurate data.

The retractable through-hull sensor features two transducers mounted in the single cylindrical unit, lined up with the fore and aft axis of the boat which senses and measures the time that particles move from the forward to the aft sensor, thus calculating the speed of the vessel. With innovative signals processing of every sound transmission, the B&G Ultrasonic computes a new value for boat speed every 0.5 seconds, based on the prior two seconds of echoes collected, with the new data acquired at a rate of 5,700 times per second. More information from Mainstay Marine, ph (02) 9979

6702, fax (02) 9999 3181 or email - romojen@mpx.com.au

Handheld autopilot from Simrad

Simrad Robertson, the world's leading manufacturers of autopilots, has released through Australian agents, Quin Marine, a new handheld autopilot, the AP21. This unit complements its extensive range of reliable and technically advanced autopilot systems.

The ergonomically designed handheld AP21 is a flexible autopilot that allows full pilot control from any convenient area of the cockpit or flybridge. It can be fitted as a stand-alone autopilot for sportsboats or cruising yachts, or as a second station autopilot on flybridge or larger vessels.

In addition to the standard mode that provides 'course' 'heading' and 'rudder angle', the screen can display other navigation information such as 'bearing' and 'distance to waypoint'. Further information from Quin Marine, phone toll free 1800 811 303

New blocks from Ronstan

Ronstan's new range of 40mm blocks offers an ideal range for dinghies and keelboats up to 8 metres LOA. They combine the exceptional performance of Ronstan's latest

bearing design, high load ratings and practical new Smart Features_ with the Series 40 blocks available in BB (ball bearing) and AP (all purpose spindle bearing) versions.

Innovative new features include:

- Captive Lock universal head - a simple, sliding lock to fix the head post in either of two planes or disengaged to leave it free to swivel.
- Bearing cut-outs -



Some of the new range of Smart 40 blocks from Ronstan with "Smart Features."

cut-outs in the cheeks make it easy to flush salt and sand out of the bearing to ensure longer service life.

- Quick adjusting cleat arms - sliding posts are pulled out of stops to adjust the cleating angle. Then they snap back into the locked position to secure the arms.
- Key hole" becket pins - the becket pins lock into key hole slots. There are no split rings to get lost, or cover with tape to prevent them catching lines.

Ronstan's new Series 40 blocks are available from most chandlers.

America's Cup Omega Seamaster

Omega, official timekeeper of the America's Cup 2000, has commemorated the event with the launch of the Omega Seamaster Professional America's Cup watch. Based on Omega's legendary Seamaster Professional Divers series, the limited edition America's Cup watch is numbered individually and presented in an exclusive blue gift box. A stylish and functional timepiece, the watch is self-winding and features a uni-directional rotating bezel with an 18K white gold ring with raised hour markers. It is water resistant to 300 metres. The watch has glareproof scratch-resistant sapphire crystal face, with a black wave-patterned dial featuring the America's Cup logo and large, luminous hour markers.



SAFETY @ SEA

with

STORMY SEAS
INFLATABLE CLOTHING

Worn not stowed

All jackets and vests –
AS1512 approved Type 1 PFD
(CO₂ cylinder inflation system)
All Offshore range –
Integral AS2227 approved
safety harness



Offshore
Sailing Jacket



Offshore
Sailing Vest



Zipout
Sleeves Jacket



Personal safety with
performance & comfort



Phone: +61 3 6245 0443

Fax: +61 3 6245 0446

www.stormyseas.com.au

Tough Conditions for historic Regatta

Despite adverse weather conditions, Australia's largest keelboat regatta, the Bundaberg Rum Festival of Sail on Geelong's Corio Bay, was again a huge success. The six day regatta attracted entries from around Australia and beyond, with the British yacht *Hawk* claiming the major trophy for individual yachts- IMS division of the Scotchmans Hill Series.

Combined with Sail Melbourne for the first time, competitors in the historic regatta faced tough conditions for the first three days. In the traditional passage race from Williamstown a record number of yachts were forced to retire. Several were dismantled. At one stage there were 23 yachts sheltering in Portarlington. It wasn't a good start to the annual regatta, but conditions improved as the week progressed.

Royal Geelong Yacht Club, host club for the Festival of Sail, has been conducting a Geelong Regatta centred around Australia Day in January since

1859, although the first recorded regatta on Corio Bay was in 1844.

Feature events of this year's Festival Regatta included the prestigious Geelong Advertiser Teams Trophy, won by the host club, the six heat Scotchmans Hill Series for individual yachts, won by the UK owned by Sydney 46 *Hawk*. The Bundaberg Rum National Sports Boats and the inaugural 12 Metre Class Corporate Challenge, The 12 Metre Corporate Challenge brought a new dimension to the regatta. Twelve companies match racing the famous former America's Cup yachts, *Kookaburra* and *Kiwi*, over two days. This will be a permanent feature of the regatta.

The onshore entertainment program included the RAAF Roulettes, 11 live bands and a grand finale fireworks display. Over 20,000 visitors soaked up the grand prix atmosphere during the six days.

Detailed results are available on the website: www.rgyc.com.au.



The British yacht *Hawk*, a Sydney 46, which was overall winner of the Scotchmans Hill Trophy at the Bundaberg Rum Festival of Sail Regatta at Geelong.
(Pic - Ian Mainsbridge)

Life, love, and all that is

SAILING



TAHITI

The beauty of the islands, the sparkle of the sea, the whistle of the breeze, and the roll of the ocean – these are just some of Tahiti's magical qualities. When you're ready for an extraordinary experience call GIE Tahiti Tourisme on **1300 655 563** for all you need to know.



On the Couch with "Barney" Walker

Andrew Palfrey, a member of the winning Australian crew in the 1999 Etchells World championship, has joined OFFSHORE Yachting as a regular contributor. His first article is an in-depth interview with Melbourne-based international yachtsman Ian "Barney" Walker.



Nokia's scorching record breaking dash down the Australian east coast and across Bass Strait in the 1999 Sydney Hobart was due in no small part to Ian Walker. Known widely as "Barney" (due to his remarkable resemblance to the Flintstones cartoon character), his experience in handling a Volvo 60 in hard running conditions proved invaluable.

This was Walker's first Line Honours victory in the Sydney-Hobart race in a career spanning 12 races over 17 years. However, he has been a key member aboard overall handicap winning yachts three times and placed in the overall top ten placings a remarkable eight times. Walker's yachting history also includes competition in Admiral's, Southern Cross and Kenwood Cups and the Whitbread Round the World Race, as well as scores of victories in one-design classes. Underscoring his sailing versatility, immediately following the *Nokia* success, he achieved a second placing at the Etchells World Championship sailed on Broken Bay, north of Sydney.

Walker's focus is currently directed towards the launching of the first-ever Australian entrant in the Volvo Ocean Race (formerly The Whitbread).

After starting at the sport of sailing at the relatively late age of 15 years old, Walker progressed through the International Cadet program at Royal Yacht Club of Victoria. From there he

moved to the National E Class, in which he won the 1981 Australian titles. While enjoying his dinghy sailing, Walker was drawn into the JOG and IOR racing fleets then enjoying their heyday periods in Australia.

Walker was given the opportunity to fill key sail trimming and steering roles aboard the top racing yachts of the era. He spent countless weekends racing hard on Port Phillip or cutting his teeth in the coastal waters of southeast Australia. It was in this period that Walker developed an affinity for offshore racing and, in particular, the Sydney Hobart bluewater classic.

OFFSHORE'S · Andrey Palfrey interviewed "Barney" Walker about his outstanding career in sailing.

Andrew Palfrey (AP): What was the greatest influence on your yachting career in the early days?

Ian "Barney" Walker (IBW): I was invited to join a crew to campaign towards winning the World Quarter Ton Cup. This lasted for three years. The nucleus of the team was David Berkill (owner), Ross Lloyd, David Rees and myself. In the second Worlds we attended in France, we had the regatta sewn up until the rig came down in the last race. Determined to go the extra step, we travelled to the following year's Worlds in Denmark and won convincingly. This formed my first real taste of International competition.

AP: What are your memories of offshore racing as a young man?

IBW: I was lucky to sail with very good yachtsmen on quite small boats. This gave me solid grounding in how to handle boats in the ocean. It also instilled a belief that I would only sail in the ocean with people I could trust. In my first Sydney-Hobart race back in '83, we had the usual bad weather for 18 hours, but I will never forget how good it felt to sail into Storm Bay and up the Derwent River to the finish.

AP: Is getting there (to Hobart) the best thing about the race?

IBW: No. I think just competing in the Sydney Hobart race is a great thrill and an honour. Most of the boats I have been involved in have been there to

have a crack at handicap honours. To work hard together to achieve a result is very satisfying.

AP: What do you think about the new safety rules introduced in the Sydney-Hobart race following the tragedy of 1998?

IBW: The race should, and will continue. It is one of the World's classic ocean races. It is not meant to be easy. Somewhere in the race you will generally get some bad weather, although 1998 was extraordinary. It is a race that people still want to compete in. The race management and safety issues this year were a great tribute to the CYCA.

AP: How dangerous is the Sydney-Hobart?

IBW: I think some people rush into the race too often. I would advise an owner to spend a year or two campaigning a new boat in various coastal races. Concentrate on finding out what the boat and the crew are capable of doing before you dive into the Sydney-Hobart. If you are not confident with the boat or the people, you become horribly vulnerable to the conditions that the Sydney-Hobart race can dish out. I have never felt un-safe at sea. I think this goes back to my offshore racing experience as a young guy and never taking Mother Nature lightly. At the end of the day, it comes back to the individual asking themselves whether they are honestly ready for what might happen on the ocean. In the early days, we rolled the

Quarter Tonner in the ocean a few times. What saved us was the fact that we were prepared for this to happen. We had respect for the conditions.

AP: How did you become involved in Nokia's campaign for the 1999 Sydney-Hobart race?

IBW: I was hoping to get the funding to charter a Volvo Ocean 60 with my own team for the race, but we ran out of time. I then decided to join Michael Spies and Craig Malouf in working with Stefan Myralf and his Danish team aboard *Nokia*. I was really looking forward to sailing on a Volvo 60 again.

AP: What was your role on board *Nokia*?

IBW: My job description was primary helmsman and watch leader. As the race turned out, my experience aboard the Whitbread 60's in the Southern Ocean saw me do a lot of steering through the windiest periods.

AP: What are your recollections of the record-breaking performance?

IBW: We were happy to get out of

STEINER

GERMANY



There's the best ...
... and then there's



Water
Pressure Proof



Stabilized
Compass



Armour
Coating



Slip
Proof



STEINER

For further information contact:

MAINSTAY
MARINE

ELECTRONICS

Brookes and Gatehouse Australia

Unit 11, 92a Mona Vale Road,
Mona Vale NSW 2103
Fax: (02) 9999 3181
Email: romojen@mpx.com.au
Website: usrwww.mpx.com.au/~romojen/

For a colour brochure call
(02) 9979 6702

On the Couch with "Barney" Walker

Sydney Harbour without any major dramas. The forecast was perfect for us. We sailed conservatively until we cleared the spectator fleet. We pushed a little hard early on and blew out a spinnaker. Our navigator, Vincent Geake, told us to expect at least 30 knots from astern all of the first night. We put some water ballast in the back of the boat, put a small spinnaker on and settled the boat down into a rhythm. While we had a couple of unsettling moments and the waves were pretty short, the boat felt comfortable. After a while, the crew got more comfortable with the speeds we were doing and we really put some distance on the opposition.

AP: Tell us about the speed you were doing?

IBW: We were sailing along at 28 knots and occasionally going over 30 knots. At those times you don't think you have

complete control, but the Volvo Ocean 60 is a beautiful boat to sail.

AP: Aside from the offshore sailing, you have also amassed a remarkably successful record helming one-design boats at the elite level. How do you rate one-design competition to the offshore stuff?

IBW: You cannot beat the one-design racing in testing and sharpening your skills. One-design is a real leveller. If you have a small technique problem, it will be shown up in one-design sailing. My one-design sailing has helped my big boat racing at such events as the Admiral's Cup, but the offshore steering has given me a feel which helps me to get a one-design boat up to speed. I think the two areas complement one another. Some people say that I suffer by not spending enough time doing the one thing. On the other hand, I think I benefit by sailing a range of boats in different areas with different people.

AP: Where does the level of Etchells racing in Australia sit compared to the

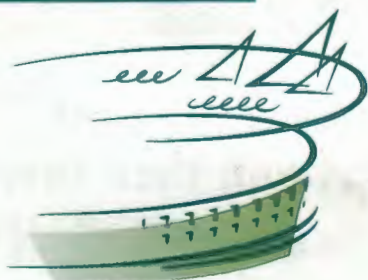
Olympic classes?

IBW: The standard of the Etchells is very high. I love racing the Etchells, because you can compete with several of the World Champion helmsmen (Iain Murray, Colin Beashel, and Cameron Miles) on a regular basis. The Olympic classes, on the other hand, demand your undivided focus over many years for you to do well.

AP: You have tried out for selection in the Soling class for the last two Olympiads, but were ultimately unsuccessful. Will you try again?

IBW: Hard question! The time required is a big problem. You need to generate around A\$400k to complete a thorough Soling campaign, and sponsors are limited. We put a lot of effort into the 1996 trials (with Steven Jackson and Steven Peel), but were beaten by Matt Hayes and his crew. That was a real disappointment, because we were fully geared up to do well. For 2000, I joined a campaign in the latter stages and we were eliminated early due to lack of training.

Stay Ashore



\$140*

Fri, Sat, Sun

\$170*

Midweek

Stay next door to the Cruising Yacht Club of Australia and Rushcutters Bay Park - and close to tennis, jogging, cycling and the best shopping in Sydney.

Stay in contemporary style and thoughtfully appointed rooms. Revel in every luxurious extra. Dine in-house on Nell Perry's superb cuisine at Bistro Mars or (Joy of Joys) on room service. Then work it off in the rooftop pool, the gym or the steam room.

We know you'd rather be sailing but when you can't, stay with us. It's the next best thing.

Rushcutters
HARBOURSIDE
SYDNEY

Frequent flyer



100 Baywater Road, Rushcutters Bay NSW 2011 Telephone 02 8353 8988 Toll free 1800 835 300
Fax 02 8353 8999 reservations@rushcutters.com
www.rushcutters.com

DMD RH587a *Per room per night excluding 10% State Government Accommodation Levy, valid until 30/06/00

Tylaska

High Tech
Trigger Release
Snapshackles



- Easy release system
- Superb quality and lightweight
- Aerospace 15-5PH Stainless Steel
- 4 sizes from 8,000 to 30,000lbs break strength
- Used by top racing teams worldwide

for more information and your nearest Tylaska dealer:

a.m.i. marine sales

Exclusive Importers & Distributors

45 Merton Street, Rozelle NSW 2039

Tel. (02) 9818 1014

Fax. (02) 9555 1426

Mobile. 0418 224 138

email: amimar@msn.com.au

You need to put the time in! It is such an awesome commitment. I doubt very much whether I'll be there again.

AP: Any plans to do more match racing?

IBW: I enjoy match racing. I think that match racing the Soling is a problem, because they turn so quick that the umpires find it hard to be accurate. I have done some corporate match racing aboard the Twelve Metres and it is great fun. Match racing is a good skill to learn.

AP: What was your initial feeling towards getting involved in the Whitbread Race (now the Volvo Ocean Race)?

IBW: Whilst knowing that the race existed, I was never that excited about competing until it started to attract some of the world's best America's Cup and one-design sailors. I made some initial enquiries and then a call came out of the blue from Knut Frostad of Norway, who was running the *Kvearner Innovation* syndicate. I spoke a lot with Knut and decided to give it a shot. It seemed to fit in very well and "a lap of the planet" seemed like a good idea at the time. I closed my mast-building business and moved to Norway to begin the training.

AP: You changed syndicates after the Cape Town-Perth leg. What happened?

IBW: I put it down to a communication breakdown on the part of the *Kvearner* syndicate's management. There were a couple of issues that arose and they were never properly dealt with. We were leading the race at that stage (with a second and a third). I was told I was not required for the remainder of the race. I was very disappointed. I know that my departure upset the harmony on board *Kvearner* and I think that ultimately cost

them the race. I was fortunate to join *Toshiba* from Sydney onwards. I knew some of their key people very well, including Dennis Conner. We did very well in the Sydney-Auckland leg (2nd) and didn't look back. Sailing with Dennis was a great experience. His best asset is his ability to motivate the team.

AP: What is the best part of the Round the World Race?

IBW: Without doubt, sailing in the Southern Ocean is the pinnacle of offshore yacht racing. Racing along for up to two weeks on end in 30 knots, snow, ice, sleet and big waves make for a great experience. It may sound uncomfortable and scary, but the boats are so nice to sail and you develop a great bond and trust with your crewmates. I can't recall being scared in the Southern Ocean. The heart races occasionally, but you feel relatively safe.

AP: What are the key elements involved in putting together a team for the

Volvo Race?

IBW: Everyone needs to be focused on the goal of doing his or her best to win the race. That includes the race crew and the shore crew. There needs to be a harmonious environment where we are all learning and moving forward together. Everyone brings along diverse skills and they are all equal on board the boat. There is no room for egos in the Southern Ocean.

AP: What is your vision for the upcoming Volvo Ocean Race, starting in September 2001?

IBW: A main reason I got involved last time was to assess the logistics required to compete in the event. I was amazed at the sheer size of the Volvo Race. I sincerely believe there is the talent in Australia to win the race. That is the main aim - to win the Volvo Race using Australian technology and Australian people.

AP: Where is the project at?

IBW: We are in the fortunate position to have a lot of assistance by some well-connected people in the corporate world. We have spoken to a lot of potential sponsors and feel we have got close to getting suitable levels of sponsorship on several occasions. The bottom line is that we have not raised the money as yet. We are very determined and confident we will get to the start line with a great boat and a great team.

AP: What role will you fill within this campaign?

IBW: My strength is the on-water side of things. There are a number of people that we have spoken to who will fill the other key roles, such as building the yacht and the sails, shore management, media, internet, corporate hospitality and overall logistical management.





Hoisting sail for Winter

BMW Sydney will again be the major sponsor of the most popular Club regatta on Sydney Harbour - the CYCA Winter Series - in 2000.

The Cruising Yacht Club of Australia is once again expecting another huge fleet for the 2000 BMW Sydney Winter series, which starts on Sunday, April 30 with the traditional Ladies Day race. The first pointscore race will be sailed the following Sunday, May 7.

"Based on the size of last year's fleet and the number of new yachts, such as the Farr 40s, Beneteaus and 'beach balls', hitting the water, we are expecting 150 block entries and up to 180 yachts out racing on the big days," says CYCA sailing manager Phil Thompson. This is the third year of BMW Sydney's partnership with the CYCA and in that time, both organisations have faced exciting challenges. The CYCA has seen the upgrade to the floating marina and is in the midst of extensive renovations to



The 2000 BMW Sydney Winter Series on Sydney Harbour is expected to again attract a huge fleet out each Sunday. (Pic - Ian Mainsbridge)

the clubhouse. Similarly, BMW Sydney has just completed over a million dollars worth of upgrade to their facility in Rushcutters Bay.

The CYCA has the Olympics on its doorstep this year and an expansion to its race calendar with the inclusion of the Sydney - Mooloolaba Race in April. At the same time, BMW Sydney has an exciting expansion of their model range in 2000 with the launch of the new 3 Series convertible and M3, and the all new X5 4-wheel drive.

The X5 4-wheel drive has received accolades both in the USA and in the Australian press. Furthermore BMW Sydney will host the introduction of the new Rover 75. This Luxury sedan is the first of the new Rover products to be engineered and built under the guidance of BMW. As well as providing

generous financial support to the Winter Series, BMW Sydney will also supply additional prizes to the Ladies Day winners from the starting weekend on April 30 and the final race on July 23.

The Sailing Office advises there are no changes to the BMW Sydney Winter Series format, other than the later start due to Easter. The Notice of Race is now available from the Club.



Hoisting sail for the BMW Sydney Winter Series which opens with the Ladies Day Race on April 30, the first pointscore race the following Sunday. (Pic - Ian Mainsbridge)



Most boats have plenty of helpers aboard for the popular BMW Sydney Winter Series on Sydney Harbour on Sundays through winter. (Pic - Ian Mainsbridge)

Wollongong weekend a winner

The eighth annual "Wollongong Weekend" for Sydney ocean racers underlined the popularity of this event, both as a significant racing event and as a social weekend in the hospitable South Coast city.



George Snow with some of his crew at Wollongong's Belmore Basin with the line honours trophy won by his Jutson maxi, *Brindabella*, in its record-shattering Sydney to Wollongong Race. (Pic - Lisa Ratcliff)

While the Cruising Yacht of Australia conducts major passage races from Sydney to Hobart, the Gold Coast and, for the first time this April, to Mooloolaba, there is but one passage race on the local club calendar - to Wollongong each February.

Which is why the "Wollongong Weekend" in February each year has become so popular with yachties. There's a quick (quickest ever this year) 42 nautical mile overnight dash south on the Friday night followed by a day ashore at historic Belmore Basin for the Novotel Northbeach Sea, Food and Sail Festival, a big prizegiving

party on the dockside and then a slightly longer (and this year very slow) race back to Sydney on the Sunday.

The weekend owes its inclusion on the CYCA's race program and its link with the Sea, Food and Sail Festival to the determination of Colin Wilson, the Wollongong based yachtsman and CYCA member.

His efforts, supported by the Royal Volunteer Coastal Patrol, the Rotary Club of West Wollongong, Wollongong Tourism and sponsors such as Novotel and Mount Gay Rum, must certainly have been rewarded this year, not only having 42 yachts participate, but by having many crews joined by family and friends, and by the strong interest by locals in the event. While all the yachts finished in the dark in the race from Sydney, several thousand people came down to look at the yachts in Belmore Basin, normally the home port of the local fishing fleet. Then on Sunday morning, they lined Flagstaff Hill to watch the spectacular spinnaker start for the return race, a course that took the yachts south around Flinders Islet, off Port Kembla, before heading north.

The two races have significant status on the ocean racing calendar. The fleet this year raced for four of the CYCA's prestigious perpetual trophies, the Trade Winds Trophy, Flinders Trophy, Founders Cup and the Solo Trophy. Even more significant was that results of the two

races combined meant vital points for the Blue Water Pointscore.

The race to Wollongong saw a spectacular, record-shattering dash south by *Brindabella*, skippered by Bob Fraser in the absence of owner George Snow. The Jutson 76 covered the 42 nautical miles in 4 hours 10 minutes 10 seconds, some one-and-a-half hours faster than the record she set in 1999.

On IMS corrected time for the Bluewater Pointscore, *Brindabella* placed fourth, one place behind major rival, *Atara*, skippered by Roger Hickman. Overall IMS winner was Bob Steel's Admiral's Cup team yacht, *Quest*. In contrast to the race to Wollongong, Sunday's return race was a slow, slow beat north that took *Brindabella* 7 hours 18 minutes 17 seconds to complete and saw her only seventh on corrected time. Overall winner was Bob Kothe's *Sword of Orion* from *Quest* and *Atara*, giving *Atara* a three point break in the Bluewater Pointscore.

Dick Cawse's *Vanguard* won both races under the Ocean Pointscore to clinch the series for the 1999-2000 season. While he didn't get in the top placings over the Wollongong weekend, Colin Wilson, the main organiser of the Wollongong weekend, won the PHS honours for the OPS series with his boat, *Never a Dull Moment*. Another South Coast yachtsman Geoff Lavis won the PHS division of the race to Wollongong with his downwind flyer, *Wild Thing*.



Bob Steel and his crew with the perpetual sword trophy won by his Admiral's Cup team yacht, *Quest*, in the Sydney to Wollongong race. *Quest* finished third across the line and first IMS overall in the race to Wollongong and second in the return race. (Pic - Lisa Ratcliff)

Gale decimated Bass Strait races

While the leading yachts in the Telstra Sydney to Hobart Race smashed records down the East Coast of Tasmania, wild weather in Bass Strait smashed yachts from Melbourne in the races to Devonport and down the Tasmanian West Coast to Hobart.

An indication of the wild weather the fleets faced in the Ocean Racing Club of Victoria's races across Bass Strait to Devonport and in the West Coaster to Hobart came when the high-speed Bass Strait passenger catamaran had to abort its crossing on December 28.

The ORCV's races had started the previous day from Portsea, inside Port Phillip Heads, but within hours the heavy seas and strong to galeforce winds were taking their toll.

With a strong Victorian contingent in the Sydney to Hobart, the fleets for both races were well down on previous years, with the weather forecast deterring quite a number of boats from starting. Only 19 boats started in the race to Devonport, while 21 set sail for Hobart across Bass Strait and down the Tasmanian West Coast.

Sole finisher of the 28th Melbourne to Hobart was the 13-metre *Cadibarra 7*, skippered by Nigel Jones whose father Don designed the yacht.

Cadibarra 7 started from with a definite strategic game plan, setting a course across Bass Strait to round the northern tip of King Island, a major factor influencing this decision being the predicted southerly change due about 12 hours after the start. Being west would take the boat further away from the low pressure system and also avoid the unpleasant tidal gate

between King Island and Tasmania.

The weather did not start to deteriorate until the afternoon of the second day at sea, with the wind by then blowing from the south at 25 knots. At that stage *Cadibarra 7*, according to skipper Nigel Jones, was sailing comfortably with two tucks in the main and the # 2. "As the afternoon wore on, the conditions deteriorated considerably and by that event were down to three reefs and the # 3 (the equivalent of a big storm jib)," Jones wrote for OFFSHORE.

"Clearly having the third reef point in the main was the greatest asset in our sail plan. We could not have held two reefs and would have been underdone with the trisail. Our Hood Spectra mainsail set beautifully with three reefs and it was relatively easy to lead the first reef line through the third reef eye using our continuous VB cord mouse - a heavy weather must-have! Our first reef line has a loop in the casing at the end of the reef through which the tail

on the mouse could be tied without having to undo the mouse."

That night, the elements began to bite and *Cadibarra 7* almost started to lose crew to seasickness, with the wind kicking in to 30 knots and seas up to 5 metres. "Here the benefits of another pre-race decision, to take a crew of 12 rather than the 10 or 11 we normally sail with became apparent. This was not made, however, based on the weather...but rather because the race usually involves quite a bit of reaching, where weight on the rail is important. However, with 12 crew, we had plenty of resources to keep the boat going."

By that evening the radio sked reported quite a few retirements, with many more during the night, including that of *Helsal II*. By morning the wind was gusting to 45 knots, the seas were big but "not threatening..overall, it was quite unpleasant."

The wind and waves stayed up all day and into the night, with *Cadibarra 7* battling to windward down the



Cadibarra 7, winner and sole finisher of the 1999 Melbourne to Hobart Race, shows her speed under spinnaker. (Pic - Ian Mainsbridge)



Bill Rawson, owner/skipper of *Helsing II*, before the start of the Melbourne to Hobart Race. *Helsing II* was one of the race casualties which saw just one boat reach Hobart. (Pic - Stuart Milligan, Allsport Australia)

Tasmanian West Coast and making little headway.

Daylight on day four brought a nasty shock when a runner block blew apart as *Cadibarra 7* came off a wave as she continued beating to windward in 30 to 35 knots of wind. "Thank God for carbon fibre masts," commented Jones, reporting how the crew quickly luffed the boat and made up a replacement runner block.

Later that morning the wind and seas began to abate and, after 40 hours of sailing with minimum sail before the storm sails, *Cadibarra 7* was back to full rig. She rounded Maatsuyker Island in bright sunshine "the boat looking like a chinese laundry" as the crew dried out their gear.

From there on, conditions were ideal, except for the occasional squall, and *Cadibarra 7* hit the Derwent doing 14 knots while two-sail reaching, crossing the line at around 0200 on December 31, an elapsed time of three days, 14 hours.

The *Cadibarra 7* crew comprises Nigel Jones, David Ash, James Bacon, Nathan Edwards, Scott Esler, Werner Foik, Cameron McKenzie, Willi Mehrmann, Greg Patten, John Petkovsek, Barry Pollock and Clark Swan.

Line honours in the Melbourne to Devonport Race went to *Sailmaker*, an Adams 13 skippered by Peter Hesketh from the Tamar Yacht Club at Launceston. *Sailmaker* also won the PHS division on corrected time, taking 34 hours 21 minutes 20 seconds to cross Bass Strait, more than 15 hours outside the record.

Hesketh, who has sailed Bass Strait seven times, rated the conditions as among the worst he had encountered. He said while the waves were not extraordinarily high, it was the short, steep motion of the seas which slowed them up.

Second to finish was *Sagacious 5*, skippered by Ian Paterson from Melbourne's Royal Brighton Yacht Club which also won the main AMS handicap division and placed first in the IMS division. Runner-up in the AMS division was the Geelong yacht *Coromundel III* skippered by Roger McLennan, third place going to the Melbourne boat *Supertramp*, skippered by Ian McKenzie. *Coromundel* and *Supertramp* also filled the minor placings under PHS handicaps while *Sailmaker* placed second under IMS.

Last yacht to finish, the Launceston-based 10 metre sloop *Sarnia*, skippered by former Tasmanian Senator Peter Rae, took more than 50 hours to complete the course.

THE POWER TO RELAX

VOLVO PENTA COMPACT DIESELS 10-105HP

Right from the 10hp you can relax and enjoy the benefits of Volvo Penta Marine diesels.

Reliability, smooth running, freshwater cooling and 60A 14V charging all add up to the very essence of pleasure boating. Comfort, easy handling and a feeling of safety.

With eight models from 10hp to 105hp, the 2000 and 22 Series diesels are the quality choice for sailing yachts and small power boats.

Easy to install with three drive options including the silent running S-drive and with conversion kits for replacement of older Volvo Penta engines, they are the obvious choice for repowering and new boats.



The wide range of accessories includes the all new three blade folding propeller.



VOLVO PENTA

Eastern Engine Pty Ltd

Importer and Distributor

PO Box 78, 70 Banya St,

Bulimba, Qld 4171 Australia

Tel: 61 (0) 7 3899 1622 Fax: 61 (0) 7 3899 1045

www.volvo.com

For information and Dealers throughout Australia, PNG, Solomon Islands, Vanuatu.

AA2105

The right tune for Youth Sailing



The Triple M-sponsored Elliot 5.9 is part of the CYCA's Youth Sailing Academy. The boat is pictured here being sailed by the team from Wakayama Yacht Club in Japan during the recent Coca-Cola Youth International Regatta on Sydney Harbour.

Radio station Triple M has been an ongoing supporter of the CYCA's Youth Sailing Academy, through the generosity of CYCA member John Kirby, Chairman of Village Roadshow. The CYCA appreciates the financial assistance given to the Academy by companies like Village Roadshow, as it allows the youth sailing program to continue and develop.

Following is a run down of what listeners' can expect from Sydney's No. 1 Rock Station:

- Triple M provides Sydneysiders with the best Rock music in town and it's the only station in Sydney with a "No Repeat Workday" and your favourite 'Resurrection Selections'. This means listeners hear more variety of their favourite Rock all day long.

- There's no more perfect way to start the day then to tune into The Andrew Denton Breakfast Show featuring Andrew

Denton and Amanda Keller, each weekday morning between 6am-9am.

- When you get to work at 9am, Stuart Cranney fires up "The Classic 9 at 9", and Brendan 'Jonesy' Jones takes the chair from 12 noon with the Long Lunch "22 Rock Songs in a Row" guaranteed each day.
- Then there's the team that drives Sydney home (if not mad) Club Veg. For more laughs' then you can handle, join in each afternoon between 4pm-7pm. At nights join Todd & Milly between 7pm-10pm and The Late Net Show from 10pm.

Sponsorship packages - which include corporate hospitality opportunities at the start of the Telstra Sydney to Hobart Race - are now available at the YSA. Please call Lisa on 0418 428 511 for more information.

Etchells Nationals & Worlds

World Etchells title bonus for beaten Olympic aspirants



Australian title in the Etchells went to Jan "Clogs" Scholten from the Pittwater fleet, pictured sailing *Contender Koolong VII* (AUS394) in close racing here with *Just-a-Dash*, skippered by Phil Dash from the Sydney Harbour fleet. (Pic - Ian Mainsbridge).

The Royal Prince Alfred Yacht Club, based at Newport on Pittwater, north of Sydney, hosted the National and World Championships for the International Etchells class, Australia's most popular one-design class, in January. Both Championships were sailed on the Broken Bay offshore course in testing conditions. The Australian Championship attracted 58 entries from most fleets in Australia, including the strong Sydney Harbour fleet.

Jan Scholten and his crew, Simon Grosser and Mike Hughes, sailing *Contender Koolong VIII* and representing the Pittwater fleet won the Australian championship. They won two heats and were placed 4th, 6th, 15th and 16th in the other four heats, finishing on 27 points. Runner-

up was visiting American Scott Piper III who the previous month had sailed his ocean racing yacht *Pipe Dream* in the 1999 Telstra Sydney to Hobart Race.

The first six placegetters in the Australian Championship were:

1. AUS 394, Jan Scholten (Pittwater) 16,1,4,1,15,6 - 27pts.
2. USA 1145, Scott Piper (USA) 37pts.

3. AUS 400, Grant Wharington (Morningside) 2,9,6,5,16,ocs, 38pts.
4. AUS 337, Peter McNeill (Pittwater) 6,4,8,3,17,ocs, 38pts.
5. AUS 384, Iain Murray (Pittwater) 15,7,25,10,10,1, 43pts.
6. AUS 424, Ian Walker (Melbourne) 1,19,12,14,14,4, 45pts.

The World Championship attracted 68 entries with boats from USA, Bermuda, New Zealand, Hong Kong, the UK and a large Australian contingent. Racing was four miles offshore and the sea conditions were difficult for those not used to them. The typical summer sea breeze blew for three of the races, but whenever it tended south or south-east it combined with the strong southerly set to create lumpy and confused seas.

Cameron Miles, James Mayo and

Andrew Palfrey, who won the Sydney Harbour fleet qualification series, overcame their disappointment in just missing out on Olympic selection in the Soling class by winning the 25th Etchells World Championship.

Miles and his crew aboard *Green Steam*, a boat they had chartered from Lake Macquarie, won the invitation race for this regatta and sailed consistently throughout with one first, two seconds and two third placings to finish with 11 points after only five of the six heats had been sailed.

Runner up was another Australian boat, the bluntest tool in the shed, from Melbourne, sailed by Ian 'Barney' Walker, the helmsman from Nokia in the record-slashing Sydney to Hobart race. With his crew of Nick Williams and Matt Wenke, Walker won two heats to finish with a total of 32 points in the six race championship. Third place, on 39 points, was a local crew of Peter McNeill, Bill Wawn and James Mayjor sailing *Tom Pepper XVIII*.

The first six placegetters in the World Championship were:

1. AUS 420, Cameron Miles (Sydney Harbour) 2,1,3,2,3,dns 11pts.
2. AUS 424, Ian Walker (Melbourne) 20,13,1,1,9,8, 32pts.
3. AUS 337, Peter McNeill (Pittwater) 6,4,7,14,8,19, 39pts.
4. AUS 421, Michael Coxon (Sydney Harbour) 23,2,5,9,12,18,46pts.
5. USA 966, Gary Weisman (USA) 4,10,19,31,10,9, 52pts.
6. AUS 414, Andrew Hunn (Hobart) 9,6,ocs,13,17,7, 52pts.

Gordon goes international

Over more than 50 years of sailing, Gordon Ingate has represented Australia at the Admiral's Cup, the America's Cup and the Olympics, won many State and National championships and come as close as you can to winning the Sydney to Hobart Race.

Now aged 73, Gordon is still an active and competitive sailor, as evidenced by his fourth placing overall in the prestigious Prince Philip Cup for Dragon class yachts, including winning one race in Taranui.

He's going international again, recently buying an International 5.5 metre class yacht, *Addam Addam*, in Switzerland.



Two Australians in Congressional Cup

Young Australian America's Cup skipper James Spithill from Sydney and the Perth-based Frenchman Sebastian Destremau have been invited to compete in this year's Congressional Cup at Long Beach, California. The match racing series, now in its 36th year, will be conducted by Long Beach Yacht Club from April 8-14.



James Spithill, one of two Australian helmsmen in this year's Congressional Cup at Long Beach, California. (Pic - Peter Campbell)

Defending champion Peter Holmberg from the US Virgin Islands, heads one of the strongest and youngest field of helmsmen ever to contest the Cup, according to Regatta chairman Camille Daniels.

Destremau is ranked 22nd in the world, Spithill 35th but is the World Youth

Match Racing champion and recently skippered Young Australia 2000 in the Louis Vuitton Cup in Auckland.

Australian Day honours to four sailors

The sport of sailing has been recognised in the 2000 Australia Day honours with three designers and a sailing administrator receiving the Order of Australia Medal (OAM):

* Francis (Frank) Dewar Bethwaite DFC, Neutral Bay, Sydney, for services to sailing, particularly as a boat

Ian Mainsbridge's photo website

OFFSHORE Yachting's contributing photographer Ian Mainsbridge has set up an excellent website to facilitate viewing of his thousands of yachting images and to facilitate both commercial and private orders for his pictures. Ian's striking picture of the record-slashing Volvo Ocean 60 Nokia appeared on the cover of the last issue of OFFSHORE. His complete portfolio can be viewed on: www.all2easy.com



Ian Mainsbridge's graphic photograph of Terra Firma at speed is just one of many outstanding pics on his website.

designer and as an initiator of technical and experimental projects.

* Reginald (Reg) Gardner, Kogarah, Sydney, for services to sailing, particularly as designer of the Endeavour 24 and other yachts, and for his contribution to the Botany Bay Yacht Club.

* Maxwell (Max) Leonard Press, Turramurra, Sydney, for services to sailing, particularly through the Yachting Association of NSW and the Australian Yachting Federation.

* Charles Edward Sparrow, Wyoming, NSW, for services to sailing, particularly as a designer of the Vaucluse Junior Sailing Boat (VJ).

Frank Bethwaite's contribution to sailing has been vast and varied, from being a meteorologist for America's Cup and Admiral's Cup teams to designing many innovative, high performance dinghies, including the Tasar, and playing a key role with his son, Julian, in the design of the new Olympic class, the 49er. He is a former World Champion sailor in his own right and an author of several books on

sailing and weather.

Max Press is a former President of the Yachting Association of NSW and a past member of the Board of the AYF. He was one of the founders of the Australian Yachtsman of the Year Awards back in the 1960s, in the early days of his long career in boating magazine publishing.

The Vee Jay, designed by Sparrow and Rohu in 1931, is Australia's oldest and bestknown centreboard dinghy and was the medium by which many of Australia's top sailors began their racing careers as teenagers. Despite the inroads of so many new designs, the Vee Jay retains its strength in several States and recently held its 60th Australian championship at the Georges River 16ft Sailing Club on Botany Bay. Charles Sparrow now lives in retirement on the NSW Central Coast.

Another award to Richard Bennett

Noted Tasmanian photographer Richard Bennett, whose ocean racing pictures also regularly appear in OFFSHORE, has been awarded the Nikon-Kodak Best Sports Photograph of the Year for his image of Bobsled being blown sideways by storm force winds in the 1998 Sydney to Hobart Race. This image, along with ones taken during the 1999 Sydney to Hobart, can be viewed on Richard's website:

www.richardbennett.com.au

JOG Nationals at Port Stephens

The third annual Australian Super 30 championships on Port Stephens again proved to be a showcase of these turbo-

Lord Howe Island race date set

The 2000 Gosford to Lord Howe Island race, the only annual Category 1 ocean race on the Australian East Coast outside of the Telstra Sydney to Hobart, will start on Saturday, October 28.

Described as the "most exclusive bluewater ocean race on the Australian yachting calendar" the 408 nautical mile race across the Tasman Sea will again be limited to 25 yachts. Leasercorp Australia will again sponsor the event and Gosford Sailing Club expects the notice of race will be available in May. The Club's email address is: gossail@ozemail.com.au



The fleet heading off on a wet and windy day in last year's Leasercorp Australia Gosford to Lord Howe Island Race. (Pic - Peter Campbell)

changed 30-footers in conditions that were near perfect, except for the rain. The Super 30 series was part of the JOG Nationals, with keen competition for the JOG title as well.

The series comprised a passage race from Sydney to Port Stephens and a series of further races within and offshore from Port Stephens. Overall victory in the 12-boat fleet contesting the Super 30s went to Peter Ingle and Graham Borthwick's Mt Gay 30, Shaya Moya. With two wins, three seconds, a "shocker" and a DSQ, Shaya Moya held on to beat the consistently sailed Farr 31, Wildfire, skippered by Brian Saunders, which suffered from an OCS in the Islands Race.

Adding colour and speed to this year's regatta were the two Mumm 30s, Addiction and Mumm's the Word. These two battled out every race at the front end of the fleet, with Mal Jones and Mumm's the Word finally collecting the Gunboat Trophy while Addiction finished third overall.

Special mention must to Michael Grout and Steve Wilton in Maximum Nuisance which won the passage race to Port Stephens and to John English with Torch which was always up there with the newer Super 30s during the final three windward/leeward races.

Racing was also hotly contested in the non-Super 30 divisions, with Gingerbread Man (Guy and Clark Holbert) winning Division 1 and Fuji Film (Jeff Carter and David Patch) taking out Division 2. Division 2 was

not decided until the last three sprint races on the final day, with Fuji Film finishing the series with two wins, four seconds and a third. Ride on Time (Rick Christensen) suffered an OCS in the first race of the final day,



Mumm's the Word, Mal Jones' Mumm 30 won the Gunboat Trophy in the Super 30s division of the JOG Nationals on Port Stephens. She is shown here racing in the 1999 Ord Minnett Regatta. (Pic - Peter Campbell)

costing them first place overall. Georgia Girl (Don and Phil West) showed the versatility of the older boats by finishing third.

Vic Etchells win to Wharlington

Grant Wharlington has placed his name alongside many of yachting's most talented helmsmen as winners of the Victorian Etchells Championship. Previous winners include Dennis Conner, Barney Walker, Cameron Miles and John Savage

The 20th staging of the prestigious Victorian Etchells Championship took place at Wharlington's home club, Mornington Yacht Club, which held the event for the first time.

Wharlington has sailed in the Etchells class for only four months. He is normally associated with his series of high profile offshore yachts named Wild Thing. Sailing with Wharlington were Peter Gillon and Graeme Taylor. Gillon has sailed in the Etchells class since 1979, in which time he has owned seven Etchells. He has won an Etchells World Championship and three Australian Titles. This victory sees his name engraved on the Victorian trophy for a seventh time.

Second overall, only three points behind, came Greg Mellody sailing with the Commodore of Royal Brighton Yacht Club, David Goetze and Gary Adshead. This was a remarkable effort, as Mellody had not sailed an Etchells for several years. It was also the Etchells debut for Commodore Goetze.

Local boat builder Mal Hart finished third overall. Hart had a star-studded crew in Barney Walker and Nick Williams, who had placed second overall at the 1999 Etchells Worlds.

Top Ten (39 boats total - 5 races - no discard:

- 1 *Satu* (Grant Wharlington) 12 pts,
 - 2 *In Between Boats* (Greg Mellody) 15,
 - 3 *The Blunt Tool* (Mal Hart) 26,
 - 4 *A Team* (Chris Jackson) 26,
 - 5 *Dr Evel* (Jake Gunther) 30,
 - 6 *Long Elf* (Barry Fairley) 33,
 - 7 *Bushido* (Garry Sheard) 35,
 - 8 *Grumpy Old Men* (David Currie) 51,
 - 9 *Voodoo Lounge* (David Morrell) 54,
 - 10 *Run like you J.S.S.* (James Mort) 57.
- Andrew Palfrey

New champions in Prince Phillip Cup

Winning the Prince Phillip Cup in Dragon class yachts has been one of the great traditions of yachting in Australia, and this year three 30-year-old sailors have joined an elite group of past World champions, America's Cup helmsmen and Olympic gold medallists who have been successful in winning the event.

Former champion rower turned sailor John Wilson and his crew, Matt Whitnall and Stuart Clark, won the final race of the Prince Phillip Cup, the Australian championship for the former Olympic three-man keelboat class, to clinch victory on Sydney Harbour.

Representing the host club, the Royal Sydney Yacht Squadron and sailing *Imagination*, they turned in a fine scoreboard of 1-3-3-2-6-1-1 to finish with a net 14.4 points, well clear of veteran Dragon skipper Norman Longworth in *Karabos VIII* with 29.0 points. Third place went to former Olympic and America's Cup sailor Carl Ryves, sailing *Jennifer*, on 33.4 points. In fourth place was Ian MacDiarmid, sailing *ISIS*, on 42.633 points but he had some compensation as the winners used his sails. Fifth was 73-year-old former former America's Cup and Olympic helmsman Gordon Ingate, sailing *Taranui*, on 47 points.

Sailing in only their second season in the Dragon class, the success of Wilson, Whitnall and Clark is even more remarkable in that Wilson, who owns the boat, only took up sailing two years ago after an impressive rowing career with the UTS (ex Haberfield) Rowing Club in lightweight pairs and fours, and that Whitnall, who helms the boat, comes from a sailing background in Laser dinghies.

However, he has the family background to be a champion sailor - his father Max crewed for Jim (Sir James) Hardy in winning the World championship in the 505 class back in 1966.



SAILMAKERS

GET THE BEST OUT OF YOUR BOAT
Call (02) 9905 0800 or your local boat loft now



11 Nell Road
West Gosford NSW 2250
AUSTRALIA
Ph: 61 +2 43 23 2989
Fax: 61 +2 43 23 4023
BOATSPEED@bigpond.com
www.boatspeed.com.au

Fine Quality Composite Yacht Builders
'Brindabella', 'Team Jaguar', 'Margaret Rintoul 5',
'Ninety Seven', 'Atara', 'Ragamuffin'
IOR/IMS Conversions. Foil Optimisation.



AUSTRALIA'S
LEADING
SAILMAKERS

SYDNEY
(02) 9997 5966
FAX: (02) 9997 4805
www.northsails.com
MELBOURNE
(03) 9534 0363
FAX: (03) 9525 3095

SYDNEY
Production and
Administration:
02 4340 5083
Sales and Service:
02 9361 4836



DOYLE
FRASER
SAILMAKERS

HOBART
03 6234 5422

MELBOURNE
03 9399 2210

BRISBANE
07 3252 5161

PERTH
08 9430 5366

Proudly Australian - Truly International

SUITE 8, RPAYC
PO Box 729
NEWPORT BEACH
NSW 2106, AUSTRALIA
TEL: (61) 2 9979 6202
FAX: (61) 2 9979 6215
e-mail:
mbd@murrayburnsdovell.com.au

MURRAY
&
BURNS
DOVELL

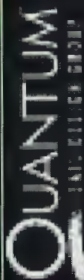
Naval Architecture
Composite Engineering



Most Medals - Barcelona '92
Most Medals - Savannah '96
Most Medals - Sydney 2000?

Be a Contender ... Buy Contender!

Call or write to: Contender Sailcloth Pty Ltd 4A Wilmette Place Mona Vale 2103 NSW (02) 9997 4099 or 1800 252 350
Stockist of: Contender Sailcloth, Rugoson Hardware, P.A.P. Products, Blue Streak Batteries, Webbing, Tapes, Adhesive Sailcloths, Furlex
Furlex, Selden Rodkickers, Farnel PVC Fabric.



Quantum Sydney

T - (02) 9997 3779
F - (02) 9997 6376
E - couell@msn.com.au

Quantum Melbourne

T - (03) 5975 1119
F - (03) 59771144
E - performsails@zx.net

LEWMAR

WINCHES, HATCHES & HARDWARE

GIBB

RIGGING & DYFORM WIRE

NAVTEC

RIGGING & HYDRAULICS

BARLOW DISTRIBUTORS (AUSTRALIA) PTY LTD
177 PHILLIP ST, REDFERN NSW 2016
TEL: 02 9318 2128 FAX: 02 9319 1858



- Boat Covers
- Car Trimming
- Carpets
- Upholstery

Phone for a free quote (02) 9363 5998

d'Albora Marinas
New Beach Rd
Rushcutters Bay

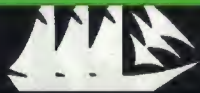
6 Neild Ave
Rushcutters Bay
NSW 2027



EMPLOYMENT
JOIN THE WORLDS #1
SAILMAKING TEAM

NORTH SAILS - Sydney and
Melbourne Lofts wish to employ
tradespeople and apprentices

SYDNEY (02) 9997 5966 FAX: (02) 9997 4805
MELBOURNE (03) 9534 0363 FAX: (03) 9525 3095



Maurice Drent Boating Services

Your resident CYCA Yacht Broker

Maurice Drent Rod Mackay Gary Gleeson

We have a full range of new & used racing & cruising yachts.

Call us now to discuss your requirements:

Central Office, New Beach Rd, Darling Point NSW 2027
Ph (02) 9363 9945 Fax (02) 9327 8534



Halsey Lidgard Sailmakers

*Global Reach
Global Reputation*

3/185 Ramsgate Road
Ramsgate Beach Sydney NSW 2217

Phone (02) 9529 4108

Fax (02) 9529 0134

E-mail: sydney@halseylidgard.com

Internet: <http://www.halseylidgard.com>

HALSEY LIDGARD

Steinmann & Associates Pty Ltd ACN 004 736 483

NAVAL ARCHITECTS YACHT DESIGNERS

steinmann

PO BOX 453 Avalon Beach NSW 2107

Email: steinmann@s054.aone.net.au

Mobile: 0414 44 44 99

Telephone: (02) 9363 2130

Facsimile: (02) 9327 1465

Mobile: 041 2032 130

D. & R. SHIPWRIGHTS (C.Y.C.A.)

New Beach Road
Rushcutters Bay NSW 2027

- REPAIRS
- PAINTING
- FITTING

PHONE
(02) 9525 0011



FAX
(02) 9526 1084

ENGINE EXCHANGE

Cheapest, easiest and best way to repower

2 YEAR FULL WARRANTY

DV10 \$3950 - DV20 \$4950

Australian Distributor

MINIS TO MAXIS

RACING AROUND THE BUOYS OR CRUISING AROUND THE WORLD,
INSIST ON YOUR SAILS BEING BUILT FROM DIMENSION POLYANT
SAILCLOTH - RECOGNISED AS THE BEST IN THE WORLD

TALK TO YOUR SAILMAKER. HE KNOWS.

For samples and further information

**DIMENSION POLYANT
(02) 9905 9565**

FAX (02) 9905 9569

EMAIL dpsail@dpsail.com.au

WEBSITE www.dimension-polyant.com



RG/DF 15

Take it On!

YACHTING JOURNALIST / EDITOR

Required for Australia's most influential yachting magazine "Offshore".

With the impending retirement of our world renowned editor, we are looking for someone to fill his sea boots. You will need a thorough knowledge of the sport of ocean racing and experience at management level within the media. This job is a hands on job. It requires someone who is as comfortable in stepping onto a yacht and taking it to sea as they are taking a magazine to press.

PLEASE FORWARD YOUR RESUME TO:

**JAMIESON PUBLISHING
P.O. BOX 197
CRONULLA NSW 2230.**



GEOFF TYERS P/L

CYCA Offshore Racing Calendar

MAJOR OFFSHORE AND INSHORE EVENTS IN AUSTRALIA AND OVERSEAS

AUSTRALIA

APRIL

- 1 Short Ocean Race, Cruising Yacht Club of Australia.
- 8 Premier's Cup in incorporating Australian offshore championship for IMS and IRC yachts, Coffs Coast Yacht Club and Middle Harbour Yacht Club.
- 15 Sydney - Mooloolaba Race, 469 nm, CYCA.
- 21-51st Brisbane - Gladstone Race, 380 nm, QCYC.
- 30 BMW Sydney Ladies Day Race, CYCA.

MAY

- 7 BMW Sydney Winter Series pointscore starts and continues for following 10 Sundays, Sydney Harbour, CYCA.
- 5 CYCA summer prizegiving.

JULY

- 2 ORCV Winter Series, Port Phillip, Race 1.
- 16 ORCV Winter Series, Port Phillip, Race 2.
- 30 ORCV Winter Series, Port Phillip, Races 3 & 4.
- 29 15th Sydney - Gold Coast Race, 380nm, CYCA.

AUGUST

- 5 Hog's Breath Mooloolaba-Airlie Beach Race, 520nm, MYCA/WYC.
- 11-17 Hog's Breath Race Week 2000, Airlie Beach, Whitsunday YC.
- 13 ORCV Winter Series, Port Phillip, Race 5.
- tba Hayman Island Big Boat Series, Hayman Island YC.
- 19-26 Hamilton Island Race Week, Hamilton Island YC.

SEPTEMBER

- 15-30 Sydney 2000 Olympic Games sailing regatta, Sydney Harbour, ISAF/SOCOG.

OCTOBER

- 28 Leasecorp Australia Gosford-Lord Howe Island Race, Gosford SC.
- 20-27 Sydney 2000 Paralympic Games sailing regatta, Sydney Harbour, ISAF/SOCOG.

DECEMBER

- 2-3 Ord Minnett Regatta (MHYC)
- 15-21 Telstra Cup, CYCA.
- 22 Canon Big Boat Challenge, CYCA
- 26 Telstra 56th Sydney to Hobart Yacht Race, CYCA.

INTERNATIONAL & OLYMPIC CLASSES

MARCH

- 29-2 Sun Microsystems Australia Cup, Perth, WA, RPYC.

APRIL

- 2-9 Soling match racing world championship, Murcia, Spain.
- 15 China Sea Race, Royal Hong Kong Yacht Club.
- 18-14 Congressional Cup, Long Beach, California, USA.
- 21-23 Rolex International Cup, St. Thomas, Bahamas.
- 21-24 Sail Sydney Regatta, Olympic and International Youth Classes, YANSW.
- 30-6 Antigua Week.

MAY

- 10-21 Star 2000 world championship, Annapolis, Maryland, USA.

JUNE

- 2 North Sea Millennium Race, RORC.
- 6-9 Farr 40 OD world championship, Newport, Rhode Island, USA.
- 16 Newport - Bermuda Race.
- 17-22 Kiel Week, Germany.

JULY

- 31-15 Kenwood Cup Hawaii International Offshore Series, Royal Hawaiian Ocean Racing Club.
- 14-19 Rolex IMS offshore world championships 2000, Newport, Rhode Island, New York yacht Club.

AUGUST

- 10-17 Sardinia Cup, Port Cervo, Sardinia.
- 12-19 Rolex Commodore's Cup, Cowes, UK, Royal Ocean Racing Club.
- 20 RORC 75th anniversary Round Britain Race, RORC.
- 21-1 Etechells 2000 world championship, San Diego, California, USA.
- 28-02 One Ton Cup and Corel 45 world championships, Marseille, France.

SEPTEMBER

- 2 Millennium Regatta, Cowes, UK, RORC.
- 15 Global Challenge leg one starts, RORC/BT.
- 10 Sardinia Cup, Porto Cervo, Sardinia, Italy.
- 15-30 Sydney 2000 Olympic Games sailing regatta, Sydney Harbour, ISAF/SOCOG.

OCTOBER

- 20-27 Sydney 2000 Paralympic Games sailing regatta, Sydney Harbour, ISAF/SOCOG.

NOVEMBER

- 5 Vendee Globe solo around the world.

DECEMBER

- 15-21 Telstra Cup, CYCA.
- 26 Telstra 56th Sydney to Hobart Yacht Race, CYCA.

One Step Ahead shows her pace in the Pittwater to Coffs Harbour Race.
(Pic - Ian Mainsbridge)

COMPLETE YACHT PAINTING SERVICES

ENAMELLING • VARNISHING • DECORATIVE LINES • SIGNWRITING
• SPRAYING OF 2 PACK ENAMELS • EPOXY COATINGS • ANTIFOULING



BMW LifeStyle

Tee

by BMW.

Surprised?

Just one example of the BMW Lifestyle range of clothing and accessories.

Call (02) 9334 4555 or visit us at BMW Sydney, Corner New South Head Road & McLachlan Avenue, Rushcutters Bay.

**BMW Sydney
Rushcutters Bay**
DL14639

Corner New South
Head Road &
McLachlan Avenue,
Rushcutters Bay.
Ph. (02) 9334 4555



Subscribe NOW & WIN! to Offshore *yachting*

Subscribe to Offshore Yachting by 31/5/2000 and you will be in the drawer to win a \$250 voucher from BMW Sydney to spend at their BMW Lifestyle Boutique.

- \$31.70 for 6 issues (including the Sydney - Hobart Yacht Race Programme)
- \$60.00 for 12 issues (including TWO Sydney - Hobart Yacht Race Programmes)

Name: _____
Address: _____
_____ Post Code _____

Month of commencement: _____

Cheque/money order enclosed OR charge my Bankcard Visa Mastercard

No: Expiry Date __/__/__ Signature _____

Send to:
Jamieson Publishing
PO Box 197
Cronulla NSW 2230.
Ph: (02) 9544 1501
Fax: (02) 9544 1502

LAND FOR SAIL.



Position, position, position. Never has an old cliché ever rung so true.

Hamilton is the only resort island in the Whitsundays that's giving you the opportunity to own your own piece of paradise.

And because you can fly there direct with either Ansett or Qantas you can find yourself among some of the best boating waters in the world in next to no time.

If you're quick you can secure a berth in the marina as well. But what if you haven't got a boat? Not to worry,

there's more than enough of them available for charter.

There is, however a limited supply of prime land for sale, so it's best not to delay.

For information call PRD Realty on (07) 4946 8838 and after that everything will be plain sailing.



HAMILTON ISLAND.
Great Barrier Reef Australia



Dedicated to Service