

Offshore

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Many yacht clubs have upgraded their club clothing, including the Cruising Yacht Club of Australia with this range of shorts and shirts...ideal for summer sailing on Sydney Harbour and even offshore, as well as smart gear ashore. (Pic - Ian Mainsbridge) see page 30 for more details.

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3000 complete safety courses

There has been a massive response by offshore sailors seeking extra safety training, knowledge and experience before Australia's major ocean races in 2000-2001 season, reports Peter Campbell.

By the time the fleet of nearly 70 boats lined up for the start of the Cruising Yacht Club of Australia's 15th annual Sydney - Gold Coast Race on July 29, an estimated 3000 sailors had completed the CYCA's safety seminars or gained certificates from equivalent courses at other clubs throughout Australia.

According to CYCA sailing manager Phil Thompson, this clearly underlines the awareness the Club has created among sailors of their need for greater theoretical and practical knowledge of safety measures, weather forecasting and seamanship.

"Before last year's Telstra Sydney to Hobart some 1500 sailors had completed safety courses at the CYCA and other clubs in Sydney as well as at Victorian and Tasmanian yacht clubs - by the time this year's race gets under way that number will have doubled - and by a lot more," Thompson said. "Everyone has a much better approach to the vital need for good seamanship in ocean racing."

Thompson said that yacht owners and their crews, both experienced offshore sailors and newcomers, had accepted fully the CYCA's edicts on safety, both in boat equipment and in personal safety. The value of this had been underlined in last year's Sydney to Hobart, an exceptionally hard race for the smaller boats in the fleet.

"While the Gold Coast Race is a Category 2 safety offshore event, the CYCA conducted three safety modules



A RAN helicopter crewman demonstrates how he would lift a survivor from the sea during one of the CYCA safety seminars. (Pic - Peter Campbell)

in the week leading up to the start, with practical and theoretical demonstrations and lectures on man overboard situations, helicopter rescue drill and firing flares. All were booked to capacity," he added.

The CYCA is planning to issue a preliminary Notice of Race for the 2000 Telstra Sydney to Hobart, with the proviso that there may be additional safety requirements recommended by the Coroner when he hands down his findings of the Inquest into the 1998 Sydney to Hobart tragedy. The Inquest was scheduled to resume on July 19 and the Coroner's findings and recommendations are due to be released in early September.

The preliminary Notice of Race will include new or extended requirements that:

- To establish stability requirements, each yacht must have a current IMS certificate, whether they enter under IMS, IRC or PHS (new for this year).
- At least 50% of the crew must have completed a CYCA safety seminar or an equivalent course conducted by other clubs (increased from 30% last year).
- Each yacht has two qualified HF radio operators and two crew members

with senior first aid certificates (double last year's requirements).

Thompson reminded yacht owners that their boats must also carry a 406 MHz EPIRB which provides far greater accuracy and the ability to identify yachts, a hand-held, waterproof VHF radio, the new race frequency of 6227.0, and white parachute flares.

"These were required for last year's race and while the need did not arise to use an EPIRB in the race, the new race frequency, the requirement for hand-held, waterproof VHF radios, and the white parachute flares were all tested during the tough race to Hobart," Thompson added.

Additional safety measures for the 2000 Telstra Sydney to Hobart include:

- Lloyd Helicopters will again provide a specialised search and rescue aircraft to follow the fleet south. (see story page 6)
- The Tasmanian Water Police will again have their vessel *van Diemen* stationed on the Tasmanian East Coast during the latter part of the race.
- The sail training ship *Young Endeavour* will again be the radio relay vessel, with an experienced CYCA radio team aboard.

In the wake of Nokia's record-shattering line honours win in the 1999 Telstra Sydney to Hobart Yacht Race, another Volvo Ocean 60 is coming from Europe to contest this year's ocean classic.

The illbruck Round the World Challenge plans to send one of its two training yachts for the Volvo Ocean Race to Australia to compete in the 2000 Telstra Sydney to Hobart Race as part of the syndicate's intensive preparation for the 2001-2002 round the world race.

The widely experienced American yachtsman John Kostecki will lead a crack ocean racing crew aboard *Illbruck*, one of the two 1997-98 Whitbread Round the World Race yachts purchased by the German syndicate. Like the Danish yacht, *Nokia*, which shattered the Sydney to Hobart race record last year, *illbruck* will sail under a water-ballast configuration.

The Australian program is considered an important part of the crew training and boat and sail preparation, as the 2001 Sydney to Hobart will be a leg of the Volvo Ocean Race 2001-2002. The Volvo 60 yachts will start with the fleet from Sydney Harbour on Boxing Day, 2001, and after a three-hour "pit stop" in Hobart, will head across the Tasman Sea to Auckland.

However, in addition to competing in the 2000 Sydney to Hobart, *illbruck* will complete two other long passages in the Southern Ocean and the Tasman Sea this year. The yacht will be shipped to Fremantle in October and after testing a new carbon fibre rig will sail from there to Auckland in November, then back across the Tasman to Sydney.

The *illbruck* training yachts are the former Swedish campaigned 1997-98 Whitbread 60s, *EF Language* and *EF Education*. *EF Language*, skippered by US yachtsman Paul Cayard, won the Whitbread, while *EF Education* was sailed by an all-women crew. It is not known which of the yachts will be

German Volvo 60 for Hobart Race

shipped to Australia.

With just over a year to the start of the 2001-2002 Volvo Ocean Race, the *illbruck* Round the World Challenge is one of the most active competitors. Both crew training and research and development for a new Farr Yacht Design 60-footer are well under way.

The team has been training from a base camp in Spain this Northern Hemisphere summer, where Kostecki has now named several of 12 permanent crew positions. Later this year, the building of the Volvo Ocean 60 racing boat will start at one of the *illbruck* plants in Leverkusen, Germany.

The Volvo Ocean 60's (ex Whitbread 60s) will face tough competition in the 2000 Telstra Sydney to Hobart, particularly from the new supermaxi *Shockwave*, the Reichel/Pugh 80 built by McConaghy Boats for Sydney-based former New Zealand yachtsman Neville Crichton. The state-of-the-art *Shockwave* was shipped to New

Zealand in late June to have its NZ built mast rigged and was then due to sail back across the Tasman, making her race debut at the Hahn Premier Hamilton Island Race Week in Far North Queensland in late August.



Above: The *illbruck* crew in action on board.



One of these two *illbruck* training yachts is coming to Australia for the 2000 Telstra Sydney to Hobart.

Lloyd Helicopters to watch over 2000 Hobart fleet



The Lloyd SAR S-76 helicopter which will follow the fleet in the 2000 Telstra Sydney to Hobart Yacht Race.

The Lloyd Helicopter Group and the Cruising Yacht Club of Australia have agreed to continue a special relationship begun at the 1999 Telstra Sydney to Hobart Yacht Race, enhancing the safety of those who participate in the ocean classic.

The 1998 Sydney to Hobart Yacht Race tragedy held many lessons for those involved in organising such events. One was the realisation that night rescues at sea by helicopters is a capability held by few helicopter operators in Australia. While daytime helicopter rescue is generally readily available, night rescues at sea require helicopters with specialist equipment and specially trained crews.

Fortunately, the Lloyd Helicopter Group has developed and honed such a specialist capability since 1989. One of Australia's largest helicopter operators with some 32 helicopters in its fleet, the Lloyd Helicopter Group developed the specialist day/night SAR (search and rescue) capability to service its rescue contracts held with the Royal Australian Air Force.

The company has become so respected in this capability that it was awarded a contract by the United Nations to provide day/night medical and casualty evacuation in East Timor.

It is one of the first civilian companies to do so.

Last year a Lloyd Sikorsky S-76, normally based at RAAF Williamtown, followed the fleet down the east coast of Australia, across Bass Strait and into Hobart. Although their services fortunately were not required, the detachment proved the concept. Lloyd Helicopters offered its services, free of charge.

According to Mike Stone, Lloyd's RAAF Williamtown base manager, "Our involvement in the Sydney to Hobart was a joint initiative of The Cruising Yacht Club and Lloyd. It nicely rounded off the recommendations following the 1998 disaster and is purely to allow an immediate response to a dangerous situation, should one develop."

In 1999, the RAAF renewed the SAR contract with the Lloyd Helicopter Group for a further five years. The contract required an upgrade of the S76 helicopters from the A+ to the A++

specification as well as adding FLIR. FLIR detects differences in heat being emitted from the environment and is particularly useful for finding the relatively warmth of a person in the cold of the ocean water. It can literally find the needle in the haystack. "These S76 helicopters are probably the most sophisticated search and rescue helicopters in Australia. They are configured and fitted out to do just one job, all weather SAR", Stone noted. "To upgrade the A+ to the A++ specification, the engines were uprated significantly improving the helicopter's single engine accountability."

Lloyd Helicopter's S-76 is a compact twin-engine helicopter that has been modified and equipped to be a specialist all weather rescue helicopter. It has radar and systems that permit automatic approaches and hovering over water. The helicopter is fitted with the UNS1B navigation system, also referred to as the Flight Management System because it does things other than navigate. It performs fuel calculations, keeps track of weight, and in some of the aircraft, even tunes the radios.

An improvement to the navigation system is the fitment of a SAR package card that permit the crews to conduct Mark On Target (MOT) profiles. When MOT (the survivor) is engaged the aircraft will fly a circuit determined by the computer and come to a hover about 200 metres downwind from the point at which the MOT was selected.

Detailing the plan of how the Lloyd detachment will operate for the 2000 Telstra Sydney to Hobart, Stone explained, "We will start with the fleet as they leave Sydney Heads and then stage down the coast to try and stay with the main part of the fleet.

"As was the case last year, our task will be to remain on standby day and night to react quickly in the event of a dangerous situation. Our response would take the form of a quick reaction to convey someone to expert medical help. All of our crewmen are well trained in first aid and this would allow good attention until hospitalisation was possible. I expect that tasking will still come from AUSAR.

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ON BOARD



Who's

heading for Hamilton

With a new naming rights sponsor, the 2000 Hahn Premium Hamilton Island Race Week is again attracting yachts from all over Australia, New Zealand, Japan and the USA - and Australia's newest maxi. Chris Thompson previews the prestigious event in the Whitsundays.

The Whitehaven Beach Party will again be a feature of the 2000 Hahn Premium Hamilton Island Race Week. (Pic - Richard Bennett)

Almost every year we hear that the Hamilton Island Race Week was "the best ever". With a record number of entries, hot fleets in IRC, IMS, Big Boats and Sportsboats, it looks like we will be using the same superlatives after the Hahn Premium Race Week 2000 is over at the end of August.

OFFSHORE went to press long before entries closed, but series organiser Warwick Hoban had already received more entries than ever before. The series, to take place in the Whitsunday Islands of Far North Queensland from August 19-26, follows the same general format as last year.

The "big boats" will again be racing in a separate division, under IRC and with the same upper rating limit as the Sydney to Hobart (1.600).

Boats that had already entered or indicated that they would be making their way north include the maxis *Wild Thing*, *Brindabella*, *Marchioness* and Neville Crichton's new Reichel-Pugh design maxi, *Shockwave*.

Bermuda's *Starr Trail*, a Farr-designed 72 footer that won its non-spinnaker division of the 1999 Newport-Bermuda Race, and the Davidson 59, *Another Duchess*, owned by Bob Oatley, will join them on the start line.

Crichton's maxi boat is battling a tight schedule. After being built by McConaghy Boats in Sydney, the hull was shipped to New Zealand in late June to have her carbon fibre mast stepped before returning to Australia for the Hamilton Island series. If *Shockwave* does make the starting line, she will be the showpiece of the strongest fleet of maxis ever seen at Race Week.

The IMS rule is facing pressure from the growing size and competition in the IRC and one-design fleets, but the IMS class still has highly-competitive groups. The Farr 46, *Ausmaid*, is facing the masthead-rigged 46's *Vanguard* and *Hawk*, while close racing is anticipated between the smaller IMS designs *Secret Men's Business*, *Sledgehammer* and *Zoe*.

At time of writing, only one of the highly-successful Beneteau First 40.7s

had been entered - a new boat for Sydney yachtsman Brian Saunders who previously raced the hot Farr 31, *Wildfire*.

The Farr 40s will be racing in a one-design class for the first time at Hamilton, and eight to ten boats are expected, including Adelaide yachtsman David Urry's new *War Games*, along with *Buon Giorno* (Steve Ellis), *Young Australia* (Laurie Shannon), *Corinthian Doors* (Richard Perini) and *Emotional Hooligan* (Marcus Blackmore).

The Farr 40s may be joined by three boats hot from the yard of new builders DK Composites in Malaysia. Kyle Tyrrell from Farr's Melbourne office says that US owners Jim Richardson and Phillip Kharne and a Japanese crew may be chartering boats.

The IRC class will also see some hot competition, a tribute to the success of this simple but effective rule. "The IRC guys last year were the happiest of all; they just went out and raced their arses off and had a good time." says Hoban. "People are not in love with the system but they're not passionately against it."

One of the most significant boats of the whole series was due to hit the scene in late July, when Warren Johns' new *Heaven Can Wait* is launched. The former Farr IOR 50's deck, rig and gear have been dropped on top of a new hull designed by England's Hugh Welbourn and built by BoatSpeed Yachts at Gosford.

The real significance of the new "Heaven" is that it is designed to the IRM rule, the grand prix" companion rule of the IRC. Welbourn designed several successful IOR designs and has since gained a lot of experience in converting and optimising boats to IMS.

As one of the architects of the IRM, he's a keen advocate of the new rule and the freedom it allows designers, when compared to the IMS. "The great thing about IRM is that it sends designers back to the real basics...there are no point or girth measurements on the hull surface, as these lead directly to distortions" he told Offshore.

Comparing the new *Heaven* to an IMS design, Welbourn says, "There are no rule distortions of any kind to the

hull shape. The displacement reduction from 11,500kg to around 8,500 gives some idea of the performance changes to come, but then we add 50% bigger spinnakers and higher stability and the true potential becomes clear.

"*Heaven*, with her existing IOR rig, won't be able to go for full IRM configuration in kites, but even so she will be heading for the horizon almost all of the time."

Welbourn says that an IRM boat will be competitive under IRC and (with alterations to spinnakers) also be a capable performer under IMS. A similar Farr IOR 50 to IRM 50 conversion, "*Mandrake*" (designed by Mark Mills), is proving faster than the successful Farr 50 *Chernikeef* in British racing.

Heaven Can Wait will be joined in the IRC fleet by the highly successful Nelson/Marek 43 "*Quest I*", which will be raced by the equally successful Pittwater skipper Richard Hudson. The Sydney 41 marque is represented by *Challenge Again* and *One Step Ahead*, which may repeat last year's 1-2 finishes for the design.

The South Australian-owned Swan 48 *Leda* will provide an interesting view of one of Nautor's highly-successful new breed of Frers designs. Smaller designs with good performance include the Sydney 38's *38 Degrees South* (sailed by Melbourne's John Savage) and *Asylum* (Wayne Fitzpatrick) and the Fremantle Lidgard 10.5, *Balance*.

The overseas entries are mostly racing in Performance Handicap class. The well sailed masthead Davidson 38 cruiser/racer *Sabian* is making her fifth trip across the Tasman for owner Allen Glover. Another veteran Kiwi boat, the beautiful Davidson 55, *Starlight Express*, has been entered by her new Wellington-based owner, Stewart Thwaites. Laurie Needham's Davidson 13.7, *Midnight*, is making her way down from Port Moresby.

Another New Zealand boat, *Bushido II*, will make an interesting addition to the cruising fleet. She's an Elliott 16 Tourer, carrying the unusual combination of big deckhouse and asymmetric spinnaker pole.

A touch of luxury in Kenwood Cup

Australia's team for the 2000 Kenwood Cup in Hawaii this August includes two luxury cruiser racers, the highly successful Bruce Farr designed Beneteau First 40.7s. Why do they sail so well? Chris Thompson has some of the answers.

She has a heavy, chunky hull, a simple stubby rig, and is fitted out with a luxurious interior and cockpit suited for entertaining. Yet, with wins in the World IMS championship, the Sydney-Mooloolaba Race, Telstra Cup, Hamilton Island Race Week and the Commodore's Cup in England, the Beneteau First 40.7 is also one of the most successful racing boats of recent years.

Russell Bowler from the Farr Design office says that the basis of the First 40.7's success is the long development period that the design enjoyed. "The 40.7 was conceived over an extended period in discussion with Beneteau" he told OFFSHORE. "The concept took four or five years to develop, from the time they selected 40 feet as the size for the new production. This gave Bruce (Farr) the chance to look at the lines over and over again, re-visiting them and improving them."

The long development period didn't create any single feature that explains the 40.7's success. The secret, Bowler says, is "the congruity of the concept; the keel, the rig, the hull all seem to be a tidy match. It's not one single thing, but everything from start to finish."

"Where it has been extremely successful is as a production boat, in that Beneteau did a great job of tooling up, so that the price is very competitive."

One of the most successful 40.7s is Neil and Jane Whiston's *Fruit Machine*,

chosen to represent Australia in the 2000 Kenwood Cup in Hawaii, along with her sistership *Smile*, owned by Neil's brother Simon. Whiston had sailed dinghies before moving from England to Australia, but he had done little big-boat sailing. He will be joined aboard *Fruit Machine* for the Kenwood Cup by Mark Jones (bow), Steve Bryant (mast), Jane Whiston (pit), Mark Hoskings and Matt Day (trimmers), Stephen McConaghy (mainsheet), Murray Spence (navigation), Adam Beashel (tactics) and Michael Mottl (helm).

It's a talented crew, with a lot of grand prix experience. Jones, for example, formerly sailed the Sydney 40 *Sledgehammer*, while Hoskings came to *Fruit Machine* from boats like the Sydney 46 *ABN Amro*. Mottl and McConaghy are former Olympians in the Soling class, while Beashel's tally includes the America's Cup and wins in the Farr 40 One Design worlds and 49er Olympic trials.

The afterguard, says Mottl, has a background in one-designs, rather than offshore racing. They have optimised *Fruit Machine's* rating somewhat, playing with the trim with help from North Sails, but because of their heritage they have made no significant alterations to the boat.

"We're one-design sailors" says Mottl. "We'd rather get the best from what we've got, and race as a Beneteau 40.7, than modify the boat". Like one-design sailors, the crew prefer to sail by feel. They judge their boatspeed against other boats, especially their sisterships, rather than slavishly following their instruments. Only on long races do they use polar diagrams and VPPs much.

Mottl says that *Fruit Machine* performs well under IMS in almost all conditions. It has a slight weak point in choppy conditions, because of its inferior weight concentration compared to a stripped-out raceboat.

Downwind in a breeze it can also be more difficult to handle than an IMS racer, because of its weight and comparatively narrow stern. But Bowler says that he's pleasantly surprised by the boat's downwind performance. "When we first heard about the speed the boats in Australia were doing off the breeze, we were impressed," he says.

Under the Water

Some say that the reason for the 40.7's success is that it takes full advantage of the favourable treatment that the IMS rule gives to cruiser/racers and heavy, comparatively tender boats. Many other boats have the same features, but few share the 40.7's success on the race-course.

In fact, says Bowler, the emphasis on the 40.7's design was actually on the IRC rule. At the time, CHS tended to favour heavier boats. "It's a very good CHS boat" says Bowler. "IMS was a secondary or even a tertiary consideration. The fact that they have done exceedingly well in IMS is a bit of a surprise to us."

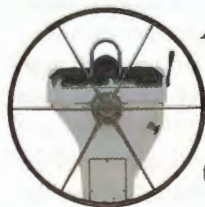
Like a typical Farr boat, the 40.7 has fine waterlines in the bow. Compared to a racing boat, though, it has much fuller sections further aft, above the waterline. Michael Mottl says that this fullness increases form stability and reduces the rating. Bowler says that the fullness is "just seeking internal volume while keeping the shape as sweet as you can upon a boat that's that short and heavy."

While many Farr raceboats feature small keels with large bulbs on their keels, the 40.7 has a large keel with a small bulb. The 40.7's keel is larger in area, Bowler says, to give the boat a wider groove and make it more forgiving to sail. As a result, says Bowler, "the boats really don't need a bulb. there's enough ballast in a trapezoidal keel of the size it needs to be."

"A custom-designed raceboat would need a bigger bulb because it would be more powered-up; it would need a bigger rig, more winches, and more expertise and would be more expensive. The 40.7 isn't that type of boat, so it doesn't need the extra power."



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Down Below

The interior retains the standard Beneteau forest of teak. Even the saloon table and the vee berth (although not the bunk cushions) remain in place. Compared to a raceboat there is a shortage of sea berths, although the lee-cloth down the centre of the double quarter berth converts it to two singles while racing offshore.

The 40.7's accommodation is cooler in hot weather and more comfortable in calm conditions, say some of the crew. But in rough weather, she bounces around more than a raceboat and therefore is less comfortable down below.

On Deck

The boat retains the standard 40.7 deck layout, with all its cruiser/racer compromises. Bowman Matt Day says that the 40.7's foredeck is harder to use than that on a raceboat. The high curve of the cabin roof robs the deck of space inside the shrouds, and because the shrouds are set so wide there is little space to handle headsails outside the caps.

Harken open deck organisers, positioned behind the bank of jammers near each halyard winch, allow a line to be easily taken to the opposite halyard winch. The toe rails have been removed aft of the mast, and the mooring cleats taken off.

The aft section of the cockpit seats are removable and have been taken off some of the European 40.7s. They have been left on *Fruit Machine*; trimmer Chris Hoskings says that they actually make it easier to climb out of the deep cockpit. The 40.7, Hoskings says, is as easy for a trimmer to work as a racing boat.

Aloft

One of the features of the 40.7's rig is the height of the forestay. The Farr office was one of the pioneers of the 3/4 rig and the radically-tapered topmast. In contrast, the 40.7 has a 15/16s rig, with a high forestay and a stubby topmast.

The rig has been designed for sturdiness, says Bowler. "Beneteau's spar makers have a lot of input, and they

have a big interest in ensuring that none of these fall down, even under abuse from lesser-skilled people who may not have the rigging as tight and may gybe at will."

Fruit Machine retains the stock spars and standing rigging (apart from a carbon spinnaker pole. The running rigging has been replaced by Kevlar and Spectra. "There's nothing special about it" says Hoskings of the line package; "What comes as standard is a totally useable package."

A powerful and controllable backstay is vital in the 40.7 because there are no runners to control forestay tension. Mottl says that one of the most important alterations was moving the hydraulic controls from the backstay, to a panel on the front of the binnacle. The backstay can be eased from the panel, or from convenient trigger lines leading from the sidedeck to the binnacle. There is no loadcell on the forestay; calibration is by a batten taped to the hydraulics.

The spar, says Mottl, is a rather soft section. On *Fruit Machine*, the diagonals are quite lightly loaded, and the lee shrouds are "just firm" when the boat is fully loaded up in a breeze.

Fruit Machine carries North Sails. Mottl says that they have left sail development largely to North. They have been very good, he claims, in taking the shapes developed for overseas 40.7s and developing them for Australian

conditions.

The boat carries only two Number ones, a light/medium and a medium/heavy. The crew feel that the reduction in sail changes and simplified sailing more than make up for any compromise in sail shape and weight. The Number 2 is very flat-cut and because of the wide sheeting base it is sheeted tightly against the shrouds, touching the leeward cap all the way to a point midway between the first and second spreaders.

The Number 3 can be carried down to 17 knots (true wind) in flat water and the Number 2 can be used up to 22 knots. "Every racing boat comments that the 40.7 can carry bigger sails" comments Mottl.

On the Water

One of the reasons for the success of *Fruit Machine* and *Smile* has been the dedication of the crew to training. They are on the water once a week, planning to peak before major races.

It is this training and the way they sail the boat, says owner Neil Whiston, that has impressed competitors who may otherwise have complained about getting beaten by a cruiser/racer. "They've seen how hard we work at it, and they realise that's why the boat goes well".

I joined the "*Fruit Machine*" crew for their last training session before the boat was packed up for the Kenwood



Fruit Machine in action...the key to success lies mostly in the efforts of an outstanding crew.



Deck layout of the Beneteau First 40.7, *Fruit Machine*, is almost stock. It works well as it is and the crew prefer to hone their sailing techniques rather than chop the boat about. This photograph was taken from near the helm. Because the 40.7 is a cruiser/racer the wheel is small and sited well aft, so the helmsman doesn't have a great view of the headsail luff.

Cup. It reminded me of training sessions in a good international one-design; there was good communication among the crew, with egos discarded in a search to find better ways of handling the boat.

The session was fairly intense; short beats and runs around marks inside Rose Bay, each leg including a few gybes and a few tacks. The boat was sailed hard through most of the session, as if it was being raced. When one of the crew said that they would not make a certain move the same way in "real life", they were reminded that the training session was "real life".

But unlike a race, there were breaks in the session when time-out was called, so the crew could analyse their manoeuvres, identify flaws in their technique, and work out how to solve them. For example, how to raise the topping lift more smoothly after a gybe, how to give the pit-crew more elbow room in a spinnaker drop.

It's a process of perfecting the fun-

damentals of sailing the boat, rather than concentrating on modifying and optimising the gear. "We are one-design sailors" says Mottl. "We just concentrate on getting the best out of the boat we have".

They certainly do get the best from the boat; *Fruit Machine* is one of the best-sailed offshore boats I've seen.

Some simple boats become much more complicated when they're pushed to the limit; Etchells and J/24s have simple rigs, for instance, so they have to compensate for different conditions by altering their shroud tensions. But the *Fruit Machine* team say that there are no special tricks to getting the best out of a 40.7. About the only difference in the way they trim (compared to a raceboat) is that they ease and twist the sails more in light winds and a chop, to power the chunky hull through the waves.

The full topsides and slower acceleration also causes the helm to load up when gusts strike, so Mottl cautions

that the mainsail must remain open-leached and eased for a few seconds while the boat accelerates, before it is trimmed to the increased windspeed.

One technique that's unusual to find in a boat like this is the extensive use of crew weight in turns. Roll-tacking is often thought of as a technique for lightweights, but the heavy *Fruit Machine* is roll-tacked upwind when the breeze is under 10 knots, almost the whole crew throwing themselves against the lifelines to flick the rig through the wind.

Downwind in these conditions, any spare bodies shift their weight from rail to rail to roll the boat through the gybes, minimising the amount of helm required to turn the boat.

Most important, says Neil Whiston, is that the crew enjoy their racing. "It's a very quiet boat" he says. "There's no yelling and no big egos, and we all get on well". With results like those of *Fruit Machine*, it's no wonder owners and crew are happy.

From the Immediate Past Commodore



I write my last Commodore's column under false pretences and under duress, for no sooner do I become a Past Commodore than I am told by the Editor that I have to write yet one more column. I will make it uncontroversial, I think. Do I hear a sigh of relief from our Membership?

By all accounts, 1999-2000 has been an extraordinary year for the Cruising Yacht Club of Australia. The Board, the Club's Management team, and indeed our entire Membership have experienced a trying period of significant change on many fronts and have been subjected to a degree of public scrutiny unprecedented in the Club's history. Despite having faced these challenges, I believe that history will show that this year has been one where significant progress was made on many fronts and substantial foundations were laid to underpin the Club's future.

Clearly, the most significant event has been the ongoing aftermath of the 1998 Telstra Sydney to Hobart Race tragedy. This time last year we had hoped that the Coronial Inquiry would be behind us by now. The Inquiry was scheduled to recommence on July 17 with the Coroner's findings now expected to be handed down in September.

At the time of writing this report, it is not possible to predict the nature or impact of the Coroner's eventual findings; it would be foolish to speculate on what they might be.

The Coronial proceedings have been extremely thorough; there is no doubt that from it will emerge valuable conclusions and improvements to safety at sea (beyond those already identified by our own Review Committee).

Our greatest concern remains the possibility of findings by the Coroner that might lead to an increase in the liabilities

and duties of care of Race Organisers, beyond those that we currently understand under the Racing Rules of Sailing.

There is no doubt that the work undertaken by the Review Committee immediately after the 1998 race has proved to be invaluable. Our Sailing Committee and sailing office staff must be congratulated for having successfully implemented all the recommendations that could be introduced immediately, in time for the 1999 Telstra Sydney to Hobart.

The response from the yachting community has been overwhelmingly positive and we have clearly seen a marked change in attitudes and commitment to all aspects of safety at sea, at both a competitor and at organiser levels.

The challenge before us is to recognise the need for continuous review and improvement in this regard, and to ensure that we are adequately resourced to achieve this.

Other milestones

Other major milestones achieved by the CYCA this year include the completion of refurbishment / construction of our clubhouse, the construction of a new arm to the floating marina, and the complete replacement of our information technology systems. Whilst Members and staff have had to endure major disruptions and reduced facilities and services during this period, I have no doubt that all will agree that the pain has been worthwhile.

Our new facilities offer the best bar, dining, function, sailing and back-of-house facilities available at any yacht club in Australia, in what is undoubtedly one of the premier settings in the world.

Our sailing activities during 1999-2000 continued at strong levels and there has been the encouraging emergence of a number of new one design classes, many new boats and many new participants in the sport. The continued success of the Beneteau First 40.7 "beach balls" (two selected for the Australian Kenwood Cup team) and the rapidly growing Farr 40 and Sydney 38 one design fleets indicate a healthy and exciting racing future for our Members.

Add to this the launching this past year of new grand prix yachts such as Yendys and Bumblebee 5, as well as the new maxi Shockwave, due to make its debut at Hamilton Island Race week, and a rumoured new Marchioness, and there is no doubt that our sport is undergoing a resurgence.

If that is not enough of an indication of expansion, then one only has to look at the record 185 block entries in this season's BMW Sydney Winter Series!

It is disappointing that recent media articles want to suggest that there is division and controversy within our Club community. I do not believe these comments in the media to be representative of our Members' views when we have achieved so much that is positive for the future of our Club, the Sydney to Hobart Race, and our sport generally.

In closing, let me just say that I look forward to sailing in many more 'Hobarts' on well prepared, well funded (sponsored or otherwise), modern and exciting boats. I look forward to continuing to sail with many of the 'aging' sailors I have supposedly maligned, for many are dear personal friends.

I look forward to a healthy future for the Sydney to Hobart Race, one that is well funded (sponsored), professionally run, and a great spectacle. I look forward to all members respecting the rules and processes of the Cruising Yacht Club of Australia and the Racing Rules of Sailing. I look forward to enjoying our magnificent new clubhouse and marina facilities.

If these are not things that most of you also look forward to - then I apologise for having steered the CYCA in this direction these past two years. If you do share these views, then it would be nice to hear it said in public - seeing as that is where we seem to express the affairs of the Club these days!

I have no doubt the Club's new Board will serve our Members well, and continue the initiatives currently underway under the strong leadership of our new Commodore Hans Sommer and the rest of the Board. In the meantime, I've got a few more dragons yet to slay!

Good sailing and good luck

Hugo van Kretschmar
Immediate Past Commodore
Cruising Yacht Club of Australia



The CYCA's newly elected Commodore, Hans Sommer, at the helm of his Cavalier 350, Sommerbreeze. (Pic - Ian Mainsbridge)

Hans Sommer new CYCA Commodore

Wellknown Cruising Yacht Club of Australia member Hans Sommer has been elected the Club's new Commodore unopposed at the annual general meeting in July, replacing Hugo van Kretschmar who has completed his two year term of office.

Commodore Sommer has been a member of the CYCA for 15 years and on the Board of Directors for six years. During his time on the Board, he has been chairman of the Member Services Committee, Yard & Marina Committee and most recently, chairman of the Sailing Committee.

In his professional life, Commodore Sommer is a franchise owner of two Bob Jane T-Mart tyre stores. He started his career in the motoring industry as a mechanic and went on to become Australia's first Bob Jane T-Mart franchisee in 1972.

Hans' interest in sailing started long before he bought his first yacht, a Northshore 33 called *Sommerbreeze*, which he raced extensively for nine years before upgrading to his latest *Sommerbreeze*, a Cavalier 350, a consistent performer in both summer and winter Club pointscore series.

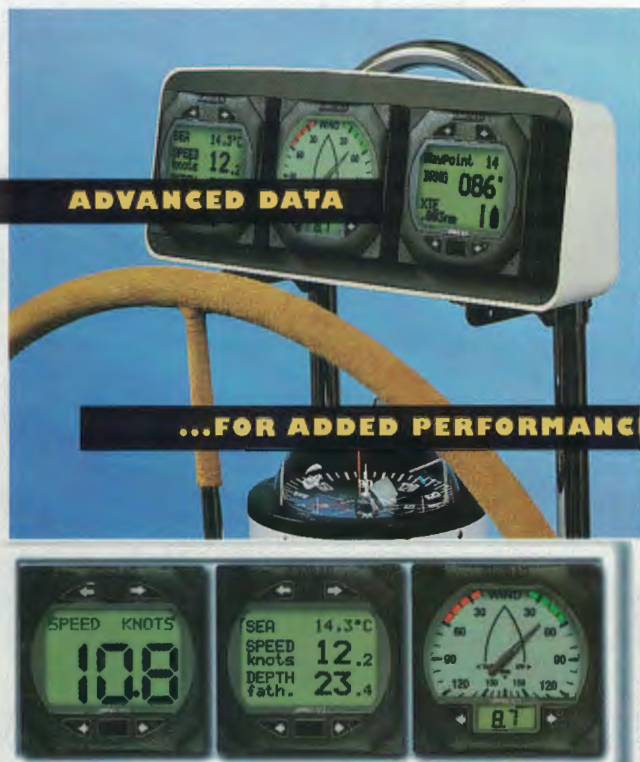
"I am looking forward to continuing the implementation of the CYCA's five-year plan, started four years ago by Peter Bush and very ably continued by Hugo van Kretschmar and his team,"

said Hans. "The plan has so far resulted in major benefits for members, including the installation of the floating marina and the redevelopment of the Clubhouse.

"I am also looking forward to working with a very dedicated group of Board members who are committed, as I am, to serving the Club and its members."

Hans was born in Germany and migrated to Australia with his mother and two brothers after losing his father in the war and becoming a refugee in Europe. He has two married daughters; one living in Sydney and the other in Sun Valley Idaho, USA.

For the first time in many years, no ballot was needed to elect the Flag Officers and Directors of the CYCA for 2000-2001. New Vice Commodore is Martin James while the two Rear Commodores are Roger Hickman and John Messenger. Alan Green continues as Club Treasurer while the Directors are Michael Cranitch, Geoff Cropley, Geoff Lavis, Gary Linacre, Rod Skellet and Don Telford.



ADVANCED DATA

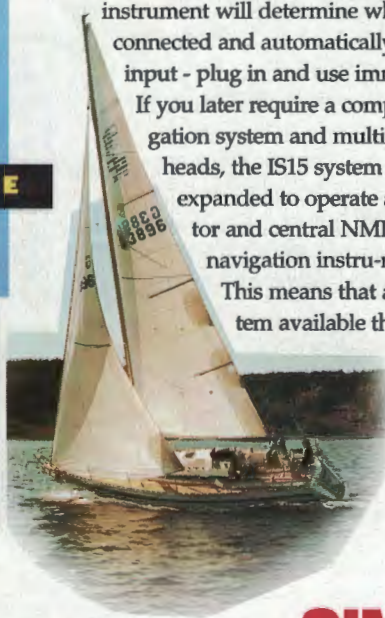
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Harbour should yield medals for Aussies

Australia's sailing team at the Sydney 2000 Olympic Games will be the most talented, without question the best prepared ever to represent this nation at any Games, writes Peter Campbell.

As host nation, Australia will have an individual sailor or crew contesting each of the 11 disciplines, with excellent prospects of winning medals in eight or nine classes, conceivably six or seven gold medals.

From three sailors in two classes, who paid their own way to the London Games in 1948, Australia's sailing team this year comprises 18 sailors, a manager, six coaches, a physiotherapist, a sports psychologist, and a rules and protest advisor. Their overseas campaigns, coaching and equipment (eg boats and sails) have been funded by just on \$2 million over the past three years.

Over those three years, these elite Australian sailors have lifted their performances significantly, winning world championships in five Olympic classes, the Star keelboat, 49er high performance dinghy, men's 470 dinghy, Tornado catamaran and men's Mistral sailboard. Team members have also placed second in the Laser dinghy, women's 470 dinghy and the women's Europe class world championships.

Three of the world championship wins, in the men's 470 dinghy, Mistral sailboard and in the Star keelboat class, were firsts by Australians.

Apart from utilising their own personal sailing skills and tactics, a major factor in the success of the Australians has been the high standard of coaching for all classes, plus the facilities made available for high performance

training in Sydney over the past year or so.

Heading the Australian sailing team will be Colin Beashel and his crew, David Giles, in the Star keelboat class. Beashel is representing Australia for the fifth time at the Olympic Games, a record for any sailor, while Giles will be making his third appearance. They won the bronze medal in the Star class at the Atlanta Games, then in late 1998 became the first Australians to win a Star world championship.

The Sydney-based sailors scored a

up, Booth getting Andrew Landenberger as his new crew (and winning the silver medal at Barcelona), Forbes joining the up-and-coming Bundock.

Bundock and Forbes have had great success as a team, winning the 1999 world championship and both Sydney Harbour Pre-Olympic Regattas with brilliant displays of power sailing. Although they failed to retain their world title, they must rank a gold medal chance on Sydney Harbour.

The most dramatic rise in interna-



Soling keelboats in action off Sydney Heads during the 1999 Sydney Pre-Olympic Regatta. (Pic - Ian Mainsbridge)

brilliant victory in the 1999 Pre-Olympic regatta (Test Event) on Sydney Harbour, beating the Atlanta gold medalist Torben Grael (BRA) and the Barcelona gold medalist Mark Reynolds (USA).

Also strongly favoured to maintain the winning form that they showed in the 1998 and 1999 Pre-Olympic Regattas are former Tornado class world champions, Darren Bundock and John Forbes. Forbes crewed for Mitch Booth in winning a bronze medal in the Tornado class at Barcelona, but they subsequently split

tional status has been by the 470 sailors chosen to represent Australia - Tom King and Mark Turnbull from Melbourne in the men, and Jenny Armstrong from Sydney and Belinda Stowell from Perth in the women.

Under coach Victor Kovalenko, King and Turnbull won the 2000 world championship in Hungary and since then have won the significant Kiel Week regatta in Germany. Armstrong and Stowell finished a close second in the 2000 women's championship, also in Hungary and later finished first in the European championship. Both 470

dinghy crews must rank as strong medal chances at the Sydney Olympic Games.

The 49er high performance dinghy, an Australian-designed skiff-type dinghy whose origins can be traced back to the famous Sydney Harbour 18-footers, will make its Olympic debut in Sydney. And, as one would expect, it quickly attracted a large number of Australia's best skiff sailors from whom have emerged, as Olympic team members, the former 18-footer world champions Chris Nicholson and Daniel Phillips from Lake Macquarie on NSW's Central Coast.

Nicholson, also a former world champion in the 505 class, won three successive 49er world championships, two with Phillips as crew. Although they finished fifth in the 2000 worlds in Mexico, they are ranked as among the best 49er sailors in the world and with their outstanding knowledge of sailing on Sydney Harbour have been rated Australia's best gold medal prospect.

Since the Europe's introduction as an Olympic single-handed dinghy specifically for women, the class has been dominated by European and North American women, highlighted by the intense and ongoing rivalry at and since the Atlanta Olympics between the Dutch woman Margriet Matthijse and Denmark's Kristine Roug. However, a young Melbourne woman, Melanie Dennison, has emerged as definite medal prospect for the Sydney Olympic Games, finishing second in the 1999 world championship and has since maintained her international status, ranked number three by the ISAF at the end of June this year.

The Finn dinghy representative this year will be young Sydney sailor Anthony Nossiter. The grandson of the first Australian to sail around the world in a yacht he built himself, Anthony is relatively new to the Finns, but is clearly an improver, having finished third overall at the prestigious 2000 Kiel Week in Germany after a 20th in the Finn Gold Cup.

Michael Blackburn, also from Sydney, represented Australia at the Atlanta Games where the world's most

popular dinghy, the single-handed Laser, made its debut as an Olympic class. He just missed out on a medal, placing fourth overall after a brilliant win in the final race.

Since then he has remained among the best Laser sailors in the world, finishing second to Atlanta gold medalist Robert Scheidt from Brazil in the 2000 world championship.

The Soling keelboat class will be a combination of fleet racing off Sydney Heads, with the top 12 crews moving into match racing round-robins and finals on Farm Cove. Neville Wittey and his crew, Joshua Grace and David Edwards, have a long record of success in various keelboat classes, their best in the Solings being a win in the prestigious Infanta Cristina Trophy in 1997. However, they face a tough regatta in Sydney in September.

Australian sailors have a long and successful record in sailboarding, winning many world championships but so far collecting only one Olympic medal, Lars Kleppich winning bronze in the Lechner board at Barcelona. Kleppich is currently ranked number one in the world after winning the 1999 Pre-Olympic Regatta on Sydney Harbour last September and following this with a victory in the 1999 world championship in Noumea in November.



The Olympic Sailing area.

Similarly, Australian women have won many world titles in sailboard classes, but so far no medals. Jessica Crisp, from Sydney, has been successful on the international circuit for several years and is obviously at her peak with a fine victory in the Mistral women at the Kiel Week Regatta in Germany in late June, beating the Atlanta gold medalist, Lai Shan Lee, from China. Jessica is the daughter of John Crisp, co-owner of *Impetuous*, one of the winning Australian team in the 1979 Admiral's Cup.

In summary, Australia has strong medal prospects in the Mistral men and women, the 470 men and women, the Laser, 49er, Star, Tornado and Europe classes, with gold medals a definite chance in the Mistral men, the 49er, Star, Tornado, 470 men and 470 women and Laser classes.

• Peter Campbell, editor of *OFFSHORE Yachting*, will be covering his fifth Olympic Games sailing regatta at the Sydney 2000 Games.



Anthony Nossiter, Finn dinghy representative in the Australian Olympic team, is a grandson of Harold Nossiter, the first Australian to sail around the world in a yacht he built himself. Anthony is pictured with the binnacle from his grandfather's yacht, *Sirius*, at the Royal Sydney Yacht Squadron. (Pic - Peter Campbell)

Aussies on top again at Newport, RI

Almost 17 years after *Australia II* won the America's Cup off Newport, Rhode Island, an Australian crew has emerged victorious again in the Farr 40 One Design World Championship. Chris Thompson reports.

The 2000 Farr 40 One Design World Championships, sponsored by boats.com and sailed off Newport, Rhode Island, once the home of the America's Cup, attracted a superb roll-call of top-class sailors.

America's Cup helm and tacticians Paul Cayard, John Kostecki, John Cutler, Tom Whidden and Brad Butterworth were there, along with Olympic class champions Robbie Haines and Ross MacDonald and Whitbread winner Kimo Worthington and J/24 world champion Terry Hutchinson.

They all found themselves out-classed by Australia's *Southern Star*, owned and skippered by Melbourne yachtsman John Calvert-Jones and his tactician Grant Simmer, plus an outstanding Aussie/US crew comprising Mark Walsh (bow), Glen Atrill (mast), Rebecca Pancera (foreguy), Peter Stalkus (local knowledge) Richard Cameron and Carston Schuon (trimmers), Glenn Ferguson (pit) and Adam Beashel (main).

Under the Farr 40's owner/driver rules, the stellar lineup of professionals is kept off the helm and the crews are also limited to four professionals, as defined under US Sailing guidelines. The recipe obviously works as 27 boats, from six countries, contested the event in Newport, Rhode Island.

This was an extremely close regatta. The scores were totally mixed throughout the fleet, and boats that looked like the stars of the series one day were struggling the next. US boat *Orion* scored 9-19-24 to drop ten places overall (from second to 12th) over the course of the third day's racing.

Brazil's *Phoenix* went from seventh



With the fleet loaded with brilliant tacticians and almost every boat equal in speed, good starts were vital.

to first overall in a single day. Australian Richard Perini's *Corinthian Doors* won one race but also scored a 23rd. Among those finishing in the last three in heats were 1998 world champion *Barking Mad* and heat winners *Victric 5* and *Conspiracy*. Only one boat won more than one race.

Results such as these emphasise *Southern Star's* success. With only one placing out of the top ten, she won the regatta by a clear 11 points from *Samba Pa Ti*.

The other two Australian boats, Marcus Blackmore's *Emotional Hooligan 2* and *Corinthian Doors* (the chartered *Alliance*) had less happy series. *Corinthian Doors* (with Gary Gietz as tactician for Richard Perini) had a good first day and had her moment of glory with a clear win in race seven, in which she rounded the first mark leading by half a length from *Hooligan*, looking fast and totally in control tactically. She finished 12th overall, just a single point ahead of *Emotional Hooligan 2*.

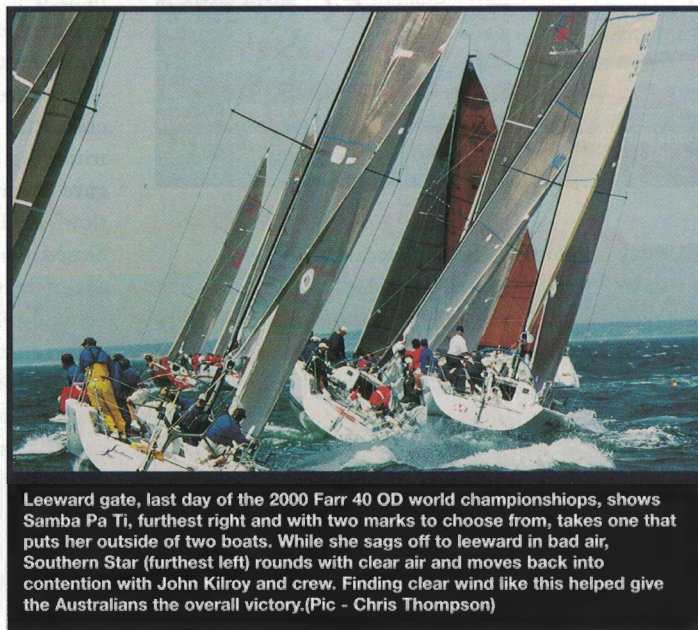
The *Emotional Hooligan* team of Marcus Blackmore had trained hard for the regatta after losing the Rosemount Regatta by a single point to *Southern Star*. Tactician Rob Brown knows the Newport waters well from his "*Australia II*" days. But *Emotional Hooligan* started disastrously with an OCS. Even as late in the series as race seven, a few missed shifts saw her slip from a very close second at the first mark to sixth at the finish.

Nevertheless, Blackmore and crew ended the series on a high, scoring 6-2-7 in the last three heats and being second-best boat on the last day.

All around the regatta was a feeling of optimism that has often been absent from big-boat racing in recent years. Some pros thought that there was something surreal about the world-class crews and no-expense campaigning in a class driven by owners who nor-

mally spend more time in the boardroom than the racecourse. "It's a bit like the owner of a football team coming on the field to take the final kick to the touchdown line" said one match-racing champion.

For many of the top pros, this regatta was a test of their coaching skills as much as their tactical nous. Some commented that they found it hard to take the racing as seriously as they would if they were driving, and some skippers allegedly functioned merely like remote controls, steering up or down according to their tactician's second-



Leeward gate, last day of the 2000 Farr 40 OD world championships, shows *Samba Pa Ti*, furthest right and with two marks to choose from, takes one that puts her outside of two boats. While she sags off to leeward in bad air, *Southern Star* (furthest left) rounds with clear air and moves back into contention with John Kilroy and crew. Finding clear wind like this helped give the Australians the overall victory. (Pic - Chris Thompson)

by-second instructions.

But everyone agreed that the formula was a success. Owners who have lavished fortunes on IMS and IOR racers, only to spend their time riding the rail, relished driving their own boats in tight racing on a relatively low budget. No one disputed that the owners were having the time of their lives. And the racing was so mixed that almost every crew had at least one race that was successful enough to fire them up for another year on the circuit.

There seemed to be a clear verdict that the Farr 40 One Design class has hit upon one of the most successful racing formats of recent times.

There seem to be few obvious traps in wait for the class, even when the

competition and pressure increases even further.

Renee Mahl and Geoff Stagg of Farr International and USA builder Barry Carroll are very closely involved in the administration of the class. "We were very dictatorial at the beginning, to keep the class one-design," says Stagg. "The basis of the class is the integrity of the rules. With the Farr 40 we've got the message to the owners- don't mess about with the boats."

Unlike the IMS, the class also has strong input from the owners. All three of the class' world champions are mem-

bers of the executive committee. John Calvert-Jones, who has earned a lot of respect as the current chairman, says that the class is a \$35 million business and must be run in an appropriately professional way.

Just as importantly, the skippers and crews seemed genuinely pleased with the boats. They are fast, comparatively cheap (Stagg rates them at about half the price of a top-class IMS 40) and exciting to sail.

THE RACING

DAY ONE: For *Southern Star*, the start of the racing was as bitter as the windy, cold and

wet weather. The Australian yacht was recalled in the first heat and stalled out while luffing at the start of the second. Her final score for the day was 16th and 8th. At least, said tactician Grant Simmer, they got their bad luck out of the way early.

The fleet found the square runs hectic, with a surprising number of wipe-outs, gybes and spinnakers blowing out in the gusty 20 plus knots. Unlike their smaller sisters, the Mumm 30s, the Farr 40s do not carry masthead spinnakers. The owners, said Stagg, feel that the boats are powered-up enough already, and the masthead would also hurt the 40's competitiveness under IMS. Judging from the spin-outs on this day, the class seems to have made the right decision.



New Farr 40 OD world champion Southern Star rounds the top mark clear ahead, on the way to her only heat win off Newport, Rhode Island. (Pic - Chris Thompson)

Emotional Hooligan looked very steady downwind and scored a fourth in Race two, but with an OCS in race one she was out of the picture on points. While the Australians were struggling, defending champion John Kilroy Jr was driving his *Samba Pa Ti* to two clear wins. The San Francisco based *Samba*, with John Kostecki as tactician, was generally agreed to be the fastest boat in the fleet once the breeze reached 20 knots.

DAY TWO: With about 12-15 knots of gusty and shifty offshore breeze and a current running at 1 to 1.5 knots, it was the typical spring/fall Rhode Island day. *Southern Star* scored eighth in race 3, one place ahead of *Samba*, but lost local knowledge expert Peter Stalkus with a suspected broken rib after he fell onto a winch during a spinnaker hoist.

Losing Stalkus did not seem to slow *Southern Star*. In the next race she rounded the first mark second, gybed into pressure and the lead, and covered carefully to score her only heat win. Behind her chaos ruled, with boats piling up at the windward and leeward marks, port tackers being forced to duck sterns and losing half a dozen places in as many lengths, and several (including *Emotional Hooligan*)

hitting the windward mark.

DAY THREE: The *Southern Star* crew had only raced together in the Worlds and the major US regattas, but by Day three their lack of recent practise was overcome and they were in top form. Their 3-10-7 record was enough to take them into the last day's racing with a lead of six points over *Samba Pa Ti*, which lost her speed advantage once the wind dropped.

DAY FOUR: In a no-discard series and with a fleet as close as this, it was a slim advantage. But after being behind the Californians early in the morning race, *Southern Star* came back with good speed and superior tactics to finish third, one place ahead of *Samba Pa Ti*. In the last race, she held a narrow lead over *Samba* all the way, finishing fourth. *Southern Star* top-scored for the day and took the series by 11 points.

Third overall was the Greek *Atalanti* (skipped by IOR champion George Andreadis with Robbie Haines as tactician) another 17 points back. These were points margins that few would have prophesised at the half-way stage of the regatta, and the next five boats were separated by only seven points.

All of the top five and nine of the top eleven boats used North Sails. The Italians on *Mascalzone Latino* (Diamond

Sails) and *Invicta-Nerone* (Quantum) were faster than their sixth and seventh places overall indicated. *Mascalzone Latino* had to carry a DSQ and Paul Cayard and Co aboard *Invicta-Nerone* scored a retirement after almost sinking a starboard tacker when they ran out of mainsheet in a big duck.

So what is it that gave the *Southern Star* crew the win? Although Calvert-Jones has little chance to practise helming, he has proven his ability to win as a big-boat owner and as a small-boat skipper (having won a world championships in International Flying 15s). The team's experience in Farr 40s also helped. "A lot of the crews here are new to the class," said Simmer. "This is our seventh regatta in the boats".

Despite their experience in the class, the crew did not point to any trimming or tuning techniques that gave them an edge. "We were never slow" said Adam Beashel, but unlike *Samba*, *Southern Star* did not have a big speed advantage in any conditions. Instead, the crew indicated that tactics were their strength. "We were always watching the percentages and cutting back to the centre," said Simmer. "The speed was totally even," said Beashel. "Working the shifts and getting the lanes of clear air were the things that mattered". They also consistently got good starts, added bowman Mark Walsh.

Southern Star's tactical edge showed dramatically at the leeward gates on the last day. Twice, *Southern Star* was behind *Samba Pa Ti* at the leeward gate. Each time, *Samba* rounded outside of two boats, then slid to leeward in their bad air. Each time *Southern Star* read the gate and the fleet correctly, rounding in clear air and making big gains that put them back into contention with the Californians. It was a contrast that gave the lie to the claim (by one of Kilroy's crew) that it was bad luck on the shifts that cost *Samba* the regatta.

The 2001 Farr 40 worlds will be in the UK, linking up with the Admiral's Cup. With the fleet growing around the world, the Farr 40 is set to be one of the most significant classes in sailing for years to come.

Still No Comparison



2000 Farr 40 worlds

1st, 2nd, 3rd, 4th, 5th

* Partial Inventory

2000 Sydney to Mooloolaba Race

IMS 1st, IRC 1st, PHS 1st

2000 Workforce Australian Offshore Championship

IMS: 1st, 2nd, 3rd

2000 Rosemount Farr 40 Pittwater Championship

1st, 2nd, 3rd

2000 China Sea Race

IRC: 1st, 3rd

1999 Sydney to Hobart

IMS: 1st, 3rd, 4th, 5th, 6th

IRC: 1st, 2nd, 3rd, 4th

Line Honours: 1st (Race Record)

1999 Telstra Cup

IMS: 1st, 2nd, 3rd, 5th, 6th, 7th, 8th, 9th, 10th

IRC: 1st, 2nd

1999 Farr 40 Nationals

1st, 2nd, 3rd

1999 Ord Minnett

IMS: 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 9th, 10th

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OWN

and drive!

During the past year, we have witnessed a paradigmatic shift at the grand prix end of yacht racing in Australia - the fast growing move towards "owner-driver" one-design classes. Andrew Palfrey assesses its impact.



professional crew. The resultant sales figures world-wide have been phenomenal.

The Sydney 38 is a much more recent addition to the market. The first yacht hit the water in April of this year, but already 22 boats have been sold in Australia and overseas.

There are no doubts the owners of owner-driver one design class are a happy bunch. The thrill of steering your own yacht in a grand prix environment whilst remaining competitive was not commonplace, until firm owner-driver guidelines were introduced. Costs of remaining competitive in older boats are also minimised due to the one-design rules. Hulls, spars, deck hardware etc cannot be altered and all sails must conform to the rules. There are also caps on how many sails can be used.

One area where costs do not appear to be shrinking is in the sailing personnel department. The definitions of amateur and professional sailors are covered in the Racing Rules of Sailing. With a limit put on the number of professionals allowed on board (4 for the Farr 40, 2 for the Sydney 38), the trend is to make sure these sailors are of a very high calibre.

At the recent Farr 40 Worlds in Newport, Rhode Island, the tactician and sail trimmer lists read like a who's who of the Americas Cup and the Volvo Ocean Race. Names like Coutts, Kostecki, Butterworth, Cayard, Brady etc do not come cheap. It seems that the owners are happy to pay quality people to help get results, because they are still way ahead, compared to what it cost to campaign a yacht, using handicap systems, in years past.

The role of tactician in the owner-driver classes could more accurately be



In embracing the owner-driver concept, Australian yachtsmen are following a trend that has emanated from the USA and has also proven very popular in Europe. The basic premise of the owner-driver classes is that the owner (or a nominated amateur) must steer the boat at all times in class regattas. At the same time, the level of professional or paid crew-members is capped.

Two classes that are proving to be very popular amongst yacht owners in Australia are the Farr 40 OD and the Sydney 38 OD.

The Farr 40 was designed in 1996 as a fast, simple and aesthetically pleasing inshore-offshore racing yacht. The Farr office, aware of the growing dissatisfaction amongst yacht owners with various handicapping systems, drew up the Farr 40 One Design Rules incorporating the Owner-Driver system and limiting

Top: Farr 40s racing in the Rosemount Regatta on Pittwater. (Pic - Ian Mainsbridge)

Above: Grant Simmer...tactician on the world champion Farr 40 OD, *Southern Star*.

Right: The Sydney 38 *Obsession* has sailed impressively since being launched. (Pic - Ian Mainsbridge)

described as that of a coach. Most of the tacticians would take the helming role if the owner-driver restrictions were not enforced, as they have cut their teeth on the circuit as helmsmen.

Their job is not only to direct where the boat should start and in which direction they should head, but to also guide the owner through the steering process. This requires a lot of skill and diplomacy from the tactician, as they need to draw information back from the owner as to how the helm feels relative to the set-up and trim of the yacht.

Those tacticians who can do this best, end up with the most consistency of boat-speed and results. Grant Simmer's success, sailing as tactician with John Calvert-Jones' victorious team at the Farr 40 2000 World championship came as no surprise. For more than two decades Simmer has been working with a vast array of helmsmen at all levels of the sport, rather than steering himself.

Having a person in a coaching role so close enough to the action is something that is not replicated in many sports. It is adding a unique aspect to this increasingly popular area of our

sport. The owners are gaining more confidence as they spend more time racing and are being re-born within the sport.

Indeed, several of the owner's are turning to the grass roots level of sailing, in order to improve their feel for what makes a yacht go fast (or slow) and to work on boat positioning techniques in large dinghy fleets. Some are using the Laser, whilst others have been sailing on smaller keel boats, such as Etchells and Elliot 5.9's with their key trimmers.

Several other one-design keelboat classes (Etchells, J24) also stipulate that the steerer be registered with the Class Association as an owner, but this is simply an administrative procedure - the steerer need only sign a form and pay a slightly higher Association membership fee.

The status of who actually owns a Farr 40 is stringently assessed. So much so that there is a special sub-committee of the Farr 40 International Class Association set up to deal with this issue alone.

Both classes are run by the owners through class associations, albeit the Farr 40 group being further established due to the length of time they have been up and going.

This ensures that the owners have a say over the direction of the class that they have invested in. This is coming as a welcome relief to owners formerly frustrated by seemingly distant authorities changing handicap systems that would heavily impact on the value of their boat.

The coming months will see several key one-design regattas for the owner-driver classes. The Farr 40's recently held a regional championship at Pittwater (taken out by the World Champion Calvert-Jones team). They will sail as a one-design fleet at Hamilton Island

Race Week in August and the National titles will take place alongside Sydney's Telstra Cup in December.

The inaugural Sydney 38 National Championship will be staged at the Hogs Breath Regatta at Airlie Beach in August. The Sydney 38's are also expected to be strongly represented at Hamilton Island, including overseas teams that will take delivery of new yachts at that event.

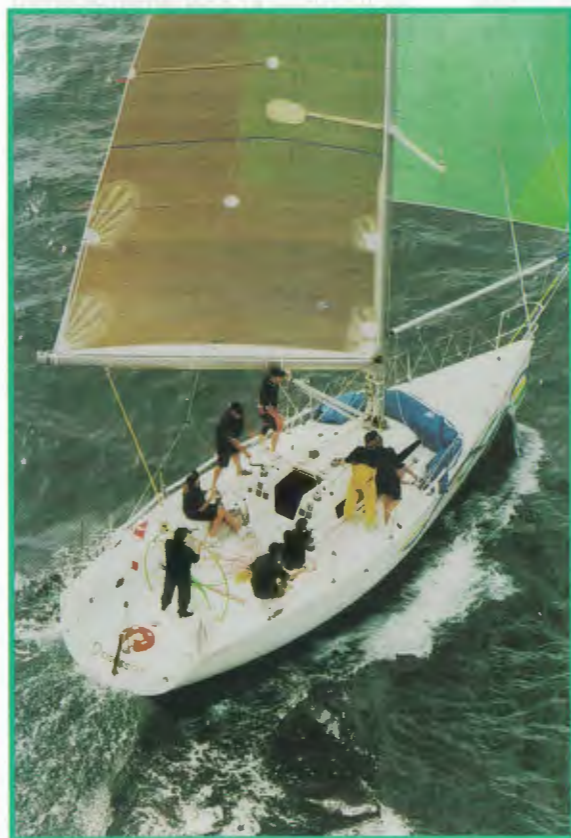
The Farr 40 and Sydney 38, at first look, appear to be competing for the same market of boat buyers. Upon closer examination they are very different products and cater for separate tastes and budgets.

The Farr 40 construction incorporates an epoxy hull, carbon mast and rod rigging. The less expensive Sydney 38 is manufactured using Vinyloster and Polyester with E-glass and features alloy spars. Whereas the Farr 40 looks slightly sleeker, the Sydney 38 appears to be the more robust of the two.

The major differences in manufacture are that the Sydney 38 is built to meet Marine Survey requirements, as it is targeting the charter / corporate end of the market. Both designs incorporate swept spreader rig plans, which eliminate running backstays.

Whilst the option of tiller steering exists, the overwhelming preference is for wheels. Both boats have incorporated simple, but high quality deck hardware systems. The Farr 40 runs out at approximately 30% more expensive than the Sydney 38, once tax, sails and instruments are added.

Sydney Yachts have already sold 10 Sydney 38's into the Sunsail fleet at Hamilton Island, in addition to the 22 on order. Seven have been sold into Pittwater, of which six will be managed and maintained for their owners by Pittwater Yachtcharters operation, where the owner leases the yacht to a charter company to recoup costs and gain tax benefits. The sales of the Farr 40 continue to be strong in Australia. After McConaghy Boats built the first batch of Farr 40's for the region, the moulds were then sent to DK Composites in Malaysia. This move has aided the development of Farr 40 fleets in Asian countries.



Tahiti

sailing in the wake of Cook and Bligh

Widespread reluctance to return to Australia by participants in the recent inaugural Tahiti Offshore Cup Sailing Regatta suggests that the Bounty mutineers of the Captain Bligh era were hardly irrational in their behaviour. Story and pics by Trevor Joyce.

A contingent of 165 Australians, some 30 Cruising Yacht Club members among them, chartered 26 yachts for the inaugural Tahiti Offshore Cup, a nine-day regatta sailed in balmy tropi-

cal conditions early in June.

The format for the event provided for four passage races between the islands of the Leeward group in Tahiti, and five lay days which, not surprisingly, induced more than 60 women to join the throng.

There were also two local entries, one of them a lightning fast trimaran, *UAP Octopus*, whose owner Ariel Badinot claimed that a 50 foot Beneteau cruiser should give him time because of greater waterline length! Placating the owner was a major exercise in d'Étente.

The "Presidente du Race Committee", ex CYCA sailing office aficionado Bob Brenac, conducted the

regatta. Bob seized the opportunity to fulfill a life-long ambition to be president of something, even if it meant travelling all the way to Tahiti to be subjected to the mandatory harassment endured by all handicappers.

The Raiatea Yacht Club commodore Yves Robert also assisted with official proceedings. However, communication difficulties at the race one briefing provoked the comment from participant Doug Mulray of MMM fame, "there has not been a Goon Show recorded for more than 30 years, so I hope you've got this on tape".

Given that all of the yachts, with the exception of *UAP Octopus*, were Beneteau and Jeanneau cruisers it



Prominent members of the Royal Sydney Yacht Squadron were among the crew of this chartered yacht.

Tahiti Offshore Cup



Close reaching away from the start of one of the Tahiti Offshore Cup races.

came as no surprise that performance was hardly in the grand prix league. In fact, John Messenger, Hans Sommer, Karl Stechmann and Alan Cox were forced by the adhesive characteristics of their Jeanneau Sun Odyssey 51 to rename her *l' Escargot*.

The main attraction of the regatta was not, however, the racing but Tahiti itself; more particularly the islands of the Leeward Island group, Raiatea, Huahine, Tahaa and Bora Bora.

Denise Wilson, of *Never a Dull Moment* fame, two weeks after returning to Sydney said, "I'm still struggling to believe that it all actually happened, it was such an extraordinary experience". Husband Colin, whose guile and technical ingenuity saw him invent new sheeting systems for the pole-less asymmetrical spinnaker in the running legs, tracked the local entry *Patchoc* down the critical left-hand side of the course during the first half of race four from Bora Bora to Raiatea.

The Wilsons, from the CYCA, went on to win this inaugural Tahiti Offshore Cup, sailing the Beneteau Oceanis 440, chartered from The Moorings at Raiatea. With two other couples as crew, they finished with two seconds and a fifth, with one race aban-



doned.

Second place went to *Velasquez*, a Beneteau 42s7 chartered by Chris Watson from the Royal Melbourne Yacht Squadron, on a count-back from *Elodie*, an Oceanis 400 sailed by Marcus Fanning from Sydney's CYCA.

The prospect of light conditions on the last race "forced" the withdrawal of George Snow's

entry, the 57 foot, air-conditioned catamaran *Tamara*.

The VHF conversation went something like this, "Good morning race control, this is *Tamara*; we have a technical problem to do with getting our anchor up and

we probably won't make the start of the race today". The ever-diligent technical crew on the Moorings support boat *Rosalie* heard the conversation and came on the air, "*Tamara* this is *Rosalie*, can we help you with your technical problem". The

George Snow reply, "well I think the problem is actually mental rather than technical, *Rosalie*, but thanks anyway for your offer".

Each of the races in the regatta culminated in enthusiastic musical welcomes by the Tahitians and in Fare, the capital of Huahine, the mayor turned out and spoke sincerely about Tahiti, Australians, Captain Cook and our



shared links with the sea.

Coincidentally Cook's Endeavour had anchored on the same day exactly 321 years earlier in the exact same bay that accommodated the race fleet.

Huahine is untouched by tourism and the village waterfront is comprised of a hotel, a coffee shop, the market, a bank and a very well run supermarket.

Jeremy Paul, who with his wife Rosemary, James Mark Antony, Mark and Paul Harris chartered the Feeling 48, *Tamara*, bought five lobsters from the market for \$40 Australian. They then retired to Avea Bay at the southern end of the Huahine lagoon to revel in a gastronomic masterpiece surrounded by the sumptuous sights and sounds of a tropical lagoon.

Black pearls are a Tahitian specialty and local sponsor Pacific Black Pearl offered samples of its product as prizes for each of the races in the series.

Kelly Holland from *Elodie* left her partner Marcus Fanning in no uncertain terms as to his options, "you can win the pearls or buy them, its up to you", she decreed. So the boys responded dutifully and won race two to Tahaa.

Tahaa is within the same reef system as Raiatea and is also well off the beaten tourist trail if there is such a thing in

Destinations

Tahiti. Vanilla and pearl farms and Leo's Hibiscus restaurant are among the main attractions; at Leos the barbecued Mahi Mahi also very quickly became a favorite. The very beautiful Tahitian girls, who then entertained with their amazing demonstration of how to wear a grass skirt out from the inside then, seriously challenged this popularity.

Tahiti's "piece de resistance" is Bora Bora where the single entry into the lagoon offered yet another authentic Tahitian welcome, and anchorage at the front door of the spectacularly located Meridien Hotel.

The Bora Bora race had to be abandoned when the breeze failed toward the end but the lack of a result hardly dampened the enthusiasm for the outstanding feast laid on lagoon-side by the hotel.

This regatta dispensed with some common perceptions of high cost associated with Tahiti, while confirming others. Beer is expensive at \$60 a slab, although sponsorship by local brewer Hinano subsidised this cost. Hotel accommodation and meals can also be expensive, but the best way to get at Tahiti from all points is from a yacht.

In addition to a base cost ex Australia of about \$3,500 per person inclusive of flights, transfers, pre and post regatta hotel accommodation, yacht charter, race entry fee and some meals, there was an average \$200 per person spent on provisioning the yachts for breakfast and lunch each day. Five evening meals were included in the package so there were four additional evening meals to cover. Dinner at a good restaurant in Tahiti, including unfortunately ordinary French wine, costs about the same as Sydney at between \$60 and \$80 per person.

Because the European currencies, to which the local currency is tied, have capitulated along with the Australian dollar against the US dollar, it is a curious twist of fate that the spending power of the "South Pacific Peso" is relatively unchanged from many years ago at about 70 CFP = 1 AUD. A Tahiti holiday is today cheaper for Australians than its USA equivalent.

The Tahiti Cup, managed exclusively by Mariner Boating, will be sailed again in 2001 from June 1-10. All enquiries to Trevor Joyce at Mariner Boating, phone 99669014, fax 99665888, email trevor@marinerboating.com.au



Fresh fish for the BBQ.



Sydney's George Snow in Tahitian mode.

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What to

The Sydney 2000 Olympic Games, the 2000 Telstra Sydney to Hobart Race, the coming Volvo Ocean Race, the next America's Cup, Hamilton Island Race Week, the boom in corporate sailing, the huge expansion in winter sailing and in twilight racing. All these events have resulted in many more affluent people taking to the water and a resultant boom in the market for yacht clothing and accessories.

Manufacturers have responded with regular upgrading in the quality and design of the gear to sail offshore, highlighted with even further advances in breathable garments.

Recommendations from the Cruising Yacht Club's Report into the 1998 Sydney to Hobart have also seen a significant upgrade in personal safety equipment being incorporated in long ocean racing garments.

At the same time, special sailing clothing lines are being released for special events and many clubs are upgrading their own club wear such as shorts and polo shirts, caps, belts and fashionable gear to wear ashore.

Here are some of the latest releases of interest to the offshore and inshore sailor, and the support crew ashore:

Stormy Seas

Personal safety with comfort

The Stormy Seas Offshore sailing range is designed for the blue water sailor seeking the ultimate personal safety package - high performance wet weather gear that is stylish and comfortable, incorporating safety features such as a harness and inflatable life-jacket.

The range includes an Offshore Jacket, Offshore Vest, Offshore Yoke and Offshore Pants.

The beauty of the Stormy Seas range is that it can be worn as general pro-

Many yacht clubs have upgraded their club clothing, including the Cruising Yacht Club of Australia with this range of shorts and shirts..ideal for summer sailing on Sydney Harbour and even offshore, as well as smart gear ashore. (Pic - Ian Mainsbridge)



wear ashore and afloat



tection against wind and waves, but as conditions become more severe the inbuilt safety features are there for you to rely on.

The jacket, vest and yoke are approved by Australian Standards as a Type 1 PFD and can be instantly (and fully) inflated with a CO₂ cylinder or orally inflated. The CO₂ cylinder is fitted in a specially designed inflation pocket, located on the left side of the chest, and is activated by pulling down on the pocket. An automatic inflation

system, activated by immersion in water, is also available.

The jacket, vest and yoke also include an approved safety harness (AS 2227 - Yachting Harness) and signal whistle. Options for the jacket and vest include a personal EPIRB, emergency strobe light or water activated light, crutch strap and lifting becket.

More information or a copy of the Stormy Seas catalogue contact Stormy Seas phone: (03) 6245 0443 or visit their website: www.stormyseas.com.au.

Jeantex

Waterproof fleece jackets

Jeantex Breathable Yachting expanded their range of yachting wear to include a variety of waterproof and breathable fleece pullovers and jackets. The waterproof, windproof and breathable range of fleeces and jackets are ideal for those chilly winter days where the wind and is up and the spray is flying, but it is not practical to wear the full wet weather coat.

The Fleece jackets boast a melange-fleece outer layer with a T3000 Z-liner inside that. This Z-liner is waterproof and active breathing with welded seams for zero water penetration. Inside the z-liner is a windproof inner liner to maximise comfort and warmth. Additional to this range is the Sydney race jacket, which has a waterproof and breathable "T3000 comfort" outer shell layer and fleece inner liner.

More information contact Bluewater Yachting Services 02 99133617, 0410435524 or email merro@iaccess.com.au.

Henri Lloyd

Breathable offshore racer smock

The Southern Ocean during the last Whitbread round the world race provided the ultimate testing ground for man and machine - the garments the sailors wore. Five of the nine boats chose to wear Henri Lloyd breathing garments incorporating Goretex Ocean Technology.

The latest addition to the Goretex breathing range is the Offshore Racing Smock, designed to provide a lightweight waterproof alternative to the traditional Offshore and Ocean breathing range. The breathing fabric



Henri Lloyd's popular lightweight and breathing Offshore Racer Smock.

allows heat and moisture vapour to escape without the need for full zips and closures - and weighs nearly one kilo lighter.

Features include inner watertight neck closer, large fleece lined front cargo pocket, reflective tape, high cut Polartec lined collar and loops for life jacket.

Breathing ocean racer trousers

Among the latest garments from Henri Lloyd are the Breathing Ocean Racer Trousers developed for the crews of Swedish Match and Silk Cut. Made from original Goretex Ocean Technology, Henri Lloyd have introduced new "high grip" rubber knee and seat patches to these excellent pants.



The new "high grip" rubber knee and seat patches on Henri Lloyd's Ocean Racer Trousers.

Musto

Musto joins Volvo Ocean Race

The Volvo Ocean Race 2001-2002 will be the ultimate challenge - longer, harder, more competitive than anything that has gone before. So when Volvo came to choose the official clothing for the event, the company selected had to have the expertise and knowledge of what crew would endure.

Volvo's choice was Musto who have had more than 30 years experience in the design and manufacture of marine clothing. Musto's Volvo Ocean Race collection range is one of the most comprehensive put together for a major ocean race and ranges from polo and rugby shirts through to the highest specification waterproof, breathable and windproof jackets such as the Goteborg jacket and the showerproof Sydney jacket. Then there's the Hobart smock, a fashionable fleece smock top made 280gm double brushed velour polyester fleece.

Musto have also released its new MPX Coastal range. To a Coastal design specification that is already equipment of many other Offshore ranges, Musto have added the improved MPX fabric, highly suitable for coastal sailing.



The Volvo Ocean Race Sydney jacket, a blouson style jacket made from a breathable and windproof Windstopper shell. Although not waterproof it is incredibly showerproof.

Line 7

Line 7 was the major sponsor of Syd Fischer's Young Australia 2000 America's Cup Challenge and is also sponsoring Lars Kleppich in his bid for Gold at the Sydney 2000 Olympic Games in the Mistral sailboard class. Line 7 is also an official licensee of the Sydney 2000 Olympic Games.

Line 7 has recently released its new Summer 2000 women's wear and its winter garments have already proven extremely popular with the many women who compete in winter racing series at yacht clubs throughout Australia.



Below: Line 7's popular women's wear has proven popular in the winter racing regattas.

Douglas Gill

Breathable suit for inshore sailors

A breathable suit for inshore use and spray protection in milder climates has been introduced by Douglas Gill. The Headland Jacket and Trousers are a lighter weight alternative to Gill's current O2 breathable waterproof range which also includes the Keelboat Smock, Key West and Tradewinds suits and the Antigua Jacket and Plants.

The Headland Jacket is excellent value for the occasional sailor. It comes with all the usual safety and comfort features and has articulated sleeves to give excellent freedom of movement. The co-ordinating breathable and lightweight, high-fit Headland trousers include Velcro adjustable braces and a nifty Velcro front closure with drainage gusset behind.



Douglas Gill's new Headland jacket..good value for the occasional sailor.

Helly Hansen

Great history of waterproof gear

Helly Juell Hansen was a merchant seaman in Norway who in 1977 invented a process for making waterproof clothing that lasted waterproof for three years rather than the usual three months. For 123 years, Helly Hansen engineers have continued the tradition of long lasting, quality and innovative designs and fabrics. Along the way they invented Polyester Pile (now known as fleece) in 1961 and Thermal underwear in 1975.

Among Helly Hansen's latest innovations include the Match Race Bib made of Helly-tech Extreme three-ply. This high performance lightweight, flexible fabric was the preferred choice of the Kverner Innovation crew in the last Whitbread Round-the-World Race. The garment now selling retail was designed for the America's Cup and is ideal for coastal or inshore sailing. The jacket that goes with the Match Race Bib is the Auckland Jacket.

The key to keeping dry and warm is actually under the expensive wet weather gear and Helly Hansen have their new Lifa Polypropylene thermals.

Performance Breathable PB20



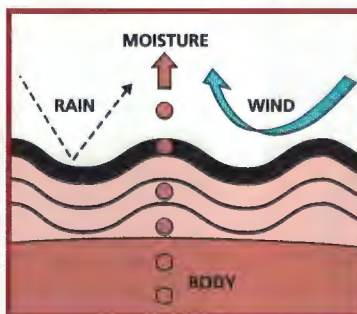
SOUTHERLY OFFSHORE is our latest development in ocean tested offshore wet weather gear utilising PB20, an advanced 3-layer fabric with breathable, non-porous membrane that allows perspiration to exit through its polymer molecules - keeping the moisture on the outside and you more comfortable.

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Performance Breathable PB 20: How it works

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Helly Hansen's Extreme Offshore range is for the professionals who sail in extreme ocean conditions many times a year and demanding the best performance available.

Burke Accessories Coastal jacket and trousers

Sydney-based Burke Accessories and Safety Equipment are Australian agents for Dubarry footwear, Henri Lloyd Marine Technology, Challenge sail cloth and Sunbrella. They also market under their own brand name of Burke an excellent range of wet weather gear, clothing and boots designed specifically for the Australian market, and at economical price.

For example, there's Burke's Coastal Breathable (CB10) Super Dry jacket and trousers (pictured) designed for the harbour and bay



sailor. CB10 uses micro porous breathable coating technology applied to a durable nylon fabric.

On the outside of the fabric a water repellent treatment is added, allowing the water to bead and run off, greatly increasing the warmth and decreasing the wet weight of the jacket.

Dubarry footwear

The crew of Team New Zealand and three of the America's Cup challengers wore Dubarry boots, marketed in Australia by Burke Accessories.

The most popular is the Dubarry Racer, a warm, waterproof full length boot with a Cordura and pull-up leather upper, Goretex lining and a duo-compound sole with the addition of a gaiter.

Burke's CB10 is available in blue/white and red/white from leading marine stores.

Comments on CYCA moves

The following letter (slightly edited) has been received from Cruising Yacht Club of Australia member Geoffrey Hill:



Dear Editor

As a member of the CYC and having participated in a number of Sydney to Hobart yacht races, I have followed with some interest the debate, principally led by the Commodore, but also backed up by the CYC Sailing Committee, as to the nature of the Sydney to Hobart. I have also noted the introduction of yet another change, so that in the words of your magazine, "turbo charged" maxi yachts can participate in the

Sydney to Hobart as well as water ballasted yachts.

I would have thought that the use of cutting edge technology in yacht design should be more fully understood before being allowed in what is, after all, one of the toughest races in the world. In my view, all the risks should be clearly understood before the Committee of the CYC further risk the Club, its assets and its standing.

Aren't the Committee simply leaving the Club and its members open and exposed to increased liability, and aren't we further destroying the concept of what "a Sydney to Hobart was, for at least its first 50 years."

I have followed criticism of the Committee for its handling of the Sydney to Hobart, principally by the media. I personally thought the Club's efforts were outstanding, and said so at the time, publicly.

One of the justifications being used for the introduction of changes to the rules of the Sydney to Hobart (and the introduction of new upper speed limits as well as water ballast) is that we should turn out to be professionals just like groups such as National Football League, which one can read into comments to club members from the Commodore.

Statements such as this only reinforce the view that both the Commodore and the Committee have lost touch with the wishes of the boating public, with club members, and with the majority of participants in the Sydney to Hobart who are neither owners or sailors on "turbo charged maxi yachts" or, for that matter, water ballasted yachts.

That people's interest in the Sydney to Hobart has disappeared, or is in danger of being eroded sits strangely behind the fact that hundreds of thousands of normal Sydneysiders line the foreshores of Sydney Harbour every Boxing Day. They don't do this to see foreign-owned grand prix maxi yachts sailing at the "cutting edge."

The Sydney to Hobart is part of a rich tradition and Aussies like to see Aussies win. In case the Club has forgotten!

To pander to the international racing community and sponsors, and turn the Sydney to Hobart into a "grand prix" media junket is, I think, a major retrograde step for the Club and also for the race itself.

Why can't the CYC promote the Sydney to Hobart as something which members of the CYC have some chance of participating in and/or being on a boat first over the line.

Simplistically, by changing the rules to accommodate "international ego's", the Committee is in great danger of destroying the ethos of the CYC and the attraction of the Sydney to Hobart as an event of interest to the average Australian, to the average yachtsman and as an Australian icon!

Yours faithfully
Geoff Hill

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BMW Sydney Winter Series

What better way to enjoy a winter Sunday in Sydney than competing in the Cruising Yacht Club of Australia's 2000 BMW Sydney Winter Series on the Harbour. For the greater part sunny days, light to moderate breezes (occasionally fresh to strong westerlies) and a huge fleet ranging from J24s to ocean racing maxi yachts.

That's been the scene this past winter as more than 180 boats hotly contested the 11 race series in eight divisions. Sailing under the pursuit handicap system, results were spread right across the divisions with only a handful of boats winning two races and collecting the much sought-after Musto jackets that came with a win in each division, each Sunday.

When OFFSHORE went to press, it seemed that the overall pointscore placings would come right down to the wire in every division and full results will be published in the next issue. Midway through series, Ace Marine Photography captured the action on two days of contrasting conditions in yet another highly successful BMW Sydney Winter Series.

Superb Sundays for sailing




Above: Sintara (Gordon Anderson) competing in the BMW Sydney Winter Series on Sydney Harbour.



Left: John Strutt, skipper of Alibi and a former CYCA Treasurer, enjoys breakfast before the BMW Sydney Winter Series Sunday racing.

Former CYCA Commodore Les McClean with customers at the CYCA Breakfast Club...always popular with sailors on a Sunday morning before the Winter Series racing.





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. 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.

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BMW SYDNEY WINTER SERIES



Mercedes IV (Peter Stronach) powers to windward one of the fresher days during the CYCA Winter Series.

One of the fresher days during the BMW Sydney Winter Series saw most boats heavily reefed, including Anna (Bob Gillies) as they reached down the harbour ahead of The Bill (Daryl Hodkinson) and Cartwheel (Russell Debney)

Wings Three (John Messenger) carries the BMW Sydney spinnaker as she powers down the Harbour during the CYCA Winter Series.



X-Yachts new IMX 40

If you're interested in a State-of-the-Art 40 foot racer cruiser, successful in IRC and IMS-
Check out the IMX 40 on the X-Yachts web site:
www.x-yachts.com

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(www.rore.co.uk)
1st Round the Island Race
2nd Spi Quest (X-442 First)
1st Obelix Cup



IMS

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1st North Sea Regatta
1st Flensburger Forde
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Beneteau First 47.7

The new Beneteau First 47.7 is already making its mark as a competitive cruiser/racer, as Chris Thompson reports.

Beneteau's new First 47.7 is an impressive attempt to follow up on the huge success (on the racetrack and in sales) of the First 40.7.

The 40.7 has won most of Australia's top races, the Commodores Cup in the UK, and the world IMS championships, so it's not surprising that Farr's design for the 47.7 shares the same basic design concept. The similarity is obvious from first sight; there's the same 15/16th triple-spread-rig, the same styling, the same hull shape.

The lines are full above the waterline, but retain a slight hollow in the bow. With a solid fibreglass hull and deck and interior trim in solid teak-faced plywood, the 47.7 weighs in at 11,500 kg. Initial figures indicated a ballast ratio of 29% and (unlike the 40.7) there's no bulb on the keel; but with a lot of beam and topsides flare, the 47.7 seems to be high on form stability.

The 47.7 is available with short and tall rig options and shallow and deep keels. The boat we sailed, John Gilder's *Storyteller*, is a tall rig, deep keel version, as you would expect from a boat owned by a former world champion in International 420 dinghies and 1971-72 Australian Yachtsman of the Year.

The interior is up to Beneteau's usual standards of design and finish. Unlike some other new boats, though, this is an interior you could use at sea, not just in a marina. There are plenty of handholds down below, good working

space in the galley, and the head compartments are functional and easily cleaned.

The oval saloon table is removable for serious racing, as is the settee running through the centreline, but in practice the area proves a good place to dump sails and sleeping bodies when racing offshore.

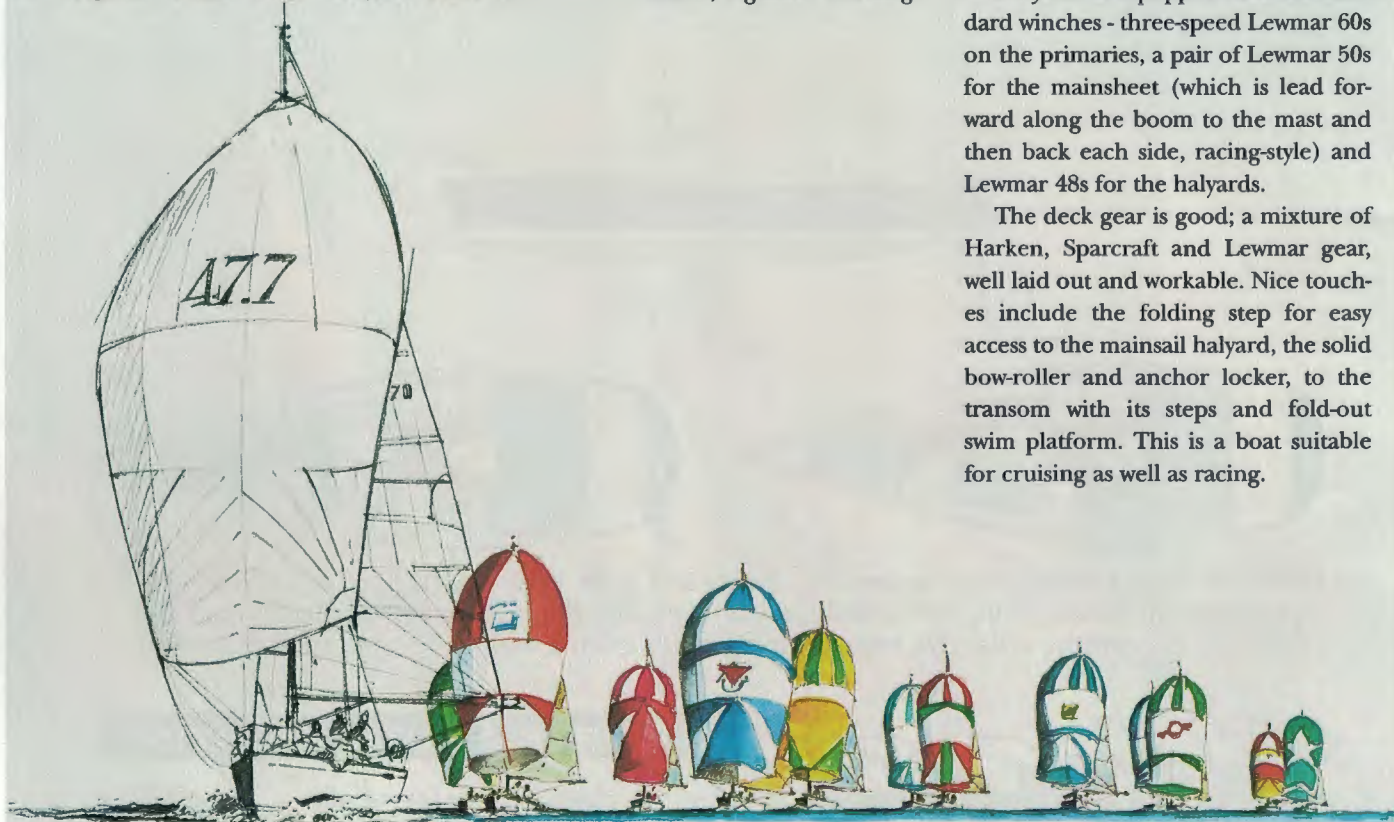
There are of course some compromises to styling and inshore cruising; the design of some of the lockers does reduce the storage space somewhat and like many cruiser/racers there's a shortage of good sea berths. The owner's cabin (with en-suite head compartment) would be a very pleasant place to spend time at anchor, but it's too far forward to be practical in a sea-way.

Storyteller has been fitted with a pair of pipe cots in the starboard quarter (normally devoted to storage in boats with the L-shaped galley) to provide further berths for offshore racing.

Storyteller is equipped with the standard winches - three-speed Lewmar 60s on the primaries, a pair of Lewmar 50s for the mainsheet (which is lead forward along the boom to the mast and then back each side, racing-style) and Lewmar 48s for the halyards.

The deck gear is good; a mixture of Harken, Sparcraft and Lewmar gear, well laid out and workable. Nice touches include the folding step for easy access to the mainsail halyard, the solid bow-roller and anchor locker, to the transom with its steps and fold-out swim platform. This is a boat suitable for cruising as well as racing.

HEAD FOR THE OPEN SEA.....





The new Beneteau First 47.7 *Storyteller* in action.

Performance

So how did she perform? As always, there's not really much you can tell from a couple of hours cruising around the harbour. We were only four-up and carried a number one on a day when a three would have been the correct call, if we had had one aboard. Yet when the hard gusts bounced off the shoreline the 47.7 reacted well to the deep rudder, remaining responsive and in control.

The boat felt more powerful than the 45f5 she replaces in the Beneteau range, and in an inconclusive brush against a well-known 50 foot flyer she seemed to point surprisingly well. The triple swept spreaders locked the spar up rigidly through the gusts but (despite the short topmast) the rig achieved a surprising amount of controlled bend.

The hard wind and light crew highlighted that this is a big boat for the winch package (in contrast, grand prix racing boats of this size may carry a

central coffee grinder). We felt that the 47.7 might be running short of winches, in number and power, racing around the cans. Other compromises inevitable in a cruiser/racer were the moderate size of the wheel and its' position well aft, which meant that the headsail tell tales can hide from sight until the boat is well heeled. On the plus side is the comfort offered by the well-sloped coamings and the well-laid out deck.

The 47.7 is too new to have much racing form as yet. The official French Sailing Federation handicap rates the 47.7 racing version at about 30 seconds a mile quicker than the equivalent 40.7, 44 seconds quicker than the 45f5, and comparable to the J/44. The cruising version of the 47.7 is just 8 seconds per mile slower than the racing version, according to the French.

These figures indicate that the 47.7 is as fast, for her length, as the 40.7 and *Storyteller* has been performing well in the CYCA's BMW Sydney Winter Series.

A couple of days after our sail, I watched her outpace a short-rigged First 53f5 in conditions (fast reaching) when the bigger boat should have been at her best.

Whether the 47.7 will equal the winning record of her little sister can only be seen when the boat is measured for IMS and IRC and gets some serious water flowing past her keel. First indications are that she has all the ingredients to get her own share of the silverware.

specifications

Design	Bruce Farr
LOA	14.80m
Beam	4.49m
Draft	2.3 or 2.8m
Displacement	11,500kg
Mainsail	57 m ² (short rig) 68.5 m ² (sport rig)
Genoa	60 m ² (short rig) 68 m ² (sport rig)

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Offshore

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

Yachting

Editorial changes

Peter Campbell would have headed this piece "Winds of Change". Indeed, winds of change are not only blowing through our sport, but also through Offshore Yachting magazine.

Offshore welcomes aboard as Associate Editor, Chris Thompson. Chris comes with extensive background in yachting, as a keen participant, and as a yachting writer specialising in technical and high performance aspects of the sport, both inshore and offshore.

You will find several of Chris' well-written and extensively researched articles in this issue, including an exclusive report for Offshore Yachting of the Farr 40 One Design World Championships held at Newport, Rhode Island.

The plan is for Chris to take over the role of Editor from Peter Campbell who has announced his pending retirement after some 14 years involvement in producing what we believe is an outstanding yachting magazine - the first Australian yachting magazine to be printed in full colour; the first to be published on the Internet.

Peter will continue his involvement with Offshore, albeit at a less intensive level, writing a column and special features.

In August and September Peter will be closely involved with the conduct of the Sydney 2000 Olympic Games sailing regatta as SOCOG's Press Information Specialist, Sailing. This will be his fifth Olympic Games as a yachting journalist.

On behalf of the staff of Offshore Yachting and our readers, we would like to congratulate Peter on reaching the pinnacle of his Olympic Games career in journalism.

We would also like to record our thanks for his great contribution to Offshore Yachting magazine and, indeed to the sport, through his long career as a yachting journalist and editor. - Larry Jamieson, Publisher, Offshore Yachting magazine.

For any enquiries please contact Associate Editor Chris Thompson on 9544 1501

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At the Boat Shows

The Melbourne and Sydney Boat Shows highlighted the latest production yachts from France, Germany and Great Britain and the Australian Sailboat of the Year, the Northshore 370 Sports-Cruiser.

The marine industry's night of nights at Melbourne's Crown Casino in early July saw the announcement of the Australian Marine Industry Federation's 2000 Boat of the Year awards. While most of the awards go to power boats, the Boat of the Year being the Mustang 3650 SC cruiser, the Sailing (monohull) award went to the Northshore Yachts 370 sports cruiser/racer yacht.

The yacht was on show at Melbourne and at the Sydney International Boat Show, a record-breaking exhibition at Darling Harbour, highlighted by the expansive marina in Cockle Bay.

The award to Northshore Yachts is a fitting one as the brand this year celebrated 25 years of production with the release of the Scott Jutson-designed Northshore 370 sports-cruiser. Founded by John Buck, Northshore has built some 630 yachts over the past 25 years, from the Cole 19s through to the Northshore 46.

The award-winning Northshore 370 sports cruiser/racer is a fully fitted performance cruiser utilising clever external styling to create a larger external volume. As a result, Northshore Yachts are able to custom build the internal layout to the owner's personal requirements - a custom built boat from production moulds.

Designer Jutson had created a "user friendly" boat to sail with a swept-back spreader, runnerless mast with 110% overlapping headsails. The boat will appeal to the cruising sailor who also likes to race as well with family and friends.

Hunter Yachts at Sydney

Hunter Yacht Sails Australia, the Australian importers from the USA of Hunter Yachts, displayed the H240, H380 and H410 yachts at the Sydney International Boat Show.

The South Australian based company recently delivered a Hunter 340 from Williamstown (Melbourne) to Sydney, handling 30 to 40 knot winds with excellent seaworthy characteristics.

Meanwhile, a Hunter 410 is a likely starter in the 2000 Telstra Sydney to Hobart, and there is a possibility that the Hunter Yachts latest design, the HC50 will also compete. The HC50 comes from *Hunters Child*, a later version of



The HC50, the new highspeed cruising yacht for short-handed sailing from Hunter Marine.

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Warren Luhrs' yachts are *Tuesday's Child*, *Thursday's Child* and *Hunter's Child* which competed in BOC Around the World Alone Races.

The HC50 is a high-performance, open-sea express cruising yacht, designed for short-handed sailing. It has been timed at 27 knots under sail. Luhrs describes the yacht as "speed without compromising safety in long-distance open-sea cruising."

Further information: Hunter Yacht Sails, ph (08) 8323 8123.

Nautor's Swan 60 and 44 on show

Swan yachts are arguably the most respected production yachts in the world, noted for their beautiful lines and rugged construction. This was reflected in the Nautor's Swan 60 and Swan 44 on display at the Sydney Boat Show.

The Swan 44 is one of the most popular designs, with a clutter-free aft cockpit that lends itself well to either



Nautor's Swan 60, featuring a double cockpit, was one of the most striking yachts at the Sydney International Boat Show.

racing with a large crew or relaxing on a long offshore passage.

In contrast, the double cockpits on the 60 provide plenty of entertaining

space, with the boat easily set up to sail from the rear cockpit.

Below decks, both models have the recognisable Swan elegance, with a

The Beneteau display at the Cockle Bay marina for the Sydney International Boat Show was their largest display to date, comprising a total of eight boats. For four of them, this was the premiere at an Australian boat show.

Beneteau featured yachts from their cruising and racing series in addition to two luxury catamarans, the new Lagoon 380 and the Lagoon 410, both spacious and comfortable cruising craft.

Other new models showcased were the cruising Oceanis Clipper 331 and 361, and the Farr-designed First 47.7 racing yachts, along with the Oceanis Clipper 411, the First 31.7 and First 40.7.

Further information: Beneteau-Vicsail, ph (02) 9327 2088.

Showcase of six Beneteau yachts



The Beneteau First 47.7, Storyteller, shows her power as a fast cruiser/racer yacht.



Gib Sea 33 debut at Sydney Show

Pacific Yachting introduced the Gib Sea 33 by Dufour at the Sydney International Boat Show, the first in a range of five yachts to be built by the French manufacturer aimed at the charter/leisure boat market.

Pacific Yachting also had on display the 16ft ACM Heritage power boat, the Dufour D38 Classic and the new D36 Classic.

Further information: Pacific Yachting, ph: (02) 4971 5566

The Gib Sea 33 made its Australian debut at the Sydney Boat Show.

skillful blend of the traditional and modern.

Further information: Nautor's Swan Australia, ph: (02) 9997 1255.

Dehler release new German yachts

Dehler Australia used the Sydney International Boat Show as a platform to launch its range of Judel/Vrolijk-designed quality German built yachts on the Australian market.

Attracting attention on the marina was *Dehler Magic*, a Dehler 39 direct from the factory in Germany with an impressive triple spreader rig, rod rigging and high quality deck fittings.

Featuring an ergonomically designed, comfortable cockpit, the Dehler 39 is a fast cruiser/racer that has already proven itself in major European regattas, under both IMS and IRC handicapping.

The full range of Dehler yachts includes fast cruiser/racers from 29 ft to 39 ft and luxury offshore cruisers up to a 41-footer designed for short-handed sailing.

Further information: Dehler Australia, ph: (07) 4953 3191.

German, Danish yachts at North South Yachting

Importers North South Yachting exhibited five yachts at the Sydney International Boatshow. From X-Yachts in Denmark the X-362 and X-442 were on display. The Bavaria 34, Bavaria 42 and Bavaria 42 Ocean represented the German boatbuilder, Bavaria Yachts. Both ranges have proven to be immensely popular with 70 yachts sold in Australia over the last two years.

Both ranges have been scoring well in winter racing. The X-362 Sport and X-412 were both running second in their divisions of the CYCA's BMW Sydney Winter Series when Offshore went to press, while the Bavaria 42 had a runaway win in her division late in the series. The Bavaria 34 and X-332 have both been performing well in Wednesday afternoon racing at RPAYC.

North South Yachts have also recently been appointed as exclusive agents for Oyster Yachts.

with Scott Jutson

Setting up fo

IRC has been around for a few years in Australia, but is only now coming into its' own, due to the obvious attraction of a name change (from CHS) and the general dissatisfaction with IMS (which now works too well to be a handicap rule).

This season may well see IRC become the predominant handicap rule in Australian offshore sailing since it embraces two items that have undeniable popularity : a low cost measurement / certificate process and a single number TCF, or TCC as it is called under IRC.

IRC falls under the larger heading of IR 2000, an umbrella for two rules which, in the best of all worlds, will see compatible yachts racing with and against each other. The breakdown is as follows:

IRC: International Rule Channel: This is for cruising and cruiser/racer style yachts and is the same as Channel Handicap. The rule is managed by a small low-key group that makes adjustments as needed, but it is totally secret in its formulations. This is to insure that it is designer-proof, which keeps the gamesmanship at a low level. This is the rule we race under and also the one that the Sydney to Hobart limit is pegged to.

IRM: International Rule Measurement: No relationship to IRC really as it is a fully exposed formula for designing and optimising pure racing yachts. The idea is that all serious racers who like to fiddle will go to IRM and leave the IRC fleet alone. IRM

boats get an automatic IRC certificate and the correlation between the two is quite close - in the range of 1% and less. This tells my designer mind that we are seeing the engine of IRC exposed, less the fiddle factors. Fair enough, as there are only so many ways to describe a yacht's performance mathematically.

IRM may or may not take off here. My suspicion is that it may take some time as it is a problematic minefield of development and optimising that will make IMS seem positively cheap by comparison. This is due to the use of a simple formula and a single number TCM (as it is called in IRM). IMS always saw what you were doing but single number handicaps are pretty dumb in this regard so only time and budget limit the options.

Fortunately, due to the dual issue of certificates (you get the IRC free with every IRM), we can take a softly-softly approach and the hard core racers can decide where they want to be. After all, IRC doesn't exclude race boats; it just wants them to go somewhere else. Thus, if you start hearing of people building IRM boats in Australia assume it means IRC 'race' until further notice.

Now back to IRC and how to get the most out of your boat. First, don't get lured into complacency by the apparent simplicity of the rule. Every variable and factor that is inputted into the rating calculation needs to be carefully considered to get the best result. The self-measurement aspect is usually set aside in favor of using IMS values that you have already paid for. This is not a bad idea when it comes to mast and sails but risky in other areas. When it comes to fore and aft overhangs and vessel weight, it may be worth considering a 'first principles' approach. IRC

waterline length is a definitive flotation length and is a powerful variable in the equation. To not do a check of the real thing in advance of submission may see you sailing with too much length - always a bad thing.

As to weight, the IMS value should be pretty close but it will always underquote by definition since all IMS point to points are connected by straight lines. The detail and accuracy of your hull measurement will impact on the magnitude as well, but you can rest assured that, all things being equal, the real weight will be a greater value. Unfortunately, weighing a boat is not cheap. This little item alone could well cost as much as an IMS measurement so get a few other owners together to share the cost.

Sail measurement is best left to a measurer or at least your sail-maker. As for sail plan, IRC does not try to type form too much but there are things to watch out for. First, it maybe obvious, but since so many people are already violating this one, I think it worth mentioning: offwind sail values are based on the single biggest sail, so if you want to carry a Womper amongst your normal hounds kites then don't expect to get up.

Another sail item in IRC is the credit for boats that carry a single headsail on a furler. Fair enough. The problem I see is that, to qualify, the sail must have a minimum LP of 130% which effectively rules out a lot of new cruising yachts that are using full width staying rigs thereby limiting there maximum LP to under 110%. Haven't been

OR IRC Racing

able to follow the logic of this one but obviously someone tried to pull a swifty and the rule clamped down.

Crew weight is not a handicapped value and is not restricted in the rule per se. However, race organisers can go with a crew number limit though it does not effect the handicaps one way or the other. Keep an eye on this one since no weight limit means a return to the good old days. Weight on the rail is fast and if you miss the opportunity you will suffer. Even if you have to play with numbers it will pay to go fat; all you lightweights better head for IMS division boats where you are still valued. Big is back!

Stability is the next big issue and it has several components to it. First, and most importantly, it is not measured so an ideal IRC boat is stiff. How stiff? Well, the limits as they exist have to do with the style of the keel and the draft. You declare these things and the rule goes to work to decide if you are stiff or not.

The thing to keep in mind is that the magnitude is not considered unless the bulb weight exceeds 50% of the empty weight of the vessel at which point a factor kicks in. This all needs to be played against the value of a big crew weight and the hydrodynamic issues around big bulbs so be thoughtful before you go to extremes.

Stability has a non-performance side as well and that applies to stability limits for race categories, primarily Cat 1 and Cat 2 events. IRC provides a stability screen labeled the SSSN.

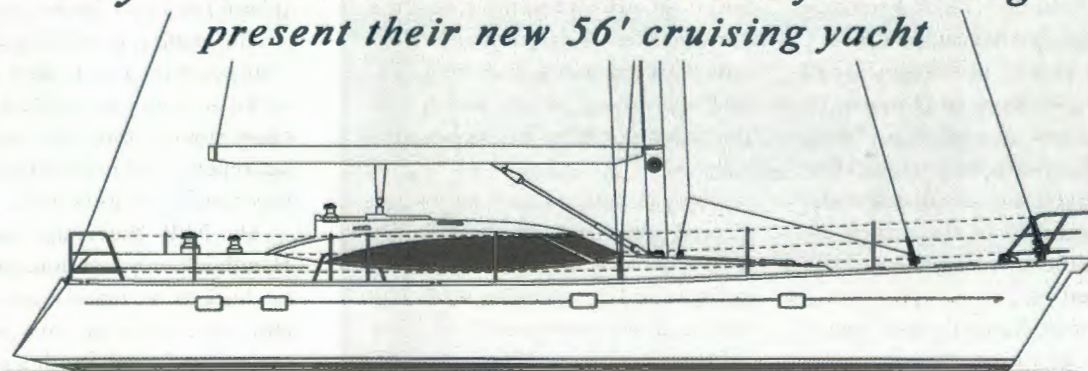
For Cat 1 this value must be 40 or greater and for Cat 2 it must be 30 or greater. The value is calculated from the certificate input values which includes all manner of geometric and displacement values but naturally does not actually use any values relating to stability since this is not measured. As a result, these limits do not correspond to IMS LPS values very well and most boats, 50 foot and under which easily made it to Cat 1 under IMS, would not under IRC.

An example would be a 50 foot IMS boat with an LPS of 121 degrees has a SSSN value of 35 which is only good enough for Cat 2. No surprise really as

RORC doesn't run a Cat 1 race. Where this will all go is anyone's guess but someday soon there will be an ISO standard for stability and any rule that can't provide a mechanism to determine compliance may find itself with a problem. When that occurs expect measurements to become more detailed and consequently more expensive. The net result of all this for someone interested in the future is to go hard into the stiff corner if you want to sail offshore.

Finally, remember that this is a rule run by remote control. It's success is predicated as much on experience with the fleet as anything else; so if we leap into it with our current fleet of widely varying designs and concepts and little depth of one design activity, we may see some big winners and losers until such time as the RORC /UNCL people can get on top of it. This happened with IMS, particularly with smaller boats. We really do have a very non-homogenized fleet and there is nothing like a new rule under a bit of pressure to point that out. The good news is, I suppose, that at least the issues will be focussed on the rule and not on measurement as it was with IMS.

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Surf, ski and WAP from Telstra

Telstra has announced the availability of national surf and snow condition reports through telstra.com and WAP enabled mobile phones.

Telstra's General Manager, Multimedia Wireless Programs, Greg van Mourik, says these new applications could not have come at a better time with this winter an excellent snow ski season. "Ski enthusiasts no longer have to rely on traditional communications for their snow reports. They can now source ski and snow condition information at the touch of a button, via telstra.com with a WAP enabled MobileNet phone anytime, anywhere," van Mourik said.

WAP will provide snow and ski conditions for seven ski resorts in New South Wales, six resorts in Victoria and one in Tasmania. The reports are updated seven days a week and available from 9.30am.

The main report will provide weather details, visibility, snow depth, snow cover description, the number of lifts operating, roads open/closed and a short summary. Further detailed reports are available showing the latest snowfall depth, last fall date, man-made snow depth as well as road and weather conditions.

Australia's first national Surf report via WAP is also available from 7.30am

seven days a week.

The surf reports will be generated by local surfing identities whose advice about surfing conditions means that keen surfers will no longer have the disappointment of heading for the beach, only to find out there is no surf. Surf condition reports will be provided for 30 surf locations nationally. The reports will include time, wave size/frequency/direction, wind strength and direction, water temperature, tides, a short summary and the next day outlook.

Media releases are regularly posted on the Telstra Newsroom. The address is <http://www.telstra.com.au/newsroom>

Share trading while sailing

Planning a cruise to the Whitsundays, but you still need to keep in touch with the stock market? Modern technology can enable you to do this from your boat by using eStar, an online trading services that gives you, the day trader, the same advantages of a stockbroker.

eStar stands for electronic securities trading and research and is said to be the fastest and most flexible real time retail share trading system available in Australia. The software is free and is easy to download to your PC or laptop.

Unlike other online share trading systems, eStar is not browser-based. Instead of waiting for web pages to slowly download, you can communicate directly through the eStar server with the Australian Stock Exchange or other information suppliers.

Ocean racing yachtsman Geoff Hill, owner/skipper of *Antipodes*, is an enthusiastic user of eStar. "eStar mirrors the system used by stockbrokers themselves...for the first time the information used by the professionals is available at the retail level," Hill commented.

"You can be sitting on your boat at Hamilton Island, do some trading and then go back to fishing."



Stock investor Geoff Hill at the helm of his yacht, *Antipodes*.

Anchor features of eStar include quote information, including live and dynamically updating market data from the ASX and access to an unlimited number of quotes; advanced watchlist options; and live and continuous international news and market reports from the ASX, AAP and others. It also includes all the usual portfolio and accounting systems.

eStar is a subsidiary of Barton Capital Securities, a boutique investment bank offering corporating advisory and stockbroking service, as well as direct investments. Further information from their website: www.bartoncapital.com.au



The Wallaby SafeSea bucket comes in any colour you like, with a lanyard expertly spliced to the clip.

Back to the old canvas bucket

Reading Rob Mundle's book "Fatal Storm" and other reports on the 1998 Sydney to Hobart Race, set Port Stephens sailmaker and sometime Dunedoo farmer Neil Smith thinking about buckets that would not break (plastic) or break bones (metal).

The result is that Neil has produced a bucket that seems to have been needed for so long - an unbreakable, light, easily stowed, tool bag, bailer, chuck bucket etc, and a real sea anchor if one cuts a bit out of its bottom.

The NSW Waterways' Safe Boating Handbook only mentions metal or plastic buckets as mandatory equipment and it goes on to say "may be used as a sea anchor." Neil Smith's comment is that "I think they don't know that an

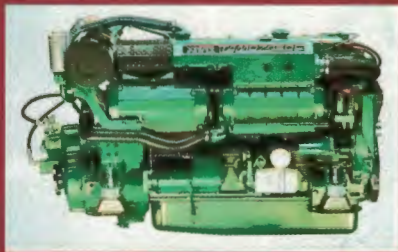
Volvo Penta's new TAMD74L EDC

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.

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Volvo Penta's new TAMD74L EDC marine diesel...specially developed for planing and semi-planing craft.

Ronstan Offshore gloves

Ronstan's fingerless gloves are worn by thousands of dinghy and small keel-boat sailors, but most ocean racing and cruising yachtsmen prefer the Ronstan Offshore gloves which offer hand protection and warmth. They are complete gloves and feature extended wrist length and have removable thermal inner gloves.

They are available from most major yacht chandlers, including Sturrocks at Rushcutters Bay, just down the road from the CYCA.



Ronstan's Offshore gloves, designed for ocean racing and cruising.

effective sea anchor needs restrictive flow through to work properly, just like a sea anchor. Imagine trying to cut a hole in a steel bucket if you were lucky enough not to be crowned by it flying around. Even worse, ever tried cutting a hole in a plastic one, that is if the handle hasn't already come off or the whole thing hasn't cracked or been destroyed by UV."

Of course canvas buckets are not a new idea, but Neil's concept is worthy of consideration. His Wallaby SafeSea bucket has a wire ring sewn into the top and the webbing goes the whole way round. There's also a grab handle at the top and bottom. They are very strong and will stand up when full of liquid.

Neil makes them from Tuff Duck and also from RN flax and they are available by mail order at \$30 plus postage, and they can be ordered from Wallaby Canvas Goods, Dragonslea, Dunedoo, NSW, 2844, phone/fax (02) 6375 169, and from 39 Poilus Parade, Tanilba Bay, 2319, phone/fax (02) 4982 3686 or mobile 0427 005 234.

Alloy carbon runner block from Lewmar



Lewmar's lightweight but very strong Alloy Carbon runner block for big boats.

Lewmar's new Alloy Carbon runner block was designed specifically for the America's Cup but is obviously suitable for other large racing yachts. The block is an extension of the web blocks designed for the Whitbread 60s, as light as possible to reduce weight in a weight critical area of the boat. It has also been designed around Vetrican and Spectra line sizes and core strengths.

Available by special order, the Alloy Carbon runner block can also be used as a flying runner becket block in a 3:1 system. The unit is spliced onto the boat or rig through the centre of the hub - holding the load where it originates under the sheave.



Close up of the classic lines of Waitangi, now sailing in her third century. Picture by Bob Wharton.

New Zealand writer Geraldine McManus traces the history of the 105-year-old gaff-rigged cutter Waitangi, one of the most graceful yachts at the America's Cup regatta in Auckland. Bob Wharton took the photographs.

Sailing into her third century, the historic yacht *Waitangi* is one of Australasia's most graceful veteran classics.

"One of our firm commitments when we decided to restore *Waitangi* was that she would be sailed often and sailed well. She is now sailing in precisely the same way she did when launched 105 years ago," says experienced skipper and part of the syndicate of *Waitangi* owners, Bruce Taylor. The Melbourne-based ocean racing yachtsman had just helmed the classic 1890's gaff-rigged cutter back from the thick of the America's Cup spectator fleet and was into a refreshing ale at the Westhaven Marina, Auckland.

Aboard *Waitangi* there are no winches or life lines - all sail handling uses grunt power - challenging and fasci-

nating sail-handling techniques from yachting's golden age of sail are part of the experience aboard.

Waitangi was one of the oldest craft sailing to the Cup course on Auckland's Hauraki Gulf. "We have sailed every day, even in the Auckland Anniversary regatta with 40 knots of wind and rain. We went out in the 100 year old *Waitangi* but for many of the local wimps in modern boats it was too wet and too windy," he says, happily stirring Trans Tasman rivalry.

"As Auckland is the birthplace of the boat we wanted to bring *Waitangi* back and this was obviously the best time," adds Taylor.

Waitangi's current owners and master skippers are extremely dedicated and experienced sailors well tuned to sailing some of the globe's most demanding yachting regattas. Bruce Taylor, Doug Shields and Col Anderson are regular campaigners in the annual Sydney to Hobart Race, and the Admiral's Cup and Kenwood Cup regattas. These mature, well-recognised sailors normally helm highly sophisticated racing yachts, but are also very enthusiastic in assisting *Waitangi* reinvent her youth.

The syndicate of owners includes the three experienced skippers but some others involved are enthusiastic sailors with a variety of level of experience. Together they form the basis of the crew pool.

Waitangi crossed the Tasman to Auckland as deck cargo in 1999 prior to the summer of sailing that included the Louis Vuitton Cup regatta, the America's cup as well as taking part in the Logan Classic regatta for vintage and veteran yachts. The arrival was in time for her 105th birthday celebrations at the Royal New Zealand Yacht Squadron where the historic yacht has been previously owned by five former commodores.

A core crew including skippers flew over each week from Australia. It was quite a commitment organising the skippers and crew on a rotating basis, says Taylor.

One of the conditions allowing the yacht to be part of the spectator fleet

was that she would be handled by the experienced skippers. The varying conditions of the Hauraki Gulf had to be taken into account as well as several thousand spectator boats in the final stages of the America's Cup.

Waitangi was a regular New Zealand regatta winner in the late 1890s and was competitively sailed well into the

Taylor. However, given the lack of lifelines in big seas, he comments that the crew are sometimes reduced to crawling on all fours - harnessed on of course.

Waitangi gained considerable attention in Auckland - the most emotional has been from those who previously had a close connection with the yacht

when she was sailed in Auckland. One former crewman, now aged 85 years, is Bill Croft who was just 18 when he started sailing on *Waitangi* in the 1930's.

"We went sailing most weekends, leaving on Saturday at midday but once the 40 hour week came in we could leave on Friday," he recalls. "We didn't compete in harbour races around the buoys but entered cruising races and over long weekends and holidays we would sail up to The Bay. She is a



Historic gaff-rigged cutter *Waitangi* graced the Hauraki Gulf again during the America's Cup regatta. Designed by Robert Logan Snr and built in Auckland in 1884, she has been restored by a group of Australian yachtsmen. Bob Wharton captured this fine photograph as *Waitangi* raced down the Rangiteoro Channel.

seaworthy boat and could easily sail up the coast to the Bay of Islands. She had big sails and with a good breeze we once reached Sail Rock (60 miles) in seven hours but then it took another 25 hours to get the rest of the way," says the veteran.

1930's. Now with the pledge of a maximum commitment to regularly sailing the historic craft, the syndicate of owners do not shirk from demanding passages. Taylor says she is regularly sailed between Melbourne and Sydney and last year *Waitangi* was sailed to Hobart in time for the arrival of the Sydney to Hobart Race fleet where she featured as a centrepiece for the maritime event. Not bad for a boat into her third century.

"The minimum number of crew is eight to ten experienced hands for ocean passages and for classic sailing races *Waitangi* is managed well by 12 to 13 crew, including the skipper," says

"We never went to sea without seven (crew) aboard. Without winches you have to haul everything by hand," When I asked Croft what position he had on the crew he remarked "I was just a boy; we all did our bit."

Croft says he sailed on *Waitangi* until he went away to the war. "She was put up on the hard stand then. After the war we all had to get our lives back together again and it was about this



Heeled to leeward, *Waitangi* shows the graceful lines of her hull designed back in the 1890's (pic - Bob Wharton)

time that she was sold," Croft reminisces. It was then that *Waitangi* crossed the Tasman to Sydney.

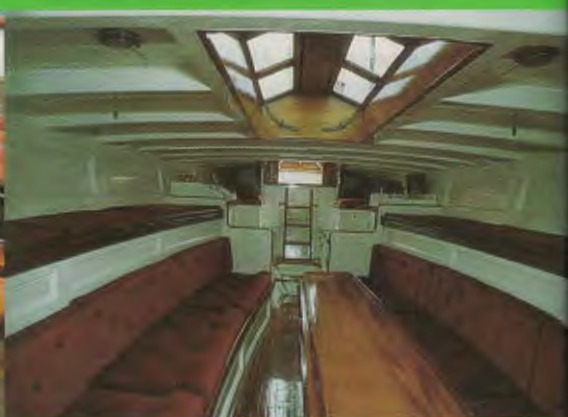
Waitangi (dancing water) was one of the last yachts built by Róbert Logan Snr of the renown Logan Bros yard. The gaff-rigged cutter slid down the slipway in December 13, 1894 and was ready to be sailed in the Wellington Anniversary Regatta 1895.

Logan, the great Scottish yacht designer and builder was a master craftsman. Through his genius and that of his sons, New Zealand and Australian yachtsmen were built some of the fastest and most beautiful yachts.

Waitangi's first owners were a syndicate of three Wellingtonians, Jamieson, Georgeson and Kirker. In *Waitangi's* scrapbook of history are copies of the

original letters between Jamieson and Robert Logan recording the ordering of the yacht and Logan advising Jamieson of progress as the yacht was being built.

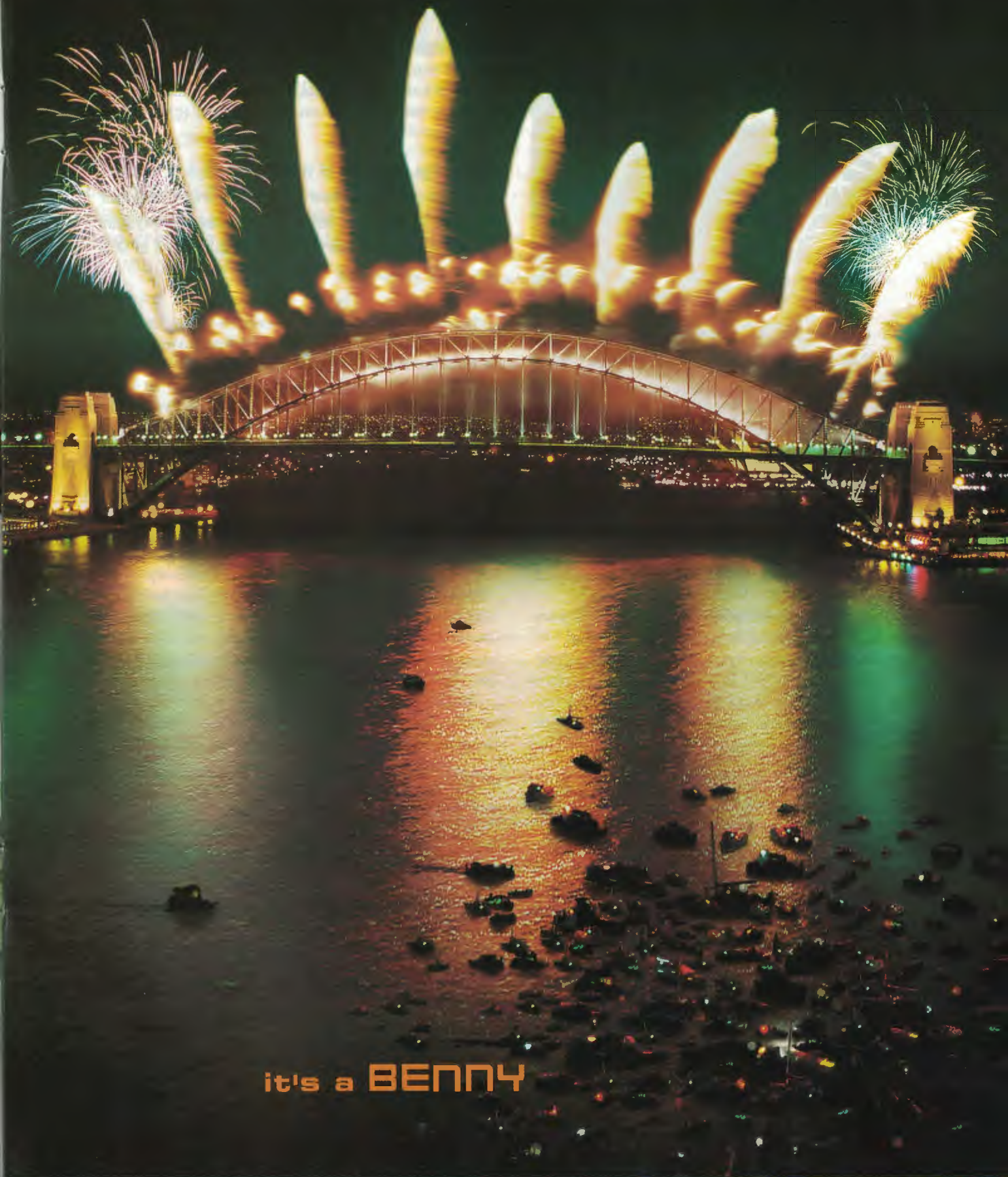
Waitangi is superbly built of several layers of kauri, as described in the letter to Logan: "The yacht to be diagonal built with 3 thicknesses of planking all heart kauri - the two inside skins to go



Left: The gold scrolls on the bow of *Watangi*. Centre: Timberwork on the deckhouse. Right: The main saloon of *Waitangi*.

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at an angle of 45 deg from keel in opposite directions each skin to be well painted before the next plank is put on and to be not less than 1/2 inch thick and 7 inches wide. The outside planking to be an inch thick and not more than 41/2 inches wide on top sides above waterline."

Taylor says when restoration was carried out at 100 years of age none of these original timbers needed replacing.

Sailing writers have long waxed lyrical over the sailing style. "Waitangi measures 58ft OA, 48 ft LWL 11foot beam and 9 foot 6in draft. A fine entrance and a deep keel give her a soft motion in a seaway and make her steady on the helm while her cutaway forefoot combines these virtues with the

ability to go about briskly. *Waitangi* will even go to windward and change tacks readily even under jib alone. Her long typical Fife stern gives her a smooth wake when well heeled. Her pronounced sheerline adds to her elegance and grace." Seacraft, June 1954.

Great grandson of one of the first owners, Robin Jamieson, is another with keen memories of the yacht and his family connection. He says that he sought to buy the yacht out in Sydney before the current owners restored her. Jamieson holds the originals of the order for the yacht and a small log book of a summer cruise to the Marlborough Sounds.

As he says, the tales of those early days of sailing are quite a different world - the low free-board and Waitangi being a wet boat - the cruises and voyages are quite extraordinary to us now in the era of GPS and other technology.

Jamieson's log books and letters tell of Logan being paid an extra 60 pounds to alter the boat delivery to include a visit to Lyttleton Harbour where Logan sailed the yacht to compete against an Australian yacht. In winning that contest, *Waitangi* was confirmed as the fastest yacht in Australasia at that time.

Since the late 1940s *Waitangi* has survived a chequered history over the Tasman, being altered to become a charter cruising yacht on Sydney Harbour and Pittwater and serving a number of owners in a variety of maritime pursuits, including as a burial at sea vessel. The current syndicate of owners purchased *Waitangi*, then spun the magic restoration to bring her back to former glory in time for her centenary.

The restoration for *Waitangi's* centenary was done as faithfully as possible. "We had good photographs and records. The hull is now painted black yet many remember the hull being white. It was black when she was launched and for the next three years so we returned to black," says Taylor.

Waitangi is a yacht that has captured the hearts and imagination of more than a lifetime of sailors and seems set to continue this enchantment for many years yet.



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Sailors of the future

The Cruising Yacht Club of Australia's Youth Sailing Academy is making a significant contribution to developing the helming and crewing capabilities of young sailors.

Would you like to learn how to sail around Sydney Harbour or do you have the stuff that Round the World racers are made of? Whatever your abilities or expectations, the Youth Sailing Academy has a course to fit your needs.

The Youth Sailing Academy at the Cruising Yacht Club of Australia was established in 1993 as the first full-time sailing academy dedicated to young sailors. Students aged from 12 to 21, both novice and experienced can receive tuition under the curriculum of the Australian Yachting Federation's Training Scheme.

Graduates of the Academy have

gone on to crew on offshore racing yachts and to compete in regattas at both national and international levels. The YSA trains and encourages ocean-racing sailors of the future and provides a source of competent crew for the Club.

The courses are conducted using the Academy's fleet of ten identical Elliot 5.9 metre yachts, which were purchased with the assistance of Club members and corporate sponsors. These yachts are fast, stable and fun to sail and carry a crew of three to four.

Courses conducted at the YSA are:

Learn to Sail

This course is for those young people who have done little or no sailing. It covers basic sailing theory, safety, terminology, sail trim, helm practice and tacking and gybing manoeuvres.

Intermediate:

This a continuation of the Learn to Sail

course and caters for those who have been sailing for three to six years. Instruction covers basic race tactics, rules, sail trim, crew work/techniques, spinnaker sailing and boat maintenance.

Advanced

This is a specific racing course, expanding on those subjects covered in the Intermediate Course with a greater emphasis on goal setting, team work, planning and fitness. Students participating in the Advanced Squad are eligible for selection to represent the YSA in youth events locally and internationally, with all students receiving graduation certificates at the completion of the course.

The operation of the YSA has had ongoing support from several companies and organisations, including Musto, International Paints, Rushcutters Harbourside, Quiet Little Drink, Colonial, Triple M, Club Marine, Hood Sails and Nokia.

For further information please contact:

Lindsey Marwood
YSA Manager/Coach
Telephone:(02) 9363 9731,
fax:(02) 9363 9745.
E-mail: ysa@cyca.com.au



Young crew enjoying the action of sailing one of the Youth Sailing Academy's Elliott 5.9s on Sydney Harbour.



CYCA to run Twilights during Olympic Games

With the Sydney 2000 Olympic Games sailing regatta on Sydney Harbour and off the Heads from September 17-30, the Cruising Yacht Club of Australia has postponed the start of the 2000-2001 short offshore racing program until Saturday, October 7. Similarly, the Royal Sydney Yacht Squadron, Royal

Prince Edward Yacht Club, Sydney Amateur Sailing Club and Middle Harbour Yacht Club, along with other harbour clubs, will not start pointscore racing until that date.

However, Waterways will allow the CYCA to run four twilight races during the Olympic period, once exclusion zones no longer apply at the end of each day's racing on Sydney Harbour.

"In running a series of twilights during the Olympics, we are hoping that members will take the opportunity to enjoy a typical Mount Gay twilight style race and bring any visiting friends or family along to show them the harbour at its best," says sailing manager Phil

Thompson.

The four twilights are scheduled for Wednesday September 20, Saturday, September 23, Wednesday, September 27 and Saturday, September 30, the last day of Olympic sailing competition.

Following each race, competitors will be invited back to the new clubhouse for the prize giving, entertainment, and to watch any major Olympic events on the big screen. Entries from all clubs are welcome.

Bass Strait Forum at Launceston

The Marine & Coastal Community Network's inaugural Bass Strait Forum 2000 will be held at Launceston, Tasmania from November 30 to December 2. The Forum is intended to be a celebration of the rich cultural history and scientific/ and natural values of the coastline of Bass Strait, its islands and its marine environment.

The Forum seeks the input of, enthusiasts, yachtsmen, the community, naturalists, professionals, industry, managers, academics, historians, artists and policy makers for a three-day symposium on Bass Strait.

It is a chance for communities to discuss the planning and management possibilities of the region, and share in an understanding of the Strait's cultural and biological significance by providing the opportunity for the exchange of ideas, information and experiences. For information about the Forum and conference registration fees contact: Christian Bell or Samira Heale

Marine & Coastal Community Network, GPO Box 567 Hobart 7001 Tasmania. Telephone (03) 62 343 665, Fax (03) 62 312 491 or e-mail - mcn-tas@ozemail.com.au

Changes to CYCA Summer Series

Each summer, four Sydney yacht clubs - the Cruising Yacht Club of Australia, Middle Harbour Yacht Club, Royal Sydney Yacht Squadron and the Royal Prince Alfred Yacht Club - join forces to run the popular Summer Ocean Pointscore series (SOPS).

While the format for the 2000-2001 SOPS series will be similar to previous years, there are some changes that skippers and crew need to be aware of. These include:

- Shortening the series from 16 to 13 races.
- A new trophy for those yachts entered only in the PHS Division of SOPS.
- A safety upgrade, including a constant listening watch on VHF Channel 16 during each race in the series.
- A mini pointscore for the Farr 40 OD class as part of the SOPS series. The CYCA Sailing Office is predicting a fleet of 10 will enter.
- New trophies for outstanding crew work. Trophies will be awarded for bow - 1st IRC OPS (Ocean Pointscore), and mainsheet - 1st IMS Division 1 & 2 SOPS and 1st Division 3 SOPS.

Other changes to the CYCA's summer racing calendar include:

- The inaugural Sunday Summer mini pointscore on October 29, November 12, 19 and 26. Racing will be pursuit style, as in the BMW Sydney Winter Series, and will be followed by a prize giving and entertainment back at the CYCA.
- Increased safety standards for the Bluewater Pointscore Series (BWPS).
- A new trophy for the IRC Division of the Blue Water Point Score, the Cape Byron Trophy, named after the most easterly point in Australia, which is passed by the fleet in two of the seven BWPS races.

The 2000-2001 Sailing Program was expected to be available in late July from the CYCA and online at <http://www.cyca.com.au/> For fur-



The CYCA is planning an inaugural Sunday Summer mini pointscore from late October to the end of November, using a format similar to the Winter Series. (Pic - Ace Marine)

For further information, contact the Sailing Office on (02) 9363 9731 or e-mail sailingoffice@cyca.com.au

AYF offshore forum planned for October

The Australian Yachting Federation's Keelboat Technical Group is planning a three-day conference from October 16-18, 2000 with issues such as liability and risk management to be discussed as part of the agenda.

The AYF Keelboat Technical Conference is normally held in conjunction with the AYF Annual Conference, which was held on July 22-23 this year. However, the Keelboat Technical meetings have been deferred until October due to the adjournment of the Coronial Inquest into the 1998 Sydney - Hobart Race.

The Coronial Inquest was due to reconvene on July 19 and three weeks had been allocated to conclude the case. The Coroner hopes to complete his report before the Sydney Olympic

America's Cup action off the water

New Zealand retained the America's Cup back in February, but the action and drama hasn't stopped since - although it has all been ashore, in New Zealand, the USA, Australia and in Switzerland.

Firstly came the rumours (reported in the previous issue of OFFSHORE) that a new US challenger for America's Cup 2003, based at Seattle, planned to poach some of the Team New Zealand crew. Veteran designer Laurie Davidson packed his bags to live in Seattle, but the real bombshell came when skipper Russell Coutts and tactician Brad Butterworth announced they would be leaving, not for the USA, but to join the Swiss campaign.

Their decision evoked emotional scenes in Auckland with the New Zealand Herald capturing the mood of a stunned populace with the headline: "We Feel Betrayed."

The news got worse, with the news that three of Team New Zealand's most talented veterans, sail trimmers Simon Daubney and Warwick Fleury and the bowman Dean Phipps would join Coutts and Butterworth.

The one aspect of good news came with the victory of Team New Zealand's skipper-elect, Brad Barker, in the World Match Racing Championship over Australian (sometimes Japanese) Peter Gilmour.

Meanwhile, in Australia, Michael Jones, a little known yachtsman and former military test pilot turned successful businessman, announced his plans to Challenge for America's Cup in 2003 with his Australiafirst



Dennis Conner, back with the New York Yacht Club for the first time since he lost the America's Cup in 1983.

syndicate. His budget is \$60 million, from corporate sponsors.

Jones, who races a new Sydney 38 One Design yacht, *Obsession*, has got together a team comprising Iain Murray, Grant Simmer and Ian Burns. Simmer will head the design team that will include the experienced Burns.

Jones has not yet finalised a challenging Australian club, with Syd Fischer having already lodged his Young Australia Challenge through the Royal Sydney Yacht Squadron.

And in the USA, the New York Yacht Club, which lost possession of the Auld Mug to Royal Perth Yacht Club in 1983, has invited Dennis Conner back to head their Challenge in 2003. Conner was the first skipper in history to lose the America's Cup when John Bertrand outsailed him off Newport, Rhode Island.

He successfully regained the Cup off Fremantle in 1987, but for the San Diego Yacht Club.

Games in September and, if available, this report will also be included in the Conference details.

The AYF Member Yachting Association representatives will also finalise the 2001 - 2005 AYF Special Regulations at that time.

This Conference will be of great

importance to all clubs, in particular those conducting offshore races; club sailing secretaries and sailing/racing committee chairmen should attend if at all possible.

Further information will be posted to the AYF website at www.yachting.org.au



Age to the fore in Bermuda Race

The world's very first design of fibreglass production yachts cleaned up a near-record fleet in the 2000 Newport to Bermuda race sailed down the US East Coast in June. Overall winner *Restless* is a Pearson or Bounty 41, a slight modification of a 1930s design by Phillip Rhodes (best known in Australia as designer of the original *Margaret Rintoul*).

Restless was built in 1965, but she remains in immaculate condition. "Down near the keel, the hull's about two inches thick" owner/skipper/navigator Eric Crawford told OFFSHORE before the start of the Bermuda race. "It makes it hard to get through-hull fittings that are long enough!" Her appearance remains classic, but her rig and gear have been updated, with modern instruments sitting above a timber cockpit table, and new 3DL sails sheeted to the varnished toe-rails.

The boat has been in the same family for two generations and her crew (including the skipper's teenage son and brother-in-law) have sailed her to several placings and a win in earlier Bermuda races. Eric Crawford told OFFSHORE that his boat's IMS rating and performance can be compared to a J24. "On windward/leeward courses they normally beat us, but when there's some reaching we beat them" he says.

Restless' IMS GPH rating of 727.0 is similar to that of an old half tonner and she was the lowest rating boat in the Bermuda fleet by a long way. "We're normally the smallest boat in a big race, so how we do depends a lot on

the weather" he said. "We haven't had a good regatta so far" Crawford said during the early races of the US IMS championships. In fact, *Restless* had been in the top half of her class despite the fact that she was not suited to the weather or the short courses.

The race started in south-westerlies of 16-25 knots, giving *Restless* her favourite reaching conditions. She averaged 8.6 knots for the first 24 hours. The maxis were above record pace for the first 515 miles, before they stalled in a high pressure system off Bermuda.

While the big boats drifted the last 120 miles in 16 hours, Crawford worked the shifts and the Gulf Stream currents so well that *Restless* crossed the line with mid-fleet boats like a one tonner and modern 38' fractionals. She won by over two hours from *Bangalore* (another old Rhodes design) with the S&S Swan 38 *Gaylark* in third place.

Boats in the smallest class took the first 13 corrected time places in fleet; the first boat in the Racer division, the Farr ILC 46, *Soluble Solution*, didn't make the top 100 in overall placings.

The S&S designed *Sagamore*, which has been gradually improving her performance on the maxi circuit, passed Larry Ellison's two-times Sydney to Hobart line honours winner, *Sayonara*, near the finish to take line honours. The Reichel/Pugh 66 *Blue Yankee* (formerly Australia's *Exile*) beat the maxi *Boomerang* for third.

The Australian Farr 52, *Loco*, finished third in the small (five boat)

Grand Prix class for professionally-crewed boats. She finished 11th over the line, beating her sistership, US *Chessie Racing*.

LEFT: *Restless*, the fibreglass production yacht built in 1965 which was overall winner of the 2000 Newport to Bermuda Race. (Pic - Chris Thompson)

Etchell Winters to RPAYC crew

Royal Prince Alfred Yacht Club skipper Julian Plante cast aside the conventional heavyweight theory when he and three young crewmates dominated the Sun City Homes Australian Winter Etchells championship off Mooloolaba in June.

Plante conceived the plan that a crew of four light, energetic and enthusiastic sailors could effectively succeed over the generally accepted crew of three by mastering a testing range of conditions to pilot *Harken Evisha* to her impressive title win.

The extra pairs of eyes, ears and hands, plus the transfer of body-weight effectively gave Plante the opportunity to be 'street wise' on a course which had some hidden challenges with



unpredictable wind direction changes and the usual congested searoom at the marks.

There was never a hint of error after the *Harken Evisha* crew took control of the pointscore from their Alfred's club-mate Mark Richards (*Steam Packet V*) when they tactically outsailed their rivals to win heat 3.

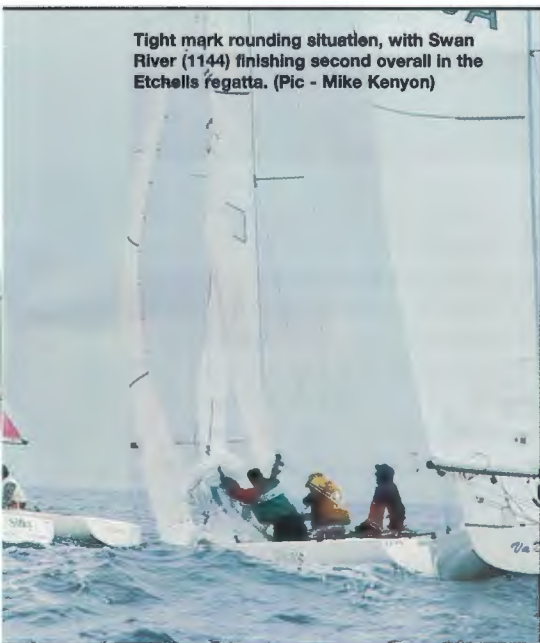
They finished a weather shortened title with a 1-7-1-3-6 score in the best five to count while the former Australian Summer series champion Glenn Tucker helming the Perth Etchell *Swan* claimed second overall on count back over *Steam Packet V*.

Richards was in good shape after two heats with a 4-1 compared with Plante 1-7 while the battle for Tucker was all uphill after scoring a 7-15.

However former Australian Finn champion Simon Gorman, winner of the past three National 505 championships with different skippers from different States, made a big impact on the performance of *Swan* when he joined the crew for the final three races.

His clever tactical application allowed Tucker (4-1-3) to outscore Plante (1-3-6) and Richards (13-5-5) but Plante survived any further challenge when the final race was blown out by a strong wind warning.

Tight mark rounding situation, with *Swan River* (1144) finishing second overall in the Etchells regatta. (Pic - Mike Kenyon)



Ellen MacArthur's record STAR win

Young Englishwoman Ellen MacArthur, sailing the New Zealand-built Open 60, *Kingfisher*, has won the monohull division of the 2000 Europe1 New Man Singlehanded TransAtlantic Race (STAR). After a tortuous final 36 hours in light and variable winds, the 23 year old slid in to Newport, Rhode Island, to become the youngest winner of the race since its inception in 1960.

Racing *Kingfisher* for the first time since her launch in Auckland earlier this year, Ellen surpassed everyone's expectations, including her own. The conditions in the race certainly favoured the design configuration of *Kingfisher*, but Ellen has nonetheless proven herself capable of holding her own against the very best.

The Vendee Globe is the ultimate objective for Ellen - the single-handed non-stop around the world race which starts in November 2000.

This TransAtlantic race, which started shortly after her arrival from a 12,000 mile delivery back from New Zealand, around Cape Horn, was very much meant to be a training race for her.

Order of Australia Award to AYF Past President

Bob Lucas, Past President of the Australian Yachting Federation and the Victorian Yachting Council, has been awarded an Order of Australia Medal (OAM) in the Queen's Birthday Honours for his services to sailing.

Bob has devoted countless years to his club, Royal Geelong Yacht Club, as Commodore and in race management, as well as many years on the VYC Executive as a member and President. Until recently, he was also on the AYF Board and served as President for a time.

Harold Halvorsen, at 90 years of age still the active head of one of Australia's most famous boat-building enterprises, Lars Halvorsen Sons Pty Ltd, has been made a Member of the Order of Australia (AM) for his services to the boat-building industry.

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 boats, tugboats and fishing trawlers. And, of course, Harold Halvorsen designed, built and operated the famous Halvorsen hire cruisers that have plied the Hawkesbury River and



Harold Halvorsen, at the age of 90, honoured for his services to the Australian boat-building industry. (Pic - Peter Campbell)

its tributaries for more than 50 years.

An AM for services to sailing has been awarded to prominent Lake Macquarie sailing administrator Kevin Buxton. Buxton was Commodore of Belmont 16ft Skiff Sailing Club for 11 years and President for 16 years. He conducted the youth program for 30 years, coaching such sailors as Olympic Chris Nicholson and World Champion Jacqui Ellis. He also organised the annual Combined High Schools Regatta on Lake Macquarie for 30 years.

Melbourne yachtsman John Calvert-Jones had a double celebration over the Queen's Birthday long weekend in June. On the Saturday, he sailed his yacht *Southern Star* to victory in the Farr 40 One Design World championship at Newport, Rhode Island. On the Monday he was named as a Member of the Order of Australia (AM) for services to the community.

Calvert-Jones is a former World Champion in the Flying Fifteen class and has represented Australia at the Admiral's Cup - which he hopes to do so again next year in the Farr 40 OD

class.
YANSW welcomes new moorings policy

Following several years of representations from the Yachting Association of NSW, the Waterways Authority has introduced a Temporary Visitor Use of Private Moorings Scheme. This allows owners of private moorings to permit friends or guests to use their mooring if the normal vessel is absent.

In the past, moorings could only be used by the designated vessel. Visitors were prohibited from using vacant moorings, even with the permission of the mooring owner.

Hog's Breath Clipper Cup

Brisbane ocean racing helmsman Stephen Bean, backed up by an experienced crew from Victoria, New South Wales and Queensland aboard *Ocean Designs*, has won the Hog's Breath Clipper Cup 2000 trophy regatta sailed off Port Douglas.

Bean produced a faultless tactical race with the Sydney 41 to win the final race and the series.

"It's a long way between Brisbane and Port Douglas by sea but the effort was worth while, thanks to a top effort from the crew who made the win possible," said *Ocean Designs* sailing master

and tactician Ian Davis.

They needed to produce a special performance to win the Clipper Cup from the smaller and lower handicapped boats, *Sportscar* (Mal Richardson, Port Douglas) and *Star Ferry* (Lance Gane, Cairns) and Wayne Millar's defending champion *Zoe* from Townsville.

The race and regatta result became more conclusive when *Ocean Designs* broke away on the spinnaker sailing legs to eventually outsail her high handicap rating for a comfortable win from *Zoe* and the Port Douglas sloop *Two Dogs* (Geoff Taylor).



Ocean Designs and *Zoe* racing boat for boat along the tropical shoreline north of Port Douglas during the Hogs Breath Clipper Cup regatta. (Pic - Ian Mainsbridge)

Despite scoring three wins in the seven races over the week long regatta, the *Ocean Designs* crew just managed to secure a part in the history of the famed International Clipper Cup trophy with her one point title win over *Sportscar* while *Star Ferry* pipped *Zoe* by one point to take third place.

In other classes the Cairns catamaran *Italina* (John Bohle) won the Multihull division while the small Port Douglas sloop *Voodoo* (Geoff Nicholson) secured a popular win in Division 2, and Cairns husband and wife Frank and Wendy Brace steered *Out Of The Blue* to victory in Division 3.

- Ian Grant.

Death of Mary Pera at 77

Yachtsmen around the world will be saddened to learn of the death in England of Mary Pera, one of the world's outstanding yachting administrators, racing rules experts and authorities on celestial navigation, as well as an active ocean racing sailor and navigator in her early years.

Born Mary Blewitt into a yachting family in England, she was secretary of the Royal Ocean Racing Club from 1972 to 1978, a member of the Royal Yachting Association Racing Rules Committee since 1977 and its chairman for 15 years. She had been a member of the International Sailing Federation (ISAF) Racing Rules Committee since 1982.

In the late 1940s and early 1950s, Mary was navigator of some of the most successful ocean racing yachts in the UK. In the 1949 Fastnet Race she navigated *Myth* of

Malham, owned by the famous yachtsman and yacht designer, Captain John Illingworth RN(ret) and Peter Green who was to become chairman of Lloyds of London.

The same year, Mary Blewett married Captain G B Pera, an Italian naval officer she when she was navigator on *Myth* of Malham. The couple settled in Rome but Mary returned to England after his death in 1969 and joined the RORC administration staff.

She is probably best known among Australian yachtsmen as the author of "Celestial Navigation for Yachtsmen," the definitive guide of its time to navigating by stars, and "Racing Rules for Sailors."

"Celestial Navigation for Yachtsmen" remained a standard text until the late 1980s, when navigating by heavenly bodies was overtaken by satellite technology.

The Westcoaster survives for 2000

Andrew Palfrey reports on the yachting scene in Melbourne.

Following the controversial 1999 Melbourne to Hobart Race, in which Nigel Jones' *Cadibara V* was the only yacht to complete the course, the Ocean Racing Club of Victoria has completed an extensive review of the event.

The race attracted a lot of negative media and was criticised as being too dangerous and not needed. The 1999 event was also a drain on the ORCV's resources, as no major sponsor was found. "After some of the finger pointing had subsided, it was agreed that we should conduct a thorough review of both the Westcoaster's viability and desirability, and evaluate all alternatives before proceeding with planning for the 2000 event" said ORCV Commodore David Burton.

A key aspect of the review was a questionnaire, posing a broad range of options to all ORCV members. The response to this was "satisfyingly high". Burton continued: "Two (options) were overwhelmingly more popular. These two were continuation of the Westcoaster and the adoption of a Melbourne to Sydney Race to be run as a feeder event for other northern races".

As such, preparations are now well underway for the 2000 Westcoaster Race and sponsorship discussions are looking very positive at the time of writing. Planning is also advancing for a Melbourne to Sydney Race for December 2000. If sufficient resources become a problem, the focus will switch to 2001 for the first event.

In praising the ORCV's ability to assess and meet the demands of its members, Burton commented "It is prepared to think outside the square, and then it gets on with the job. See you in Hobart!"

More match racing in Victoria

Match racing is finally beginning to gain momentum in Victoria. Royal Brighton Yacht Club is currently hosting the Match Racing Development Course. Head coach is former Soling class campaigner, Andrew Palfrey. Training is taking place using the Royal Yacht Club of Victoria's fleet of Elliot 5'9's.

The course involves 12 talented sailors, mostly classified in the "youth" age category. Included in the course is Jon Holroyd, who finished third in the 2000 Olympic Laser trials. Jon recently gained a third placing in the Victorian Match Racing Championship, finishing ahead of the experienced RPAYC team.

Also attending the course are RBYC's representative team heading to Japan to contest the Royal Pines Cup Youth Match Racing Regatta. That team is made up of Adam Woodman, Luke Russell and Kane Osborne.

ORCV's Winter Series

This annual event has again attracted a strong entry list. Traditionally the best series in Melbourne (winter or summer), the ORCV regatta is held over five alternate Sundays from July 2 on Port Phillip, culminating with the Short Ocean Race from Queenscliff to Hastings on Saturday, September 9.

As is tradition, the period prior to the first race will see the "Flare Shoot". The amnesty on the firing of flares during this time period offers competitors and other boaties the opportunity to dispose of out-of-date flares by firing them off.

New Yachts for Melbourne

The owner-driver, one-design revolution has hit Melbourne with a significant growth in numbers of Farr 40 and Sydney 38 over the winter.

The Farr 40 fleet has welcomed Royal Brighton Yacht Club Commodore David Gotze who has purchased *Young Australia* from Laurie Shannon. Shannon is taking delivery of one of the first Farr 40's from the new builder in Malaysia.

Sandringham Yacht Club's Vice Commodore Phillip Coombs is also joining the Farr 40's. He will take delivery of a new boat in September after having raced his Beneteau 40.7 for the previous two seasons.

Farr International's Shane Tyrrell has sold *Terra Nova* to John Calvert-Jones, the new Farr 40 world champion. The boat will be moved to Sydney, while Tyrrell's replacement Farr 40 should arrive from Malaysia before the year is out.

The Sydney 38 also had had a big initial impact down south. Renowned yachtsman John Savage has been appointed the Victorian dealer for Sydney Yachts. He took delivery of a new Sydney 38 in July. Another Sydney 38 has been sold to Paul Bucholz of Geelong. Ocean racing legend Lou Abrahams also will take delivery of a new Sydney 38, replacing his Sydney 41,



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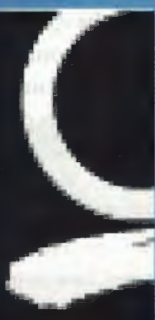
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AUSTRALIA

JULY

29 15th Sydney - Gold Coast Race, 380nm, CYCA.

AUGUST

4-6 Queensland IMS/IRC Championships, Southport YC.
 5 Hog's Breath Mooloolaba-Airlie Beach Race, 520nm, MYC/WYC.
 11-17 Hog's Breath Race Week 2000, Airlie Beach, Whitsunday YC.
 12-17 Joico Hayman Island Big Boat Series, Haymarj Island YC.
 13 ORCV Winter Series, Port Phillip, Race 5.
 19-26 Hamilton Island Race Week, Hamilton Island YC.

SEPTEMBER

9 ORCV Winter Series, Portsea to Hastings Race.
 17-30 Sydney 2000 Olympic Games sailing regatta, Sydney Harbour, ISAF/SOCOG.

OCTOBER

2 Monica Geddes Memorial Trophy Sydney Harbour Islands Race, CYCA.
 7 Rubber Kellaway Plate, Short Ocean Pointscore, CYCA.
 13 44th Janzoon Trophy & 25th George Barton Trophy Bird Island Race, CYCA.
 14 Ocean Pointscore Lion Island Race, CYCA.
 21 Short Ocean Race & 45th Paul Royle Memorial Trophy, short haul to Pittwater, CYCA.
 27 Blue Water Pointscore Race, Flinders Islet Race, CYCA.
 28 Ocean Pointscore Race, Botany Bay, CYCA.
 28 Leasecorp Australia Gosford-Lord Howe Island Race, Gosford SC.
 29-27 Sydney 2000 Paralympic Games sailing regatta, Sydney Harbour, ISAF/SOCOG.

NOVEMBER

3 Gasgoine Cup offshore race, RSYS.
 4 Melbourne to Stanley Race, ORCV.
 10 38th Halvorsen Bros Trophy & 28th Woollahra Cup, Cabbage Tree Island ocean race, CYCA.
 18 Short Ocean Race, RSYS.
 24 40th Ron Robertson Memorial & 52nd Kings Birthday Day, Flinders Islet Race, CYCA.
 25 Ocean Pointscore, Port Hacking Race, CYCA.
 30 Sir James Hardy Sunshine Homes Regatta, CYCA.

DECEMBER

2-3 Ord Minnett Regatta, MHYC.
 9 David Bourke Memorial Short Ocean Race/Telstra Cup invitation race, CYCA.
 13 Telstra Cup, Races 1 & 2 x 10nm windward/leeward courses, CYCA.
 14 Telstra Cup, Races 3 & 4, 2 x 10nm windward/leeward courses, CYCA.
 15 Canon Big Boat Challenge, Maxi yacht Harbour race, CYCA.
 16 Telstra Cup, Races 5 & 6, 2 x 10nm windward/leeward courses, CYCA.
 17 Telstra Cup, Race 7, 20nm offshore triangle, CYCA.
 26 Telstra 56th Sydney to Hobart Race, CYCA.
 26 Cock of the Bay (Sovereign Series & Rudder Cup), ORCV.
 27 Melbourne to Hobart Race, ORCV.
 29 Melbourne to Devonport Race, ORCV.

2001

JANUARY

2 Strathfield Pittwater-Coffs Harbour Race, RPAYC.
 26 165th Australia Day Regatta, Sydney Harbour and offshore.

FEBRUARY

10 Melbourne to Apollo Bay Race, ORCV.
 Bass Strait Circumnavigation Cruise, ORCV.

MARCH

10 Melbourne to Grassy, King Island, ORCV.
 23 Sydney - Coffs Harbour Race, MHYC.

APRIL

7 Sydney - Mooloolaba Race.
 11 53rd Brisbane - Gladstone Race, QCYC.
 13 Melbourne to Port Fairy Race, ORCV.

JULY

27 16TH Sydney - Gold Coast Race, CYCA.

INTERNATIONAL & OLYMPIC CLASSES

JULY-AUGUST

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 Etchells 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 BT Global Challenge leg one starts, RORC/BT.
 10 Sardinia Cup, Porto Cervo, Sardinia, Italy.
 17-30 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.
 31 The Race, unrestricted supercat race around the world, starts from Barcelona.

The big boats are heading north again in the CYCA's Sydney - Gold Coast Race. (Pic - Ian Mainsbridge)

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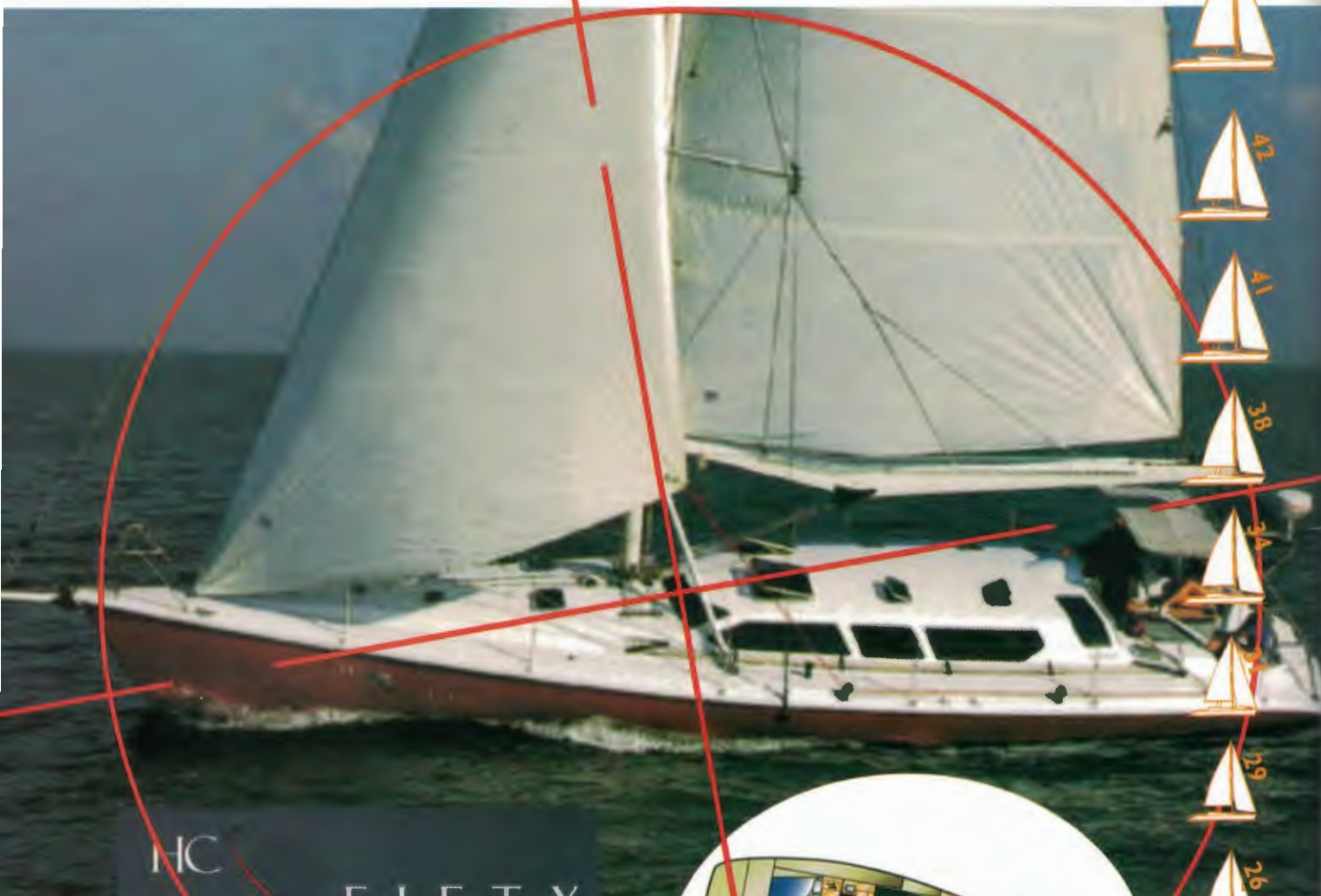
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