

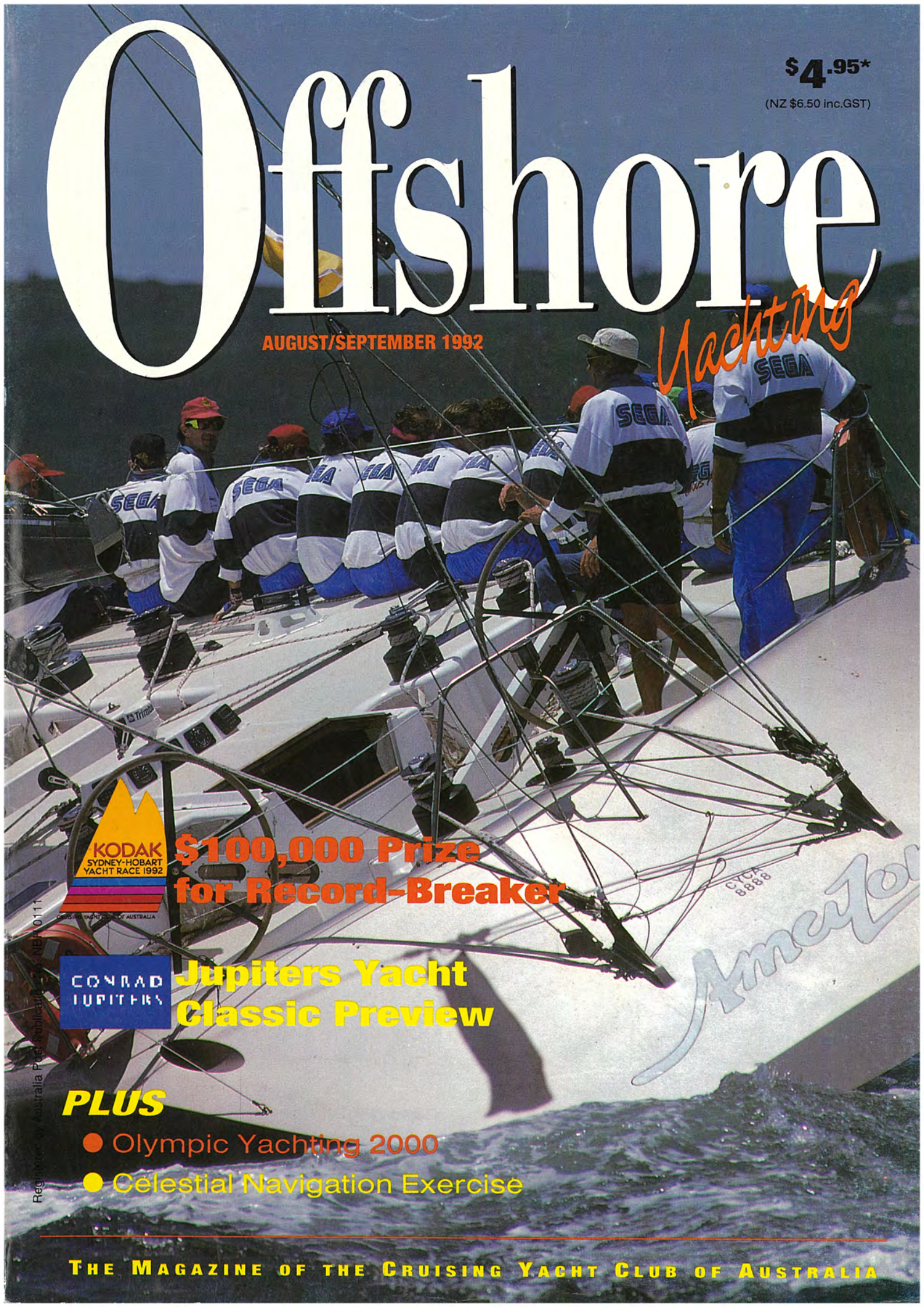
Offshore

\$4.95*

(NZ \$6.50 inc.GST)

AUGUST/SEPTEMBER 1992

Yachting



**\$100,000 Prize
for Record-Breaker**



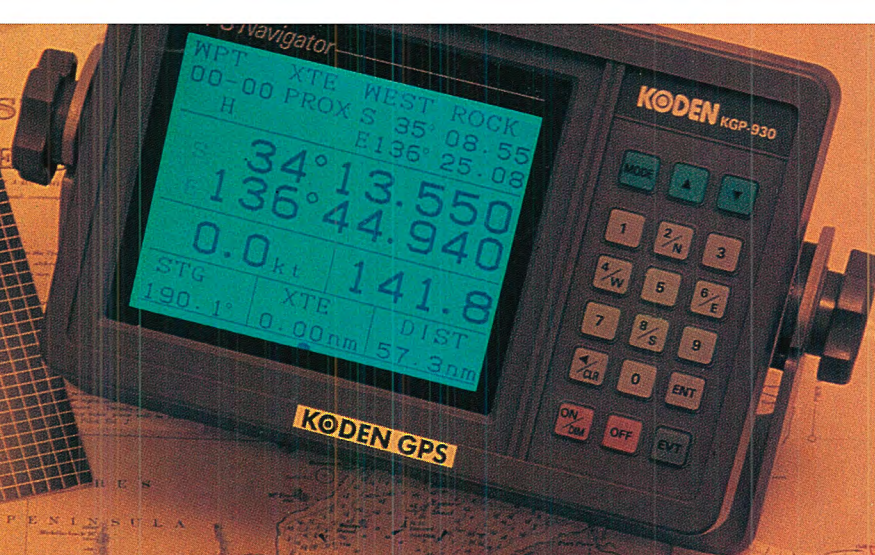
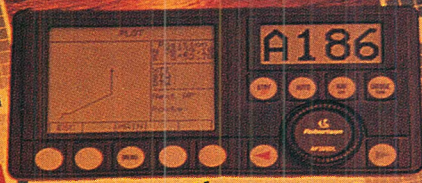
**Jupiters Yacht
Classic Preview**

PLUS

- Olympic Yachting 2000
- Celestial Navigation Exercise

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

Registered in Australia Post Publication No. 1184 0111

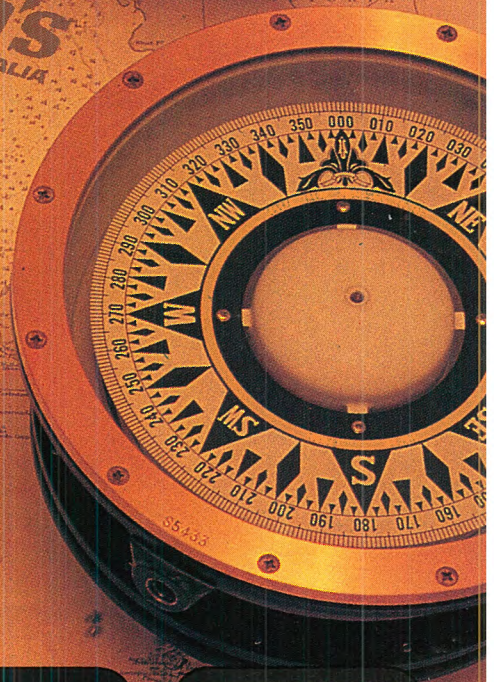


ROBERTSON AP300DL AUTOPILOTS

KODEN GPS

Quin's OF AUSTRALIA

THE BEST OF EVERYTHING MARINE...



KODEN GPS NAVIGATORS



BOAT BROKERAGE



KODEN RADAR



SESTREL COMPASSES



SEEMATZ SEARCHLIGHTS



ROBERTSON PILOTS & GYRO-COMASSES



WESMAR BOW THRUSTERS



ELECTRONICS FIT AND FIX



KODEN FISH FINDERS



WESMAR SONAR

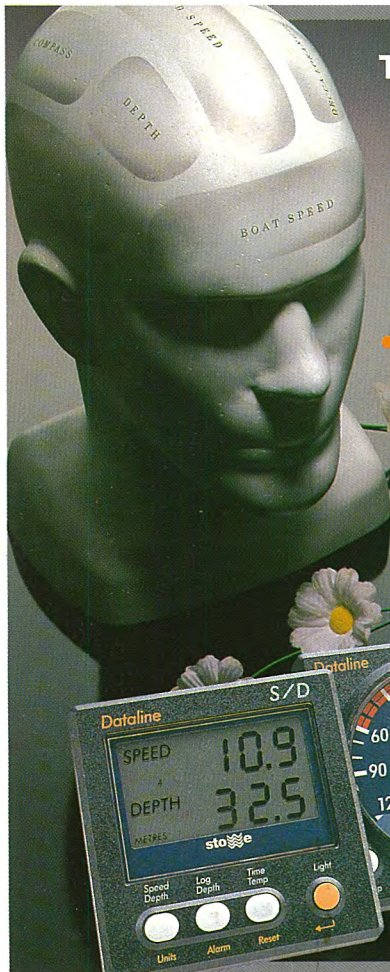
Quin's OF AUSTRALIA

JW7814
● SEIWA CHART PLOTTERS
● MARINE RADIO ● ROPES/FISH-NETS/FENDERS
89 ST VINCENT ST, PT ADELAIDE, SA 5015 TEL 08-47 1277 FAX 08-341 0567
64 PEROUSE ROAD, RANDWICK, NSW 2031. TEL 02-314 6675. FAX 02-398 8416
TOLL FREE TEL:
(008) 882 068
BROKERAGE, ELECTRONIC INSTALLATION & SERVICE, ROPES ETC. TEL 08-47 1277



THE INTELLIGENT SOLUTION

stowe **Dataline**



With its 'Daisychain' of fully sealed displays, Dataline is one of the most ingenious new innovations in marine instrumentation.

From the simple to the highly sophisticated, Dataline provides a solution that makes sense for your boat – and your pocket.

Start with just a single, easy-to-use Speed and Depth (S/D) display.

Build up to a cruising system by adding Wind or a Central multi-function unit.

For a rugged, high performance yet flexible set-up for club racing, create your own customised system from the full range of brilliantly conceived and thoughtfully designed displays.

Dataline interfaces directly with your choice of navigator, plotter and autopilot using the standard NMEA language. And because it's so easy to install, you have freedom to add extra functions when and where you want them.

And if you think all this means Dataline must cost a whole lot more than ordinary instruments, you're in for a pleasant surprise.

Distributed in Australia by
 Mark Baker Pty Ltd
 8/42 Leighton Place,
 Hornsby, NSW 2077
 Tel: (02) 482 1544 Fax: (02) 482 1579



GPS
 NOW AVAILABLE

THE **SEAMASTER**

PROFESSIONAL DIVERS WATCH

Seamaster Professional - Designed and built with a full measure of Omega experience and expertise. Available in three different sizes, in gold-and-steel or all steel models, incorporating a complete range of technical features: water-resistant down to 200m (660ft), luminous dial and hands, scratch-resistant sapphire crystal, super water-tight case with notched back screwed down by threaded locking ring, screw-lock setting crown, 0-to-60 minute notched, one-way rotating bezel and bracelet with adjustable length and double safety clasp.



BRUCE & WALSH

SYDNEY'S HEADQUARTERS FOR



106 KING STREET, SYDNEY
 TEL: 232 3522 (6 LINES).



SWATCH
 WATCHES TO
 WINNING CREWS

Offshore

The Magazine of the Cruising Yacht Club of Australia



THE CRUISING YACHT CLUB OF AUSTRALIA

New Beach Road, Darling Point, NSW 2077
Telephone: (02) 363 9731 Fax: (02) 363 9745

FLAG OFFICERS AND DIRECTORS

COMMODORE: Leigh Minehan
VICE COMMODORE: Maurice Cameron
REAR COMMODORES: David Fuller, Gordon Marshall
DIRECTORS: Ian Gray, Brian Hayden, Brian James, John Kirkjian, Bill Ratcliff, Bill Sherman
TREASURER: Terry Walter
GENERAL MANAGER: Brian Emery
SAILING SECRETARY: Bob Brenac

CHAIRMEN, CLUB COMMITTEES

MANAGEMENT & FINANCE: Commodore Leigh Minehan
HOUSE: Director Bill Ratcliff
SAILING: Vice Commodore Maurice Cameron
KODAK SYDNEY-HOBART MANAGEMENT COMMITTEE: Commodore Leigh Minehan
YARD & MARINA: Rear Commodore David Fuller
DEVELOPMENT: Rear Commodore David Fuller
MEMBERSHIP: Director John Kirkjian
PUBLICATIONS: Rear Commodore Gordon Marshall
OCEAN YOUTH TRAINING: Vice Commodore Maurice Cameron
JUDICIARY: Director John Kirkjian
CRUISING: Owen Thomas. Board representative - Director Bill Sherman
ASSOCIATES: Board representative - Director Ian Gray

Published by:

NATIONAL PUBLICATIONS L

191 Arthur St, Homebush West, 2140. (PO Box 297, Homebush, 2140).
Phone: (02) 7641111 Fax: (02) 7631699 Subscriptions: (02) 7641111.

Editor **PETER CAMPBELL**

Publisher **STEPHANIE TARASOV**

Art Director **GREG MEEK**

Production **FIONA JENSEN**

Photography **DAVID CLARE (02) 906 6077**

Advertising **ADAM BROWN PH: (02) 555 7477**

EDITORIAL

SYDNEY: Peter Campbell, 64 Boronia Ave, Cheltenham, NSW 2119. (02) 869 8197 Fax: (02) 869 8197
MELBOURNE: Ed Featherston, (03) 652 1111.
HOBART: Peter Read, (002) 27 8155.
ADELAIDE: Jon Parrington, (08) 294 2009
PERTH: John Roberson, (09) 430 4944
BRISBANE: Ian Grant, (07) 349 9147
ENGLAND: Bob Fisher, 590 68 2267

ADVERTISING

SYDNEY, MELBOURNE & HOBART: Adam Brown, Carrington Media 75 Mullens St., Balmain, 2041. (02) 555 7477, Fax: (02) 5551436.
BRISBANE: John McDonald, The Media Workshop, (07) 391 6613, Fax: (07) 8915602.
ADELAIDE: Roz Pontifex, Admedia Group, (08) 332 8144, Fax: (08) 310185.
PERTH: Gerry Howard, Frank Hall Media, (09) 328 2539, Fax: (09) 328 2911.
NEW ZEALAND: Anthony Reeves, Pacific Building, 127-129 Hobson St., Auckland, NZ. Phone: 77 5120, Fax: 34 740.
USA: Lane E. Weissel Assoc. 582 Market St., San Francisco Cal. 94104 USA. Phone: (415) 986 6341.
UK & EUROPE: Paul Dimmock, Intergroup Communications 286 West Barnes Lane New Malden Surrey KT3 6LL, England Phone: (01) 949 0354.

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

The opinions expressed in this magazine are not necessarily those of the publisher. All rights reserved. No part of this publication may be reproduced in whole or in part without the written permission of the publisher.

The cover price of \$4.95 (\$NZ6.50) is the recommended maximum charge for this publication.

ISSN 0819-7479

TYPESET AND PRINTED BY ROTARY OFFSET PRESS PTY LTD,

191 Arthur St., Homebush West, 2140 (02) 764 1111

inside



\$100,000 FOR KODAK SYDNEY-HOBART RACE RECORD

Cruising Yacht Club of Australia launches the 1992 Kodak Sydney-Hobart Yacht Race with \$100,000 cash prize for the first yacht to break *Kialoa's* 17-year-old race record.....**6**

KODAK GOLD CUP FOR IMS

- CYCA announces new trophies for IMS category, including the Kodak Gold Cup**7**

SPONSORSHIP THROUGH TO 50TH HOBART AND TASMAN TRIANGLE

Kodak's sponsorship extends through to summer of 1993-94 with the 50th race to Hobart and Tasman Triangle races.....**18**

KODAK CASH DASH

Incentive cash prizes for feeder races from Hobart, Melbourne, Brisbane and New Zealand for 1992 Kodak Sydney-Hobart **19**





OLYMPIC YACHTING PLANS FOR SYDNEY 2000

Sydney's Olympic 2000 Bid organisers choose the CYCA and Rushcutters Bay as the Yachting Centre in the bid to win the Games in the year 2000 **11**



OFFSHORE PROFILE – DAVID KELLETT

David Kellett, former CYCA Commodore, manager of the Spirit of Australia America's Cup syndicate and chairman of Australian Yachting Federation's Offshore Committee – now delegate to the IYRU and ORC..... **22**

BOAT TEST – FAST JOG RACER

OFFSHORE test sails one of Australia's fastest, off-the-shelf yachts designed for JOG racing, the MASRM 920..... **50**

WHAT'S NEW

Floating carbon fibre winch handle from Titan – B&G instruments – VDO Logic – Lewmar rope clutch – and other innovative new yachting gear **55**

regular departments

special feature

1992 JUPITERS YACHT CLASSIC

Complete preview to the 1992 Jupiters Classic race from Sydney to the Queensland Gold Coast – review of the big fleet heading north, past winners, visitors guide to Southport Yacht Club and the Gold Coast. Plus special Queensland news section..... **27**

IMS – THE STATE OF PLAY

Expert comments from two Australian yacht designers on changes being made or planned overseas to the IMS rule and how they will affect Australia's expanding IMS fleet - David Lyons' viewpoint. **47**

Scott Jutson's opinion **20**

CELESTIAL NAVIGATION TO LORD HOWE ISLAND

With entrants in the Fujitsu Gosford to Lord Howe Island Yachting Classic required to have a traditional navigator aboard, Gordon Marshall sets a problem for a celestial plot on the way across the Tasman **24**

NEWS **11**

THE COMMODORE'S DESK — CYCA elects New Commodore, Flag Officers and Directors at Annual General Meeting **16**

BIGGLES — Roving writer John Brooks' regular column..... **59**

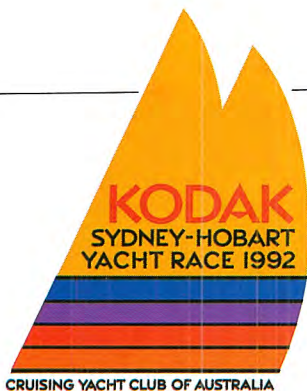
OPTIMISING — Designer Scott Jutson's viewpoint..... **20**

OFFSHORE CALENDAR..... **62**

COVER: The crew pack the weather rail as the mighty Amazon powers to windward. The Steinman 65 is favorite to repeat her line honors victory in the Jupiters Yacht Classic starting August 1. (Pic – Mark Toia)

NEXT ISSUE: Complete report of Jupiters Yacht Classic – Tuning Up For The Summer Season – the Barcelona Olympics – Kenwood Cup –XXXX Ansett Hamilton Island Race Week.





\$100,000 Incentive to Break Kialoa's Record!

By Peter Campbell

Sydney-Hobart Yacht Race sponsors Kodak have confirmed their ongoing support for Australia's famous ocean classic, and offered a cash prize of \$100,000 for the first yacht to break Kialoa's 17-year-old record time.

The huge prize – unique in the history of Australian yachting was announced when the Cruising Yacht Club of Australia launched the Kodak 48th Sydney to Hobart Yacht Race at its Rushcutters Bay clubhouse in Sydney.

The cash prize is expected to attract New Zealand's fastest yachts, including their Whitbread Race contenders, *NZ Enterprise* and *Yamaha*, to take on Australian big boats, including past line honours winners *Brindabella*, *Apollo*, *Ragamuffin* and *Condor*, as well as noted speeders *Amazon*, *Bobsled* and *Hammer of Queensland*.

Invitations to compete with their maxi yachts will be sent to America's Cup winning skipper Bill Koch and to Italian Cup

challenger Raul Gardini who now owns the former Australian maxi *Windward Passage II*.

To collect the \$100,000, the first yacht to reach Hobart at the end of the rugged 630 nautical mile course will have to better *Kialoa's* elapsed time of 2 days 14 hours 36 minutes 56 seconds.

The American maxi ketch set this remarkable time in 1975, running and reaching southwards before west and north-westerly winds ranging from 25 to 35 knots.

Since then only four maxi yachts – *New Zealand* (1980), *Condor* (1986), *Sovereign* (1987) and *Ragamuffin* (1990) – have broken the three days and none has come closer than seven hours to *Kialoa's* record.

"There certainly are many yachts racing today capable of beating *Kialoa's* record, but conditions have to be just right for them to sustain a record-breaking speed all the way to Hobart," CYCA Commodore Les McClean said at the launching at the Rushcutters Bay clubhouse.

"We are confident that the real chance to win \$100,000 will attract some of the fastest yachts in the world to contest the Kodak Sydney-Hobart Race.

Commodore McClean said that Kodak (Australasia) Pty Ltd had taken up the sponsorship of the Sydney-Hobart and associated offshore regattas for a further three years.

"This will take the sponsorship by Kodak, Australia's premier photographic and electronic imaging company, through to the 50th annual race from Sydney to Hobart in December, 1994," Commodore McClean added.

"Kodak proved splendid race sponsors last year, with their marketing and promotional expertise adding to the status and public interest in the great race.

"Kodak stated last year they intended to be involved for the long haul, and today they have shown themselves true to their word," the Commodore said.

Celebrations of the 50th anniversary of the Sydney-Hobart Race and the formation of the Cruising Yacht Club of Australia will



KIALOA, Jim Kilroy's maxi ketch, in all her glory as she heads for Hobart during her record-breaking run in the 1975 Sydney-Hobart Race, setting a time of 2 days 14 hours 36 minutes 56 seconds. Since then only four yachts have broken the three days. (Pic - Richard Bennett).

include the Kodak Tasman Triangle, with races across the Tasman from and to New Zealand to link with the 1994 Kodak Sydney to Hobart Race.

In 1945, the first race down the East Coast of Australia, across Bass Strait to Hobart, capital of the island State of Tasmania, attracted seven starters.

This year more than 120 yachts are expected to line up for the traditional spectacular start from Sydney Harbour on Boxing Day, December 26.

Kodak's sponsorship agreement with the Cruising Yacht Club includes the annual Asia Pacific Ocean Racing Championship regatta leading up to and including the 1992 Kodak Sydney-Hobart Race and, in 1993 the international Southern Cross Cup team racing series.

Kodak joined the CYCA as major sponsor for the Sydney-Hobart race late last year, extensively promoting the race in the short time available.

"We plan a major marketing program

for the Kodak Sydney-Hobart Yacht Race throughout Australia and overseas," said Dr Ziggy Switkowski, Managing Director of Kodak (Australasia) Pty Ltd, at the CYCA launch.

"The event will also be a highlight of holiday attractions for the general public in Sydney on Boxing Day, and at the finish in Hobart a few days later.

"Kodak is working with tourism and city authorities in both centres," Dr Switkowski added.

KODAK GOLD CUP FOR IMS DIVISION A

FOR the first time in 48 Sydney to Hobart ocean races, yachts this year will be competing for a gold cup – the Kodak Gold Cup.

Ongoing race sponsors, Kodak (Australasia) Pty Ltd, will present the Kodak Gold Cup as a perpetual trophy for the winner of Division A on IMS corrected time.

IMS Division A is expected to be one of the most competitive in this year's Kodak Sydney-Hobart Yacht Race, underlining the increasing number of yachts sailing under this handicapping system.

The Sydney sloop *She's Apples II*, skippered by David Strong, won both IMS Division A and IMS overall in last year's Kodak Sydney-Hobart Race.

The Kodak Gold Cup is one of a number



APOLLO returned to ocean racing in last year's Kodak Sydney-Hobart Yacht Race – she crossed the finish line to take third place in line honours. (Pic -- Peter Campbell)

of elegant and interesting new trophies allocated to the expanding IMS fleet by the Cruising Yacht Club of Australia, following consultation with the Royal Yacht Club of Tasmania.

The spirit and intent of this decision is that the IMS trophies will match as closely as possible, the stature, tradition and general quality of the traditional trophies contested by IOR rated yachts.

To achieve this goal, the CYCA has been fortunate to be able to draw upon a handsome group of trophies from the estate of the late Vic Meyer who raced the famous cutter *Solo* with great success in Sydney-Hobarts back in the 1950s and 1960s.

While the first yacht on IOR corrected time overall will win the Tattersall's Cup, presented as a perpetual trophy for the inaugural Sydney-Hobart in 1945, the first yacht on IMS corrected time overall will receive the Bass Strait Cup, a large silver cup originally won by *Solo* in 1957.

Heading the perpetual trophies for IMS Division winners will be the Kodak Gold Cup for IMS Division A, with the winning skipper receiving an appropriate replica.

continued on page 18



NAUTOR'S HIGH PERFORMANCE CRUISER

Nautor and naval architect, German Frers, have redefined the cruising yacht. The new Swan 55's hull has the hallmarks of a classic Swan, while her generous sail plan, modern bulb keel and unparalleled performance owe nothing to rating rules.

She has a spacious, hand-crafted interior, ample stowage and deep bilges with fuel and water tankage for long distance cruising. The choice of two versatile interior layouts provides for the needs of a family or skipper and crew, with deep lockers and shelves in every cabin and provision for the installation of a television, entertainment systems and even a washing machine.

She carries one of the most powerful auxiliaries ever fitted in a Swan of her size, the tried and tested 6 cylinder Perkins diesel, housed with the generator

in a walk-in engine room which is sound-proofed to the highest standards of acoustic research.

On her uncluttered deck the commitment to cruising continues, from the vast centre cockpit to the recessed anchor locker, spacious double lazarette and the efficient

rig that is specifically designed for short-handed sailing.

This Swan is dedicated to cruising and sets new class standards in comfort, space and speed, while perpetuating Nautor's tradition of building strong, safe and reliable yachts.



Sales offices:

Asia Pacific, Swan Marine Pte. Ltd. 38 Duxton Road, Singapore 0208, Tel: 2243969. Fax: 2248248. **Australia**, Transocean Marine, 20 Mews Road, Fremantle, Western Australia 6160. Tel: (09) 430 5212. Fax: (09) 430 5217. **Japan**, The Satori Company Ltd., 203 Casa Del Pico, 3-3-4 Sendagaya, Shibuyha-Ku, Toyko 151. Tel: (03) 3478 5021, Fax: (03) 3478-5035.

Sales offices worldwide:

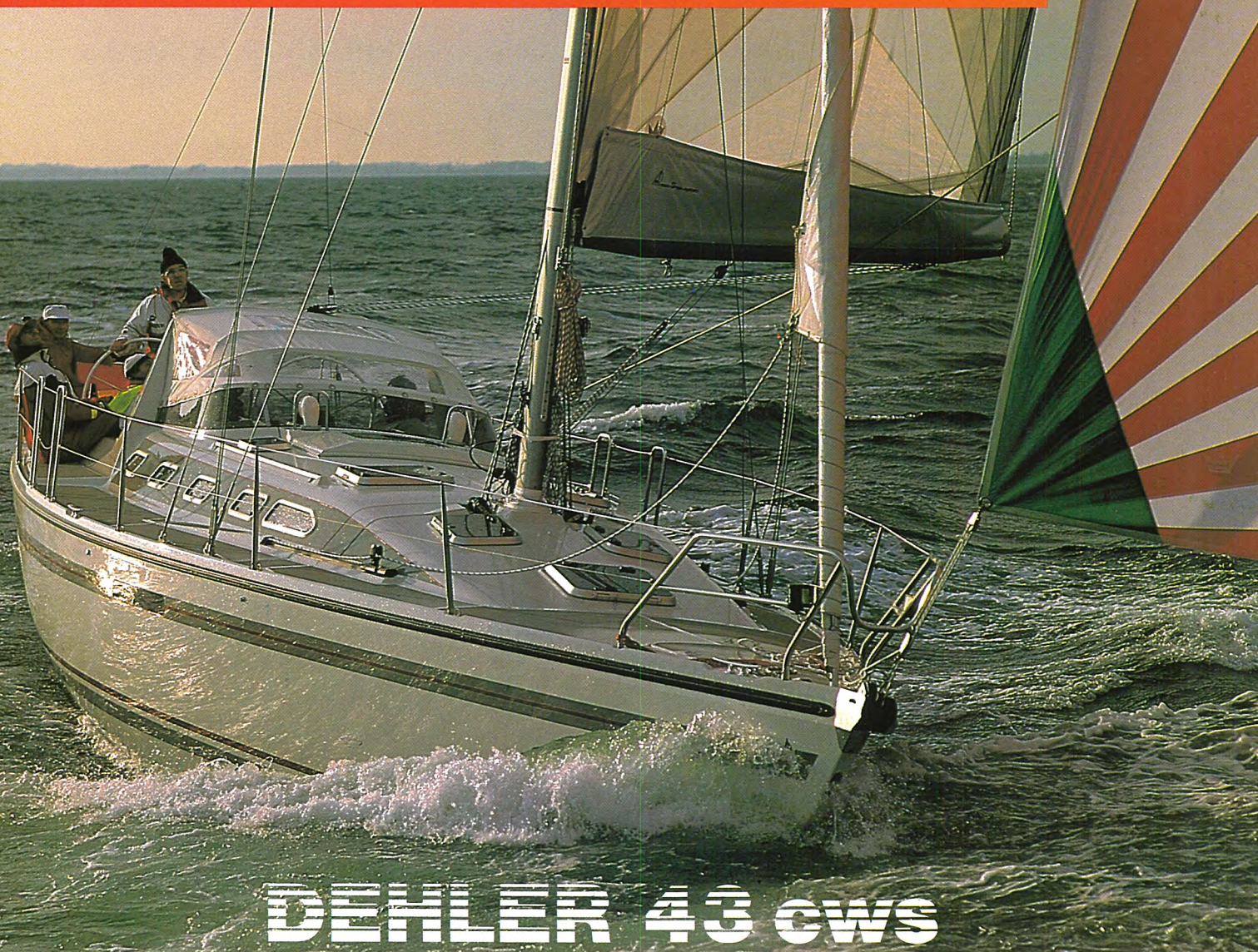
Denmark • France/Monaco/Italy • Germany • Holland • Sweden/Norway • Switzerland • UK • USA

NAUTOR'S SWAN 55

Oy NAUTOR Ab, P.O. Box 10,
68601 Pietarsaari, Finland

Tel: +358 67 601111 Telex: 7547 Nauto SF
Telefax: +358 67 67364

„Boat of the Year 1992“



Paris, December 1991...

...the scene: the 31st Paris Boat Show - just another show, not unlike last year's, or any other over the last 31 years for that matter. A panel of journalists from the international trade press retires to consider which should be the "Boat of the Year" for 1992. The verdict: not just another boat.

A revolutionary choice. They choose the DEHLER 43 cws.

The title is an honourable distinction for Dehler Yachts. Deservedly awarded to a trailblazing design, the embodiment of innovative ideas, a real insight into the future of yachting.

Sailing the DEHLER 43 cws is a lasting pleasure. A yacht which responds safely and surely, and can be handled easily by two people.

If you would like to know why the jury of experts in Paris made the DEHLER 43 cws the Boat of the Year for 1992, please contact us and we will send you full information.

dehler
comfortable winners

VDO

New on Board: The VDO LOGIC Instrumentation System



Navigation. Engine
Monitoring. Autopilots.

Now VDO LOGIC combines
the advantages of two display
technologies.

Main instrument functions
are presented in the highly
regarded classic analogue
style while digital displays
provide precise and extensive
information using an internal
data bus system. In addition,
each navigation instrument
has NMEA 0183 inbuilt for
easy communication to other
on board electronics.

**VDO LOGIC - A complete
instrument system.**

THE LOGICAL CHOICE.

Please send me the
VDO LOGIC information kit.

Name

Address

P/code

Phone

VDO Instruments
Australia Pty Ltd
P.O. Box 778
Brookvale NSW 2100

MELBOURNE: Telephone: (03) 450 3258 Fax: (03) 458 2264
SYDNEY: Telephone: (02) 905 5909 Fax: (02) 905 5923



VDO M1/92



S Y D N E Y O L Y M P I C S 2 0 0 0

CYCA Chosen To Host Yachting

By Peter Campbell

SYDNEY Olympics 2000 Bid has chosen the Cruising Yacht Club of Australia and Rushcutters Bay to be the Olympic Yachting Centre if Sydney wins the right to host the Games of the XXVIII Olympiad, with racing either on the Harbour or on courses off Manly, north of Sydney Heads.

Virtually the entire southern and eastern shores of Rushcutters Bay will be used as the Olympic marina and shore base facilities for officials, competitors and spectators.

The beauty of Sydney Harbour and off Sydney Heads, the significance of yachting to Sydney, the excellent sailing weather, and the facilities already available centred on the CYCA and Rushcutters

Bay form an integral selling point of the proposals to convince the International Olympic Committee that Sydney should be chosen as the host City in the Year 2000.

If Sydney wins the Olympics, the yachting regatta will be a feature sport, with at least some of the racing centred on the Harbour as a major spectacle of the Games.



SOLINGS racing at the Barcelona Pre-Olympics last year. The match-racing finals of the Solings at the 1992 Olympics will be televised direct and the class is likely to be the centre of attraction of racing on Sydney Harbour at the Olympics 2000. (Pic - Roger Lee-Vercoe)

The yachting programme put forward by Sydney's Bid Company is for nine consecutive days in September-October, 2000, starting on Day 3 of the Olympic programme, with additional days available if required due to weather conditions. However, there would be an Olympic Practice Regatta in Sydney in 1999 as a trial run for organisers, race officers and

likely competitors.

The Bid Company is currently basing its proposal around the traditional yachting programme, as scheduled at the Barcelona Olympics, with five courses outside Sydney Heads and north into the Manly Circle. This is an area already used for one-design keelboat racing by Etchells, Solings and J24 classes and by catamarans and

CHAIRMAN of Sydney's Bid for the Olympics in 2000, Rod McGeogh presents an award to young boardsailor Natasha Sturges at the NSW Yachting Foundation's Olympic Luncheon and NSW Yachting Awards. Natasha, from Helensburgh, NSW, has twice been IYRU World Youth Champion in sailboards. (Pic - Peter Campbell)



sailboards for championship events.

However, the possibility of significant changes to the yachting programme have been mentioned by the International Yacht Racing Union. A special committee of Sydney yachtsmen, including Australia's delegate to the IYRU, David Kellest, is looking at the feasibility of staging racing within Port Jackson.

This would include match-racing finals for classes such as the Soling, which are being used for the first time at Barcelona to decide the medallists.

The Sydney Olympics 2000 Bid put its yachting proposal before Commodore Les McClean and officials of the CYCA at a meeting at the Olympics 2000 headquarters. This followed detailed consultations with the International Yacht Racing Union, the Australian Yachting Federation, the Yachting Association of NSW and Olympic yachtsmen.

Retiring Commodore McClean announced the plans to members at the 1992 annual general meeting of the CYCA and said the Club fully supported the Olympic Bid.

He said the Sydney Olympics 2000 Bid's proposal to the International Olympic Committee and the International Yacht Racing Union was that the yachting regatta of the 2000 Games be on Sydney Harbour or immediately offshore, with the Olympic Centre virtually taking over the entire eastern and southern shores of Rushcutters Bay, comprising two large parks, the CYCA, d'Albora Marina and the present RANSA area as the shore facilities.

Members of the International Olympic Committee and the International Yacht Racing Union have already visited the CYCA and been taken on the Harbour to see suggested racing areas, both inshore and offshore.

The Sydney Olympic Bid's proposal is to combine the existing marinas and renovate the former Naval buildings to create an outstanding Olympic class shore-based facility. Some extra mooring pontoons would be built and a new marina arm built south of the CYCA's existing marinas.

Yarranabbe Park would be the boat park and rigging area for the competing centreboard classes, with a special launching ramp to be built for the duration of the Games. The keelboat classes would be moored off the RANSA facility and hardstand would also be available in this area.

The yachting competition management headquarters and the IYRU offices would be in a building in the RANSA complex, while the CYCA clubhouse and its marinas would be largely taken over for VIPs and their craft. Other official boats would be moored at the d'Albora marina.

Among the facilities the Yachting Centre would have to provide for the Olympics 2000 would be an athletes pavilion, measurement facilities, a medical centre, lift-out cranes for keel yachts, chandlery and workshops, and extensive administration officers, jury rooms and other offices.

Rushcutters Bay Park would be retained largely as a public area, with the media centre and public display and information centre being built at the northern corner near the CYCA for the duration of the event. There would be a smaller public area at the northern end of Yarranabbe Park. Parking would be available in Rushcutters Bay Park and in areas on the southern side of New South Head Road.

It is expected that the CYCA would be asked, along with other yacht clubs in Sydney, to provide the expertise in personnel to organise and conduct the racing for both the Olympic Yachting Regatta and also the Pre-Olympic Regatta in 1999.

Before making its proposal to the IC, the Sydney Olympics 2000 Bid carried out a detailed study of wind speed and direction in Sydney in September and October. The study showed that in September at 0900 hours the average wind strength was 7.5 knots but by 1500 hours it was 11.6 knots, with seabreezes predominating. By October, the average winds are 8.4 knots at 0900 hours

increasing to 12.3 knots by 1500 hours.

The Yachting Centre will be one of seven venues for the Olympic competition outside of Homebush Bay and Darling Harbour.

Homebush Bay will include venues for athletics, swimming, gymnastics, football finals, together with archery, badminton, cycling, fencing, handball, hockey, judo, modern pentathlon, tennis, volleyball and wrestling. It will also include the Athletics Village.

The NSW Government has already started a \$300 million programme, to be substantially completed by late September, 1993, of an Athletic Centre and Aquatic Centre of international standard at Homebush Bay.

Should Sydney's bid be successful Stage II of the facilities programme will be built to include an 80,000 seat Olympic Stadium, a 16,000 to 20,000 seat indoor colosseum and entertainment facility, a velodrome for international cycling events, hockey and softball centre upgrading, and a new Sydney Showground incorporating a wide range of sport, recreation and leisure facilities.

These facilities will be complemented by the development of an Olympic Athletes Village for 15,000 athletes and team personnel.

The Darling Harbour area includes the existing Exhibition and Convention complex and the Sydney Entertainment Centre (basketball, weightlifting, boxing and table tennis). The Media Centre, Media Village and the IC (Olympic Family) Hotel will be adjacent to this zone.

In addition to Rushcutters Bay/Sydney Harbour for yachting, other venues will be at Eastern Creek (equestrian), Holsworthy (shooting), Lidcombe/Auburn (baseball), Moore Park (football preliminaries), Parramatta (water polo and football preliminaries) and Penrith Lakes (canoeing and rowing).

The Rushcutters Bay/CYCA centre for yachting will be 17km or 30 minutes from the Athletics Village, while the distance from the Darling Harbour centre will be just 2km or five minutes transport.

\$30,000 Raised At Olympic Luncheon

ABOUT \$30,000 was raised for Olympic and International yachtsmen and women at the annual Olympic and Yachting Awards Luncheon organised by the Yachting Foundation of NSW at the Royal Sydney Yacht Squadron.

More than 180 supporters of yachting attended the luncheon to hear Rod McGeogh express confidence that Sydney would win its bid for the 2000 Olympics, with yachting as a major selling point for the city.

They also heard an up-to-the-minutes report on the strong medal prospects for the Australian team at Barcelona from Olympic team coach Ian Brown, including results from the prestigious Kieler Woche in Germany in which most of the Australian team were competing.

However, one guest at the luncheon was Colin Beashel, just back from finishing equal second in the Star class at the Spa Regatta in Holland.

Winners of the NSW Yachting Award for 1992, for the second year in succession, were Olympic Tornado crew Mitch Booth and John Forbes, who at the time were still sailing at Kiel. They received an Omega watch presented again by Sydney watchmaker J.Farren-Price, with Julian Farren-Price, himself an active yachtsman, making the presentation.

Of the money raised, \$7000 came from the \$70 a head luncheon, the rest from donations and an auction of such things as historic sail numbers, holiday packages and rare wines.

Sail number 195, carried by the famous yacht *Freya* in her unique three successive Sydney-Hobart wins, brought \$2700, while a Middle Harbour yachtsman paid \$6500 for a place in the crew of Warren Johns' *Heaven Can Wait* at the International 50ft Class World Cup regatta in Sardinia in September.

Olympic Yachting Finals on TV

FOR the first time ever, the match-racing finals to decide the medals in the Soling class at the Barcelona Olympics will be televised live, including direct to Australia by Channel 7. Commentator for Channel 7 will be Australia's John Bertrand, the winning America's Cup skipper.

The match-racing will be the highlight of the Olympic yachting regatta off Barcelona's waterfront on August 3 and 4, following six fleet races to decide the top six crews who will then race each other in individual

match races. The best four crews will then sail off for the gold, silver and bronze medallists.

Australia is represented in the Soling class by Bill Hodder, Tim Dorning and Michael Mottl, who are ranked in the top six following their bronze medal at the Pre-Olympics at Barcelona last year and their recent effort in reaching the top eight at the Spa Regatta in Holland.

Favourites for medals among a strong Australian contingent are former three times Laser world champion Glenn Bourke, now sailing Finns and runner-up in this year's Finn Gold Cup, and current world champions in Tornado catamarans, Mitch Booth and John Forbes. Also sailing well in their lead-up to Barcelona have been Lechner sailboard competitor Lars Kleppich and women's 470 dinghy sailors Jeni Lidgett and Addy Bucek.

The Australian team moved into the Olympic Village in early July, with practice racing being organised from July 22. The Olympic regatta starts on July 27 with fleet racing events continuing through to August 3 and the Soling match-racing set down from August 3 and 4.

Australia's Team at Barcelona

SOLING keelboat: Bill Hodder, Tim Dorning, Michael Mottl, Vic.

STAR keelboat: Colin Beashel and David Giles, NSW.

TORNADO catamaran: Mitch Booth and John Forbes, NSW.

FINN solo dinghy: Glenn Bourke, NSW.

470 women's dinghy: Jeni Lidgett and Addy Bucek, Vic.

EUROPE solo women's dinghy: Christine Bridge, Qld.

LECHNER A-390 sailboard, men: Lars Kleppich, NSW.

LECHNER A-390 sailboard, women: Fiona Taylor, Vic.

Yachting team section manager: John Harrison.

Chief coach: Mike Fletcher.

Australia is not represented in the men's 470 and Flying Dutchman classes.

Racing for all classes starts on July 27, following an official practice race on July 26, and generally will continue through to August 3, with reserve days in hand at the end of the scheduled racing.

Most class medals will be decided by the best six out of seven fleet races, but in the case of the Lechner sailboards it will be the best nine out of

10 races. The Soling class will sail six fleet races, with the topscoring six crews going into a match-racing mode. Each crew will match-race the others in individual contests, with the best four going into a finals series of match races to decide the gold, silver and bronze medal winners.

New Name For Petersville

FOLLOWING the decision of Pacific Dunlop not to continue with the sponsorship of The Petersville Regatta, following their takeover of Petersville Sleigh Limited, the ownership of "The Regatta" including the Lady Nelson perpetual trophy has been passed to the Victorian Yachting Council.

"The Regatta" will be the new name for what was The Petersville, Australia's largest weeklong regatta, until a new sponsor has been identified. However, the 15th annual Regatta will go ahead as planned for the coming summer and is again expected to attract large fleets of keel yachts, trailable yachts and traditional 'couth boats.

The trailable yachts and 'couth boats will race in a series of events over the summer culminating with the final race off Portsea-Blairgowrie on Saturday, January 6. Keel yachts will contest a six race regatta that week at various venues on the bay before ending up at Portsea.

Dates for The Regatta in 1992-93 are:

Trailable Yachts: Sunday, November 8 – 3 short races; Saturday, December 5 – 18nm race; Saturday, January 16 – 15nm race.

'Couth Boats: Saturday, November 14 – 18 nm race; Saturday, December 5 – 18nm race; Saturday, January 16 – 15nm race.

Keel Yachts: Sunday, January 10 – 15nm race; Tuesday, January 12 – 24nm race; Wednesday, January 13 – 12nm race, 15nm race; Friday, January 15 – 30nm race; Saturday, January 16 – 16nm race.

VYC President Bob Lucas says The Regatta represents a unique opportunity for a major sponsor because all races are conducted within Port Phillip, recognised as one of the best yacht racing waterways in the world. "Why else would Petersville

Sleigh have kept an involvement for over 14 years?" he asked.

Lucas said the VYC was at present seeking expressions of interest from potential sponsors for what had been established as the biggest and most prestigious sailing event on Port Phillip.

Old Bobsled Team Campaign Innkeeper

OWNERS Geoff Bush and Nick Feros, who previously raced the downwind flyer *Bobsled*, are embarking on a new ocean racing campaign with *Innkeeper*, the Steinman 60 which David Adams sailed in the BOC Challenge solo race around the world.

For that event Adams changed the internal layout and cut the rig by 15 feet. *Innkeeper*, originally designed by Steinman for Leigh Outtrim of Caloundra, Queensland, has now undergone a complete refit for its new owners. This includes a new rig, which puts 23 feet back on the mast height, new sails, and complete refurbishing below decks.

Bush and Feros will be joined in campaigning *Innkeeper* by most of the crew who sailed with them on *Bobsled*, including helmsman Andrew Short and sailing master Ian Short.

"I used to race *Innkeeper* when Leigh Outtrim owned the boat and before we built *Bobsled* - now we own it," Bush told OFFSHORE. "We are confident that with the bigger rig she will be as fast as *Bobsled* and faster in all-round conditions."

Bush said he and Feros planned to campaign *Innkeeper* for the 1992 Kodak Sydney-Hobart Yacht Race. "The \$100,000 prize for a record-breaking run is very attractive," he added.

Winter Racing On Port Phillip

MELBOURNE'S prestigious Winter Series on Port Phillip, organised by the Ocean Racing Club of Victoria and sponsored for the fourth year by the Western Port Marina, has attracted a near record fleet of 56 boats for this year's competition.

The racing, held every second Sunday, got under way on July 5 and continues through on the bay until Sunday, August 30, followed by a 46 nautical mile ocean race from Portsea to Hastings on Saturday, September 12.

The ORCV's Winter Series is virtually the championship of keelboat racing on the bay and is used as a

launching platform by most of Victoria's serious contenders for the major offshore races at Christmas time.

However, for the first time there is no IOR division, with yachts having to compete under either IMS, Channel or VYC handicaps. Grand prix racers such as Lou Abrahams' Sydney-Hobart winner *Ultimate Challenge* have been forced to sail under a Channel handicap.

Race officials are also giving close attention to crew and boat changes during the six race series. Victorian Yachting Council's handicapping committee chairman John Duffin claims that crack skippers had exploited a loophole in the rules. He cited Admiral's Cup helmsman Bernie Case as stepping aboard to steer *Freelance* to victory in the ORCV's Bass Strait Triangle and sailmaker Frank Hammond who helmed *Eureka* to win the 1991 Petersville Regatta.

"For the Winter Series we will require each VYC divisional entrant to nominate its skipper and crew changes made since the yacht was last rated for handicap purposes," Duffin said. Owners bringing in so-called "hot-shot" helmsmen would attract a penalty of 5-10 percent in extra time.

Major perpetual trophy for the ORCV Winter Series is the magnificent 127-year-old Lord Warden's Cup which is won by the yacht scoring the highest points from either of the IMS, CHS or VYC handicapping divisions.

Pacific Rim Challenge Sailed on Port Stephens

PORT Stephens on the NSW North Coast played host to the second Pacific Rim International Yacht Challenge this year, with invited yachtsmen from seven nations around the edge of the Pacific in one-design Adams 10 keel yachts. This year's event was sponsored by the world's largest and best known marine paints and finishes company, International Paints.

In the first Pacific Rim Challenge, sailed at Rimington, USA, and in Canadian waters in 1990, a combined team of Port Stephens and Lake Macquarie sailors came in as dark horses to win the event. With little notice, the Aussie team put together a 14-person squadron and went to the USA to beat crews from USA, Canada, Japan and Russia.

The common theme of that regatta was that all sailors came from sailing

ports that had "sister city" relationships. Since Bellingham and Port Stephens are "sisters" Port Stephens was invited to host the second running of the event.

The Challenge was run over an eight day period with six windward-leeward courses, as well as two long distance races of 30 miles around the island off the entrance to Port Stephens. By the end of the eighth race the Challenge was locked into a tie between the local Port Stephens crew and the New Zealand crew, with the winner decided only after referring to the IYRU rules handbook.

Both teams each had three first places, but Port Stephens was decided as the winner as they had more second places than the Kiwis. Canada and the Royal Victorian Yacht Club placed third overall, followed by the Bellingham from the Washington State, USA, the Russians and the Japanese teams.

Bruce & Walsh Regatta Set For November

RATING class yachts will be out in force on the Manly Circle north of Sydney Heads for this year's Bruce & Walsh Regatta on November 14-15 - the 12th year that the Sydney jewellers have sponsored this premier event for offshore racing yachts.

Conducted by Middle Harbour Yacht Club, the regatta will provide classes for IOR, IMS and JOG rated yachts. In addition, there will be a division for the popular cruiser/racer class, the North Shore 38.

As part of the Bruce & Walsh Regatta, the IOR Owners Association will conduct the second round of their circuit while for the JOG Association it will be race four of their Grand Prix.

The IOR division will be divided into three divisions in line with the IOR Owners' Association recommendations. This is expected to encourage the displacement and older IOR hull date yachts to compete fairly with similar performance yachts.

The IMS will be in two divisions - Division 1 yachts rating under 625 sec/mile and Division 2 yachts rating 625 sec/mile and above.

A total of \$5000 in watches has been donated by Bruce & Walsh for the regatta, with Tissot watches to class division winners and a prestigious Omega time piece to each overall winner in IOR and IMS. Crews of the winning class division yachts will also receive swatch watches.

Notice of race for the 1992 Bruce & Walsh Regatta is available from MHYC - phone Jim Orrell on 969 1244.

Swans Fly to Victory In Europa '92 Rally

EUROPA '92 Rally, the 23,000 nautical mile voyage for cruiser/racer yachts which took the fleet to 18 countries in five continents in a 14 month circumnavigation to celebrate Columbus' Quicentennial discovery of the New World, has finally ended in the Mediterranean.

Just a quarter of a point separated two of Nautor's finest Swans, Francesco Casoli's Swan 59, *Gulliver*, and Ian Kennedy's Swan 53, *Who Dares Wins*, after a tense final 1100 mile duel from Malta to Gibraltar.

Purchased in 1990, *Gulliver* is one of 21 Frers-designed Swan 59s built by Nautor since 1984. The luxurious cruiser/racer took out five successive legs of the 17-stage circumnavigation. Runner-up Kennedy also bought his Swan in 1990, but just for cruising. However, he was bitten by the racing bug after competing in the Rolex Swan World Cup in Sardinia that year.

The two Swans dominated the fleet of 44 yachts taking part in the Rally, the first of its kind for cruising yachts. *Gulliver* took both line honours and the Royal Gibraltar Yacht Club's Commodore's Cup.

Kennedy's achievement was all the greater following a near-fatal air crash in the Iles Marquises. He was only one of a few survivors and was exceptionally lucky not to have been seriously injured.

Europa '92 took the fleet through some of the most beautiful cruising destinations in the Caribbean, South Pacific and South-East Asia and included a stopover in Darwin. The route was carefully planned so as to ensure favourable weather conditions along the way and to allow time for the yachts to explore. It was also the first time an international sailing event had passed through the Panama and Suez Canals.

The Europa '92 Rally was open to monohull yachts between 40 and 80ft LOA (12.2m - 24.4m) and following its success a second Rally is planned for January 1994.

Boating Book Of The Year

Sydney yachtsman and author Jim Murrant has been named winner of the Boating Book of the Year Award for his comprehensive practical book, *The Boating Bible*.

The international award, made annually by Boat Books Australia, was presented to Jim at a function at the Cruising Yacht Club

by Commodore Les McClean.

The Boating Bible is the essential handbook for every sailor, placing emphasis on the practical sides of sailing. It includes a comprehensive coverage on navigation, on how to react in emergencies (both nautical and medical), how to make temporary repairs at sea, complete check lists of equipment and tools needed on board, as well as a detailed dictionary of boating terms.

The Boating Bible, which is available from Boat Books and all major bookshops, also contains 200 explanatory illustrations in its 340 pages. It is also being published in the UK and USA.

SYD FISCHER BACK IN WINNERS LIST

Champion ocean racing skipper Syd Fischer is back in the winner's list after his luckless challenge for the America's Cup - at his first tilt on the exclusive 50-foot racing circuit.

The veteran Sydney yachtsman skippered the Farr 50-footer he had chartered and re-named *Ragamuffin* to overall victory in St Tropez 50-Foot World Cup on the Mediterranean.

Steered by American John Bertrand and with a crew comprising Australians, Americans, Italians, Danes and Italians, *Ragamuffin* scored a first and a second on the final day of light and shifty breezes to snatch overall victory from the favored 50-footers *Mandrake* (Italy), *Champosa VII* (USA) and *Abracadabra* (UK).

Another Australian yacht, Warren Johns' *Heaven Can Wait*, finished sixth overall in the star-studded fleet, her best result being a win in race three of the regatta.

Fischer has been contesting - and leading - the Mediterranean Cup in preparation for sailing another Farr 50, the former *Will*, which he has bought and re-named *Ragamuffin*.

He will skipper this boat in the Kenwood Cup in Hawaii in August and then bring it back to Australia to contest the Kodak Sydney-Hobart Race in December.

Going into the last day of racing off St Tropez, *Ragamuffin* was placed fifth overall but helmsman Cayard, supported by excellent sail trimming by the crew, picked the best of the windshifts in the light breeze to come out with a win and a second.

With one day lost because of no wind, *Ragamuffin* finished with placings of 2-8-4-4-1-2 for 12.75 points to beat Italy's *Mandrake* on 14.75 points from placings of 7-1-2-2-4-6 and the USA entrant *Champosa VII* on 15.75 from placings of 1-2-7-3-5.

Among the opposing helmsman were Italy's American Cup challenger skipper Paul Cayard, steering *Abracadabra*, and former US America's Cup skipper John

Kolius at the helm of *Champosa VII*.

The 50-footer fleet moved to Palma de Mallorca in Spain for the second regatta of the World Cup and Mediterranean Cup series, scheduled for July 15-19.

After one regatta in the three event Mediterranean Cup, *Ragamuffin* led from *Mandrake* (Italy), *Champosa VII* (USA) and *Abracadabra* (Italy). In the 50-Foot World Cup, with *Ragamuffin* contesting only one series so far, the leader is *Champosa VII* from *Mandrake*, *Capricorno*, *Carat*, *Heaven Can Wait*, *Corum Saphir* and *Ragamuffin*.

Peter Gilmour Third In Baltic March Race

America's Cup skippers Dennis Conner and Paul Cayard, Peter Gilmour and Olympic gold medalist Jorg Diesch fought out the final of the prestigious BMW Baltic Cup match racing at Kiel, Germany, with victory going to Conner.

It was the first clash in more than a year between the three Cup skippers as none of them met in the recent America's Cup races at San Diego. Neither Conner nor Gilmour reached the America's Cup Match in which Cayard, sailing the Italian challenger, lost to the US defender.

However, Dennis Conner was in brilliant form at Kiel, coming through the round-robin with seven while Paul Cayard notched up eight, Peter Gilmour five and Jorg Diesch six wins.

In the finals, America's Conner beat Cayard (Italy) in two races, coming from astern in the first race and sailing brilliantly in the gusty 15-18 knot breeze.

Australia's Gilmour, after losing 0-2 to Cayard in the semi-finals, convincingly won 2-0 against Germany's Diesch in the battle for third and fourth places in the Baltic Cup.

In fact, only Conner, who, with Kevin Mahaney's Olympic Soling crew, had an extra strong workforce on board, and Cayard, who also made a straight way into the finals, showed a slight edge above the Australian's performance.

Conner collected 80,000 Deutschmarks (about \$US 40,000) for his victory, Cayard 30,000 DM, Gilmour 15,000 DM, and Diesch, the local hero, 7500 DM.

Crewman Iain Smith said the result was satisfactory for the Australian crew as they had not sailed together as a team since last year's Baltic Cup match race.

"We see it as a good lead-up to the World Championship at Long Beach, California, in August," Smith said.

The event, with near worldwide television coverage, attracted huge crowds of spectators to watch the racing close inshore, with the sponsors, headed by car manufacturers BMW, providing spectacular shoreside facilities. ●



from the commodore's desk

Leigh Minehan New Commodore

Leigh P. Minehan has been elected unopposed as Commodore of the Cruising Yacht Club of Australia, highlighting a long career in competitive inshore and offshore yacht racing and a shorter but equally significant role in the running of the CYCA and its major ocean races.

As Vice-Commodore, Minehan succeeded Commodore Les McClean at the Club's annual general meeting on June 30.

Commodore McClean's two year term of office ended with distinction when he announced that Kodak had taken up a further three-year partnership with the CYCA to sponsor the Sydney-Hobart Yacht Race and associated events, and that the Cruising Yacht Club had been asked to be the host club for the yachting regatta in Sydney's Olympic 2000 Bid.

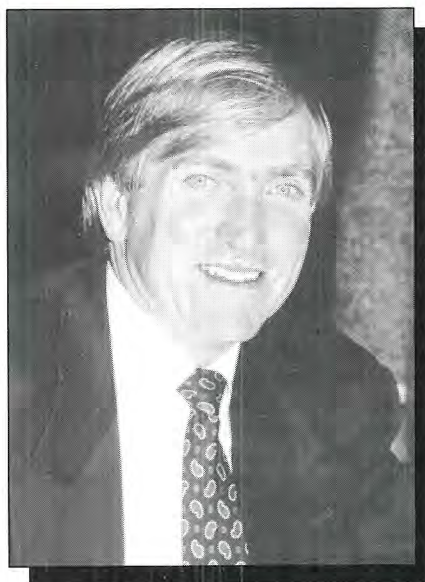
Commodore Minehan, 41, is a partner in the firm of Coopers & Lybrand, Chartered Accountants, specialising in audit and insurance services. He and his wife, Jo, live in Mosman.

In his first address to members the new Commodore said his two key priorities were to lift the offshore racing fleet sailing with the CYCA and to bring the Club back to financial prosperity. He promised greater communication between the Board of Directors and the Members and, in particular, with active groups such as the Associates and the Cruising Division.

Paying tribute to retiring Commodore Les McClean, he said: "Les has had a most difficult two years as Commodore - in fact, because of administration changes he has been more an executive commodore in overseeing the activities of the Club."

Urging Members to make greater use of the Club and its facilities, Commodore Minehan said: "We have a great site on Sydney Harbour and I urge you not only to use it more yourselves but also bring new members to the Club."

Leigh Minehan has been an active CYCA member and has contributed to the affairs of the club for a number of years.



Since 1986 he has been a Director of the Club, a member of the Management and Finance Committee, Treasurer for three years, and Vice-Commodore for the past two years.

He began his sailing career at the age of six, sailing in Manly Juniors, moving into Manly Graduates and 14ft skiffs, where he won a number of State titles and was well placed in several National championships.

During the course of his accounting studies his competitive sailing was limited to more casual crewing in 16ft skiffs and Etchells. However, in 1976 after qualifying as a chartered accountant, Leigh was transferred to Canada with his firm, Coopers & Lybrand, and it was there over the next two years that he was able to resume competitive yacht racing.

During the summers in Canada he crewed on an Olympic Soling and regularly trained against Hans Fogh, an Olympic medallist and a member of the Canadian national Soling team. That experience proved its worth and Leigh won three major Soling regattas on the North American circuit and placed fifth in the US Nationals in California in 1978.

Returning to Australia in 1978, Leigh became involved in ocean racing at the CYCA, sailing aboard *Relentless* with Olympic coach Mike Fletcher, when the yacht won the CYCA Blue Water Championships, and also represented NSW in the Southern Cross Cup and the Sydney-Hobart.

From 1980 to 1983 Leigh crewed on the very successful One Tonner, *Szechwan*, including representing NSW and Australia several times in the Southern Cross Cup

and the Kenwood Cup in Hawaii. In 1984 he joined the crew of *Indian Pacific*, which won the storm-ravaged Sydney-Hobart race that year.

In 1985 he was a crew member of *Sagacious* which, in a most successful season, represented Australia at the Kenwood Cup. In 1987 he crewed on another One Tonner, *Beyond Thunderdome*, competing in the Southern Cross Cup that year and representing Australia in San Francisco's famous Big Boat Series in 1988.

From 1988, until it was sold last year, Leigh crewed aboard Gary Appleby's famous *Sagacious V*, one of the best Farr One Tonners ever to race in Australia. During that time *Sagacious V* sailed in the Kenwood Cup, the Admiral's Cup, the One Ton Cup and scored a second overall (1989) and a first overall (1990) in the Sydney-Hobart race. The final race for Appleby and his crew aboard *Sagacious V* was in the 1991 Sydney-Mooloolaba race.

Since then Leigh has sailed only on a casual basis, devoting much of his time to his responsibilities as CYCA Vice-Commodore and Chairman of the Club's Sailing Committee, Sponsorship Committee and the Race Committees for the Jupiters Yacht Classic race from Sydney to the Gold Coast and the Kodak Sydney-Hobart Race.

Overall Leigh has sailed eight Sydney-Hobarts and has competed successfully at club, national and international levels. As Commodore he plans to continue his position as Chairman of the 1992 Kodak Sydney-Hobart Race Committee.

In addition to his responsibilities with the CYCA, Leigh took over in 1991-92 the role of Chairman of the Leo & Jenny Leukemia and Cancer Foundation's Sail for Cancer Committee which raised valuable resources to support leukemia and cancer research.

New Flag Officers and Directors

While Commodore Leigh Minehan was elected unopposed at the Cruising Yacht Club's annual general meeting, ballots were necessary to decide the Vice-

Commodore and two Rear-Commodores.

In a two-way ballot for Vice-Commodore, Director Maurice Cameron was elected ahead of Rear-Commodore Ross Marr, while there were three nominations for the two positions of Rear-Commodore. In this ballot David Fuller was elected along with incumbent Rear-Commodore Gordon Marshall. The third nomination was Director John Kirkjian.

The Directors include four newcomers – Ian Gray, Brian Hayden, Brian James and Bill Sherman, who join John Kirkjian and Bill Ratcliff, who were re-elected as Directors.

Retiring Directors who did not seek re-election were Donald Graham and Fraser Johnston.

Life Membership for Alan Brown

Members of the Cruising Yacht Club of Australia unanimously elected Alan Brown a Life Member of the Club at the annual general meeting, recognising his outstanding contribution to the CYCA and yachting in general over many years.

Alan has played a significant role in many activities at the CYCA over the past 15 years as a Director, Rear-Commodore and member of the Sailing and Membership Committees, as well as being convenor and hardworking member of the Breakfast Club, which has become an institution on Sunday mornings before the Winter Harbour racing.



Alan Brown receives his Life Membership Flag from CYCA Commodore Leigh Minehan at the recent AGM

He has Race Director and Assistant Race Director of the Sydney-Hobart, the Sydney-Noumea and Sydney-Vila ocean races and currently is acting Race Director of the 1994-95 Kodak Tasman Triangle, which will include the 50th Kodak Sydney-Hobart Race.

In moving the election of Alan as Life Member, Commodore Leigh Minehan said he had made an outstanding and ongoing contribution to the CYCA, ranging from the breakfast club to ocean racing management.

INTRODUCING THE NEW MX100 GPS NAVIGATOR FROM MAGNAVOX.

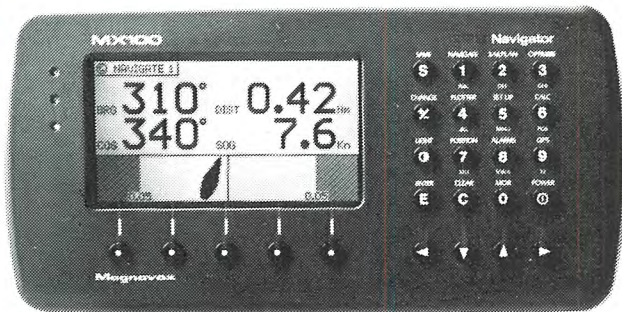
The unerring accuracy of six-channel continuous satellite tracking. Dazzling displays of navigational data. Turn it on and the double super-twist LCD screen fills with bright, high-resolution data. Position. Speed. Heading. Cross-track error. Time and distance to the next waypoint.

All updated at one-second intervals.

Enter up to 200 waypoints with complete descriptions. Plus 20 routes with as many as 20 waypoints each.

There's even a Man Overboard button that plots a return course to the exact spot.

See a demonstration of the new MX100 today.



Unique Magnavox Features:

- Six-Channel continuous satellite tracking.
- Advanced double super-twist LCD screen.
- Features no other GPS Navigator offers.
- Man Overboard feature plots a return course to the exact spot.
- Legendary Magnavox reliability.

7 Smith Street,
Chatswood
NSW 2067 Australia
Tel: (02) 417 7097
Fax: (02) 417 7557
Telex: AA89426

COURSEMASTER AUTOPILOTS

- Australia's world leader in autopilot technology



1992 KODAK SYDNEY-HOBART YACHT RACE

KODAK SPONSORSHIP EXTENDS TO 50TH SYDNEY-HOBART

KODAK'S sponsorship partnership with the Cruising Yacht Club of Australia extends to include the 50th sailing of the annual Sydney to Hobart Yacht Race and the staging of the Tasman Triangle, one of the most challenging ocean racing events ever sailed in the Tasman Sea, over the summer of 1994-95.

The Tasman Triangle is being held to mark the 50th Sydney-Hobart and the 50th anniversary of founding of the CYCA, recognised as one of the clubs in ocean yacht racing.

Kodak (Australasia) Pty Ltd have taken up sponsorship of the Sydney-Hobart, the Southern Cross Cup, the Asia Pacific Ocean Racing Championships, and the Tasman Triangle through to the summer of the 50th anniversary.

The Tasman Triangle will comprise three short races and four long ocean races, including three crossings of the Tasman Sea between Australia and New Zealand, with the 1994 Kodak

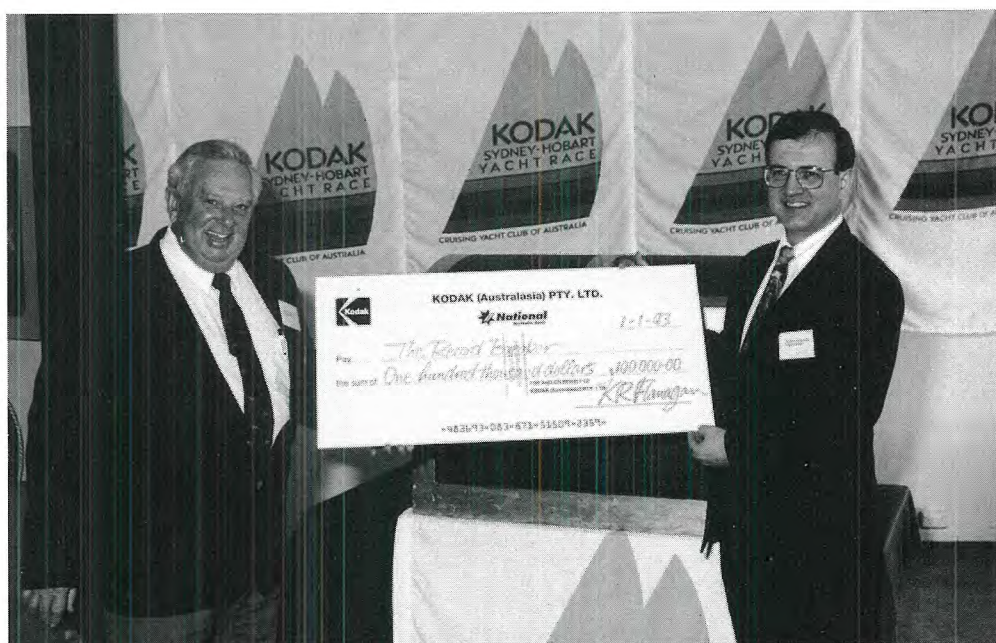
Golden Jubilee Sydney-Hobart the focal point of the series.

The 1994 Kodak Sydney-Hobart Yacht Race and the Kodak Tasman Triangle races are expected to attract yachts from all States of Australia, from New Zealand, the United States, Japan, Britain, Hong Kong, and many other overseas nations.

Plans for The Tasman Triangle were announced late last year by the Commodores of the Cruising Yacht Club of Australia, the Royal Port Nicholson Yacht Club in Wellington, and the Royal Yacht Club of Tasmania in Hobart. The dates for the races which will make up the Triangle have now been set between the Club.

All three clubs will be involved in the organisation and running of the seven races making up The Tasman Triangle:

Race 1: Wellington (NZ) to Sydney. 1234



COMMODORE Les McClean and the Managing Director of Kodak (Australasia) Pty Ltd, Dr Ziggy Switkowski, display the \$100,000 cheque which the Cruising Yacht Club of Australia will hold in trust for the first yacht to break Kialoa's race record for the Kodak Sydney-Hobart Yacht Race. (Pic - David Clare)

nautical miles (approx) - starts Sunday, 4 December, 1994.

Race 2: Sydney Olympic Triangle, 20 nautical miles, Thursday, 22 December.

Race 3: Sydney to Hobart, 630 nautical miles, starts Monday, 26 December, 1994.

Race 4: Derwent Derby, Hobart, 20 nautical miles, Tuesday, 3 January, 1995.

Race 5: Hobart to Wellington, 1288 nautical miles (approx), starts Wednesday, 4 January, 1995.

Race 6: Wellington Harbour Triangle, 20 nautical miles, Saturday, 21 January, 1995.

Race 7: Wellington to Sydney, 1234 nautical miles (approx) starts Monday, 23 January, 1995.

In overall scoring for The Tasman Triangle, only three consecutive long races may be counted by competing yachts.

Entries for the series will be open to IOR

and IMS measured yachts, with trophies for each race and for overall performances in The Tasman Triangle series.

All three clubs expect their members to strongly support the Tasman Triangle and predict considerable international interest in the series.

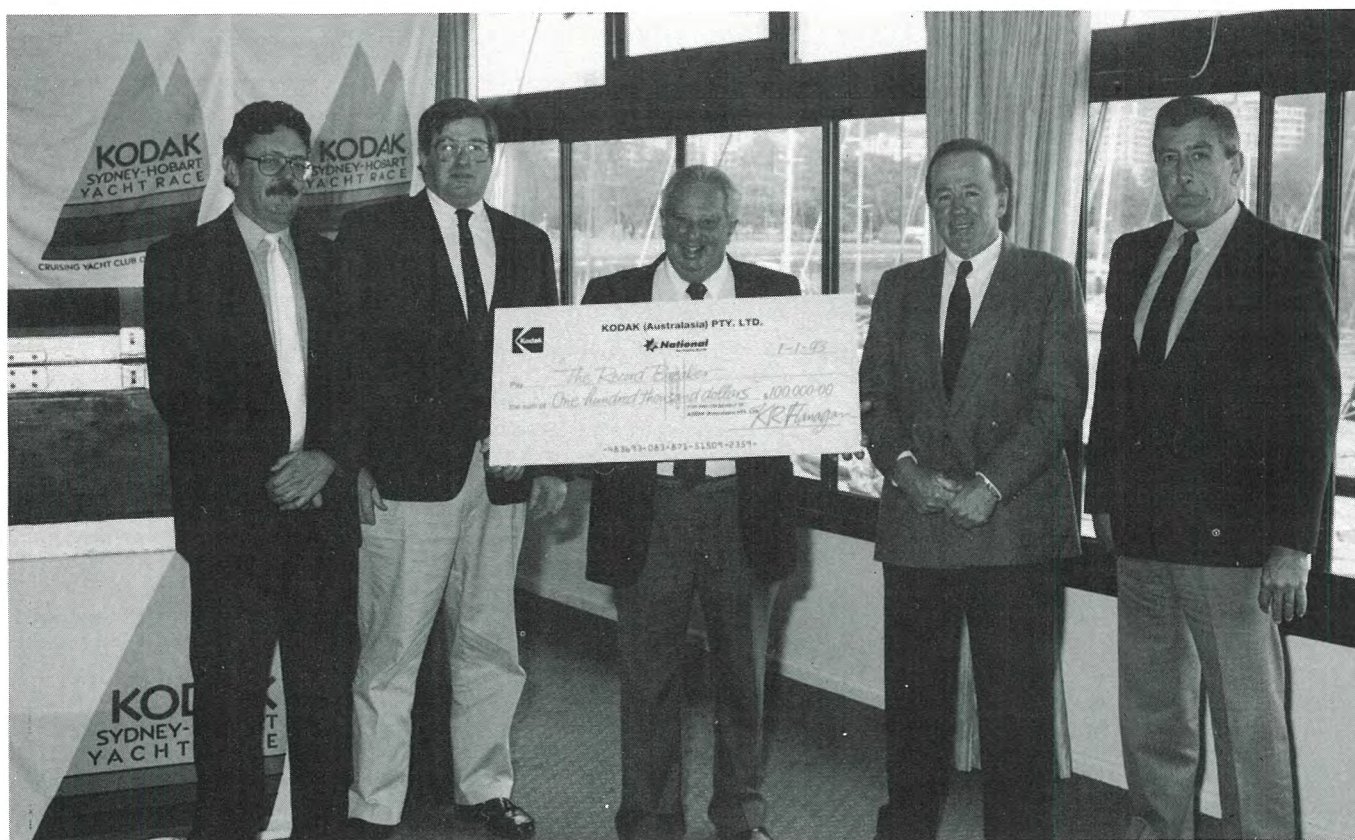
The preliminary Notice of Race is available from any of the three organising clubs:

Cruising Yacht Club of Australia, New Beach Road, Darling Point, NSW, Australia 2027.

Royal Port Nicholson Yacht Club, PO Box 9674, Wellington, New Zealand.

The Royal Yacht Club of Tasmania, Marieville Esplanade, Sandy Bay, Hobart, Tasmania, 7000.

Kodak Cash Dash *For Yachts to Sydney*



SKIPPERS who are already planning campaigns to win the \$100,000 for the first yacht to break Kialoa's 17-year-old race record for the Kodak Sydney-Hobart Race, left to right, Peter Sorensen, David Kellett, CYCA Commodore Les McClean, Peter Walker and Bruce Foye, with the huge cheque presented at the launching of the 1992 Kodak Sydney-Hobart Race.

Yachtsmen planning to sail their yachts from New Zealand, Hobart, Melbourne and Brisbane for the 1992 Kodak Sydney-Hobart Yacht Race are being offered a "Cash Dash" incentive to race from their home ports to Sydney.

The Kodak Cash Dash feeder races were announced along with the ongoing Kodak sponsorship for the Sydney-Hobart Race and associated events for the next three years.

The prizemoney for these races will

depend on entries, with a minimum of five starters to constitute a race and to carry \$5000 prizemoney for the winner on corrected time.

However, if seven yachts race the cash prize will rise to \$7000 up to a maximum of \$10,000.

The actual dates for each Kodak Cash Dash will be decided in consultation with yacht owners, but the Cruising Yacht Club of Australia said today they were certain the cash incentive would create enthusiastic interest among yacht owners

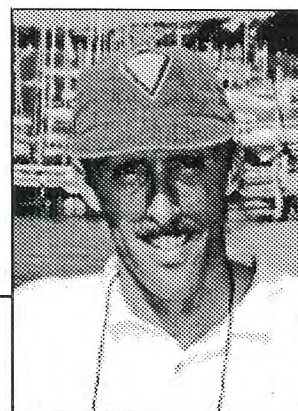
planning to contest the 1992 race to Hobart.

Some years back Victorian yachts always held an unofficial race from Port Phillip to Sydney as part of their lead-up to the Sydney-Hobart Race. The race record for that distance is held by two-times Sydney-Hobart winner Lou Abrahams.

Plans are already underway to revise this feeder race and similar enthusiasm for the cash prizemoney is being shown by yachtsmen in New Zealand, Brisbane and Hobart.

optimising

with Scott Jutson



IMS Regroups for Second Assault on Pitching and Draft

For years now the doomsayers have been forecasting the demise of IMS saying it is fraught with all the problems of IOR and none of the solutions. To some extent this has proven true as motivated designers and owners have focussed their attention on the rule and have produced boats progressively more racer than cruiser. Attention to the unrated details of foil performance, weight concentration, acceleration, and "best practice" crew performance (i.e., the best money can buy) has produced a new generation of quite remarkable yachts. These are boats that are far superior to their IOR cousins on all points of sail and, as a result, are more fun and easier to sail. What's the problem? The problem is that these new generation IMS boats are doing what wasn't supposed to happen: they are winning all too easily and by far too much. The production boat benchmarks have fallen off the back of the truck and they are screaming. The obvious solution (produce more efficient boats) is a bit too hard in the short term. The actual solution is more

market tolerant: change the VPP and change it fast.

Historically rules have been changed by the addition of penalties of sufficient magnitude to reel in the wayward trends. In the IOR this was seen with centreboards, light displacement, and the crew stability factor. These penalties were simple red lights for designers. The IMS has the ability to operate on a more sophisticated level. This is achieved by adjusting factors in the velocity prediction program so that the rules blindness in a certain area becomes a cold unblinking sight. However, the option for penalties as a short term solution remains an option.

Two major changes have occurred. The first, as discussed in this column in the last issue, is the draft penalty. This reflects a belief that extreme draft is both a performance benefit that the rule does not effectively handicap and that it contravenes the spirit of a true dual purpose boat. The decision is to implement an immediate penalty to stop the so called trend until such time as the VPP can be correctly adjusted to handle it. This matter has been

approved for international implementation and will be reflected on your current 1992-93 certificate. In the US fleet about 10% of the boats are effected with 5% receiving a GPH decrease of 2 or more seconds. Most IOR conversions and fleet leading IMS boats in this country will be effected. The actual amount is not revealed on the certificate but solving the following equation will let you know if you are in the penalty range. All values are in imperial dimensions and variables are on page two of your IMS certificate:

$(DHKO/LSMO)/(.211-.00113*(LSMO-32.8))$

If the answer is greater than 1.125 you will likely be in penalty. The option is to do nothing and hope for a proper adjustment in November or get out the chain saw. Remember, this is a good old fashioned penalty. When the proper adjustment is made there should be less grounds for complaint as the performance adjustment should be an equitable one.

The next area under scrutiny is pitching. Most people are aware that this is an area that has been under study for some years now at great expense and little conclusion. There are so many variables including hull geometry, weight concentration in all planes, and the total inertia of the yacht that the task has proven almost overwhelming in its search for a pure wave state related solution. The United States Sailing Association has decided to plunge on and implement a portion of the technology as a means to improve IMS handicapping as quickly as possible. As this is the group that wrote the rule in the first place I can say with all certainty that this change will be here quick smart. All US certificates have been upgraded to reflect these changes.

As to how it works: you will be pleased that there will be no inspection of your boat by a club rep to decide whether you should fit out the forepeak. Nor will there be a need to drop your yacht off a high building to see how it bounces. Rather, all the needed variables are already accounted for by the current measurements. There are seven factors used to define a yacht's capabilities in a seaway. These are known as pitching surrogate scores and will only

GO JUTSON IN '92

JUTSON 50 IMS

LOA	15.22m
BEAM	4.36m
DRAFT	2.8m
DSPL	7234kg
SA	121m ²



SCOTT JUTSON YACHT DESIGN P/L

PO 132 MANLY NSW 2095 PH. (02) 948 1512 FX. (02) 948 2392

alter handicaps at true wind angles less than 90 degrees as only upwind VMGs are re-calculated. The seven factors are as follows:

1. Sail area/displacement
2. Sail area/wetted surface
3. Sail area/ keel area
4. Actual displacement/IMS minimum displacement
5. Mast diameter/Base mast diameter
6. Waterplane fineness ratio
7. Entry angle

In the case of items 1-5 a higher number means less pitching and better acceleration. Items 6 and 7 see a finer entry and narrower waterplane as less buoyant and a function of better weight concentration.

Though it seems like a step in the right direction you should be aware that a fixed increment related to performance in a seaway is a penalty in flat water where it has less relevance. Perhaps this will encourage more boats to go offshore which I assume is an unintended consequence. Perhaps a flag in the Performance Curve Scoring System for Inshore/Offshore would handle this.

OTHER AREAS OF CONCERN

Stability or the lack of it still seems a hot political issue in the IMS fleet. Though this

will be old news when you read this there is the inevitable pressure on race organisers to relent on the optional prescription of LPS/Stability Index and this has in fact occurred for the just past Kenwood Cup. In fact they threw out IOR upper limits and ABS certification as well all in the name of entry levels and sponsor happiness. Locally the catchcry is "boat type X has been to Hobart five times! How can you say it's unsafe?". The answer is you can't but it is not the point. The point is that stability is as much a part of the rule as accommodation. The idea is to encourage stable well fitted yachts and LPS is one of the best ways to do this. It is not, I repeat, solely a safety issue: it is about better sailing yachts. Having modified or designed over 40 IMS yachts in the last three years I can provide a 100% unanimous front of owners who know their boat is both safer and faster as a result of getting the LPS up to where it is required. In nearly all cases the boats overall displacement was reduced. We are not talking a clunker option.

Due for ratification at the September ITC meeting is a call to ban any element of standing rigging including running backstays not made of steel wire rope or rod. Having sailed on a wide range of boats with Kevlar of Spectra runners in the last few years I find this ludicrous. The safety and ease of handling on a larger yacht is a

godsend for the crew and the leeward side of the mainsail. On smaller yachts the same applies with the cost equation being quite comparable to rod when one looks at the total cost of the system. In a swept spreader fractional rig where runners are not strictly required off the shelf rope can often be used as a tuning device only at a nominal cost. Hopefully we can be of an independent mind on this subject.

Finally is the issue of an IMS upper limit. The CYCA led the World in using the 460 sec/mile GPH limit in the last Hobart. This was based on the IMS rating of one IOR maxi in the US. Now that same boat rates below the limit due to the newly imposed draft penalty despite the fact that she still rates 70ft IOR. Should the limit float as required by rule changes or should it be fixed now once and for all?. The push is on for fixing the target by November but it does require some thought. For example a 70ft IOR rating ultra light has a GPH in the 485 sec/mile range since IMS does not penalise these boats with a displacement/length penalty. This is a reasonable assessment of real world performance as a big maxi almost always beats a small maxi boat for boat. 25 secs/mile might equalise that. On the other hand, what do you get when you design a true 460 sec/mile boat with the IMS rule in mind? I don't think an IOR maxi will get near it!

B&G[®]
EXCELLENCE IN MARINE ELECTRONICS

IS BACK!

*** MORE ADVANCED * MORE RELIABLE * MORE AFFORDABLE ***

NETWORK

HYDRA

HERCULES

CHARTPLOTTERS

AUTOPILOTS



GPS

MAINSTAY MARINE ELECTRONICS SERVICE CENTRE & SHOWROOM:

1-4 TARONGA PLACE MONA VALE. Tel: (02) 979 6702 Fax: (02) 99 3181

NAME.....
ADDRESS.....

One of Australia's most successful ocean racing yachtsmen and yachting administrators, David Kellett, has been elected to represent Australia on the International Yacht Racing Union.

Kellett, 43, from the Sydney suburb of Terrey Hills, is the youngest yachtsman elected to serve Australia on the IYRU Permanent Committee, which meets annually to determine international yachting policies.

The Sydney-Hobart winning skipper and Past Commodore of the Cruising Yacht Club of Australia is already Australia's delegate to the Offshore Racing Council, the world governing body of ocean racing. He is the first CYCA member to be elected to both international governing bodies.

The significance of Kellett's election by the Australian Yachting Federation is his youth and experience and, hopefully, long-term involvement with the IYRU and ORC.

The AYF is confident this will lead to Australia becoming much more involved in international yachting policy-making than was possible through previous delegates.

Kellett is chairman of the offshore racing committees of the Yachting Association of NSW and the Australian Yachting Federation. He recently returned to Sydney after being syndicate manager of the *Spirit of Australia* America's Cup challenge.

An active and successful ocean racing skipper, Kellett sailed the maxi yachts *Vengeance* and *Sovereign* to line honours victories in Sydney-Hobart races, taking out the rare line-handicap double with *Sovereign*.

He has also twice been second to Hobart with *Gretel* and *Condor*, of which he is currently sailing master, and this year will be sailing his 20th race to Hobart. He will be sailing master aboard *Condor* in the coming Jupiters Yacht Classic from Sydney to Southport in August, a race in which he previously took line honours with *Sovereign*.

"The AYF is looking at its representation internationally on a long-term basis," AYF executive officer Tony Mooney said in announcing Kellett's election by the AYF Council over nominations from Queensland, South Australia and Victoria.

"We hope that David, with his extensive hands-on involvement in yachting as a competitor and as an administrator, will move towards higher levels of policy involvement with the IYRU," Mooney added.

David Kellett began his sailing as a boy on Middle Harbour and after training in the construction business he headed to the United States with "high hopes of



David Kellett

IYRU & ORC Delegate

By Peter Campbell

becoming a yacht designer." While in America he took over the logistical planning for Gordon Ingate's challenge for the America's Cup in 1977, sailing aboard the refurbished 1970 challenger.

David and his wife returned to Australia after the Cup to work with Bernard Lewis and become sailing master of his ocean racing maxi yachts, *Gretel*, *Vengeance* and *Sovereign*, with outstanding success. Elected a flag officer of the CYCA he held the position of Commodore from 1988-89 at a time of significant changes in ocean racing and major events, including the Bicentennial Tall Ships Race.

With the sale of *Sovereign*, David took over as sailing master of another maxi yacht, *Condor*, in 1989 and sailed the Holland 80-footer in the 1989 and 1990 Sydney-Hobart for owner Tony Paola, a NSW wheatfarmer and businessman.

Speaking of his role as the Australian Yachting Federation's delegate to the International Yacht Racing Union, Kellett said the AYF had been looking for a yachtsman young enough to fulfil at least 12 years on the Permanent Committee and, with experience, graduate to the Class Policies and Organisation Committee and other IYRU Committees.

"There is no point in just having a delegate for four years," Kellett said. "Like

all organisations, it takes time to be known and accepted by the old guard."

Australia's previous delegates have all been in their late fifties when appointed and because of unforeseen circumstances their terms were brief. David Kellett takes over from former AYF President Colin Crisp, who died suddenly last year.

Kellett will go to London in November to attend the annual meetings of both the IYRU and the Ocean Racing Council, held concurrently but with sessions held at times to allow attendance at both organisational meetings.

"I believe I can make an important contribution to all aspects of yachting because of my extensive hands-on experience in all sides of yachting," Kellett said. "I have been an active sailor since I was a boy in inshore and offshore racing, in the practical side of high-tech yacht construction and fitting out, in yachting administration at a club, national and international level, and as an IMS measurer, which has involved keeping in close touch with design trends."

Committees within the IYRU include the Class Policies and Organisation Committee (CPOC); the International Technical Committee (ITC); the Rating Systems Committee; the Level Rating Committee, the Special Regulations Committee; and the Measurement Committee. AYF executive director Tony Mooney represents Australia on the Special Regulations Committee, which considers matters of safety and stability, while the AYF Chief Measurer for Australia, John Green, is a member of the Measurement Committee.

Kellett said the major item on the agenda at the IYRU meeting will be consideration of the classes for the 1996 Olympics and suggested changes to the format of Olympic racing to increase its public profile. Such decisions will also have a major impact on the yachting at the 2000 Games if Sydney wins the bid to stage the Olympics in that year.

As far as the ORC goes, Kellett sees the major decisions this year to be:

- * The development of a grand prix racing handicap system, or the introduction of an IOR Mark V, to stimulate the area of offshore racing that has sagged significantly worldwide under the present IOR, and

- * Consideration of some teething problems with IMS, which continues to grow from strength to strength on a worldwide basis.

Of his long and successful yachting career David Kellett said the double victory of sailing *Sovereign* to the double of line and corrected time honours in the 1987 Sydney-Hobart has been the highlight. "I took a dream by Bernard Lewis and turned it into a reality," he recalled.

B&G®

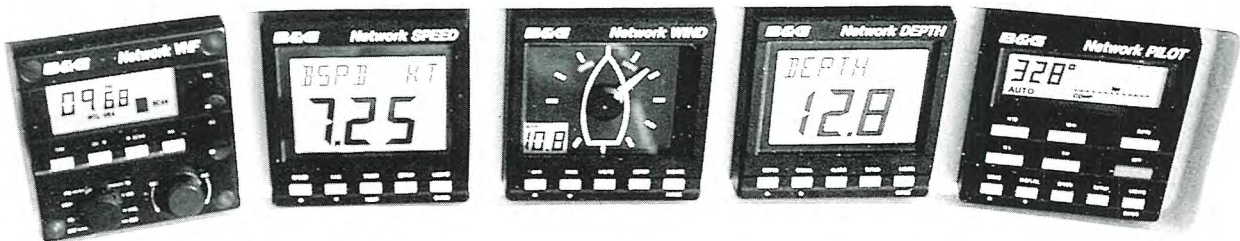
EXCELLENCE IN MARINE ELECTRONICS

NEW FOR '92

B&G Network

ALL THE ELECTRONICS YOU'LL EVER NEED

SEE US
AT THE
SYDNEY
BOATSHOW 91
HALL 3, STAND MALL



- AUTOPILOTS
- VHF
- CHART PLOTTER
- LORAN
- GPS
- INSTRUMENTS

The new B&G Network has changed the face of boat electronics for good. There has never been a system offering such an extensive range of matching units — Autopilot, VHF, Chart Plotter, Loran, GPS, plus a full range of integrated instruments, for both power and sail.

Performance and reliability are everything you'd expect from Brookes and Gatehouse, with bigger screen displays, superb B&G sensors and extremely fast data processing — and all at thoroughly competitive prices.

Every B&G Network unit is weatherproof, so the whole system can be fitted in the cockpit — including the Chart Plotter and VHF. The unique, patented B&G Hydralight screen lighting gives superb night-time clarity.

From single function instrument, to an advanced, fully integrated information and navigation package, B&G Network has the lot.

BROOKES & GATEHOUSE NEW AUSTRALIAN AGENTS **BARLOW MARINE INC**

52 WENTWORTH STREET, GRANVILLE NSW 2142

PHONE: (02) 637 9333 FAX: (02) 637 9323

SALES &
SERVICE AGENTS:

BARLOW B&G (HARDTEC), 4/16 DALE STREET, BROOKVALE, NSW 2100
PH: (02) 905 6118 OR (018) 284 074

MAINSTAY MARINE, 1/4 TARONGA PLACE, MONA VALE, NSW 2103
PH: (02) 979 6702

For Navigators Racing to Lord Howe Island...

by Gordon Marshall

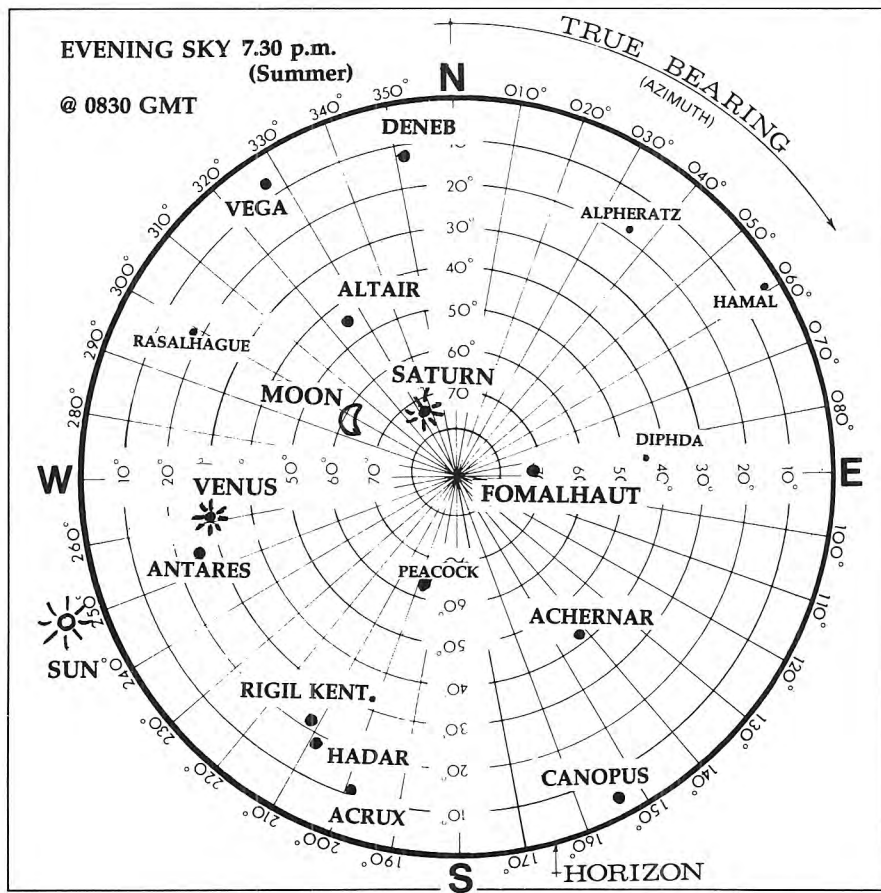
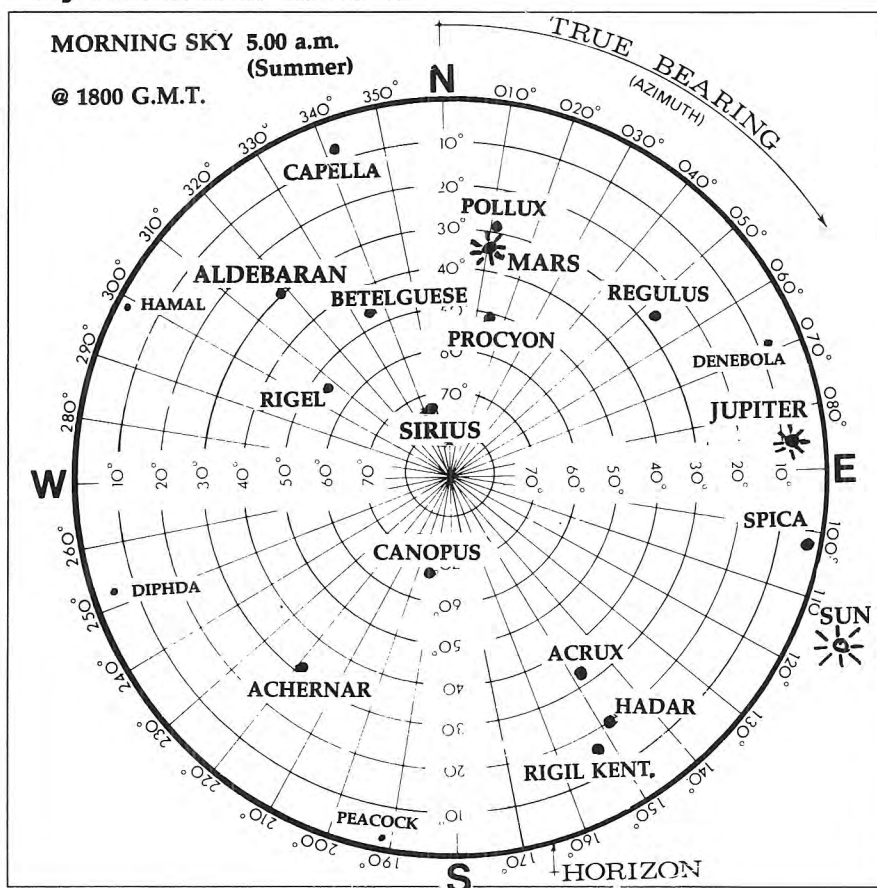
The forthcoming FUJITSU Gosford to Lord Howe Yacht Race, run by the Gosford Sailing Club, commences on Saturday, 31st October. One of the clauses in the Notice of Race is headed "Back to Basics" and reads as follows:

"In view of the imminent loss of the art of celestial navigation, it will be made compulsory to submit a minimum of three (3) complete celestial observation workouts with the race declaration at the finish of the race.

Failing to comply will result in a penalty of 30%, or at least four (4) places."

I have been advised that ocean racing clubs in Victoria and Western Australia have adopted a similar rule for some of their races.

In Gosford's case the rule is a result of the conviction of the race originator, Mr Peter Rysdyk, that celestial navigation should be preserved as a position-finding method for ocean-going yachtsmen, notwithstanding the common present use of electronic methods such as Satnav and GPS. This thought follows along the lines of a memorandum issued by Lloyds of London a few years back...



"Electronic systems will sooner or later go wrong or fail... but the sun and stars will continue to rise and set in their well ordered fashion, and the earth's magnetic field will remain impervious to man's intervention. The navigator should maintain his skills with the sextant and compass and thus enable him to get his vessel safely to port when other methods fail".

This memo from Lloyds was written in the context of their experiences of vessels requiring help whilst still at sea when breakdowns of electronic systems occurred. They were concerned at the exorbitant cost involved in getting technicians out to these ships, which, in their view, should have been able to get to port for land-based repair.

In view of all of the foregoing, I have been asked to produce a celestial exercise such as would apply in this race, so that navigators can sharpen up their almanac and tables work...

To contemplate celestial position-finding requires a well disciplined approach on the part of the navigator, who should firstly pre-establish what the sky has to offer at dawn and dusk, and it would be wise, in view of the threatened penalty, to take the very first opportunity of clear sky to get the necessary three sights.

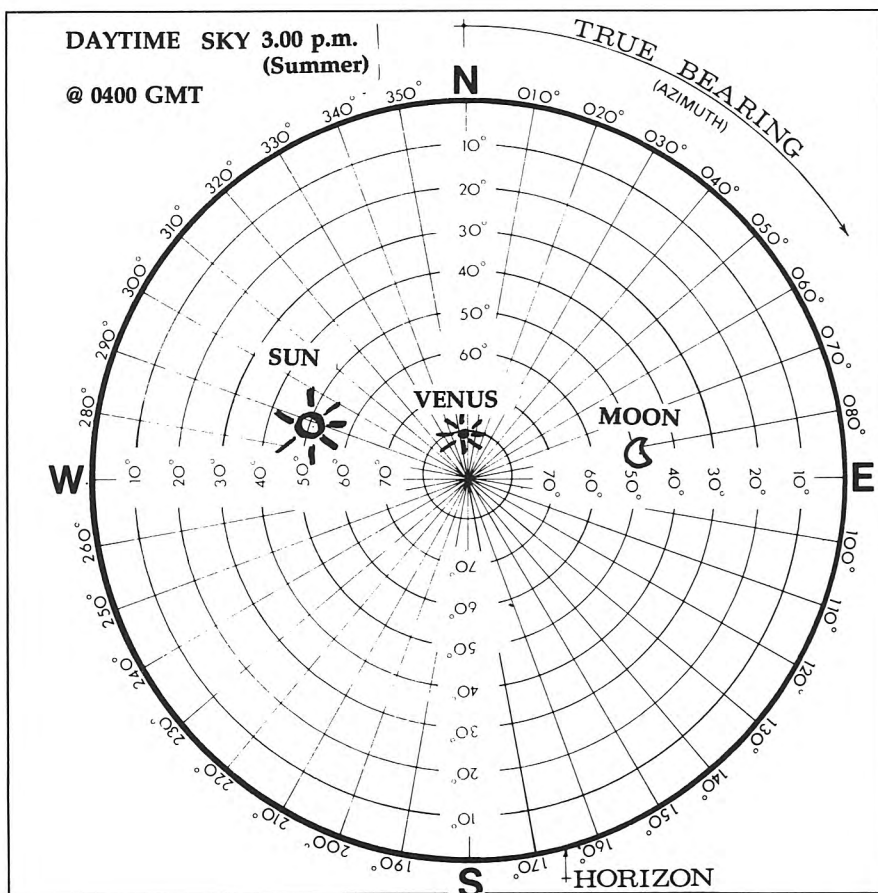
Let's thus assume you are out at about Lat. 33° Long. 154°, on the day after the start, and your watches will be reading 11 hours ahead of GMT since daylight saving came into force a week earlier.

Dawn will occur at about 0500 Summer Time (1800 GMT) and dusk will be at about 1930 Summer Time (0830 GMT). You should do a sky plot for both of these times showing at least all first magnitude stars, together with such planets and the moon as would be visible. Plot the sun also, though it will be just below the horizon in each case (this is a good check as to the suitability of your choice of times). Compare your plots with mine, which are shown adjacent to this text.

A close examination of the evening plot discloses that the sun, Venus, and the moon will be drifting across the sky, in that order, about 2 to 3 hours apart during daylight. The almanac shows that a third of the moon will be visible and that Venus' magnitude will be -4.0 (it doesn't come much brighter). This suggests an adventurous approach to a set of daylight sights using these three objects with only a very short "run" between each. A half an hour delay will keep the transfers short (about 4 miles) and thus avoid too much current error. It will also improve the shape of the position triangle (do them in their chronological order). Finally, this sort of leisurely approach will obviate the hustle and bustle which might otherwise ensue with such an adventurous set of sights. If you aim to shoot Venus at the time of its meridian passage (when it is true north) it will make it easier to find in your sextant mirror. The Almanac suggests that this will



CELESTIAL navigation authority Gordon Marshall uses his sextant to take a sun sight. Gordon's exercise published below is a challenge to navigators heading to Lord Howe Island in the Fujitsu Yachting Classic. (Pic- Peter Campbell)



occur at about 1500 Summer Time (0400 GMT) and I have therefore done a daytime sky plot for this time to confirm the position of these objects. (See plot on this page)

The following is a hypothetical trio of sights in the foregoing vein -

- Sight 1** Sun's Lower Limb
Time 14:30:30 Summer Time
Sextant Altitude 56°20'
DR Position 32°48' 154°09'
- Sight 2** Venus
Time 14:54:50 Summer Time
Sextant Altitude 81°33.5'
DR Position 32°46' 154°14'
- Sight 3** Moon's Upper Limb
Time 15:30:30 Summer Time
Sextant Altitude 55°29'
DR Position 32°45' 154°18'

Note: All times are subject to minus 11 hours for conversion to GMT with no watch error. Height of eye is eight feet, and there is no index error.

Questions

What is the observed position at the time of the moonsight? Assuming you got a morning fix at 5 (am), what are the speed and direction of the "current" since then?

A triple sight reduction form (as will be supplied with the Sailing Instructions) and a plot for these sights are on pages 54 & 55.

Q.M.E. ELECTRONICS

SPECIALISTS IN G.P.S.

10 BRANDS — 30 MODELS TO CHOOSE FROM
GUIDANCE — TRAINING — SALES — INSTALLATION ADVICE

<p>G.P.S.</p>  <p>JRC JLR6000 Navstar XR4G</p>	 <p>Magellan 5200</p> <p>Navstar XR4-L</p>  <p>AUTOHELM GPS</p>	<p>G.P.S. HANDHELD PORTABLE/FITTED</p> <p>MAGELLAN NAV1000 PLUS MAGELLAN 5000</p> <p>GARMIN 50</p>  <p>TRIMBLE ENSIGN</p>	 <p>MARINETEK SEAFIX GP7</p> <p>SONY PYXIS</p>  <p>GARMIN 100</p>	<p>G.P.S. PLOTTERS</p> <p>JRC JLR 4110</p>  <p>TRIMBLE NAVTRAC GPS</p>
<p>GPS CHART PLOTTERS</p> <p>JRC JLU 121</p> 	<p>PLOTTERS (ELECTRONIC CHARTING)</p> <p>NAVCENTRE (C-MAP)</p>  <p>NAVIONICS J R C B & G Autohelm</p>	<p>INSTRUMENTS</p> <p>Autohelm ST50 POWER & SAIL</p> 	<p>BROOKES & GATEHOUSE FOCUS NETWORK (NEW)</p>  <p>HYDRA/HERCULES 690</p> 	<p>NAVICO 200 SERIES</p> 
<p>AUTO PILOTS</p> <p>HEAVY DUTY PILOTS</p> <p>NAVICO B & G Autohelm</p>  <p>6000 7000</p> <p>TMQ</p>	<p>TILLER & WHEEL PILOTS</p>  <p>NAVICO Autohelm</p>	<p>SOLAR CELLS</p> <p>(Flexible, light, moveable, unbreakable)</p>  <p>INVERTORS</p> <p>WIND GENERATORS</p>	<p>RADAR</p> <p>JRC JMA 2011 10 MILE</p> <p>JRC JMA 2112 16 MILE</p>  <p>LCD RASTERSCAN</p>	<p>H.F./SSB</p> <p>ICOM IC-M700</p>  <p>ICOM IC-M800</p>  <p>WITH REMOTE HEAD</p>

Q.M.E. HAS AUSTRALIA WIDE FREE TELEPHONING FOR YOUR OBLIGATION-FREE QUOTATION & FREE BROCHURES ON AUSTRALIA'S LARGEST RANGE OF LEISURE, PROFESSIONAL & COMMERCIAL MARINE ELECTRONICS (SALES TAX FREE WHERE APPLICABLE)

PHONE TODAY 008 25 2776 (SYDNEY 555 1100)
 SHOWROOM AT THE MARINA — OPEN MONDAY TO FRIDAY (SATURDAY BY APPOINTMENT)

"WE WOULDN'T PAY FOR YOUR CALL IF WE DIDN'T THINK WE COULD DO BUSINESS"

PRODUCTS AVAILABLE — ANTENNA, AUTOPILOTS, COMPASSES, DEPTH SOUNDERS, E.P.I.R.B.S. FISH FINDERS, FUEL MANAGEMENT SYSTEMS, G.P.S., G.P.S./PLOTTERS, INSTRUMENTS-SPEED, DEPTH, WIND, VMG, REPEATERS, INTERCOMS, INVERTERS, LIFE RAFTS, LOUD HAULERS, NAVIGATION COMPUTERS & INSTRUMENTS, PLOTTERS, RADAR, RADIO-ZMCG, VHF, HF/SSB, SEXTANTS, SOLAR CELLS, STEERING SYSTEMS, STEREO-AM/FM/CASSETTE/F.C.D., STOVES-METHO, KERO, GAS, TV./VIDEO-AC/DC, TRIM TABS, WEATHER STATIONS, WEATHERFAX, WINCHES — TRAILER, BOATRAMP, WINDLASS'S, WIND GENERATORS.

BRANDS AVAILABLE — ALPHA, APELCO, AUTOHELM, AVON, B & G, BARRETT, BROADWATER, DAVIS, FLEMING, FLOSCAN, FUSO, G.M.E., GOLDSTAR, GROCO, HUMMINBIRD, ICOM, J.R.C., KRACO, LOWRANCE, MAGELLAN, MARINETEK, MERLIN, MOONRAKER, MUIR, NAVICO, NAVIONICS, NAVSTAR, ORION, PHILIPS, POWERWINCH, RAYTHEON, R.F.D., ROVER, SAILOR, SEAPORT, SONY, STINGRAY, T.M.Q., TRIMBLE, UNISOLAR, V.D.O., WEATHER PRO.

QUALITY MARINE ELECTRONICS (A DIVISION OF QUALITY MARINE PTY LTD)
 Camerons Marina, 5A Phoebe St., Balmain NSW 2041. Fax: (02) 818 2624

Yes... I'd like to subscribe to Offshore! Please find enclosed my

- Cheque Money order for \$30 for 6 issues of Offshore
(6 issues includes one issue of the Sydney-Hobart Yacht Race Programme, 12 issues includes two issues of the Sydney-Hobart Yacht Race Programme) \$60 for 12 issues of Offshore

or charge my Bankcard/Visa/Mastercard Acc No.

Expiry Date...../...../..... Signature

Name

Address

.....P/Code.....

Month of Commencement

Send to: National Publications, P.O. Box 297 Homebush NSW 2140



The Cruising Yacht Club of Australia in association with Conrad Hotels and Jupiters Casino presents Australian yachting's most enjoyable East Coast Ocean Race - the Annual Jupiters Yacht Classic.

Starting in Sydney and finishing off Queensland's fabulous Gold Coast, the Jupiters Yacht Classic represents the very best that offshore yacht racing has to offer .

Australian offshore racing crews are a proven hardy bunch who accept riding the weather rail under the chill factor of winter wind and spray is the only way to prove personal dedication to attain desired results.

All the blue water racing salts, both male and female, instinctively realise that offshore yacht racing is full of hidden challenges against flesh and fabric and the annual Jupiters Yacht Classic from Sydney to the Gold Coast represents one of the supreme tests on personal and combined crew skills and endurance.

It is the hidden variables associated with the East Coast winter weather pattern which have contributed to the Jupiters becoming a very important event in the racing logbook of Australia's most dedicated blue water racing crews.

They simply do not look toward the Jupiters race as an excuse to break away from the normal winter activities associated around the warmth of the house with spouse and "breadsnappers".

For most, racing the 380 nautical mile Sydney to Gold Coast rhumbline is not a domestic duty escape route. It is just another challenge which offshore yacht racing sailors expect to master and love to win.

Each year new faces appear in the fleet with all of the old champions who have raced the Jupiters before. This makes the event a popular choice for owners who are keen to evaluate recent crew additions or rig and hull modifications.

Without doubt, the character of the race has the history of sorting the best from the rest and with the standard of entry which has accepted to race towards the land of the 12 month summer, the battle for the 1992 Jupiters Classic title trophies promises to be the best on record.

There is a certain "Armchair Admiral Element" who think the total involvement of plotting a winning course is simple – just keep the Big Island on the left hand side, set the spinnaker, break open the liquor locker, have a few hot meals, stay out of the southerly set and after two or three idyllic nights' sailing under a silvery moon on a smooth sea Southport will appear on the left hand side.

Any smart naviguesser will tell you it's impossible to miss the place – it has the high-rise on the beach – it's just that simple!

The so-called admiral, instead of bending his back in the chair, should try the real experience of racing this sometimes inhospitable rhumbline, which has been described by some winners as a real tough race.

Cold sou'westers born in the Great Southern Ocean have blown over the deck to speeds of 55 knots while in other races the wind system can have the fleet sailing against headwinds all the way.

Conditions like this are the ingredients which contribute to the interesting factors that ultimately test the skill, patience and tactics of the crew.

Being a proud and parochial Queenslander who naturally supports all forms of yacht racing, the course chosen for the Jupiters Classic is the

only way to go; head north to the warmth of Queensland's famed winter weather and the equally famed hospitality of the Hotel Conrad and Jupiters Casino, and soak up the same atmosphere in the cosy climate of the Southport Yacht Club bar and bistro at race end.

This will be the sixth Jupiters race and each year the event produces gains in fleet quality as owners press their claims for the important division championship awards.

The big boats, including defending line honours champion *Amazon* (Peter Walker) and the Kodak Sydney-Hobart race champion *Brindabella* (George Snow), resume their private duel for the pride of wearing a near worthless weather-worn and rum stained cap.

The Cap, the symbol of line honours supremacy between the two skippers, bears the age-old pirate skull and crossbones emblem.

Canberra-based George Snow, following his deserved line honours win in the Hobart, had to hand the Cap over when Peter Walker won a close minor place duel in the Caltex Sydney-Mooloolaba race earlier this year.

Both combinations are the stand-up favourites of the Sydney waterfront to feature in the line honours duel to Southport this year.

Amazon, the largest boat from the drawing board of Kell Steinman, hardly had the chance to air a big masthead "bag" when she was committed to a slow line honours win last year.

Her on-watch sewer crew had little time to feel the cold as they experienced a heavy work load hoisting and re-bagging headsails, after the mixture of local squall winds offered the fleet head wind conditions which changed in strength and direction when they weathered each headland.

Amazon totally proved her designer's theory of being an all wind direction performer with her 1991 race line honours win.

Skipper Peter Walker expects to have

WILD OATS winner of the IOR division in last years Jupiters Yacht Classic is seeking the double this year. (Pic

– David Clare)



some chance of a record chase this year with the normal sou'west wind conditions.

How *Amazon* or any other potential record challenger will fare against the remarkable record run of Arthur Bloore's Steinman "pocket maxi" *Hammer Of Queensland* (38 hours 57 minutes in 1988) will depend on a relentless mistake-free crew performance which must log a 9.8 knot average to set a new time.

George Snow's *Brindabella*, a state-of-the-art Bruce Farr IOR design, is always well-sailed and will hold the pressure on any super sled for line honours.

The chance of *Amazon*, *Brindabella*, the Brisbane-Gladstone race record holder *Bobsled* and the Jupiters Race record holder *Hammer Of Queensland*, meeting on even terms for line honours this year appear remote.

However, the inclusion of the superfast Greg Elliot designed 15m non-IOR rated lightweight *Matua Future Shock* (Ian Margan) from Auckland offers a very interested line honours challenge comparison.

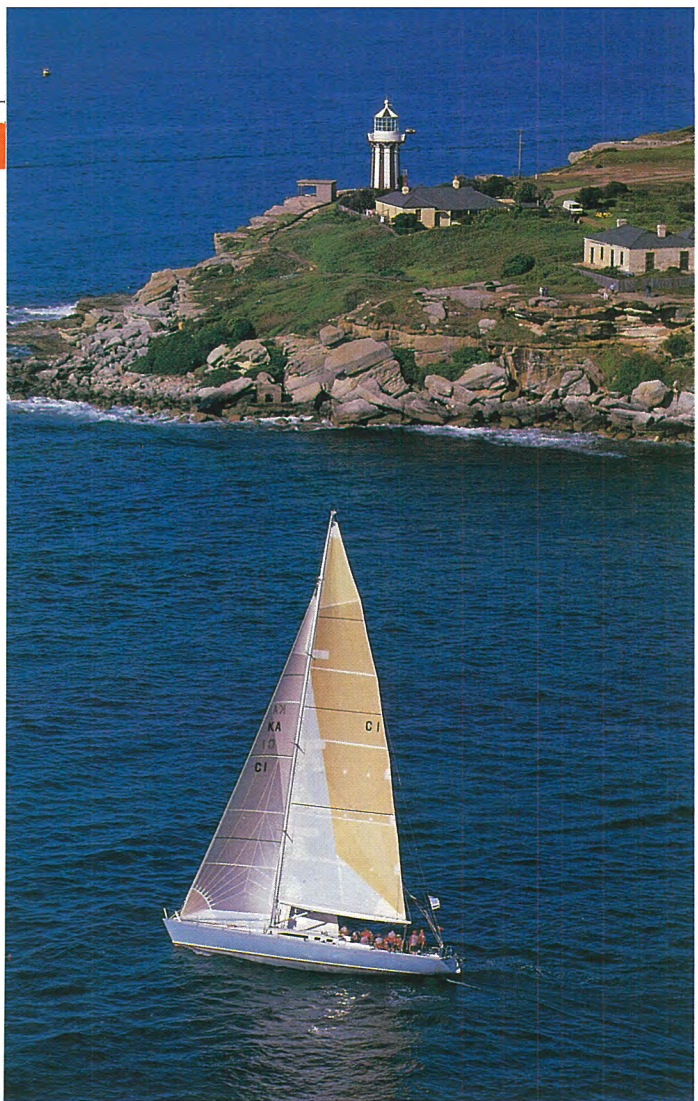
Margan and his crew, which includes the famed Gary Banks, extended the larger *Bobsled* to the closest Jupiters line honours finish in 1990.

Both yachts raced within hailing distance over the course with *Bobsled* winning a match race style finish by 1 minute 44 seconds.

So much for the line honours duel. The real race for division titles on rated handicaps (IOR and IMS) and the "rule

**BRINDABELLA
IMS winner in
1991 Jupiters
Yacht Classic
and close
second in race
for line
honours.**

(Pic - David
Clare)



win back-to-back Jupiters corrected time titles.

The Farr 43, built in 1985 and raced with a composite crew of six women and six men led by part-owners Roger Hickman (skipper), Lance Peckman and former Sydney Bears First Grade League hooker Bruce Foye, revelled in

knew her job and while the elements were nasty the change was effected in the usual way without any drama".

"Every crew member contributed to the performance, which proved we have some real value with a somewhat unusual combination".

"We chose each one for their particular ability to handle a situation and it was not important if they were male or female."

Given similar conditions *Wild Oats* would be a top contender again this year; the race has a history of being dominated by the smaller IOR Breed of high performance half-tonners.

Royal Prince Alfred Yacht Club's *Pemberton III*, a Steinman design, is the only dual Jupiters

race winner having collected the "tinware" in the record year of 1988 and again two years later.

Richard Hudson, the principal helmsman on *Pemberton III*, has won all of Australia's major East Coast classics - Sydney-Mooloolaba and Brisbane-Gladstone.

The former Sydney-Hobart race winner *Sagacious IV*, now racing as

".....the battle for the 1992 Jupiters Classic title trophies promises to be the best on record....."

of the thumb" performance handicap has continued to attract the most interest and speculation.

However, proven racing form in IOR and IMS is always a good guide and is never far from reality.

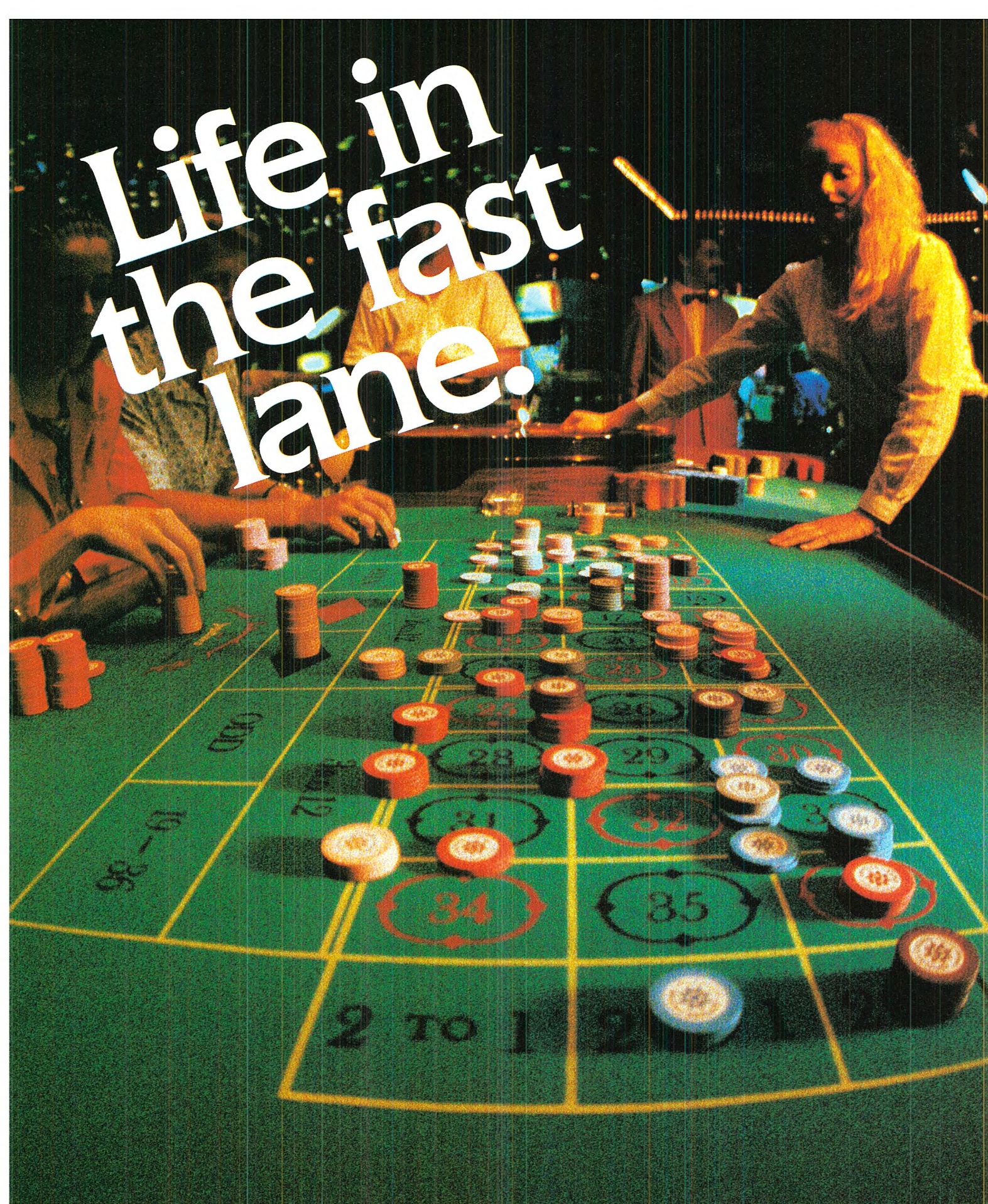
Last year's popular IOR class winner, the former Australian Admiral's Cup team contender *Wild Oats*, will be searching to become the first yacht to

the torrid upwind sailing test.

Bow person PC (Drucilla) Johnston held special mention for her efforts in the numerous sail changes on the wet and wind-swept deck of *Wild Oats*; she was particularly in her element in the big seas and fresh winds during a headsail change off Cape Byron in the early hours of the morning.

Proud skipper Hickman said: "PC

Life in the fast lane.



The same thrills and excitement of the Gold Coast Indy happen 24 hours a day just down the road at Conrad Jupiters. Casino action, live showroom entertainment, specialty bars and restaurants, and night clubbing. So get your motor running this way and set your pulse racing. For reservations 008 074 344.

CONRAD JUPITERS ON THE GOLD COAST.



HIT THE SPOT.

Sheraton Hobart under sailing master Ian Smith, heads north away from the chill factor of the Tasmanian winter to enter their challenge for race honours.

Farr One Tonners have the most consistent record in this race with the Bruce Staples skippered *Witchcraft II* recording a 3-3-3-1-dnf in the five races contested so far.

Only mast failure off Coffs Harbour last year robbed her of the chance to set a touch pace for eventual race winner *Wild Oats*.

On this basis, the fact that *Sheraton Hobart* has been improved with a new set of Hood sails must rate her the chance to cause an upset.

Similar interest surrounds the expected intense competition for the IMS title.

Brindabella heads into the 1992 IMS title defence against perhaps the best fleet ever assembled for a major Australian offshore race.

There is a strong representation of conversions up against state-of-the-art purpose-built IMS title challengers.

Snow and his *Brindabella* team were favoured last year when the wind front dropped out for the smaller boats. This year *Brindabella* will need a super performance to score another win as several class match race groups are sure to produce the critical winning speed performance.

Steve Everett and his *Phoenix* crew were second in the Hobart and this form alone suggest if she has a mix of fresh conditions mainly upwind she will be a chance.

The J44 from Brisbane will have an identical match-race partner with the Melbourne J class sloop *Adria*, helmed by Royal Brighton's Giogio Gjergja.

Witchcraft II, modified to suit IMS qualifications as well as IOR, has proved she is on the pace by winning the Caltex Sydney-Mooloolaba over *Phoenix*.

In the smaller boats Bob Robertson's *Corroboree*, the IMS class winner in the Brisbane-Gladstone race, has the form and a chance to add further important titles to her impressive trophy list.

However, a new challenger is looming in the form of John Donovan's sensationally fast Jon Sayer designed lightweight *Coconut Express*.

The 11.9m fractional rigged sloop, built as the prototype for the

Melbourne-Osaka race winner *Flying Fish*, has been modified to conform to an IMS rating and this will be her first test in race conditions.

She is a proven all-rounder with exceptional speed in hard running down wind and Sayer, the Australian Ocean Racing Yachtsman of the Year, will be aboard as sailing master.

Like all sailing races much will depend on the crew performance to capitalise on the available conditions; however, the quality of entries in the overall classes suggests the media will have numerous opportunities to promote the event and the individual performances.

If fresh spinnaker running winds blast out of the sou'west for the entire race, punters who bet in the customary bundy and coke would be well advised to have *Pemberton III* and if she races,

her sister design *Nuzulu* (Ed Psaltis) in the IOR choice with the revamped *Coconut Express* a big chance for a first-up win under IMS.

HONOURS LIST

- 1986** IOR: *Apollo I, Another Concubine 2, Witchcraft II 3.*
Line Honours: *Apollo.*
- 1987** IOR: *Indian Pacific I, Too Impetuous 2, Witchcraft II 3.*
Line Honours: *Sovereign.*
- 1988** IOR: *Pemberton III I, Singapore Girl 2, Witchcraft II 3.*
Line Honours: *Hammer Of Queensland.*
- 1989** IOR: *Witchcraft II I, Prime Factor 2, Blue Max II 3.*
Line Honours: *Rager.*
IMS: *Apollo Batteries I, She's Apples 2, Challenge II 3.*
- 1990** IOR: *Pemberton III I, Witchcraft II 2, Extension 3.*
Line Honours: *Bobsled.*
IMS: *Morning Tide I, Haupia 2, Apollo Batteries 3.*
- 1991** IOR: *Wild Oats I, Half Hour 2, Extension 3.*
Line Honours: *Amazon.*
IMS: *Brindabella I, Mandate 2, Phoenix 3.*

"...*Brindabella* will need a super performance to score another win...."



AMAZON, looking for line honours again and a much faster time than 1991 – the slowest on record.

(Pic – David Clare)

Cruising Yacht Club of Australia

Welcome to all competitors in the 1992 Jupiters Yacht Classic. I am sure this year's event will prove to be every bit as challenging and competitive as prior years and hopefully not set any new records for the slowest race to the Gold Coast.

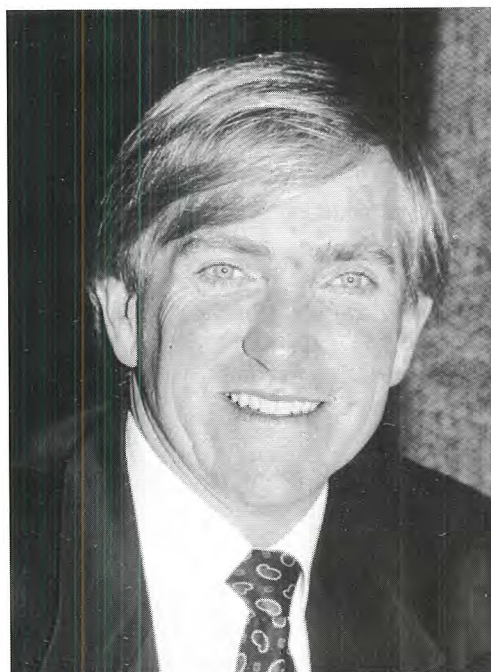
The Cruising Yacht Club of Australia provides year round yacht racing and has just concluded the Digital Winter Series attracting record entries. Many of those yachts and their crews, including many newcomers to the sport, are now about to start a new season of offshore racing as they head north to this year's Jupiters Yacht Classic. The skills they have learned and honed during the Winter Series will now be put to the test offshore in this winter migration north to warmer climes as the Jupiters Yacht Classic is always a great test of navigation and seamanship.

This year's race has again attracted an excellent fleet, including visitors from across the Tasman and from Victoria, Queensland, Western Australia and Tasmania. The big boat line-up for honours promises to again be a great battle up the coast.

The Jupiters Yacht Classic, the seventh annual race to the Gold Coast, is more than just a yacht race. Southport Yacht Club is renowned for its hospitality to visiting sailors, their families and friends. The prizegiving party to be held again at Conrad Jupiters is an evening not to be missed.

To all contestants I wish good sailing and fair winds. Above all, enjoy the race and the hospitality at Southport Yacht Club and, of course at Jupiters Casino . . . with a little bit of luck!

Leigh Minehan, Commodore



Southport Yacht Club



It is always a pleasure to be building on our association with the Cruising Yacht Club of Australia and again being involved with you in ocean racing. From all at Southport have a great start and to the skippers and crews good luck and have a top sail up the coast.

This premier event involving major sponsors Jupiters Casino and XXXX Castlemaine taking the yachts to Mooloolaba always rated well at the top of the yachting calendar. Now with a race from Mooloolaba to Hamilton Island and Hamilton Island Race Week, this event could go to the top.

As the temperature warms and the boats are nearing Southport be assured the SYC hospitality is in place and awaiting your arrival.

Our XXXX Gold Coast Winter Regatta promises to be an enjoyable event with a host of magnificent prizes and XXXX cheer. The entertainment is spot on and in place for your enjoyment along with a pallet of Bundaberg!!

Jupiters Casino is running hot so good luck on the tables whilst in town.

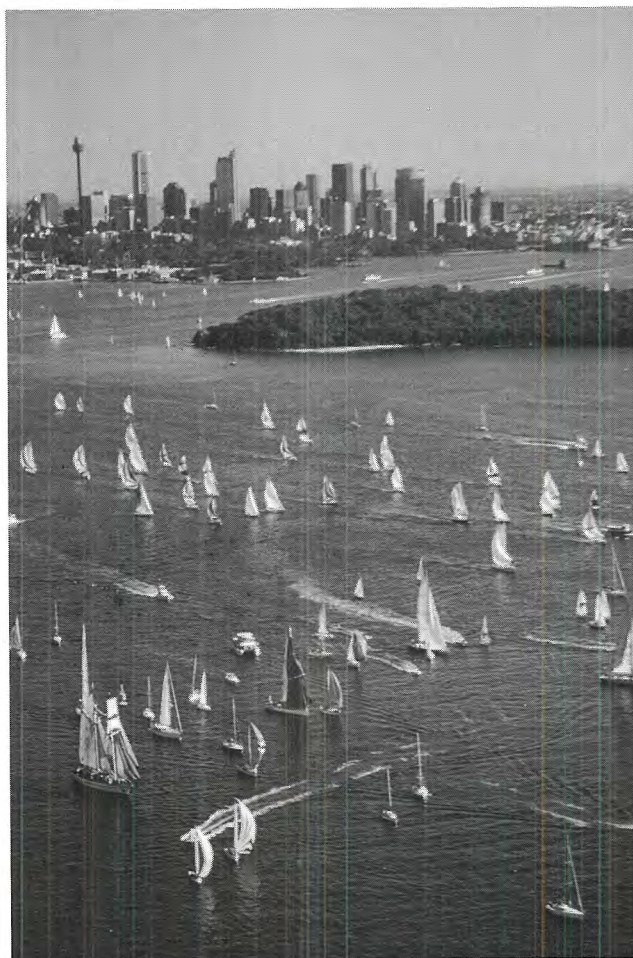
I'll see you at the start and then at Southport.
We like it up here.

Raife Billington, Commodore

J U P I T E R S Y A C H T C L A S S I C 1 9 9 2

Yacht Name	Sail No	owner/charterer	State.	L.O.A.	Designer	Launch	CAT.
2001	5255	BARRY BARNES	NSW	9.1	HOLLAND	1977	IOR
AMAZON	8888	PETER WALKER	NSW	20.7	STEINMAN	1990	PHS
APOLLO BATTERIES	4544	ROD NYMAN	NSW	14.2	A.WARWICK	1988	IMS
BLUE MAX II	189	JIM KING	NSW	12.1	DAVIDSON	1987	IOR
BOBSLED	5444	T.KILMARTIN/K.SPENCER	NSW	20.1	STEINMAN	1989	PHS
BRIGHT MORNING STAR	1987	HUGH TREHARNE	NSW	15.5	PETERSON	1986	PHS
BRINDABELLA	C1	GEORGE SNOW	NSW	19.6	FARR	1989	IMS
BRUNNHILDE	3758	JOHN TAYLOR	NSW	11.4	FARR	1984	IOR
CHARISMA	A94	JIM LAWLER	NSW	13 . 0	BROOKER	1981	PHS
CHINA BEAR	611	ANDREW CLUBB	NSW	15 . 6	HOLLAND		IMS9
CONDOR	KB80	TONY PAOLA	NSW	24.5	HOLLAND	1981	IOR
EAGLE	4727	JOHN BOYS	NSW	13 . 8	COLE	1981	IMS
ELUSIVE	4525	GEOFF LAVIS	NSW	12.5	KING	1988	IMS
EMERALD CITY	4682	ROSS BREADMAN	NSW	14 . 0	KAUFFMAN	1989	IMS
FAI HELSAL III	262	TONY FISHER	NSW	20.0	ADAMS	1984	IMS
FARR LAP	4208	FARR LAP SYNDICATE	NSW	11 . 4	FARR	1988	IMS
FIRETEL	A50	ROBERT LAWLER	NSW	10 . 0	CARTER	1982	IMS
FIRST CLASS	4141	PETER BAIRD	NSW	10 . 4	FINOT	1984	IMS
FIRST LIGHT	4860	BILL MOUNTFORD	NSW	12.1	NELSON/MAREK	1985	IOR
GIO AUSTRALIA RAW TALENT	KA5300	JOHN SIMPSON	NSW	13.1	FARR	1984	IOR
HALF HOUR	4173	JOHN HANCOCK	NSW	8.9	HUMPHREYS	1988	IOR
HIGH ANXIETY	4570	PETER HAYES	NSW	10 . 5	ELLIOTT	1988	PHS
I'M A MESS	F611	ALAN BRIERTY	WA	12.1	DAVIDSON	1987	IMS
INFINITY II	4929	MARTIN JAMES	NSW	13 . 6	FARR	1990	IMS
JANAWAY	966	BRYAN PERRY	QLD	17.0	PERRY	1982	PHS
JENNY	KSI	JEFFERY LEON	NSW	10 . 6	JOHNSTONE	1992	IMS
KINGS CROSS-SYDNEY	621	RAY STONE	NSW	10.9	DAVIDSON	1985	IOR
LETS GO	4883	ALYN OVENDEN	NSW	15 . 3	ADAMS	1986	PHS
LIFESAVER 15+	3104	ADRIENNE CAHALAN	NSW	9.7	STEINMAN	1985	IOR
LOVE AND WAR	294	SIMON KURTS	NSW	14.3	S&S	1973	PHS
LUNCH ON SUNDAY	4377	DAVID CASSWELL	NSW	9.4	CAPE	1987	PHS
MATANGI	5350	JOHN BLEAKLEY	NSW	11.6	FRERS	1989	IMS
MATUA FUTURE SHOCK	KZ6717	IAN MARGAN	NZ	17.0	ELLIOTT	1989	PHS
MICRON	4861	EASTSAIL	NSW	8.9	DAVIDSON	1988	PHS
MISTRESS MERCY	3767	DAVID SENOGLES	NSW	11.0	SENOGLES	1991	IMS
NEVER A DULL MOMENT	4715	COLIN WILSON	NSW	12.8	KING	1989	IMS
NEW HORIZONS	M236	MIKE KELAHER	NSW	11.2	DAVIDSON	1985	IMS
NORTHWEST AIRLINES	3663	ROBERT STEEL	NSW	12.8	HOLLAND	1983	IMS
OUTSIDER	508	ROSS PERRINS	QLD	11.6	FARR	1990	IMS
OZ FIRE	M16	DOUG COULTER	NSW	13.8	MUMMERY	1990	IMS
POLAR BEAR	2999	MALCOLM LEVY	NSW	12.8	SAVAGE	1986	PHS
PUBLIC NUISANCE	2277	S.WILTON/M.GROUT	NSW	9.2	DUBOIS	1983	IOR
RAGER	5600	MICHAEL CLEMENTS	NSW	17.0	ELLIOTT	1987	IMS
RATU VI	5661	KEN PETERSON	NSW	10.7	STEWART	1980	PHS
RELISH III	4337	BILL BAILEY	NSW	11.5	KAUFMAN	1985	PHS
RUTHLESS	3303	PETER HILL	NSW	12.1	FARR	1989	PHS
SAILAWAY	2070	ROBERT BYRNE	NSW	14.0	ADAMS	1982	PHS
SAPPHIRE SAGA	5214	ROBERT HUSBAND	NSW	13.7	HOLLAND	1991	PHS
SHE II	4924	PETER RODGERS	NSW	12.2	OLSEN		IMS
SHERATON HOBART	4117	IAN SMITH	TAS	12.2	FARR	1984	IOR
SHES APPLES II	4527	DAVID STRONG	NSW	12.5	KING	1991	IMS
SLIPSTREAM	PH18	KLAUS KORGITTA	NSW	10.2	BEALE	1991	PHS
SOLAISE	5158	SIMON MAY	NSW	12.3	BERET	1988	PHS
SOLANDRA	A55	CRAIG ESCOTT	TAS	10.1	S&S	1983	IMS
STARSTRUCK	5132	HARVEY MILNE	NSW	10.6	JEANNEAU	1991	IMS
THE FIRST ELEVEN	4411	BRUCE MEAD	NSW	10.7	YOUNG	1985	PHS
THIRD MAN	3688	KEVIN OLDFIELD	NSW	12.0	MILLER	1980	PHS
VIDA	2963	BARRY WAUGH	NSW	13.7	PETERSON	1978	PHS
WILD OATS	4343	FOYE/HICKMAN/PECKMAN	NSW	13.1	FARR	1985	IOR
WITCHCRAFT II	4057	BRUCE STAPLES	NSW	12.2	FARR	1985	IOR
WITCHDOCTOR	2557	RUM CONSORTIUM	NSW	12.7	DAVIDSON	1979	IOR
X-RATED	5225	JOHN STORMON	NSW	11.6	JUTSON	1992	IMS

The Jupiters Fleet



2001 – SAIL NO: 5255
LOA: 9.08m
DESIGNER: Ron Holland (Ire)
CLASS: IOR
TYPE: Half Tonner
YEAR BUILT: 1977
OWNER/SKIPPER: Barry Barnes
CLUB: Middle Harbour Yacht Club

One of the smallest yachts in the fleet, this sturdy mast head 30-footer is a sistership to 1979 Sydney-Hobart winner, Screw Loose. Owner Barnes is looking for a "Half Tonners" race - light northerlies at first, then a fresh southerly.

AMAZON – SAIL NO: 8888
LOA: 24.75m
DESIGNER: Kell Steinman (Aust)
CLASS: PHS
TYPE: Pocket Maxi
YEAR BUILT: 1990
OWNER/SKIPPER: Peter Walker
CLUB: Cruising Yacht Club of Australia

Outstanding line honors winner over the past 18 months, leading fleets home in races to Mooloolaba, Lord Howe Island and last year's Jupiters Yacht Classic. Favourite for line honors again this year, but with added competition.

APOLLO BATTERIES – SAIL NO: 4544
LOA: 14.19m
DESIGNER: Alan Warwick (NZ)
CLASS: IMS
TYPE: Racer/cruiser
YEAR BUILT: 1988
OWNER/SKIPPER: Rod Nyman

CLUB: Middle Harbour Yacht Club
 IMS winner of the 1989 Jupiters Yacht Classic but was forced to retire in last year's frustratingly slow race. Skipper Rod Nyman is sharing the helm with his son Mark and they are confident of a good result in fresh weather.

BLUE MAX II – SAIL NO: 189
LOA: 12.0m
DESIGNER: Laurie Davidson (NZ)
CLASS: IOR
TYPE: One Tonner
YEAR BUILT: 1987
OWNER/SKIPPER: Jim King

CLUB: Royal Prince Alfred Yacht Club
 Jim King's most popular – sailing direction is northwards, having sailed in five races to Southport, eight to Mooloolaba and one to Coffs Harbour. Placed 3rd with Blue Max II in 1989 but did not do so well last year.

BOBSLED – SAIL NO: 5444
LOA: 20.12m
DESIGNER: Kell Steinmann
CLASS: PHS
TYPE: Pocket Maxi
YEAR BUILT: 1989
OWNER/SKIPPER: Terry Kilmartin & Kerry Spencer
CLUB: Royal Queensland Yacht Squadron
 Arguably the fastest ocean racing yacht off the wind in Australia, this ULDB or "sled" has taken line honors this year in the Sydney-Mooloolaba and Brisbane-Gladstone races and in 1990 got the gun in this race. Has new owners.

BRIGHT MORNING STAR – SAIL NO: 1987
LOA: 15.00m
DESIGNER: Doug Peterson (US)
CLASS: PHS
TYPE: Cruiser/racer
YEAR BUILT: 1986
OWNER/SKIPPER: Hugh Treharne
CLUB: Cruising Yacht Club of Australia
 Owned by America's Cup skipper and winning tactician Hugh Treharne Bright Morning Star is being sailed by brother Ian and friends Bruce Walpole and Ian Perdriau - and a crew of enthusiasts keen to learn good seamanship.

BRINDABELLA – SAIL NO: C 1

LOA: 19.62m
DESIGNER: Bruce Farr (NZ)
CLASS: IMS
TYPE: Pocket Maxi
YEAR BUILT: 1989
OWNER/SKIPPER: George Snow
CLUB: Canberra Ocean Racing Club/CYCA

Fastest rating boat in Australia, Brindabella took line honors in 1991 Kodak Sydney-Hobart race, following record breaking race to Noumea. Winner of IMS overall in last year's Jupiters Classic and a strong contender this year.

BRUNNHILDE – SAIL NO: 3758

LOA: 11.42m
DESIGNER: Bruce Farr (NZ)
CLASS: IOR
TYPE: Farr 37
YEAR BUILT: 1984

OWNER/SKIPPER: John Taylor
CLUB: Middle Harbour Yacht Club
 Capable helming combination for this much-sailed 37-footer comprises Middle Harbour Yacht Club's newly elected Commodore, Tony Hill, and the Club's Sailing Secretary, Jim Orrell, both much experienced offshore sailors.

CHARISMA – SAIL NO: A 94

LOA: 13.0m
DESIGNER: Doug Brooker (Aust)

CLASS: PHS

TYPE: Cavalier 43
YEAR BUILT: 1981
OWNER/SKIPPER: James Lawler
CLUB: Sydney Amateur Sailing Club
 First long ocean race for this well-found yacht designed and built by Doug Brooker but will be sailed by a most experienced crew headed by owner/skipper Jim Lawler who has sailed in five previous races to the Gold Coast.

CHINA BEAR – SAIL NO: 611

LOA: 15.69m
DESIGNER: Ron Holland (Ire)
CLASS: IMS
TYPE: Holland 52
YEAR BUILT: 1986
OWNER/SKIPPER: Andrew Club
CLUB: Cruising Yacht Club of Australia
 Designed by Ron Holland and built in Taiwan, China Bear is more a cruiser than a racing yacht and the Jupiters Classic will be a pleasant sail north for Club and his crew.

CONDOR – SAIL NO: KB 80

LOA: 24.50m
DESIGNER: Ron Holland (Ire)
CLASS: IOR
TYPE: Maxi yacht
YEAR BUILT: 1981
OWNER/SKIPPER: Tony Paola
CLUB: Cruising Yacht Club of Australia

Biggest yacht in fleet, this famous international maxi yacht has recently returned to Australia from New Zealand. Her outstanding record includes line honors in Sydney-Hobarts, 1983 & 1986, Sydney-Mooloolaba 1990, Hamilton Island 1990.

EAGLE – SAIL NO: 4727

LOA: 13.89m
DESIGNER: Peter Cole (Aust)
CLASS: IMS
TYPE: Fleetwood 46
YEAR BUILT: 1981
OWNER/SKIPPER: John Boys
CLUB: Cruising Yacht Club of Australia
 Sparingly raced comfortable cruiser/racer with three Sydney-Hobarts to her credit over the past decade and one Jupiters Yacht Classic from Sydney to Southport, in 1990. Enjoyable way to go ocean racing.

ELUSIVE – SAIL NO: 4525

LOA: 12.5m
DESIGNER: John King (Aust)
CLASS: IMS
TYPE: Jarkan 41
YEAR BUILT: 1988
OWNER/SKIPPER: Geoff Lavis
CLUB: Cruising Yacht Club of Australia
 Previously raced with success as Continental, this yacht has undergone a major refit at the Jarkan factory and was re-

WHEN YOU REALLY NEED TO KNOW WHERE YOU'RE GOING - THAT'S WHEN YOU REALLY NEED PHILIPS GPS NAVIGATORS

To make the most of your yachting you need precise information on position and where you are heading. Over the last 10 years, philips have developed a range of navigators which provide complete safety in navigation for yachtsmen at all levels.



APMK4

- Compact design
 - Simple operation
 - Splashproof & rugged construction
 - Large easy-to-read display
 - Autostart facility
- Functions include position, course, speed and steering data

APMK5

- Wide range of navigation functions
- Can be interfaced with autopilot, radar, plotter and electronic compass
- Navigation functions include position and racing calculations up to 200 waypoints

APMK6

- The most sophisticated navigator on the GPS market
- Ideal functions and features for motor vessels and racing yachts
- Four input and two output NMEA ports

APMK7

- A GPS sensor unit specifically designed to interface with Philips navigators MK4 and MK5
- Can be used as positioning unit to interface with radars and chart plotters



DISTRIBUTED IN AUSTRALIA BY

Rubin Marine

A Division of E.S. Rubin Group Pty Ltd

138-140 Berkeley Street, Carlton, Vic. 3053. Telephone: (03) 347 6588 Fax: (03) 347 7781 State Offices in Sydney, Brisbane, Adelaide and Perth

NCARM/18

launched as Elusive in March under the ownership of Geoff Lavis. Crew includes builder Kanga Birtles.

EMERALD CITY – SAIL NO: 4682
LOA: 14.02m
DESIGNER: Hank Kaufman (Aust)
CLASS: IMS
TYPE: Northshore 46
YEAR BUILT: 1989
OWNER/SKIPPER: Ross Breadman
CLUB: Royal Prince Alfred Yacht Club
 The largest production yacht built in Australia, Emerald City has been sailing in great form in the CYCA Winter Series in preparation for her second race from Sydney to Southport. At last report she was 3rd overall in Div A.

FAI HELSAL III – SAIL NO: 262
LOA: 20.00m
DESIGNER: Joe Adams (Aust)
CLASS: IMS
TYPE: Pocket maxi
YEAR BUILT: 1984
OWNER/SKIPPER: Tony Fisher
CLUB: Cruising Yacht Club of Australia
 After sailing under various charter arrangements, this famous pocket maxi is racing again under the command of her owner Dr Tony Fisher with son Rob on board as his sailing master. Helsal III still holds Lord Howe Is race record.

FARR LAP – SAIL NO: 4208
LOA: 11.41m
DESIGNER: Bruce Farr (NZ)

CLASS: IMS
TYPE: Farr 37
YEAR BUILT: 1988
OWNER/SKIPPER: Farr Lap Syndicate
CLUB: Cruising Yacht Club of Australia
 Best result in long ocean racing has been 5th overall and first in IMS Division B of the 1990 Sydney-Hobart. Sail damage forced retirement from this year's Sydney-Mooloolaba race. Syndicate skipper is Jim Carpenter.

FIRETEL – SAIL NO: A 50
LOA: 9.987m
DESIGNER: Dick Carter (US)
CLASS: IMS
TYPE: Carter 33
YEAR BUILT: 1982
OWNER/SKIPPER: Robert Lawler
CLUB: Sydney Amateur Sailing Club
 Has sailed in every Sydney-Hobart, bar one, since launching in 1982 and every Jupiters Classic since 1987. In CYCA summer offshore season, 1991-92, Firetel finished 2nd in IMS Division 2 and 2nd in PHS Division 2 pointscores.

FIRST CLASS – SAIL NO: 4141
LOA: 10.36m
DESIGNER: Finot (Fra)
CLASS: IMS
TYPE: Beneteau First Class 10
YEAR BUILT: 1984
OWNER/SKIPPER: Peter Baird
CLUB: Lake Macquarie Yacht Club
 Winner of IMS Division B and fifth overall in last year's Gold Coast race followed a 2nd in division the previous year. This well sailed Beneteau from Lake Macquarie is bound to be a contender again this year.

FIRST LIGHT – SAIL NO: 4860
LOA: 12.10m
DESIGNER: Nelsen/Marek (US)
CLASS: IOR
TYPE: One Tonner
YEAR BUILT: 1985
OWNER/SKIPPER: Bill Mountford
CLUB: Sydney Amateur Sailing Club
 Lining up for her second Jupiters Classic, First Light's crew is confident of a better result than last year's early retirement. This lightly raced One Tonner has been sailing well in CYCA Winter Series as a lead-up to Jupiters Classic.

GIO AUSTRALIA - RAW TALENT – SAIL NO: KA 5300
LOA: 13.10m
DESIGNER: Bruce Farr (NZ)
CLASS: IOR
TYPE: Ex Admiral's Cupper
YEAR BUILT: 1984
OWNER/SKIPPER: John Simpson
CLUB: Cruising Yacht Club of Australia/Middle Harbour YC
 Originally raced as Drake's Prayer, this Farr 43 represented Australia in the 1985 Admiral's Cup and 1988 Kenwood Cup. Lost the 1985 Sydney-Hobart on a protest. Sailing under sponsorship of GIO Australia and a strong IOR contender.

HISTORY OF SOUTHPORT YACHT CLUB

Southport Yacht Club was formed in 1946 by a small group of business people on prime land that has become the best site of the Broadwater. Assistance was given by members of Royal Queensland Yacht Squadron in setting up the Club.

In 1959 the Club was officially opened when the Liquor License was granted. The original site of the Club House was in the area of what has become the Administration Office and Club Bistro.

The opening of the Sailing Squadron at Hollywell, on the foreshores of the Broadwater next to the Runaway Bay Marina occurred in 1971. This Clubhouse has grown in stature over the years with many children having their first sailing lessons off the beach. Nowadays strong Sabot and Laser fleets race every weekend occasionally joined by the trailerable yacht division.

Also in 1971 the first lady members were admitted to the Club. Over the years the Associates Committee has organised many fund raising activities which have provided extra activities at the clubs 3 premises.

Work on the marina at Main Beach started in 1975 with the official opening in 1979. The floating marina opened in 1986. Extensions to the floating marina will be carried out in the next 2 years.

Many people will remember the fantastic results of the Laurie Davidson designed centreboarder "Gold Coast Express". This fast little boat beat all before her in the 1980 Pan Am Clipper Cup in Hawaii. The boat was financed by a group of local yachties and businessmen on the Gold Coast who wanted to see offshore yachting established off the beaches of Surfers Paradise. Their foresight was rewarded when the Gold Coast Seaway was opened in 1986 and the Inaugural Sydney to Southport Yacht Race and Winter Regattas were conducted. These events have become a must for N.S.W. yachts people who are eager to escape the winter chills of August.

The third premises of Southport Yacht Club was established in 1982 with the opening of the new building at Dux on South Stradbroke Island just North of Tipplers Resort. Dux is a favourite for all club members, providing a nature reserve with a playground for the kiddies, barbeque area plus toilet and shower facilities. The foreshore fronting Dux offers an excellent recreation area with a safe anchorage.

Over the last few years Southport Yacht Club has produced some outstanding results in National and International Events. The Metcalfe Brothers achievements in the Hobie Class Catamarans during the 1980's will take some beating winning World Championships in the 14 and 16 foot boats. More recently the Youth Squad has participated in the International Youth Match Racing Championships in Auckland finishing fifth overall in both events. Earlier this year the senior squad sailing the MRX's finished an outstanding 3rd overall in the Interpacific Yachting Championships also held in Auckland, helmsman was Gary Metcalfe. Youth sailor Stewart Casey won the World Radial Laser Championships in Porto Cauros, Greece by just 0.75 pts and new National Sabot Champion Shane Smith created a record by winning 5 of the 7 races at the Nationals.

The Gold Coast/Noumea/Gold Coast Yacht Races provide a great opportunity to either race or cruise to New Caledonia in both directions. This is a bi-annual event with the next races in 1994.

The XXXX Yachting Classic incorporating the Coffs Harbour to Southport Race will be conducted early January 1993.

HALF HOUR – SAIL NO: 4173

LOA: 8.98m
DESIGNER: Robert Humphreys (UK)
CLASS: IOR
TYPE: Half Tonner
YEAR BUILT: 1988
OWNER/SKIPPER: John Hancock
CLUB: Royal Sydney Yacht Squadron
 After finishing second in the IOR division on a fading breeze last year, Half Hour must again be in with a strong chance of winning, with a most experienced crew including helmsmen Sean Langman and Jan Scholten.

HIGH ANXIETY – SAIL NO: 4570

LOA: 10.50m
DESIGNER: Greg Elliott (NZ)
CLASS: PHS
TYPE: Elliott 30
YEAR BUILT: 1988
OWNER/SKIPPER: Peter Hayes
CLUB: Royal Prince Alfred Yacht Club
 Built to the West system, this light displacement is one of the fastest 35-footers on the East Coast, winning the PHS division of last year's Hamilton Island Race Week. In hard running conditions will be up in the leading bunch.

I'M A MESS – SAIL NO: F 611

LOA: 12.23m
DESIGNER: Laurie Davidson (NZ)
CLASS: IMS
TYPE: Ex One Tonner
YEAR BUILT: 1987
OWNER/SKIPPER: Alan Brierty
CLUB: Fremantle Sailing Club
 Previously raced under IOR as Once a Jolly Swagman, this 40-footer has undergone complete refit for IMS, including new Jutson keel, rudder. "Swagman is DEAD - this is a new boat," says WA-based owner. Heading crew is Ross Lloyd.

INFINITY II – SAIL NO: 4929

LOA: 13.6m
DESIGNER: Bruce Farr (NZ)
CLASS: IMS
TYPE: Beneteau
YEAR BUILT: 1990
OWNER/SKIPPER: Martin James
CLUB: Cruising Yacht Club of Australia
 Ian Kiernan, who competed in the BOC Challenge solo around the world race, and part-owner Peter James, another round the world sailor, have joined the crew of this well-raced IMS contender for the Jupiters Classic and other races.

JANAWAY – SAIL NO: 966

LOA: 17.06m
DESIGNER: B.S.Perry (US)
CLASS: PHS
TYPE: Perry 56
YEAR BUILT:
OWNER/SKIPPER: Bryan Perry
CLUB: Southport Yacht Club
 One of three Queensland yachts in the race, Janaway is a large and comfortable cruiser/racer which has twice contested the Jupiters Classic and also raced from Brisbane to Noumea last year.

**Hog's Breath Cafe Mooloolaba
 – Airlie Beach Race**

Passage To The Whitsundays

By Ian Grant

Fun-loving North Queensland yachtsman Don Algie has created the right atmosphere for the annual Hog's Breath Cafe sponsored Mooloolaba to Airlie Beach yacht race.

The event, raced for the first time in 1991, has never been intended to be a real "dog eat dog" bash over 500 sea miles, but a race to be enjoyed by all types of offshore sailors.

Generally Algie has offered this event to Australian offshore racing as a method of experiencing the comfortable climate and weather conditions which prevail in a typical winter in the tropics.

This is a delivery race into an experience of a lifetime and adventure into the place most international tourists call Paradise, the Whitsunday Islands.

Algie's career is in the hospitality industry and he has formulated this race to allow other Australian offshore sailors the same joys of his loved racing environment.

When he is not ocean racing aboard his van de Stadt sloop *Storm* Algie is busy building an awareness for his popular Hog's Breath Cafe emblem.

All crews, including the America's Cup yachtsman Hugh Treharne, who was the boat boss on Bob Robertson's *Corroboree*, agreed this was a unique yachting experience.

Despite numbers being small the battle for the outright race honours proved to be an absorbing duel for both line and corrected time.

Winter winds are always favourable for a north-bound passage race and while they were a little unpredictable this year the fleet enjoyed good racing conditions.

Race sponsor Don Algie had a few quiet bets at the bar in Mooloolaba that he was a chance for line honours with his majestic van de Stadt cruising sloop *Storm*. That confidence was expressed on the water when the favourable sou'west winds suited *Storm* beyond the Kepple Islands.

Storm had broken away to what appeared to be a race-winning 18-mile lead on the second night at sea leaving her major rival the Adams 55 *Utopia* (John Fletcher) finding some trouble to match the early race pace in the expected close duel for line honours.

However, by dawn on the third day *Utopia*, which elected to sail a close

inshore, headland-to-headland course, had *Storm* in sight. Both yachts were sailing under spinnaker in a soft land breeze as they approached Prudoe Island south-east of Mackay.

Fletcher elected for *Utopia* to pass the island with pressure wind to the west while Algie sailed *Storm* to the east.

When they converged on opposite tacks *Utopia* had gained the lead for the first time and Fletcher, who experienced a dismasting in the inaugural race off Double Island Point last year, was not about to give his first line honours title win away.

Surprisingly, *Utopia* was not engaged in a line honours match race by Don Algie's *Storm* and allowed to sail clear of any challenge to take line honours.

Utopia, favourably handicapped under the arbitrary "rule of the thumb" system, was looking at a dual honours win but she had to break away from the consistent speed of the 20-year-old S&S 31 *Boomaroo* (John McIntosh).

Age appeared to be no barrier for the Swarbrick built sloop *Boomaroo*. She was well sailed over the entire course in a varied mix of wind and sea conditions always to have her time saved on the fleet.

The little sloop responded to the effort by scoring a deserved win on arbitrary corrected time and a resounding IMS class win over one of Australia's performing new breed IMS sloops, *Corroboree*.

Not a bad performance for a crew who just go ocean racing for the fellowship at sea and a few drinks together at race end!

They will have plenty of Drinking Silver with the One Thousand Pound winner's purse and when that runs out there is a barrel of the famed Bundaberg Rum to keep a smile on their faces for the rewarding performance.

Boomaroo won IMS over *Corroboree* and arbitrary from *Utopia* and *Storm*, with these results there is no doubt owner McIntosh and crew will return in 1993 to defend the title in what is described by those who raced this year as the best way to spend a few weeks of winter away from the chill factor of the deep south.

JENNY – SAIL NO: KS 1
LOA: 10.82m
DESIGNER: Rod Johnstone
CLASS: IMS
TYPE: J35
YEAR BUILT: 1992
OWNER/SKIPPER: Jeffery Leow
CLUB: Changi Yacht Club, Singapore
 The first J35 to be built outside of the USA, Jenny is the first product of a joint enterprise between Cyndy and Steve Everett, who have raced the J44, Phoenix, and Etchells National champion Ian Bashford, who is racing aboard.

KINGS CROSS-SYDNEY – SAIL NO: 621
LOA: 10.94m
DESIGNER: Laurie Davidson (NZ)
CLASS: IOR

TYPE: Davidson 36
YEAR BUILT: 1985
OWNER/SKIPPER: Ray Stone
CLUB: Middle Harbour Yacht Club
 Sailed by father and son, Ray and Glenn Stone, this hard-sailed boat has been CYCA Blue Water Champion for the past two seasons. Returning to racing after breaking a mast in the 1992 Sydney-Mooloolaba Race. Always a chance in IOR.

LET'S GO – SAIL NO: 4883
LOA: 15.61m
DESIGNER: Joe Adams (Aust)
CLASS: PHS
TYPE: Adams 15
YEAR BUILT: 1986
OWNER/SKIPPER: Alyn Ovenden

CLUB: Royal Motor Yacht Club, Toronto
 Headed north in 1991 Sydney-Mooloolaba race and was sailing well when broken spreader forced retirement. Continued north to win strong PHS division of 1991 Brisbane to Gladstone race. Fast, well-crewed yacht from Lake Macquarie.

LIFESAVER 15+SAIL NO: 3104
LOA: 9.70m
DESIGNER: Kell Steinman
CLASS: IOR
TYPE: Half Tonner
YEAR BUILT: 1985
OWNER/SKIPPER: Adrienne Cahalan
CLUB: Royal Prince Alfred Yacht Club
 A group of Sydney's most accomplished women sailors, headed by 18-footer skipper Adrienne Cahalan and Olympian Nicola Bethwaite, have put together a strong bid for IOR honors with two-times Jupiters Classic winner Pemberton III.

LOVE AND WAR – SAIL NO: 294
LOA: 14.49m
DESIGNER: Sparkman & Stephens (US)
CLASS: PHS
TYPE: Ex Admiral's Cupper
YEAR BUILT: 1973
OWNER/SKIPPER: Simon Kurts
CLUB: Cruising Yacht Club of Australia
 One of Australia's most famous ocean racing yachts, Love and War was a member of the 1975 Admiral's Cup team and won the 1974 and 1978 Sydney-Hobarts. She retired from IOR racing in 1979 and is now "raced for fun" with comfort for the crew.

LUNCH ON SUNDAY – SAIL NO: 4377
LOA: 9.40m
DESIGNER: Andrew Cape (UK)
CLASS: PHS
TYPE: ULDB
YEAR BUILT: 1987
OWNER/SKIPPER: David Caswell
CLUB: Royal Sydney Yacht Squadron
 Lunch on Sunday for the crew of this ultra light displacement boat (ULDB) is bound to be spartan, particularly if it's a heavy weather race. One of the retirements in last year's slow drag northwards.

MATANGI
– SAIL NO: 5350
LOA: 11.73m
DESIGNER: German Frers (Arg)
CLASS: IMS
TYPE: Frers 38
YEAR BUILT: 1989
OWNER/SKIPPER: John Bleakley
CLUB: Cruising Yacht Club of Australia
 Former CYCA Commodore John Bleakley is a regular competitor in long ocean races with this comfortable cruiser/racer built at Newport, Rhode Island. Sailing well in CYCA Digital Winter Series in preparation for this race.

SHERATON MIRAGE RESORTS NOUMEA-GOLD COAST YACHT RACE

KIWIS DOMINATE RACE FROM NOUMEA

By Ian Grant

New Zealand yachts headed by the Young 12, *Kiwi*, formerly *Kiwi Lager* and helmed by owner Jeff Lark, dominated the placings in the tough 1992 Sheraton Mirage Resorts Noumea-Gold Coast race.

Skipper Lark, from Buckland's Beach Y Yacht Club, expressed some real value from his sloop during the month of May when he elected to sail away from the cold New Zealand winter winds.

Kiwi won her class in the Auckland to Noumea race and ailed up to her expectations to complete a deserved Pacific Rim racing double with her line and corrected time win in the race from Noumea to the Gold Coast.

Skipper Lark was the first to admit that crew and elected tactics formulated by good navigation skills made it all happen.

Kiwi was the pre-race favourite in the six yacht fleet which represented teams of three from New Zealand and Australia racing for the honours of becoming the 1992 Sheraton Mirage Noumea to Gold Coast champion.

As expected the Australian winter westerly wind influence carried wide into the Pacific to present the fleet with an interesting test to monitor the pressure systems and elect the correct side of the rhumbline to sail. The fleet sailed into the teeth of a rugged 25 knot westerly to weather the Dumbea Passage and enter the Pacific.

Kiwi held her course to the south west and while she had several sail changes during a very wet first night had shown her pace to be a firm line honours leader over *Reckless* (David McKenzie) and *Mahia* (Peter Kingston).

In the first 20 hours *Kiwi* had bumped

and bashed her way over 120 miles of the course and needed good speed over the ground to distance herself from the lower rated *Mahia* and *Reckless*.

After two days of fluctuating strength headwinds it was clear the *Kiwi* connection were going to take the major line and handicap placings as the three Australian sloops *Farrago*, *Mary Muffin* and *Waimate* could not match the consistent upwind pace.

Lark had his sloop logging a 7 knot average for the first 50 hours and this combined with stronger winds on the southern side of the Noumea-Southport lay line gave him the break he needed. While *Kiwi* remained unchallenged for the rest of the course to take line honours with a comfortable margin, interest focused on the intense duel for the minor line honours placings between *Reckless* and *Mahia*.

But even facing headwinds or slightly sprung sheets, *Kiwi* proved she was fast to complete the 770 nautical mile race in 4 days 13 hours 19 minutes 10 seconds for an exceptional average of 7.04 knots.

The effort was well rewarded when *Kiwi*, rating a heavy .920 Arbitrary handicap, saved her time by the narrow margin of 9 minutes to take a deserved corrected time win over the lowly rated *Mahia*.

Winds close to the Australian coast allowed *Kiwi* which was the only yacht to elect a "dip" well south of the rhumbline to maintain a healthy speed average approaching the finish.

"We felt our course was a winner, but that winning margin of nine minutes in a race of over 109 hours indicates how close the competition was", Lark said.

The final corrected time placings were: *Kiwi* (Jeff Lark, NZ) 1, *Mahia* (Peter Kingston, NZ) 2, *Reckless* (David McKenzie, NZ), 3. *Farrago* (Stan Shaw Vic), 4. *Waimate* (Ray Foreman, Mackay, Qld), 5. *Mary Muffin* (John Armstrong, Southport Qld) 6.

MATUA FUTURE SHOCK – SAIL NO: KZ 6117
LOA: 17.00m
DESIGNER: Greg Elliott (NZ)
CLASS: PHS
TYPE: Elliott 17
YEAR BUILT: 1989
OWNER/SKIPPER: Ian Margan
CLUB: Royal New Zealand Yacht Squadron

An outstanding ocean racing yacht, Matua Future Shock was just beaten for line honors in the 1990 Jupiters Classic and took first place on corrected time under PHS. The highest rated yacht in NZ she holds many local and offshore records.

MICRON – SAIL NO: 4861

LOA: 8.98m
DESIGNER: Laurie Davidson (NZ)
CLASS: PHS
TYPE: Cavalier 30
YEAR BUILT: 1988
OWNER/SKIPPER: George Waldthausen
CLUB: Cruising Yacht Club of Australia
 EastSail, the Rushcutters Bay-based sail training group, has participated in all six Sydney-Southport races with yachts fully crewed by sailing students. This year the crew is under the direction of Peter Franki and George Waldthausen.

MISTRESS MERCY – SAIL NO: 3767

LOA: 11.00m
DESIGNER: David Senogles (Aust)
CLASS: IMS
TYPE: Senogles 36
YEAR BUILT: 1991
OWNER/SKIPPER: David Senogles
CLUB: Gosford Sailing Club
 Since being designed and built by Gosford yachtsman David Senogles this purpose-built IMS racing yacht has sailed in races to Southport, Lord Howe Island, Mooloolaba and Hobart - and with a little bit of luck could do well.

NEVER A DULL MOMENT – SAIL NO:

4715
LOA: 12.80m
DESIGNER: John King (Aust)
CLASS: IMS
TYPE: Jarkan 41
YEAR BUILT: 1989
OWNER/SKIPPER: Colin Wilson
CLUB: Cruising Yacht Club of Australia
 Wellknown yachtsmen Peter Messenger and Ian Broad will join owner/skipper Colin Wilson aboard his successful IMS racer which finished 3rd overall IMS in the 1990 Sydney-Hobart and 2nd in IMS Division A last year. Strong contender.

NEW HORIZONS – SAIL NO: M 236

LOA: 11.24m
DESIGNER: Laurie Davidson (NZ)
CLASS: IMS
TYPE: Cavalier 37
YEAR BUILT: 1985

OWNER/SKIPPER: Mike Kelaher
CLUB: Lake Macquarie Yacht Club
 Skipper Kelaher and his well-found Cavalier 37 cruiser/racer have competed in every race to the Gold Coast, finishing 2nd in division in 1987, 3rd in 1989, and 5th in last year's slow race northwards, competing in IMS Division B.

NORTHWEST AIRLINES – SAIL NO: 3663

LOA: 12.81m
DESIGNER: Ron Holland (Ire)
CLASS: IMS
TYPE: Ex Two Tonner
YEAR BUILT: 1983
OWNER/SKIPPER: Robert Steel
CLUB: Cruising Yacht Club of Australia
 This former IOR rated Two Tonner has converted well to IMS and in his first race to Hobart with the boat, owner Robert Steel placed 5th overall under IMS. Crew have been training hard in CYCA's Digital Winter Series on the harbour.

OUTSIDER – SAIL NO: 508

LOA: 11.6m
DESIGNER: Bruce Farr (NZ)
CLASS: IMS
TYPE: Farr 11.6
YEAR BUILT: 1990
OWNER/SKIPPER: Ross Perrins
CLUB: Royal Queensland Yacht Squadron
 Ross Perrins previously raced tiny Half Tonner Scampi with outstanding success and has followed with fine results with his larger boat, an optimised Farr 11.6, including losing IMS first overall by 7 seconds in 1992 Mooloolaba race.

OZ FIRE – SAIL NO: M 16

LOA: 13.80m
DESIGNER: Alan Mummery (NZ)
CLASS: IMS
TYPE: Mummery 45
YEAR BUILT: 1990
OWNER/SKIPPER: Doug Coulter
CLUB: Lake Macquarie Yacht Club
 Coulter and his crew have twice been let down over plans to sail overseas this year, representing Australia in the China Sea series and Kenwood Cup, so they will be all out to make this a winner. IMS Asia Pacific champion yacht in 1992.

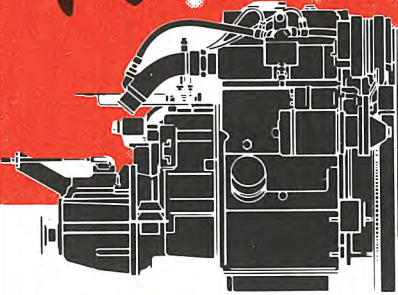
POLAR BEAR – SAIL NO: 2999

LOA: 12.80m
DESIGNER: Jack Savage (Aust)
CLASS: PHS
TYPE: Oceanic 42
YEAR BUILT: 1986
OWNER/SKIPPER: Malcolm Levy
CLUB: Royal Sydney Yacht Squadron
 Malcolm Levy and his friends from the RSYS have sailed this comfortable cruising yacht in every Jupiters Classic race to the Gold Coast since 1986 as well as in long races to Lord Howe Island and Noumea - always with hot showers & doonas.



MARINE ENGINES

NEW
FOR OLD
POLICY



REPOWER WITH BUKH

Bukh Diesel Australia Pty. Ltd. has introduced a "New for Old Policy" for yachtsmen wanting to upgrade to a new generation Bukh.

Bukh engines have been in Australia for 20 years and have been installed by almost every major Australian yacht and catamaran manufacturer.

If you deserve the best; you deserve a new Bukh marine diesel.

Enquire about the realistic change-over prices and enjoy the peace of mind that only a genuine Bukh diesel engine can offer.

BUKH THE BEST OR NOTHING

Horsepower range
10, 18, 24, 36 and 48.

BUKH DIESEL AUSTRALIA PTY. LTD.
 4/181 TAREN POINT ROAD,
 TAREN POINT, N.S.W. 2229 AUSTRALIA
PH: (02) 525-0011 FAX: (02) 526-1084

PUBLIC NUISANCE – SAIL NO: 2277

LOA: 9.15m
DESIGNER: Ed Dubois (UK)
CLASS: IOR
TYPE: Half Tonner
YEAR BUILT: 1983
OWNER/SKIPPER: Steve Wilton & Michael Grout
CLUB: Middle Harbour Yacht Club
 Fourth in very close race among Half Tonners in IOR Division B of last year's Jupiters, this veteran 30-footer has an outstanding record in races north, with wins in the Sydney to Mooloolaba, Brisbane-Gladstone and Coffs Harbour races.

RAGER – SAIL NO: 5600

LOA: 17.00m
DESIGNER: Greg Elliott (NZ)
CLASS: IMS
TYPE: Pocket maxi
YEAR BUILT: 1987
OWNER/SKIPPER: Mike Clements
CLUB: Cruising Yacht Club of Australia
 Line honors winner of 1989 Jupiters Yacht Classic, Rager has been a consistently good competitor in all major races north to Queensland over the past five years. Certain to be among the pace setters this year.

RATU VI – SAIL NO: 5661

LOA: 10.36m
DESIGNER: Doug Stewart (NZ)
CLASS: PHS
TYPE: Cruiser/racer
YEAR BUILT: 1980
OWNER/SKIPPER: Ken Peterson
CLUB: Royal Sydney Yacht Squadron
 This New Zealand designed cruiser/racer proved an exceptionally fast boat in the 1991 Westpac Sydney-Noumea race in which she won the PHS division. Fifth Jupiters race to Southport and in line for a hat-trick of PHS wins.

RELISH III – SAIL NO: 4337

LOA: 11.58m
DESIGNER: Hank Kaufman (Aust)
CLASS: PHS
TYPE: Northshore 38
YEAR BUILT: 1985
OWNER/SKIPPER: Bill Bailey
CLUB: Cruising Yacht Club of Australia
 The Qantas "Geriatric Express" sails north again under the command of Captain Bill Bailey with a crew of mainly airline pilots. Captain Bailey sailed Relish III in the inaugural race from Sydney to the Whitsundays.

RUTHLESS – SAIL NO: 3303

LOA: 12.20m
DESIGNER: Bruce Farr (NZ)
CLASS: PHS
TYPE: Farr Phase 4
YEAR BUILT: 1989
OWNER/SKIPPER: Peter Hill
CLUB: Cruising Yacht Club of Australia
 Peter Hill's ocean racing goes back many years, including sailing in the 1969 Fastnet Race in England and 17 Sydney-Hobarts. Last year he sailed Ruthless in this race and also to Noumea and again will be joined by sons James and Martin.

SAILAWAY – SAIL NO: 2070

LOA: 14.0m
DESIGNER: Joe Adams (Aust)
CLASS: PHS
TYPE: Cruiser
YEAR BUILT: 1980
OWNER/SKIPPER: Robert Byrne
CLUB: Royal Prince Alfred Yacht Club
 OWNER Byrne is being joined by some of Australia's finest, albeit veteran yachtsmen who between them have sailed in 75 Sydney Hobarts - Admiral's Cup sailors Colin Betts, Peter Hemery and Richard Norman - who now enjoy comfort at sea.

SAPPHIRE SAGA – SAIL NO: 5214

LOA: 13.70m
DESIGNER: Ron Holland (Ire)
CLASS: PHS
TYPE: Holland 45
YEAR BUILT: 1991
OWNER/SKIPPER: Robert Husband
CLUB: Royal Prince Alfred Yacht Club
 Built in Sydney, this fine yacht has only just been commissioned and undergone sailing trials, principally being set up as a cruising boat for luxury charter. An experienced crew will sail her north in comfort.

SHE II – SAIL NO: 4924

LOA: 12.00m
DESIGNER: Olsen (US)
CLASS: PHS
TYPE: Olsen 40
YEAR BUILT: 1989
OWNER/SKIPPER: Peter Rodgers
CLUB: Cruising Yacht Club of Australia
 Third owner for this Taiwan-built, fibreglass sloop and the first major offshore race for this year. Skipper and crew plan to enjoy a cruising/race northwards and don't expect to win any major honors.

SHERATON HOBART – SAIL NO: 4117

LOA: 12.20m
DESIGNER: Bruce Farr (NZ)
CLASS: IOR
TYPE: One Tonner
YEAR BUILT: 1984
OWNER/SKIPPER: Ian Smith
CLUB: Derwent Sailing Squadron
 Tasmanian apple grower Ian Smith is taking this former Sydney-Hobart winner (ex Indian Pacific in 1985) north for the winter, contesting the complete South Pacific Championship and ending up at Hamilton Island Race Week.

MIGHTY CONDOR RETURNS FOR JUPITERS

The famous maxi yacht *Condor* has returned to Australia to contest the 1992 Jupiters Yacht Classic.

Owned by grazier Tony Paola, of Currabubula Station near Tamworth, NSW, the two-times Sydney-Hobart line honours winner has been in New Zealand since after the 1990 Hobart race.

Condor's comeback will also mark the return to ocean racing of sailing master David Kellett who was campaign manager of the Spirit of Australia Challenge for the America's Cup.

"The crew of *Condor* will comprise a large percentage of those who sailed with me when Sovereign took the line and handicap double in the 1987 Sydney-Hobart," Kellett said today.

"Among the team will be navigator Richard Hammond who has sailed in 33 Sydney-Hobarts, Tony Cable who been 26 times, while I've notched up 19 Hobarts.

"We are refurbishing the big boat and intend to be a strong contender for line honours in the Jupiters Classic and later in the year, the Kodak Sydney-Hobart."

Condor and Kellett are names synonymous with Australian ocean yacht racing, both yacht and sailing master having achieved remarkable success at sea.

Condor, a 24.5m sloop designed by Ireland-based Ron Holland, took line honours in the 1983 and 1986 Sydney-Hobarts and during her last year in Australia, 1990, took line honours in the Sydney-Mooloolaba race, Hamilton Island Race Week, and finished second in the Sydney-Hobart.

Kellett's personal record includes taking line honours with Sovereign in the 1989 Jupiters Yacht Classic as well as the double with Sovereign in the 1987 Sydney-Hobart race.

Kellett recently was elected Australia's delegate to the International Yacht Racing Union and the Offshore Racing Council.

Cruising Yacht Club of Australia officials expect a fleet of close to 70 yachts to contest the 380 nautical mile dash northwards in the Jupiters Yacht Classic, including yachts from New Zealand, Victoria, Queensland and Tasmania.

SHE'S APPLES II – SAIL NO: 4527

LOA: 12.52m
DESIGNER: John King
CLASS: IMS
TYPE: Jarkan 12.5
YEAR BUILT: 1991
OWNER/SKIPPER: David Strong
CLUB: Cruising Yacht Club of Australia
 First major long race for She's Apples II since she finished first overall in the IMS category of the 1991 Kodak Sydney-Hobart. This custom-designed IMS racer/racer also was IMS premier boat in the CYCA 1991-92 pointscore. One to beat.

SLIPSTREAM – SAIL NO: PH 18

LOA: 10.20m
DESIGNER: R.Beale
CLASS: PHS
TYPE: Cruiser/racer
YEAR BUILT: 1991
OWNER/SKIPPER: Klaus Korgitta
CLUB: Cronulla Sailing Club
 First major race for this little sloop although she did sail in the 1991 Pittwater-Coffs Harbour race and has sailed in various short ocean races. Principal helmsman will be Ian Short who in recent seasons has sailed aboard Bobsled.

SOLAISE – SAIL NO: 5158

LOA: 12.30m
DESIGNER: Beret (Fra)
CLASS: PHS
TYPE: Beneteau 415S

YEAR BUILT: 1988

OWNER/SKIPPER: Simon May
CLUB: Royal Sydney Yacht Squadron
 One of the many Beneteau yachts bought by Australians over the past six to eight years, this 41-footer was designed by the successful French naval architect, Beret. Originally called Sandy Express, it came from Sandringham Yacht Club.

SOLANDRA – SAIL NO: A 55

LOA: 10.21m
DESIGNER: Sparkman & Stephens (US)
CLASS: IMS
TYPE: S&S 34
YEAR BUILT: 1983
OWNER/SKIPPER: Craig Escott
CLUB: Royal Yacht Club of Tasmania
 One of those remarkable S&S 34s, designed back in the 1970s and still winning ocean races, Solandra won the 1985 Melbourne-Hobart race and has been a division winner of the Sydney-Hobart three times. Also won 1990 Whitsundays race.

STARSTRUCK – SAIL NO: 5132

LOA: 10.60m
DESIGNER: Daniel Andrieu (Fra)
CLASS: IMS
TYPE: Jeanneau One Design
YEAR BUILT: 1991
OWNER/SKIPPER: Harvey Milne
CLUB: Royal Prince Alfred Yacht Club
 One of the most interesting boats in the

fleet, Starstruck is one of two Jeanneau One Designs in Australia and this is the first major offshore race for the boat following an outstanding winter inshore series in Sydney. One to watch.

THE FIRST ELEVEN – SAIL NO: 4411

LOA: 10.70m
DESIGNER: Jim Young (NZ)
CLASS: PHS
TYPE: Young 11
YEAR BUILT: 1985
OWNER/SKIPPER: Bruce Mead
CLUB: Lake Macquarie Yacht Club
 Since her launching, The First Eleven has left the still waters of Lake Macquarie whenever possible to go ocean racing, competing in seven Coffs Harbour, three Mooloolaba (2nd PHS 1989) and four Jupiters races to the Gold Coast.

THIRD MAN – SAIL NO: 3688

LOA: 12.00m
DESIGNER: Bob Miller (Aust)
CLASS: PHS
TYPE: Compass 40
YEAR BUILT: 1980
OWNER/SKIPPER: Kevin Oldfield
CLUB: Port Hacking Ocean Yacht Club
 Competed in last year's Jupiters Yacht Classic but in a very slow race, lack of time and crew fatigue forced the retirement of this older cruiser/racer. Looking for fresher breezes this year.

LIFERAFT SERVICE

FREE pick-up and delivery points.

Customers are always welcome at our Mascot factory but for convenience you may prefer to leave your liferaft with the following organisations and we will arrange FREE pick-up and delivery.

NORTH

- **Eastern Seaboard Marine Services**
 (Peter) Ph. 997 2203
 37 Prince Alfred Parade
 NEWPORT NSW 2106
- **Middle Harbour Yacht Club**
 (MHYC members only)
- **John Ferris (residence)**
 Ph. 417 1129 or 667 0480
 2 Attunga Road
 ROSEVILLE CHASE NSW 2069

EAST

- **Sturrock's Ship Chandlers**
 (John or Rory) Ph. 363 2877
 New Beach Road
 RUSHCUTTERS BAY NSW 2011

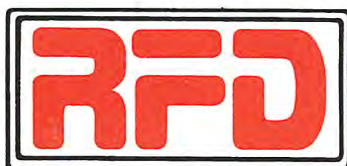


SOUTH

- **The Marine Exchange**
 (Peter) Ph. 522 4471
 55 Princes Highway
 SYLVANIA NSW 2224
- **RFD (Australia) Pty. Ltd.,**
 Ph. 667 0480
 3/7 Kent Road
 MASCOT NSW 2020

WEST

- **Sturrock's Ship Chandlers**
 (Doug) Ph. 819 6642
 Birkenhead Point Marina Complex
 DRUMMOYNE NSW 2047



With our network of 250 depots around the world and 17 around Australia we can arrange for the servicing of most liferaft brands. Always have your liferaft professionally serviced — be safe, not sorry!

Another after-sales service from
RFD (Australia) Pty. Ltd.,
 Factory 3, 7 Kent Road,
 Mascot, NSW, 2020.
Phone: 667 0480

Setting the Standards in Safety and Survival

VIDA – SAIL NO: 2963
LOA: 13.72m
DESIGNER: Doug Peterson (US)
CLASS: PHS
TYPE: Peterson 46
YEAR BUILT: 1978
OWNER/SKIPPER: Barry Waugh
CLUB: Port Hacking Ocean Racing Club
 Taiwan built 46-footer designed by American Doug Peterson, this cruising type sloop was one of the many yachts to retire from last year's slow race northwards to the Gold Coast. Crew would like fresher winds this year.

WILD OATS – SAIL NO: 4343
LOA: 13.10m
DESIGNER: Bruce Farr (NZ)
CLASS: IOR
TYPE: Farr 43
YEAR BUILT: 1985
OWNER/SKIPPER: Bruce Foye/Roger Hickman/Lance Peckman
CLUB: Cruising Yacht Club of Australia
 Bruce Foye and his partners sailed Wild Oats to first overall under IOR ratings in last

year's race, their first major race after buying the six-year-old former Admiral's Cup contender. Later won Asia Pacific championships on IOR.

WITCHCRAFT II – SAIL NO: 4057
LOA: 12.20m
DESIGNER: Bruce Farr (NZ)
CLASS: IOR
TYPE: One Tonner
YEAR BUILT: 1985
OWNER/SKIPPER: Bruce Staples
CLUB: Royal Prince Alfred Yacht Club
 Has contested every race to the Gold Coast since the inaugural event in 1986 and has finished in a top place in every one, except last year when she was dismasted. IOR winner in 1989, 2nd in 1990, 3rd in 1986, 1987, 1988.

WITCHDOCTOR – SAIL NO: 2557
LOA: 12.71m
DESIGNER: Laurie Davidson (NZ)
CLASS: IOR
TYPE: Davidson 42
YEAR BUILT: 1979

OWNER/SKIPPER: Rum Consortium
CLUB: Cruising Yacht Club of Australia
 Originally named Sweet Caroline, this powerful sloop sailed for Australia in the Clipper Cup in Hawaii and in Australia has won many offshore races over more than a decade. Skipper is CYCA Vice Commodore Maurice Cameron.

X-RATED – SAIL NO: 5223
LOA: 11.60m
DESIGNER: Hank Kaufman/Scott Jutson (Aust)
CLASS: IMS
TYPE: NS-X
YEAR BUILT: 1992
OWNER/SKIPPER: John Stormon/Ron Jacobs
CLUB: Royal Prince Alfred Yacht Club
 New production IMS racer/cruiser from Northshore Yachts launched in July this year as purpose-designed 38-footer, optimised for IMS racing by Scott Jutson. Early sailing has been most impressive and has highly experienced crew.

1992 Ansett XXXX Hamilton Island Race Week

Race Week Changes to Late August

By Patrick Bollen

Since 1984 Hamilton Island Resorts and Hamilton Island Yacht Club have marketed to yachtsmen in Australia and the Pacific Rim the concept of an Antigua-style Race Week in the Whitsunday Islands of Far North Queensland.

In those eight years Hamilton Island Race week has enjoyed a fairly good growth rate, attracting competitive fleets and strong consistent sponsorship.

Fleet sizes were small to start, but as the word spread that Hamilton Island was a wonderful venue, that racing in the Whitsundays was thrilling, and that post-race conditions catered well for visiting crews, fleet sizes grew rapidly. In 1989 a record of nearly 140 yachts competed in four categories.

In recent years, however, largely due to the depressed economic climate, fleet sizes have diminished. In 1990 there were 82 boats, rising marginally last year to just under 100 boats.

Eight years hard work went into creating Hamilton Island Race Week, firmly establishing it on the Yacht Racing Calendar – it had almost become an institution.

April – the end of another summer sailing season and a regatta in the Whitsundays – was a perfect way to finish.

Not any more! Race Week is moving to August.

It seemed strange heading back to Hamilton in April minus Race Week, a rather dramatic change of timing for this popular event on yachtsmen's calendars.

So what are the reasons for changing the Hamilton Island Race Week format?

Hamilton Island Resort's General Manager, Scott Coggar, said that staging the series in April had posed several problems. "Attracting yachts from overseas (Pacific Rim) was difficult because of adverse weather conditions which prevail in the tropics in the early months," he pointed out. "Therefore, making passage to Hamilton Island was a tough, tricky, sometimes uncomfortable, and sometimes risky, business.

"Also, summer sailing programmes in Southern States are staged between September and April. Hamilton Yacht Club advisers feared that many yachtsmen were otherwise committed

to these programmes and that Race Week was difficult to accommodate mainly because of the time it takes to get boats to the Whitsundays following a long summer of campaigning".

Coggar and Hamilton Island Race Week Race Directors David Hutchen and Warwick Hoban are particularly excited with the change. After months of negotiations, Ansett XXXX Hamilton Island Race Week will be the final event in a series of regattas which will be known as the South Pacific Offshore Championships.

It is an exciting project, and it will provide interested yachtsmen with a full month of racing, starting on August 1 in Sydney with the Jupiters Yacht Classic race to the Gold Coast.

Then will follow Southport Yacht Club's four-race XXXX Gold Coast Winter Regatta (August 6-9). After this series yachts will sail to Mooloolaba for Mooloolaba Yacht Club's XXXX SCOR series.

August 16 will see the inaugural Mooloolaba to Hamilton Island Race take the fleet on a long passage race northwards for Race Week.

The Race Week format will be similar to previous years, but some minor modifications have been made to cater to the requirements of crews, the racing programme and the social and entertainment programme.

For those who haven't yet experienced Hamilton, there's a pool for every season, tennis, squash, the gym, water skiing, scuba diving, a new putt-putt course and a superb golf driving range. All this plus great sailing – what more could you want?

In efforts to be seen to be thoroughly professional in staging a major regatta the Race Week committee this year will be adding to its team international juror Scott Carter, who will chair any protest hearings.

Early indicators predict a fleet size in excess of one hundred yachts, including such famous names as Apollo, Brindabella, Amazon, Bobsled, Condor of Bermuda, Circa, Fujitsu Dealers, Steelydan and the Swan 53, Concordia.

Conrad Jupiters Hits The Spot With Sport

HOTEL Conrad and Jupiters Casino on Australia's Gold Coast continues its commitment to sport.

Further to its sponsorship of the Cruising Yacht Club of Australia Yacht Classic, Conrad Jupiters will make its largest sponsorship deal to date with its backing of the \$600,000 1993 Interdominion Racing Championship.

As Australia's richest harness race meeting, the event will bring together the pacing giants of both New Zealand and Australia.

"The excitement and comradeship the race engenders, makes for a natural affinity with the casino/hotel operation." General Manager of Conrad Jupiters, Mr Bill Sheppard said.

Vice President of Casino Operations Mr Bud Celey said "The Gold Coast, and this company in particular, is very conscious of the mutual benefits to be gained from projects that draw us together, not only in the business sense, but also in friendship."

Conrad Jupiters in its commitment to support sport and sporting events, holds the belief that sport is a community activity which binds it as an organisation to the community in which it exists.

Some of Conrad Jupiters major sponsorships include The Jupiters Gift (Major Athletic Carnival), The Magic Millions Turf Meeting, The Prime Ministers Cup (Gold Coast Turf Club), Gold Coast Gamblers Regional Soccer Representative Team, Gold Coast Cougars National Basketball Team, The Winter Bowls Tournament, Kurrawa Surf Life Saving Club, and Queensland Youth Rowing Team.

Conrad Hotels, the international subsidiary of Hilton Hotels Corporation (USA) has its headquarters in Beverly Hills, California and presently operates six properties worldwide.



The Royal Prince Alfred Yacht Club is committed to developing a Youth Coaching Scheme and we seek expressions of interest to provide services of a coach to assume responsibility for implementing and administering a programme based on a dedicated fleet of 10 yachts.

The person we seek will need maturity, initiative and be self-motivated. Ideally a strong and detailed knowledge of all technical aspects of sailing will be supplemented by a successful record of achievement in coaching.

This is a full-time position for an individual requiring total commitment and dedication to the development of youth yachting.

Interested applicants should apply in writing to:

The Manager
The Royal Prince Alfred Yacht Club
P.O. Box 99
Newport NSW 2106

A GIFT OF GOLD! - Berth at Australia's most modern marina & enjoy a Gold Coast lifestyle for a few dollars a day. Access our advanced facilities. Labour is cheaper in the Sunshine State too!

BOATS LIFTED & SLIPPED

Australia's most modern boatyard equipped with a 75 tonne shiplift capable of accommodating vessels to 100' in length and 22'6" beam. With six slings the shiplift provides proper support for any type of craft thus rendering old fashioned slips obsolete. The shiplift also incorporates a 2 tonne jib crane for easy mast stepping, engine removal etc. Rates for the use of our facilities are highly competitive.



LENGTH IN FEET (L)	Up to 18'	18' to 20'	Over 20' to 22'6"
WEIGHT IN TONNES (T)	Beam	Beam	22'6" Beam
SECTION A — Rate includes lift out to cradle and relaunch to water.			
All boats up to 50'(L), up to 35(T)	\$3.00x(L)	\$5.00x(L)	\$6.50x(L)
All boats up to 65'(L), 35(T) to 45(T)	\$4.00x(L)	\$5.00x(L)	\$6.50x(L)
All boats over 65'(L) or over 45(T)	\$5.00x(L)	\$6.50x(L)	\$8.00x(L)
SECTION B — Rate includes one-way lift, or lift-look-relaunch.			
All boats up to 110'(L)	\$3.00x(L)	\$5.00x(L)	\$6.50x(L)

LIFT TRUCK & CRADLE STORAGE



Unlimited lifts including cradle storage* per				
Week	Month	Quarter	1/2-Year	Year
\$65	\$160*	\$435*	\$825*	\$1500*

*\$300 Bond applies to all berth bookings

Boats to 27' lifted and relaunched for just \$40. Cradle storage for boats to 27' at special flat rates.

7 DAY TRAILER-BOAT STORAGE

Boats to 27'	Monthly	Yearly
	\$50	\$500

Secure yard with boat ramp adjacent. Use your boat whilst on holidays at the Gold Coast.

FLOATING WETBERTHS

Limited number of berths specially nominated by Harbourmaster, at low annual rates.

Boats to	Rate P.A.
30'	\$1300
35'	\$1800
45'	\$2600

Berths up to 120', with 3-Ph.50Hz, at regular rates. Phone for a quote.



Hi! I'm Andrée!
Call me to book your vessel into Hope Harbour

ON THE WATERFRONT AT HOPE ISLAND
ADJOINING SANCTUARY COVE,
GOLD COAST.

SHIPLIFT - PAINT SHOP
PHONE (075) 308288

OPEN 7 DAYS



SHIPLIFT

CYCA Members Sailing Inshore

By Phil Thompson and Clive Roughley



Clive Roughley, veteran skipper of *Skipjack* which again won the RSYS Division 4 pointscore on Sydney Harbour. (Pic — Peter Campbell)

ALTHOUGH the traditional history of the Cruising Yacht Club is one of offshore racing, many CYCA members race regularly – and successfully – around the buoys in the fleet racing conducted by the Royal Sydney Yacht Squadron and the Royal Prince Edward

Yacht Club on Sydney Harbour.

Their contribution to inshore yacht racing and yacht racing in general should not be overlooked.

The performance of CYCA members in one-design, restricted and mixed divisions are well worth recording alongside those of the offshore racing skippers and crews. Many of their yachts are moored or kept on the hardstand at the CYCA and they and their crews make an important contribution to the postrace activities at Rushcutters Bay.

The CYCA also donates trophies to be competed for within the main season of races conducted by the two "Royal" clubs. This year CYCA members got some of their own back in competition for the CYCA Trophies, with the following results:

No 1 Division: *Four Devils* (Ivan Schlederer) 3rd.

No 2 Division: *Boomer* (Julian Farren-Price) 1st; *Turmoil* (Humphrey Sherratt and H.Tuckfield) 2nd.

No 4 Division: *Skipjack* (Clive Roughley) 2nd; *Paprika* (John Glass) 3rd.

Cavalier 28 Class: *Christina III* (Richard Christian) 2nd.

International Etchells Class: *North Sydney Station* (Ed McCarthy/Michael Coxon) 1st; *The Boat – EKA326* (Richard Uechtritz/Colin Beashel) 2nd; *Hells Kitchen* (Gary Holt/M.Sissian) 3rd.

International J24 Class: *Pocahontas* (David Golovksy) 2nd.; *Okavango Delta* (A.Mizon/Neil Begley) 3rd.

In fact, of the 20 Etchells which gained race wins or placings in the Royals fleet racing, at least 10 are "parked" on the CYCA hardstand. In addition to *North Sydney Station*, *The Boat* (EKA326) and *Hells Kitchen*, other CYCA yachts which did well in the Etchells class during the 1991-92 season included: *Director* (Ashley Caldecott) 2nd Main Season, 2nd Spring Series; *The Boat* (EKA326) (Richard

Uechtritz-Colin Beashel) 2nd Spring Series; *Yandoo XX* (J.B. 326 (Choco) Winning & Partners) 1st Alternate Series.

Grey Power (David Fuller and Jamie Wilmot) scored three wins and a third during the summer season; *Brolga* (Mal Anderson) two firsts and a third; *Great White Hunter* (David Dunn) a first, a second and two thirds; and *Bottle 'n' Glass* (Vince Walsh) two thirds.

Similarly, of the 18 J24s which gained wins or placings last season, eight are sailed out of Rushcutters Bay by CYCA members.

Okavango Delta, owned by A. Mizon, Neil Begley and A.Webb, won the RSYS Main Season Pointscore and the Spring Series, and finished third in the Summer Series, CYCA Series and the Alternate Series, notching up five wins, two seconds and two thirds during the season.

Pocahontas (David Golovksy) placed second overall in the Main Season, Summer Series, CYCA Series and Alternate Series with five firsts, three seconds and four thirds.

Other results by J24s from the CYCA included: *In the Mood* (P. Mance/Richard Pattison) 2 2nd, 2 3rd, 1st Alternate Series; *Stamped Urgent* (Bob Ross) 3 1st, 3 2nd, *Calypso* (Stephen Girdis/C. Wheeler) 1 1st, 2 2nd; *Take 3* (Chris MacMahon) 1 1st, 1 2nd, 2 3rd; 5 *Play* (Justine McDermott) 2 3rd; *Traffic Jam* (David Maxwell) 1 3rd.

In club racing with the RSYS and RPEYC fleets on the Harbour other good results by CYCA members included:

No 1 Division: *Four Devils* (Ivan Schlederer) – 3 1st, 3 2nd, 3 3rd; 2nd Main Season, 3rd Spring Series, 2nd Summer Series, 2nd CYCA Series, 1st Alternate Series. *Nina* (Gordon Ingate) 3 1st, 1 2nd, 3 3rd, Fairfax Cup. *Taurus VI* (Geoff Lee) 1 1st, 1 2nd. *Grizzly* (Gordon Woolf/J.Quick) 1 2nd, 2 3rd. *Chesapeake* (Bob Williams) 1 3rd.

No 2 Division: *Banyandah* (Michael Michalowsky) 2 1st, 3 2nd, 2 3rd, 1st Main Season, 2nd Spring Series, 1st Summer Series.

Boomer (Julian Farren-Price) 2 1st, 1 2nd, 2 3rd; 3rd Main Season, 3rd Spring

Series; 1st CYCA Series; 1st Alternate Series.

Turmoil (Humphrey Sherratt/H.Tuckfield) 1 1st, 1 2nd, 3 3rd; 2nd Summer Series; 2nd CYCA Series. *Hornblower* (Peter Campbell/John Ivimey) 1 1st, 2 2nd, 1 3rd. *C-Major* (R.Brasher/David Pitcairn) 1 1st, 3 2nd, 2 3rd. *Petty Cash* (Bruce Rankin) 1 2nd. *Mariko II* (Peter Reuter) 1 3rd.

No 4 Division: *Skipjack* (Clive Roughley) 3 1st, 5 2nd, 7 3rd; 1st Main Season, 3rd Spring Series; 1st Summer Series, 2nd CYCA Series, 1st Alternate Series. *Paprika* (John Glass) 2 1st, 2 3rd; 3rd CYCA Series.

Cavalier 28 Class: *Christina III* (Richard Christian) 1 1st, 4 2nd, 3 3rd; 2nd Summer Series, 2nd CYCA Series.

No 1 SOR & Restricted Division: *Stormy Petrel* (Tony Pearson) SOR – 2 1st, 1 2nd, 1 3rd; 2nd Main Season, 1st Alternate Series; Restricted – 1 1st, 1 2nd; 3rd Alternate Series. *Smooth Operator* (Howard De Torres) SOR – 1 1st, 2 2nd. *Stormy Petrel II* (Graham Day) SOR – 1 1st.

No 2 SOR & Restricted Division: *Beach Inspector* (David Fairfax) SOR – 1 1st. *Valhalla* (Val Solly) SOR – 1 1st.

Special Events: *Stormy Petrel* (Tony Pearson) 3rd *Morna Cup*; *Stormy Petrel II* (Graham Day) 3rd *Gascoigne Cup*; *She's Apples II* (David Strong) 2nd IMS, *Gascoigne Cup*; *Lady Ann* (John Kirkjian) 3rd IMS, *Gascoigne Cup*; *Great White Hunter* (David Dunn) 1st Milson Silver Goblets; *North Sydney Station* (Ed McCarthy/Michael Coxon) Etchells Summer Twilight Regatta, 2nd Milson Silver Goblets; *The Boat* (Richard Uechtritz/Colin Beashel) 3rd Milson Silver Goblets; *Beach Inspector* (David Fairfax) 1st Milson Memorial Cup; *Hells Kitchen* (Gary Holt) 2nd Etchells Summer Twilight Regatta; *Yandoo XX* (J. B. (Choco) Winning) 3rd Etchells Summer Twilight Regatta.

Brisbane Boat Show

\$50 Million Event

THE 1992 Brisbane Boat Show, to be held at the RNA Showgrounds from September 3 to 8, will feature more than \$50 million in boats and equipment and provide vital support to the industry turnaround experienced in recent months.

More than 120 companies from Queensland, New South Wales, Victoria and South Australia are participating in the Show and winners from the Australian and Queensland Boat of the Year Awards will be on display. Organisers are expecting more than 60,000 people over the six-day period.

Boat Show chairman Tom Wyld said the boating industry, particularly in Queensland, had experienced an economic turnaround since May and retailers and manufacturers were now actively promoting sales although prices had remained relatively stable during the past two years.

"Manufacturers are beginning to develop new products, designs and models, encouraged by the turnaround, and consumers are beginning to increase spending in response to the recent drop in interest rates. This will prove a terrific build-up to the Boat Show," said Wyld.

"Queensland leads all other Australian states as the number one exporter of boats and equipment, with last year's export sales reaching \$32 million, an increase of

\$8.3 million from the year before," said Mr Wyld.

"The Queensland boating industry represents more than \$280 million in turnover each year and the Brisbane Boat Show, Queensland's largest display of marine equipment featuring latest technologies and products, is an integral part of the industry's ongoing promotion and economic development."

Another feature of the 1992 Boat Show will be the highly successful Boat Show Seminars, introduced last year. The Seminars will feature expert speakers from throughout Queensland covering such topics as navigation, radio technology, estuary and game fishing, and the usage and maintenance of outboard motors.

Organised in conjunction with the Queensland Department of Transport and Channel Nine, the Seminars are part of the boat industry's ongoing goal to educate users of Queensland's waterways. The Department of Transport will once again be involved in the Boat Show to draw the public's attention to the importance of boating safety.

Focusing on boating as a family-oriented leisure pursuit, the range of exhibits, displays and events at the Show will cater for the boating public as well as trade, industry and professional boating people.

"There are currently more than 108,000 registered boats in Queensland. If you consider the number of users associated with each craft, there could be almost one

million people involved in boating in Queensland alone. This represents a huge audience that looks to the Boat Show for the latest, newest and most exciting industry developments," said Wyld.

"The 1992 Boat Show will feature events from the very popular 'Eight Feeter Regatta', a dry race similar to the competition held on the dry Todd River bed in Alice Springs, to wine tastings, cooking demonstrations, seminars and even the launch of a Boat Show Port produced exclusively for the event."

Exhibits will range from luxury cruisers, family boats, dinghies, offshore gamefishing boats and sailing boats and as part of a new initiative this year, a yachting section will be included.

My Wyld said Australia boasted only a handful of yacht manufacturers and a couple of these would be participating in the show.

"Queensland's major manufacturer of yachts and recent winner of the Queensland Sailboat of the Year, Ostac will be exhibiting a number of craft. Ostac is currently manufacturing yachts for buyers in the United States," said Mr Wyld.

Organisations supporting the Boat Show include the Royal Queensland Yacht Squadron, the Boating Industry Association of Queensland, Queensland Yachting Association, the Royal Australian Navy, Australian Volunteer Coastguards, Bribie Island Air Sea Rescue, Brisbane and Redlands Air Sea Rescue, and the Paraquid Association of Queensland.

LIFERAFT AND INFLATABLE BOAT OWNERS REQUIRING SERVICE OR REPAIRS

It's nice to know that you now have a choice to where you can obtain service for your liferaft or inflatable boat.

Our company has a team of most experienced and conscientious service personnel to give you complete peace of mind with your safety equipment.

We work hard at what we do and are very proud of what we have achieved — obtaining more accreditations than any other liferaft servicing station in this country. These include: RFD - BEAUFORT - ZODIAC - BOMBARD - VIKING & AUTOFLUG brands of liferafts to AYF & MSB Survey requirements, Dept of Defence Quality Assurance Assessment-AS3902 - Civil Aviation Authority Approval.

We at S.I.E. have led the way in LOW COST SERVICING and FREE PICK-UP and DELIVERY and are able to supply all marine survey equipment: inflatable boats, lifejackets, flares, EPIRBs etc., and RFD, ZODIAC and VIKING liferafts.

We take great pride in giving good old fashioned service.

Our aim is not to be the biggest, but **THE BEST.**



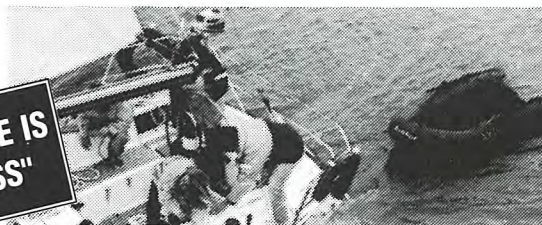
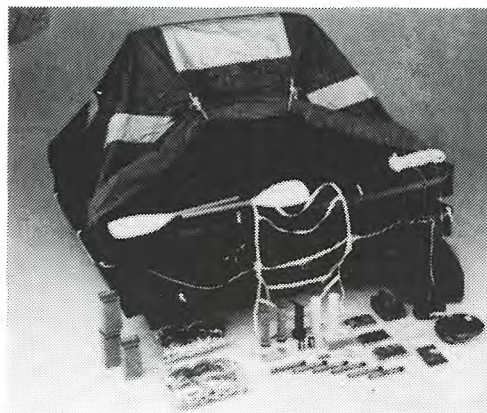
S.I.E.

S.I.E. LIFERAFT SERVICING
A DIVISION OF SURVIVAL AND INDUSTRIAL EQUIPMENT PTY LTD

WE HAVE MOVED: 2/6 ST JAMES PLACE SEVEN HILLS NSW 2147

PH: (02) 624 4155 FAX: (02) 624 4634

**"TOTAL SERVICE IS
OUR BUSINESS"**



Ten Years Down The Track

BY John Keelty



CHERANA, winner of the 1959 Sydney-Hobart race, is still winning offshore yacht races – she took out the 1990-91 and the 1991-92 CYCA Short Haul IMS pointscores around the sea marks off Sydney.

This 1992-93 sailing season will be the tenth season of competition since the formation of the Cruising Yacht Club's Short Haul division.

During these past 10 years we have witnessed some rather dramatic changes within the yacht racing scene, but not in the Short Haul, which seems to be going from strength to strength.

Yacht racing in general has undergone a tremendous change in direction and seeming loss of popularity. This trend is not restricted to Australia: it extends worldwide.

Gone are the heady days of the early eighties when we had over a hundred yachts or more racing in the CYC's Short Ocean races on Saturdays, and new yachts being constructed left, right and centre, mainly to the IOR rule.

So where did we go wrong? Well, in those days the club used Arbitrary handicaps as well as IOR and these Arbitrary handicaps received the major publicity. First, second and third placing's were published in the Sunday papers, usually with a different winner each week, and owners and crews alike justified their expense and time by seeing their names in the papers. Everyone likes to do this occasionally and to me this is one of the major reasons the Winter season is still so successful. Strange as it may seem, when this stopped in the SOPS races the numbers of yachts competing dropped off.

There are, of course, other reasons, one being the way the IOR rule was allowed to go and the type and cost of the yachts it produced especially in the 40 foot range.

These yachts were built to win without regard to cost, and in some cases even how they handled. Performance to the IOR rule was the only consideration, and there was no lack of bums to put on the rail to make her stand up and go. If it was a bit "tippy tip" so what? As long as it went well under the rule who cared about tomorrow?

Well, here we are 10 years down the track, tomorrow has arrived and what is the scene? No-one then would ever have imagined in their wildest scenario that in 1992 the IOR rule could be so out of favour that not even one IOR yacht would be built in Australia. Equally as worrying to the clubs is what has happened to the overall number of yachts actually still engaged in

racing throughout the world.

Again, what went wrong? Who or what can we blame?

Let's examine some of the more popular excuses – such as the recession! It must be the recession!

ANSWER: A contributor certainly, but not the overall culprit. The rot set in way before the recession, it may be fair to say it certainly is a problem now but it did not cause the problem: it started way before the recession.

The IMS rule! Since it was introduced it has split sailing asunder by putting most of the IOR yachts out of competition and even the ones that are allowed to compete are not competitive so you can blame the IMS rule.

ANSWER: This is a theory held by a number of IOR owners. In fact, some of them think so strongly on the matter that they have formed their own IOR owner association and taken their yachts to play in their own puddles and woe betide you if you so much as mention the IMS rule in their presence!

Again the theory is incorrect in my view. What has happened is that yachting has had a change in direction, and, for some "unknown reason," we seem to have lost the philanthropists (it sounds better than masochists or big spenders) who were prepared to give it a go under the IOR rule and pour seemingly endless hundreds of thousands of dollars into what can only be described as next year's frankfurts, which after a year or so may, with a lot of luck and a very good sailman, have been sold to return perhaps 10% of their conservatively estimated outlay – if they were lucky!

If this is incorrect, point out the queue of potential owners lining up for the next Admiral's Cup. Surely this cannot be blamed on the IMS rule.

Well, what is the answer? Should we bring back Arbitrary handicapping or will the IMS rule eventually overcome all and unite the yachting world? Well, it certainly will not do it any harm, provided it is kept to its original intent and encourages a more

wholesome, seaworthy, useful yacht and is not allowed to go the way the IOR rule travelled. It must also produce different winners each week and not allow one yacht to hog all the limelight.

There are others who keep saying: "Wait till the IOR rule Mark IV arrives; it will revolutionise the whole yachting scene". To me this is akin to Christ standing outside the tomb calling "Lazarus come forth". Even if he could arise I doubt if he could come fifth. But let us say it (the IOR rule) is not really dead: it's only comatose, just laying there – it may smell a bit but it's not really dead. Let's go ahead and roll back the stone and wheel the body out. Who would want to dance with it? If eventually it does rise from the slab it will only lead to an even greater split in an already divided scene.

Throughout all of this the CYCA's Short Haul division has sailed on virtually unscathed; in fact, actually it has even prospered. Why? Could it be because it is actually about people having fun and using their yachts for enjoyment, reaching out to sea with a few of their friends, instead of bashing to windward then wrestling with spinnakers? Perhaps it may be the attraction of passage racing to Pittwater or Port Hacking followed by the raft-up and meeting the other competitors, socialising aboard with them before returning to the privacy of their own yachts for a quiet dinner with friends.

Perhaps it is the social event at Port Hacking or the night racing on the harbour followed by the BBQ back at the club. Whatever it is, it seems to work even in these trying times.

As with all of the CYC's racing divisions, the Short Haul is open to entries from other YA affiliated clubs, so if you are reading this article and feel you would like to join in any of the CYC's racing activities why not give the sailing office a call on 363 9731 and speak to Bob or Elaine? I am sure they will make you feel most welcome, but whatever you decide this summer have a nice season and "may the winds favour you". ●

International Measurement System (IMS) Rule

By David Lyons BE (Hons)

Yachtsman and yacht designer David Lyons, of the Australian design partnership Lyons/Laubreaux Yacht Design, looks at the implications of the latest changes being made or proposed overseas to the International Measurement Rule (IMS). A partnership formed in 1988, Lyons/Laubreaux has already enjoyed considerable success in the highly competitive area of racing yacht design.

By calling upon a combination of Degree qualified engineering expertise and naval architecture skills, and on-the-water sailing experience, the partnership's successes include:

Box Office, a 7.5m custom JOG yacht built by McConaghy Boats and the winner of three successive JOG National championships since 1990 and the JOG Grand Prix in 1990 and 1991.

Robertson 950, a 9.5m IMS/JOG cruiser/racer built by Robertson Yachts which in 1991 was awarded the ABIA Australian Boat of the Year Award. The first launched Robertson 950, Corrobboree, won the 1991 SCOR series at Mooloolaba, finished first under IMS in the 1992 Club Marine Regatta at Middle Harbour, and first under IMS in the 1992 Brisbane-Gladstone race, as well as second under IMS in the 1992 Sydney-Mooloolaba race.

Critical Path, a 7.5 custom JOG yacht which is a development of Box Office and built by Rennie Customcraft in 1991. She finished second to Box Office in the JOG Nationals and first in the 1991-92 JOG Grand Prix.

State of Play as of Winter 1992 in Australia

THE IMS Rule has been with us for three full seasons of short and long course racing in Australia, having gained the acceptance of both yacht clubs, and owners of a diverse range of offshore racing yachts.

The principal aim of the rule is to provide for the equitable handicapping of cruiser/racer or "dual-purpose" type yachts which have genuine cruising accommodations.

These can be quantified by means of a set of measuring procedures outlined in the Offshore Racing Council's *IMS Regulations*, encompassing a point scoring system and allowable "soft limits" for yachts

which may fall down in a particular area of accommodation that is surpassed in another, and are nevertheless considered to comply with the "spirit and intent" of the rule.

The name of the game these days is also to encourage yachts out on the race course in one form or another, and it is fleet sizes that determine the viability and success of a handicapping system. Consequently, the IMS Regulations invite dual-purpose fleets racing under another handicapping system to at least adopt any of the regulations that "may commend themselves to their constituencies".

Furthermore, in an issue that will be discussed in detail later, there is an emerging need to provide for two classes of IMS measured yachts to compete for separate prizes in the same race. Let it be said that the IMS rule is the most thorough attempt to date to provide for the handicapping of yachts using the scientific basis of a well-developed computer Velocity

Prediction Program (VPP).

The VPP accepts the input of the physical shape and size of the yacht as measured by a sophisticated machine, the measured static stability of the hull/keel, the dimensions of the rig and sailplan, the amount of hull that is in the water as determined by the freeboards and the effect of crew-induced stability. Owners of IOR rated yachts will recognise all of these elements in a similar form.

However, there are several additional inputs that are coming into play in the latest version of the program, and it is this area that this article will concentrate on.

Stability Index

In an effort to focus more closely on the stability of IMS rated yachts, and specifically their propensity to capsize, the Ocean Racing Council at its November 1991 London meeting introduced an amendment to the IMS Rule, whereby the notion of a Stability

Index (SI), Capsize Increment and Size Increment are now calculated in a yacht's rating. Previously, the hydrostatics subroutine of the IMS Lines Processing Program (LPP) determined the physical Limit of Positive Stability (LPS) using traditional naval architecture methods. This figure in degrees was printed on the yacht's IMS rating certificate. In a series of acceptable ranges already well-known by most interested readers, a yacht's eligibility in Race Safety Categories 0, 1 or 2 was determined by the value of this figure:

- Cat. 0: 120 degrees or more
- Cat. 1: 115 degrees or more
- Cat. 2: 110 degrees or more.

Now the upshot of the implementation of the Capsize Increment and Size Increment by means of the formula:

Stability Index = Capsize Increment + Size Increment

was to vary a yacht's assessed stability, based on the addition of the consideration of its displacement, beam and sailing length. In other words, something further was being said about a yacht's propensity to self-right or capsize based on its geometry and weight. The effect of this in the existing fleet can be said to be insignificant or very important depending on your viewpoint.

It is true to say that only a relatively small proportion of the fleet experienced a lower Stability Index figure in degrees than their previous LPS figure, but nevertheless some noteworthy yachts have, which have to date competed in the races in question safely. The assessment of the yacht's stability has in some cases been downgraded *without* a physical change having been made to the yacht.

Without commenting subjectively on the appropriateness of this move in all cases, it is reported that the AYF, in its Offshore Committee Meeting held in April, recommended to all clubs that they adopt the *greater* of a yacht's LPS and SI when determining eligibility to compete in the respective category of race. This has been put into effect for the upcoming Jupiter's Southport Race by the CYCA.

A sample calculation of SI for the Lyons/Labreaux designed Robertson 950 *Corrobboree*, who LPS = 113 degrees, appears below.

MB = Maximum beam = 10.601 feet
Disp. = Displacement in measurement trim = 6361 pounds



PURPOSE designed IMS-rated Corrobboree, a Robertson 950, shows her speed as she runs away from larger yachts under spinnaker in last year's SCOR series at Mooloolaba. (Pic - Ian Grant)

LSM0 (sailing length in meas. trim) = 26.09 feet

Capsize Increment = $18.75 * (2.0 - (MB / (Disp. / 64)^{0.333}))$
= $18.75 * (2.0 - 2.292)$
= -5.48 degrees.

Capsize Increment is not taken outside of the range -5 to +5, so take value of -5.

Size Increment = $((12.0 * (Disp. / 64)^{0.333} + LSM0) / 3.0) - 30.0$
= -0.9257 degrees.

Stability Index = LPS + Capsize Increment + Size Increment
= $113 + (-5) + (-0.9257)$
= 107 degrees

The calculation demonstrates the effect on SI versus LPS of the geometric variables of length, displacement and beam. Hopefully apologies are not needed for resorting to mathematical formulae, the intent is to allow you to see the effect on your own yacht with only a hand calculator.

Keel Draft

The "engine room" of change in the IMS Rule is the USA. Over the preceding 12 months, American IMS owners, through their committee, the IMSOC, have believed that yachts with so-called "extreme draft" enjoy an unrated speed advantage on all points

of sail except downwind. Prior to a more thorough scientific basis for dealing with this perception, the following "band-aid" approach to redress the balance has been implemented, with effect in the USA from June this year.

Yachts whose keel draft exceeds the fleet average for their length by more than 12.5% will experience a seconds/mile penalty in proportion to the excess. Approximately 10% of the fleet have had their certificates reissued with the lower seconds/mile

figures in place on points of sail other than downwind. The formula is:

Draft: length ratio DLRATION = $(DHK0 / LSM0) / (0.211 - 0.00113 * (LSM0 - 32.8))$

where

DHK0 is a measure of hull and keel draft in measurement trim.

Solving for DLRATION = 1.125 (ie a 12.5% above-average figure), the following table of length versus draft maxima without penalty results, beyond which a penalty is introduced. Interpolate for your own yacht to see if you are in the clear.

To convert feet to metres, divide by 3.281.

LSM0 (feet)	DKH0 (Max.) (feet)
25.0	6.181
27.5	6.713
30.0	7.228
32.5	7.727
35.0	8.210
37.5	8.678
40.0	9.128

To calculate an intermediate or higher value, use the equation:

DHK0 (Max. without penalty) = $1.125 * LSM0 (0.211 - 0.00113 * (LSM0 - 32.8))$

As its origin is North American, it works with feet units. LSM0 and DHK0 are on page two of your IMS certificate.

Lyons/Laubreaux Yacht Design

When all that matters are results... our projects speak for themselves.

Corrobboree — Multiple IMS Winner and Boat of the Year

Box Office — Multiple JOG Winner

New Design: Talk to us about your next performance cruising or racing yacht.

Modifications: Keels, rudders, performance enhancement, structural design, rating analysis

David Lyons BE(Hons) & Tony Laubreaux BE(NavArch)

PO Box 637 Spit Junction 2088 NSW

Tel. (02) 368 1280 Fax (02) 357 3080

These figures are quite generous, and it turns out that the maxi *Amazon* is right on the limit for its size, whilst the Jarkan 12.5 *Never A Dull Moment* and *Corrobboree*, examples at the 41 and 31 foot mark are well within. The greatest penalty dealt out in the US fleet was 7 sec./mi.

Pitching Moment/Motion in Waves

The IMS VPP predicts speeds in flat water, steady state conditions. With the acceptance of yachts for rating under the system which have characteristically light ends due to lack of accommodation in the fore and aft quarters, typically ex-IOR racing machines, there is a belief that they have enjoyed an unrated speed advantage through reduced pitching. This is a truism, and a fact not denied by any performance conscious sailor.

Similarly, lightweight masts and high centre of gravity keels all tend to reduce a yacht's radius of gyration. For years now, the Olympic Finn and FD classes have been using the Lamboly pitching test, whereby the hull is suspended, the acceleration of the ends measured to determine weight concentration. The logistics of doing this with ocean racing yachts is daunting, so a two pronged attack on the problem is underway by the US IMSOC, under their Pitching Moment Project. The long-term objective is to quantify these effects, again using a scientific basis. At least \$USD100,000 is being raised to fund this research.

In the interim, a "Surrogate Pitching Moment Calculation" method has been instigated, effective in the USA from June. The USA would be rightly seen as leading the way with these changes, as they have the fleet sizes, the research resources and the will to refine the system. Just in case you think all we do is heel when whistled to, US Sailing (formerly USYRU) at their Spring meeting adopted a minimum General Purpose Time Allowance of 460.0sec/mi., an initiative from the CYCA, based on the IMS rating of the maxi *Drumbeat*. It is envisaged that world uniformity would see Australia adopting all these other changes in time.

Regardless, the Pitching Moment Surrogate Scores are outlined below:

1. Sail Area/Displacement: IMS SA/(measurement trim displacement #164)^{2/3}.

1.0	SA/D	>22.5
0.9	22.5>	SA/D >20.0
0.5	20.0>	SA/D

2. Sail Area/Wetted Surface: IMS SA/measurement trim wetted surface

1.0	SA/WS	>2.75
0.9	2.75>	SA/WS >2.50
0.5	2.50>	SA/WS

3. Sail Area/Keel Area: IMS SA/keel profile area (to the degree that keels can be distinguished from other appendages)

1.0	SA/KA	>30
0.530>	SA/KA	>20
0.320>	SA/KA	

4. Displacement/Minimum

Displacement: measurement trim displacement/minimum displacement

1.0	D/MIN	<2.0
0.92.0<	D/MIN	<2.5
0.52.5<	D/MIN	

5. Mast Diameter/Base Mast Diameter: EDM/EDMB

1.0	EDM/EDMB	<0.8
0.5	EDM/EDMB	>0.8

6. Waterplane Fineness Ratio: 1/2 angle subtended by the maximum waterline beam from the stem's intersection with the waterplane is sunk (LSM4) condition, compared to Base angle of 18-(LSM0/15).

1.0	RATIO	<Base-1
0.9	Base-1<	RATIO
0.5	Base<	RATIO

7. Entry Angle: 1/2 angle subtended by the waterline beam at 10% of waterplane length from the stem in sunk (LSM4) condition, compared to Base angle of 24-(LSM0/15).

1.0	RATIO	<Base-1
0.9	Base-1<	RATIO
0.5	Base<	RATIO

All these attributes affect performance in waves. They are multiplied together once calculated, to give an aggregate Pitching Moment Surrogate Score in the range 0.0046875 to 1.0. If greater than 0.04, the figure is multiplied by 0.04, and the result subtracted from the base Gyradius/Length ratio of 0.27. In concert with already established ratios of Length/Beam, Displ./Length, and sailing length, added resistance in waves is calculated.

This is added to all other calculated resistances to yield a new (hopefully more accurate) resistance figure for the VPP. The effect gradually decreases to a zero resistance change at 90 degrees true wind angle and beyond. However, the effect on your certificate is only seen in modified optimum upwind VMG. Heel angles and predicted boatspeeds (V values) are unchanged.

That is, page two values for V on the certificate in knots are unchanged, but sec./mi. figures on page one to incorporate the effect of the newly calculated pitching resistance.

So what does it all mean? Yachts which have relatively high sail to weight, sail to wetted surface, and sail to keel area ratios, are lighter displacement for their length and

beam, have smaller diameter (read lighter) masts, narrower waterline beam and finer entry will have a higher score, and consequently have their resistance recalculated and lowered. A seconds/mile decrease will result. Approximately half the US fleet has been affected from 1 to 7 sec./mi. reduction in upwind allowances. If the results are accurate, then this is really ground breaking stuff, or at least the first attempt to put this into practice.

So instead of forcing an owner to build a yacht he is told will have a better pitching tendency due largely to hull damping characteristics, he has the option of receiving a relative time allowance for having a design that encompasses unfavourable characteristics which encourage it to continue pitching. Having said all this, the effect of the allowances has not been sufficiently tested yet on the race course, and still makes no allowances for one yacht that has a head compartment in the forepeak enclosed by heavy half inch ply, compared to a similar sized module built out of lightweight sandwich panel.

What Else?

It is the intention to continually introduce such changes as the results of research come to light, and there is a reasonable expectation that they can be trusted. Owners could expect to see new certificates in the post periodically with the changes included, some personally favourable, others not.

A Rig Simplification factor is under consideration, making speed allowances for masts which are relatively small diameter, and rely on halyard locks, runners, checkstays etc. Perhaps they have been chemically etched to remove further weight. It's not that these features will be prevented, but rather that they be *rated*.

Acceleration ability of a yacht out of tacks is also being looked at. This has a greater effect in short course racing with lots of tacks, and little effect in a distance race.

Uniformity in accommodation standards, and a clear understanding of "spirit and intent" is required worldwide, so that a Japanese yacht, New Zealand yachts and Australian yachts could compete in Hawaii, say, under IMS on a level playing field. Communication is the key.

As mentioned in the introduction, an emergent need exists to cater for grand prix, rule minimum yachts and "spirit and intent" yachts by way of an open division and a class division. If more yachts can compete happily and fairly, that will be the measure of success.

boat test

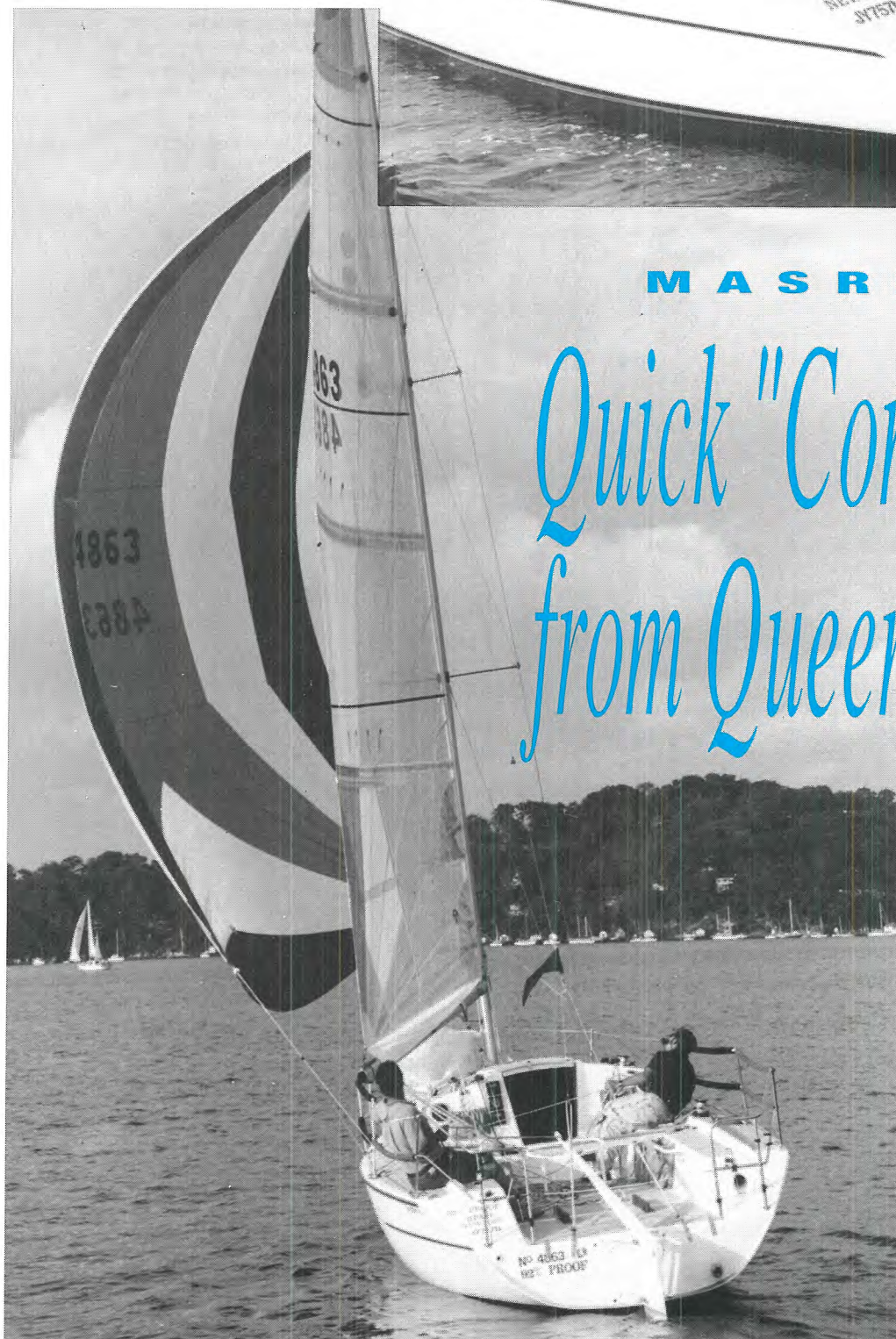


M A S R M 9 2 0

Quick "Compromise" from Queensland

By Peter Campbell

SUCCESSFUL MASRM 920 class racing yacht, 92% Proof, sailing on Pittwater. The MASRM 920s have proven highly successful in JOG racing in Queensland and New South Wales. Close-up of the cockpit layout of 92% Proof indicates the leverage the helmsman can get on the rudder.
(Pics -- Peter Campbell)



Almost every yacht ever designed or built ends up as a compromise to meet the circumstances and needs of the owner and, in Australia in particular, the enjoyment of family. Few of us just buy a yacht for our own particular enjoyment, nor would we want that.

The concept of "race on Saturdays, day cruise with family and friends on Sundays" or even take the family "up the river" overnight after Saturday racing is still very much the keynote of the Australian yachting scene.

Usually it is a relatively simple compromise with your average club cruiser/racer, but when it comes down to adapting the concept of a grand prix offshore racer to meet family needs it is not always easy.

Fortunately, some designs have come on the market over the past few years which produce yachts with exhilarating performances but with a simplicity of deck and cabin layout that allows them to be used for recreational sailing "en famille" with moderate creature comforts.

Such yachts include the Cape 31, Robertson 950, Elliott 30 and Jutson 31, all fast racing yachts which have been sailed with success over the past year or so. But each of them is a rather expensive yacht.

Sydney yachtsmen Jan Muysken and Russell Murphy are two enthusiastic racing yachtsmen, keen to compete competitively in the strong JOG Super Grand Prix series off the NSW coast. Both have young families and a commitment also to use their yachts for social day-sailing and the occasional overnighter "up the river."

Like many young executives they had other financial commitments that limited their spending on a racing yacht.

Their decision was to establish MASRM NSW and buy in partnership a MASRM 920, a proven 30-footer and the largest in a line of excellent and successful yachts designed and built by Brisbane boat-builder Merv Anderson, primarily for JOG racing. MASRM is an acronym for Merv Anderson Sandgate Road Marina in the Brisbane bayside suburb where Merv has been building sailboats, from skiffs to sharpies, Sabots to JOG racers, for the past 33 years.

The result for Muysken and Murphy is their JOG racer 92% Proof, the demonstration boat for MASRM NSW. The NSW marketing outlet for these 30-footers, of which 14 have now been built, mostly for Queenslanders, but three for NSW owners.

As a fast racer/cruiser the MASRM 920 has proven to be an ideal compromise,



SAILING in light airs on Pittwater, the MASRM 920 is quick to accelerate as she moves into a slight gust of wind. In a breeze the boat is a winner.

notching up an impressive record on the race track and providing a stable and roomy yacht for family outings, and all at a most reasonable price compared with the other 30-footers in which use of exotics has escalated the costs.

Design

Merv Anderson designed the MASRM 920 to meet a demand following the outstanding success of his MASRM 720, particularly in JOG racing. "We were looking for a light displacement club cruiser/racer, which would perform well with a small sail area, that could be handled easily by a small crew," he told OFFSHORE. "The main objective was a stable, fast boat for club racing that could be built and fitted out at a reasonable price.

"While quite a number of them are sailed this way, their performance has made them very popular for out-and-out racing. They have proven to be exceptionally fast on all quarters of sailing and easily manageable off the breeze."

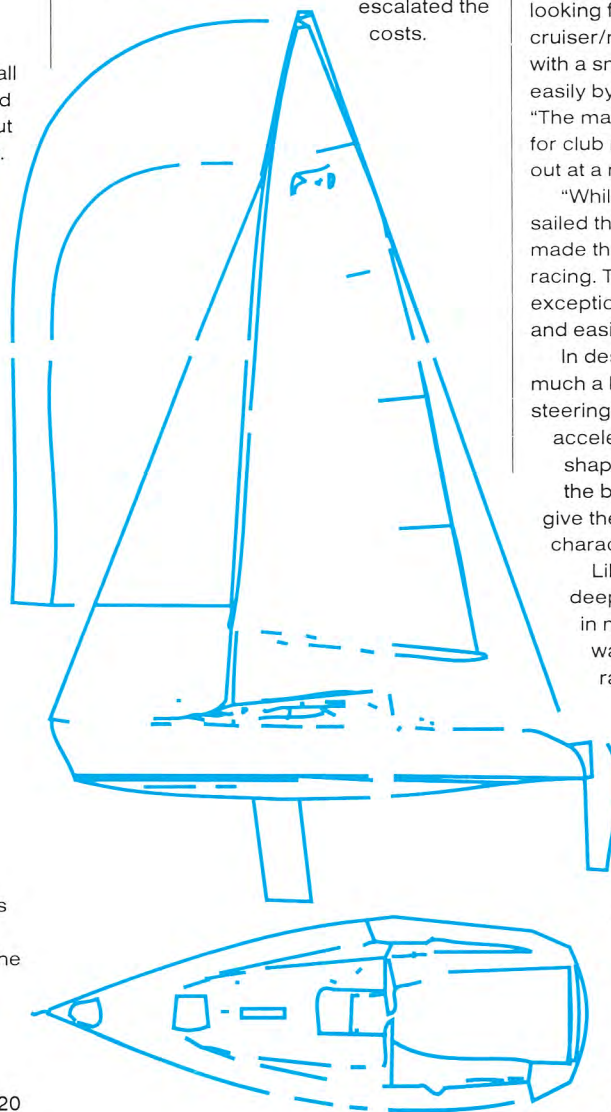
In design shape the MASRM 920 is very much a big dinghy, highly responsive to steering and sail trim, and quick to accelerate. It is in no way extreme in shape, with fine, deep bow sections and the bottom flattening out in the run aft to give the hull excellent off-the-wind characteristics.

Like a dinghy, the MASRM 920 has a deep, slightly angled 2.0m deepkeel or, in most of the yachts in Queensland waters, a centreboard which can be raised.

For 92% Proof the keel has been optimised by Andy Duval of Iain Murray & Associates and extends down 2.0m, with the bottom third all lead, giving a total ballast of 700kg. The MASRM 920 has exceeded all offshore stability requirements for JOG and PHS rated boats.

Construction

Anderson has avoided exotics in building the hulls, using 20mm divinycell foam core with vinylester resin and biaxial glass. The deck is foam core, with a



special granulated rubber surface which provides an excellent non-slip surface on the wide-beam boat.

The bottom of 92% Proof has been painted with Coppercoat, a racing anti-fouling that has proven most effective on a wide range of marina-berthed racing boats.

Most of the MASRM 920s built have been sold as a basic hull and deck, with moulded internal furniture for owner fit-out. Apart from 92% Proof, all have retractable centreboards – essential for sailing on the shoal waters of Moreton Bay and other parts of Queensland.

Both the fixed keel and centreboard standard versions are identical underwater, with the deep fin angled slightly aft with a finely shaped ballast bulb at the bottom.

MASRM 920s are built to ABS specifications and comfortably meet all stability requirements.

However, 92% Proof was factory fitted out before delivery to Sydney, where the new owners called in the advice of Julian Golding of Spunspar to design the rig, Peter Antill of North Sails for the sail inventory, and Andy Duval of Iain Murray & Associates to optimise the keel.

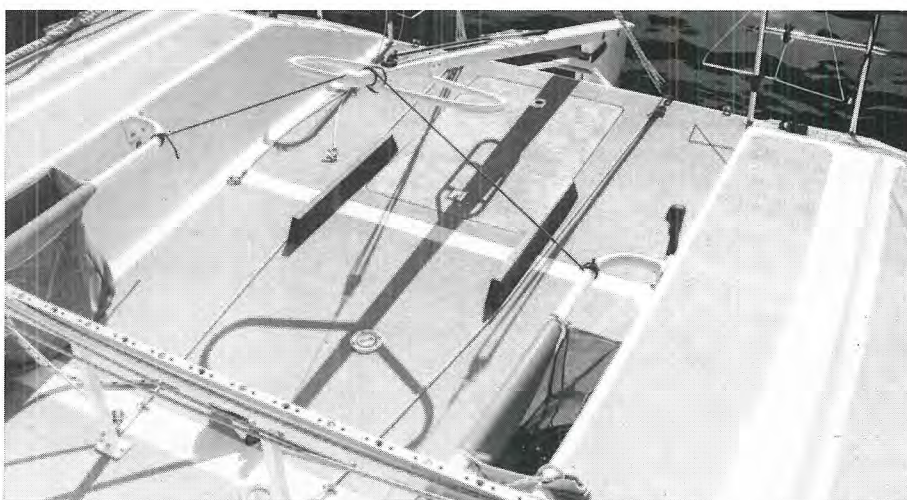
The combination of an easily driven, light displacement hull with a high-tech mast and the best of racing sails has provided the crew with a winning boat. Last year MASRM 920s have notched up a third and a fourth in the JOG Nationals and a first and second in the 30-footer division of the JOG 6 Pack Regatta.

This year 92% Proof has won the Middle Harbour Passage Race, RPAYC's JOG short ocean pointscore and finished in the JOG Division 1 of the Club Marine Challenge. In JOG yachting's Super Grand Prix 92% Proof finished third overall in Division 1 to the expensive and purpose-built flyers, Critical Path and Box Office.

Another Sydney MASRM, Cuckoos Nest, took out the 1991 Sydney Amateurs 9-metre Championship and the 1992 MHYC Chaos Cup and currently leads the pointscore in Division C of the CYCA's Digital Winter Series.

Below Deck

Simple and functional is the best description for the accommodation below on the MASRM 920: it is well finished and certainly adequate for overnight cruising. In fact, for general conditions that we enjoy here in Australia it is well set up without



SIMPLE sail controls lead back across the cabin top to the cockpit of the MASRM 920. Note the genoa track also set on the cabin top and the Stowe instrumentation. Above, looking back into the spacious cockpit with its flat floor, long tiller and good foot grips for the helmsman.

going to the extent of creature comforts aboard a real cruising boat.

Aboard the MASRM 920 you can sleep, feed and generally entertain seven on a day/night cruise, and when you are racing these types of yachts the crew should not expect to find time to sleep!

Basically, down below there is a two-burner stove to starboard, a chart table with icebox below, to port. Aft and under the cockpit are two large double (and friendly) berths. In the main saloon are two convertible settee berths and up for'ard there is the seventh berth, subject to sail stowage requirements.

The head, however, is enclosed, which is more than one can say about a lot of similar-sized IOR racing yachts. In fact, compared with your average IOR Half Tonner, the MASRM 920 is luxurious.

Everything has been designed to keep down weight (and costs), so don't expect to find lashings of teak on bulkheads, lockers, tables. It's a wide open layout, with headroom of 1.9m, except for the enclosed head for'ard. But there is a high standard of

finish to the moulded GRP furniture and the seacock will find the galley set-up quite adequate for short-term catering.

The moulded furniture is all part of the structure of the hull, while there is also a large ring frame amidships under the mast step.

Designed primarily for sailing in the warmer climates of Australia, the saloon is light and airy and its use is probably going to be limited to sleeping and cooking.

On Deck

Essentially a racing layout, it has a large cockpit and wide sidedecks that make the MASRM 920 a most efficient yacht to race and pleasant craft for entertaining and family cruising. Eight adults can sit in the cockpit for social sailing.

Moored stern-in at The Royal Prince Alfred Yacht Club, the value of the deck layout is experienced immediately when

climbing aboard.

No clambering over a pushpit cluttered with backstay tackles, radio aerials: just a simple jump onto the open and flat aft section of the long and wide cockpit. Aside from the low coach house and a low gunwale lip behind the cockpit seats, the entire deck is flat and clean.

All sail controls are set on the coach house, including two headsail tracks which give close sheeting of the genoas. There are only four winches

on the boat, two Barient primaries on the cockpit gunwale and two for halyards/reefing/cunningham, etc, on either side of the companionway. The hatch slides into a "garage", giving easy access below.

The cockpit is divided by a fullwidth mainsheet traveller ahead of the helmsman's position, allowing him to make fine adjustments, or quick releases in sharp gusts if sailing with the rest of the crew on the weather rail. For'ard there is plenty of room for the trimmer to sit to leeward or windward.

Aside from tweakers for the spinnaker brace, the side decks are flat and clean, as is the foredeck. As mentioned, the decks have a special non-skid coating which gives excellent security moving around the deck.

92% Proof has lightweight stanchions without going to exotics, allowing tubes to fit neatly into sockets on the gunwale.

Sail controls are simple but most effective on 92% Proof, with an input by sailmaker Peter Antill and mastmaker

Julian Golding, and instrumentation expert Mark Baker, all champion sailors in their own right.

For hard offshore racing with the JOG fleet, they have set up 92% Proof with runners and checkstays and for "drag racing" she can carry a large masthead spinnaker. Crew for JOG racing is six or seven, but for simple club racing she can be raced efficiently by a crew of five, cruised by two people.

The Rig

92% Proof has been rigged with Spunspars mast, designed by Julian Golding using the same principles he has developed so successfully for high-performance dinghies: thin walled but bigger section, drawn aluminium tubular sections. Spunspars' masts for keelboats are based on this same premise of thin-walled but larger tube sections, spun-tapered using a highly sophisticated computer-controlled tapering machine.

The mast is set up with twin spreaders and diamonds instead of sweptback spreaders used on some MASRM 920s, with additional control from runners and checkstays. The boat has a Tuff-Luff headfoil, two spinnaker halyards, a masthead spinnaker halyard and one headsail halyard. All halyards lead back to the aft end of the coachhouse for easy operation from the cockpit.

Simple but efficient systems include a double boom vang control allowing operation from the weather rail at all times.

Instrumentation is the very efficient but economical Stowe system, providing windspeed and direction, VMG, log and VMG, and depthsounder. Two Plastimo tactical compasses are set either side of the coach house bulkhead, giving the helmsman a clear indication of lifts and knocks.

Sails are all from North Sails at Mona Vale in Sydney, and 92% Proof carries a fully-battened all-kevlar mainsail, with the all-kevlar headsail range being a No 1 genoa, No 3 and No 4. There is no No 2 genoa: when reducing sail the jump is from the No 1 down to a 110-115% No 3.

"These are sails specially designed for JOG racing," said sailmaker Peter Antill, who sailed aboard during OFFSHORE's test sail – and produced his best knowledge of Pittwater puffs to help this helmsman achieve a creditable fourth in the RPAYC club racing fleet. "The worst possible conditions for this type of boat," he muttered as we sailed slowly around the course in less than 6 knots of patchy breeze.

Under Power

The MASRM 920 has a most efficient auxiliary in a single cylinder Bukh 9hp diesel with sail drive unit. With its deep keel and rudder blade, the 920 handled easily, reversing well into its marina berth.

Under Sail

As mentioned above, this sail test was in a patchy and puffy Pittwater breeze against a fleet that included Julian Golding's own

MASRM 920, Spunspars Special, several fast Adams 10s, and a Young 7.8.

The MASRM 920 is a delightful boat to steer, very responsive to the tiller. On 92% Proof the tiller, with large handgrips and a robust extension, is well set up for the helmsman to give good control and clear vision from either side within the cockpit or sitting out on the side deck. With the mainsail traveller set well forward in the cockpit, there is ample room for the helmsman to move from side to side with ease while still having full control and a clear vision forward.

Despite the light wind, the acceleration of the MASRM 920 was noticeable whenever a puff came through. To windward in around 7 knots she was sailing as close as 10 degrees to the wind and logging 6.5 knots on the Stowe instruments.

"I was surprised how well she sailed in these light breezes and against some fast and well-sailed boats," commented Peter Antill.

But as the owners and those who have sailed on her offshore found, she is at her best in a fresh breeze. Among those who have steered 92% Proof with success is Leigh Minehan, recently elected Commodore of the Cruising Yacht Club of Australia, and crew member of a number of successful ocean racers, including Sydney-Hobart Race winner Sagacious V.

They quoted as a case in point this year's MHYC Marine Hull Regatta, which was sailed in 40 knots off Sydney. "We had one reef in the main and a No 3 or No 4 headsail and she revelled in the conditions," said Jan Muysken. "Steering her downwind was like driving a surfboat with a sweep oar."

Muysken said the critical factor in performance to windward was mainsail trim and weight balance. "Going to weather in 15 knots we have six on the rail – in winds above 10 knots she is unbeatable: she gets into overdrive and away she goes."

Muysken says they can expect speeds of 12-14 knots to windward to a 25-30 knot breeze – "not bad for a racer/cruiser and not an exotic purpose-built racer."

Conclusions

Newly elected Commodore of the Cruising Yacht Club of Australia, Leigh Minehan, an experienced ocean racing yachtsman, has sailed aboard the MASRM 30, 92% Proof, several times last season, including the 1991 JOG National titles and in several of the 1991-92 JOG Grant Prix series races.

Here are his comments about the boat:

The MASRM 30 clearly outpaces all other 30-foot JOG boats upwind and is able to hold its own with them downwind. It is a surprisingly stiff boat for its size and performance and with the benefit of the long fixed dagger keel is able to generate significant lift and pointing ability.

I believe this is a particular advantage for offshore sailing as many 30-footer JOG boats tend to be less at home when in

open waters.

However, the stiffness of the MASRM enables it to come with 30 knots and a heavy sea. This was demonstrated in a recent JOG Grand Prix series conducted on the Manly triangle, where the MASRM 30 comfortably handed the morning Saturday offshore race, notwithstanding that the Race Committee moved the afternoon race back into Sydney Harbour due to the conditions and the heavy roll on other competitors.

Whilst the MASRM 30 is not a boat which one would want to take to Hobart, I believe that it does afford competitive racing offshore and the opportunity to do some of the NSW coastal races for the more adventuresome.

On a value for money basis with other 30-footers, it would seem hard to beat.

And the bottom line is indeed an attraction – a basic MASRM 920 on the water with diesel inboard, 4 sails (two jibs, mainsail and spinnaker) for \$80,000, an optimised 920 with full instrumentation for \$90,000. Compare that with some of the other 30-footers on the market!

MASRM 920

Designer/builder: Merv Anderson, MASRM Yachts, 30 Allworth Street, Northgate, Queensland.

Sale information:

Sydney (02) 417 4751.
Brisbane: (07) 266 2786.

Specifications:

Hull: Divinycell core/vinylester resin

Deck: Divinycell core/vinylester resin with rubber compound non-skid material.

Keel: Drop centreboard or fixed fin keel.

Rudder: Transom mounted.

Mast: Spunspars tapered, by Spunspars, Mona Vale, NSW.

Sails: North Sails, Mona Vale, NSW.

Winches: Andersen.

Engine: Bukh 9hp diesel.

Hull designed to ABS specifications and to offshore stability regulations.

Accommodation: 7 berths.

Design Measurements:

LOA.....9.22m

Beam3.33m

Draft/Centreboard0.7m

Draft/Fixed keel2.0m

Sail area.....40-45 sq m

Mainsail.....25 sq m

Foretriangle 100%.....14.5m

I9.7m

J3.0m

P.....10.6m

E.....4.1m

Spinnaker.....76 sq m

Spinnaker.....44.5 sq m

Headroom.....1.9m

JOG TCF:7405

AYF Stability tested: Category 3.

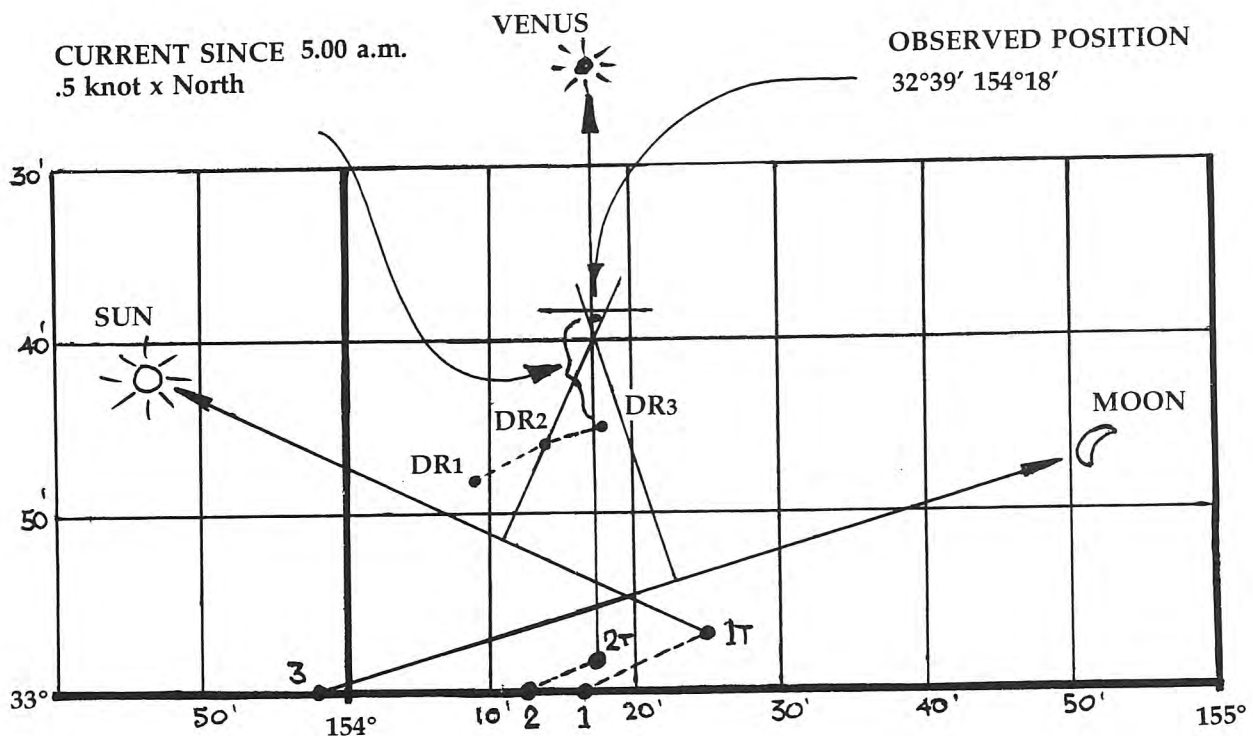
Price: Sailaway yacht with 4 headsails, engine: \$80,000.

Optimised with complete JOG racing inventory, instrumentation. \$90,000.

Solution to Navigation Exercise from page 25

		MONTH & YEAR NOV. '92		
OBJECT		SUN'S LL.	VENUS	MOON'S UL.
D.R. POSITION		32° 48' 154° 09'	32° 46' 154° 14'	32° 45' 154° 18'
ZONE TIME (SUMMER)		1 - 14 - 30 - 30	1 - 14 - 54 - 50	1 - 15 - 30 - 30
① G.M.T. - 11 HOURS		1 - 03 - -	1 - 03 - -	1 - 04 - -
② G.H.A. (DAY & WHOLE HOUR)		229° - 05.8	192° - 06.0	163° - 39.3
INCREMENTS		7° - 37.5	13° - 42.5	7° - 16.7
③ δ CORR. (MOON & PLANETS)		—	- 0.7	6.5
④ S.H.A. (STARS ONLY)		—	—	—
FULL G.H.A.		236° - 43.3	205° - 47.8	171° - 02.5
⑤ CHOSEN LONG. ^{W-} _{E+}		154° - 16.7	154° - 12.2	153° - 57.5
⑥ L.H.A. (P) (I)	31	391° - 00.0	360° - 00.0	325° - 00.0
⑦ CHOSEN LAT. (III)		33° - 00.0	33° - 00.0	33° - 00.0
⑧ δ ± (MOON & PLANETS)		—	- .8	12.7
⑨ δ ± (NOT FOR STARS)		+ .8	+ .5	- 7.8
HP. (MOON ONLY)		—	—	54.9
⑩ DECLINATION		<input type="checkbox"/> N <input checked="" type="checkbox"/> S 14° - 28.8	<input type="checkbox"/> N <input checked="" type="checkbox"/> S 24° - 09.8	<input type="checkbox"/> N <input checked="" type="checkbox"/> S 18° - 13.7
⑪ δ CORRECTION		→ + .4	+ .5	- 4.0
⑫ CORR. DEC. (II)		<input type="checkbox"/> N <input checked="" type="checkbox"/> S 14° - 29.2	<input type="checkbox"/> N <input checked="" type="checkbox"/> S 24° - 10.3	<input type="checkbox"/> N <input checked="" type="checkbox"/> S 18° - 09.7
⑬ TAB. ALT. (ht) (I)(II)(III)	USE	56° - 01.5	81° - 00.0	55° - 15.2
⑭ INTERP. CORR. ±		→ + 18.3	+ 10.3	+ 5.1
CALC. ALT. (Hc)		* 56° - 19.8	* 81° - 10.3	* 55° - 20.3
DEC. INC.		29.2	10.3	9.7
ALT. DIFF. (d) ±		+ 37.6	+ 60.0	+ 31.6
⑮ TAB. AZIMUTH (Z)		115.9	180.0	1106.8
⑯ TRUE BEARING (Zn)		295.9	360.0	73.2
* SEXTANT READ. (hs)		* 56° - 20.0	* 81° - 33.5	* 55° - 29.0
⑰ DIP (H. OF E.) 8'		MINUS 2.7	MINUS 2.7	MINUS 2.7
APPARENT ALT. (ha)		56° - 17.3	81° - 30.8	55° - 26.3
⑱ ALT. CORR. ± HP.		+ 15.6	- .1	+ 15.6
TRUE ALT. (Ho)		* 56° - 32.9	* 81° - 30.7	* 55° - 41.9
⑲ INTERCEPT (a)		13.1	20.4	21.6
⑳ DIRECTION		TOWARDS <input checked="" type="checkbox"/> AWAY <input type="checkbox"/>	TOWARDS <input checked="" type="checkbox"/> AWAY <input type="checkbox"/>	TOWARDS <input checked="" type="checkbox"/> AWAY <input type="checkbox"/>

PLOT OF SUN,run,VENUS,run,MOON @ 3.30 p.m. (Summer)



what's new

Titan Winch Handles Take on the World

AUSTRALIA'S marine equipment industry has long been recognised worldwide as one of the most innovative when it comes to yacht fittings. Maintaining that reputation and earning valuable export dollars for our balance of trade is the Titan winch handle, a lightweight but extremely tough handle that actually floats. An even later concept is made from carbon fibre to meet the needs of grand prix racing yachts.

Overseas orders running into thousands have been received from the United States, Canada, Britain, Holland, Sweden, Denmark, Finland, Germany, South Africa, Austria and New Zealand. In Australia, Ronstan are marketing the Titan winch handle with the release of the new Model 930.

The Titan winch handle was invented in Perth by a yachtsman who recognised the need for a lightweight, strong, floating winch handle in answer to the problems of losing handles overboard and damaging

gelcoat by dropping a heavy handle on the deck.

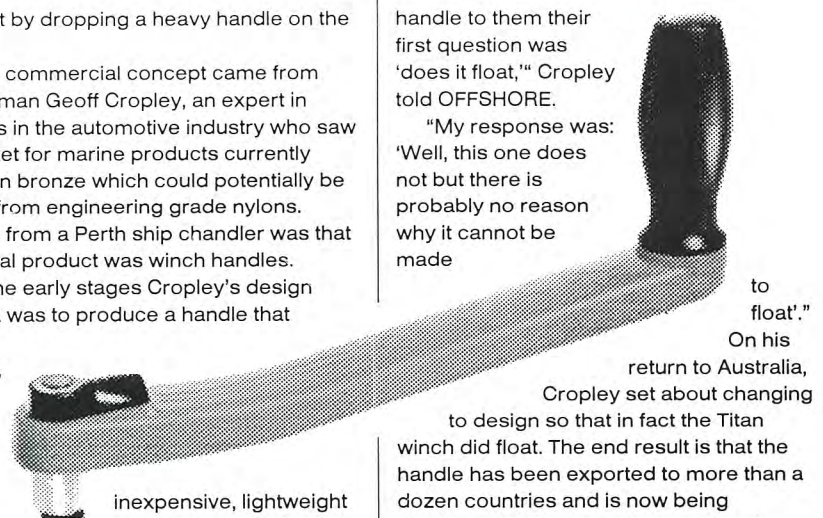
The commercial concept came from yachtsman Geoff Cropley, an expert in plastics in the automotive industry who saw a market for marine products currently made in bronze which could potentially be made from engineering grade nylons. Advice from a Perth ship chandler was that the ideal product was winch handles.

In the early stages Cropley's design criteria was to produce a handle that was strong,

inexpensive, lightweight and could be packaged like no other handle had ever been before. But it was not until he was showing his prototype to several importer/distributors in the USA that the floating idea came to light. "In every case when I first handed the

handle to them their first question was 'does it float,'" Cropley told OFFSHORE.

"My response was: 'Well, this one does not but there is probably no reason why it cannot be made



to float'."

On his

return to Australia,

Cropley set about changing

to design so that in fact the Titan winch did float. The end result is that the handle has been exported to more than a dozen countries and is now being distributed in Australia through Ronstan.

The original design has recently been modified with new styling and added strength through the increased thickness of the handle. The first model was limited to yachts up to 25-footers, but the later

what's new

models are recommended for any size yacht.

Two 10" (250mm) Titan winch handles are currently available, either in a lock-in or non-locking unit, in red or green.

Titan has also just released an 8" (200mm) model lock-in and non-locking model along with a new high tech carbon fibre handle in both 10" and 8" sizes which will be available only in the lock-in type. Just how strong these Titan winch handles are can be gauged from tests that the standard 10" handle requires something like 140kg to break it while the carbon fibre one required around 180kg.

The carbon fibre model has a fluoro red handle grip which not only allows it to be seen easily in the water if dropped overboard, but also allows for use at night.

The carbon fibre handle generated considerable interest before it was even launched with the King of Norway enquiring about the product for his two One Tonners.

Editor's note: Having tried both the standard plastic and the carbon fibre Titan winches aboard my 27-footer I can certainly recommend them. However, my crew says their light weight does take some getting used to and have one recommendation – wash the winches in fresh water to clear the salt which can clog the locking system.

Further information: Ronstan Marine or Titan Australia Pty Ltd, Phone: (02) 609 2066. Fax: (02) 725 3199.

Barlow Marine New Australian Agents for B&G Electronics

IN a significant marine industry move, the leading international electronics company Brookes & Gatehouse has appointed Barlow Marine as its new agent in Australia. Barlow Marine, one of Australia's most respected marine companies, has been in operation for more than 30 years, in which time it has built up a comprehensive nationwide sales network covering retail outlets and boat builders throughout the country.

Announcing the appointment, Barlow Marine's managing director, John Baker, said his company was delighted to be associated with such a high profile name as B&G. "The quality and reputation of their products provide the ideal complement to our current range of marine

equipment," he said.

The Barlow sales and marketing team will be headed by international yachtsmen Peter Shipway, while the technical and after-sales support will be provided by John Harden who has been involved with B&G products for several years. Simon Pettit, sales manager of B&G, expressed confidence that Barlow would be able to reinforce the company's market position and create further growth in Australia.

The appointment follows a review of activity in Australia, a popular market for B&G equipment, including the B&G Network range of instruments, the renowned B&G Hercules 690 racing systems and GPS navigation.

The news of Barlow Marine's appointment came just days after America3 retained the America's Cup off San Diego – equipped with B&G. Barlow plans a major B&G display at the coming Sydney Boat Show, including the latest Network range of products.

VDO Launches New Logic Instruments

INSTRUMENT specialist VDO has launched a new data-sharing marine instrument range, including navigation and engine monitoring instruments and autopilots. Called the VDO Logic, it is the first marine instrument range to combine these three functions in a single data-sharing system.

Suitable for both sail and powered craft, the VDO Logic instruments are designed to operate as either stand-alone units or in a

group with full data-sharing capability.

Communication between the VDO Logic instruments is by internationally recognised NMEA 0183 standard. This allows the Logic instruments and autopilot to network with other on-board electronics, such as satellite navigation (GPS).

VDO's hybrid display means basic functions are displayed with accurate, easy-to-read points.

Instruments in the VDO Logic navigation range include wind speed and direction, log, compass and depth sounder.

Further information: Tim Haughton, VDO Instruments (Sydney) – (02) 905 5909 or Phil Crosby, VDO Instruments (Melbourne) – (03) 450 3209.

BilgeMate Pump Control Available

BAINBRIDGE Marine has introduced on to the Australian market the BilgeMate to assist boat owners in overcoming the problems of mechanical float switches.

BilgeMate is not a switch or time. It is a fail-safe, solid state pump control device that intelligently detects wave motion and pumps water from boats automatically.

It is equipped with a self-test feature and will operate automatically or manually when installed with a standard three-way control unit. The waterproof casing with stainless steel probes installs easily on all pumps and is suitable for yachts, leisure craft, racing power boats and even deep sea trawlers.

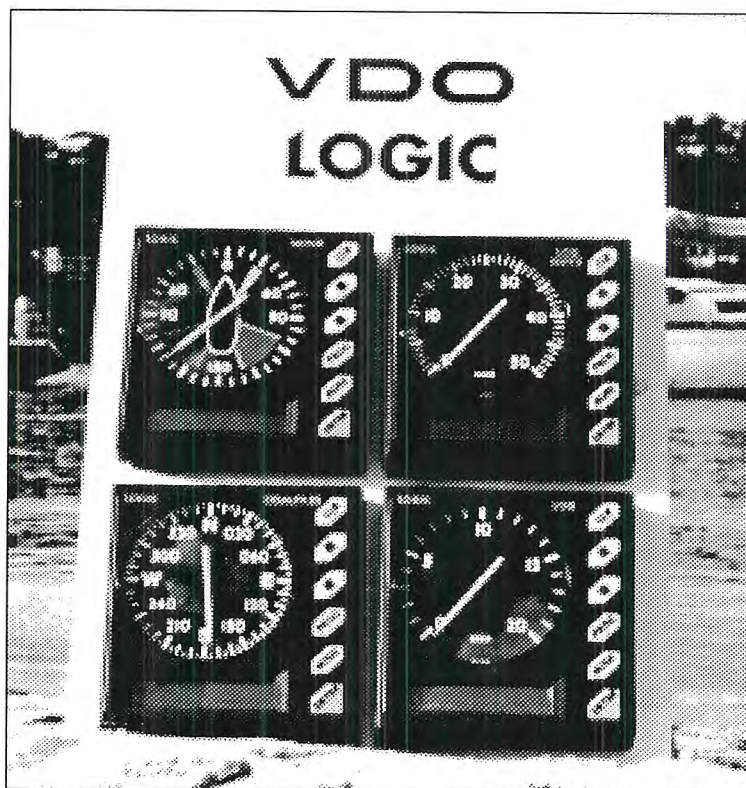
Further information: Bainbridge Marine, Ph: (07) 245 2033 or toll free on 008 777 778.

Premier Boat Trimming Offers Protection

SYDNEY's recent westerly gales underline the need for boat owners to ensure that their crafts' protection, such as Bimini tops, flybridge screens, dodgers, storm covers and boom covers, is in good condition to withstand severe winds.

Premier Boat Trimming, based in the heart of Sydney's boating at Rushcutters Bay, points out that any minor or major repairs should be done to safeguard against even worse damage in windstorms.

Obligation-free quotes can be obtained through Premier Boat Trimming's workshop or by calling (02) 363 5998.



what's new

Improved LCD Displays For Navstar Autohelm

AUTOHELM, manufacturers of the popular ST 50 range of power and yacht instruments and autopilots, have announced that the complete range is now supplied with adjustable contrast LCD displays.

LCD (Liquid Crystal Displays) are ideal for marine instrumentation because of their robustness and the minimal amount of power they draw.

Most LCD displays have so far suffered from narrow viewing angles and difficulty in setting them up to provide optimum viewing in a variety of lighting conditions.

For example, the sunlight on the deck of a boat is very different at midday from the conditions that exist at dusk or down below. Further, some installations require that equipment is mounted on a dash while others indicate a bulkhead.

Adjustable contrast LCDs now allow the user, at the touch of a button, to tune individual displays, according to their position, the conditions prevailing, and the position of the user relative to the instrument.

Further information on the ST 50 series: Navstar Autohelm on 008 029 948 (toll free).

Stowe Seavalve For Paddlewheel

ONE of the annoying small problems yacht owners face is the inflow of water into the bilges every time they want to clean their log transducer paddlewheel. The Stowe Seavalve is an ingenious device that restricts the flow of water – when the transducer is removed two sprung flaps move across and block the flow of water.

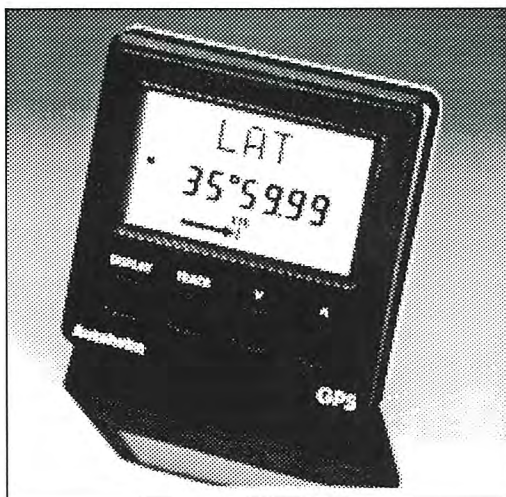
The valve assembly screws into the top of the existing paddlewheel transducer's skin fitting. A longer paddlewheel transducer must then be fitted to protrude through the combined height of the skin fitting and Seavalve.

The Stowe Seavalve can be ordered as a retrofit for fitting to existing installations or supplied new and be fitted while the yacht is still in the water. Recommended retail price is \$275.

Further information: Mark Baker Pty Ltd, Ph: (02) 482 1544; Fax: (02) 482 1579.

Rope Clutch Innovation From Lewmar

LEWMAR Marine has unveiled an interesting innovation in rope clutch technology – the Superlock – the result of extensive mathematical and geometrical research to produce a totally new



approach to rope clutch design.

The research was prompted because of recent advantages in rope technology, resulting in thinner, smoother ropes.

The patent pending design involves a combination of five precision-formed "dominoes" which act in unison to grip the rope over 70% of the clutch length. The dominoes incline to their optimum angle, creating a wave grip pattern which locks the line firmly in position.

Linked to the handle, two dedicated cam plates automatically select the correct position to provide optimum mechanical advantage for effortless and precise release of the rope under tension.

Superlock involves none of the sharp cams or serrated edges common to some existing rope clutches, making it extremely kind to the rope, improving durability and control.

Four models make up the Superlock range, accommodating rope of all materials in diameters from 8mm to 16mm. Available in either single, double or treble form, they are available in the new "pewter grey, common to the latest Lewmar deck equipment. Superlock can handle loads up to 1200kg.

Further information on Lewmar rope clutches and other Lewmar products: Barlow Distributors in Sydney, phone (02) 637 9333 or fax (02) 637 9323.

Discount Marine Catalogue From Muirs Chandlery

HOBART-based Muirs Chandlery & Brokerage have just released Tasmania's largest discount marine catalogue with more than 120 pages of marine products at discounted prices.

Muirs offer extra discount for bulk buyers and free freight to all major Tasmanian and interstate centres on many of their products, all backed up by a large range of stock at their Battery Point store.

The most comprehensive catalogue is available from all Tasmanian newsagents

BUYING OR SELLING TALK

TO THE PEOPLE
WHO RECENTLY SOLD..
QUEENSLAND MAID
INNER CIRCLE
BOOMALACHA
BIG SCHOTT
TWO ROSS 830S

WANT TO WIN
NEXT SEASON...
TALK TO US ABOUT THE
RADICAL NEW 38' IMS

NSX

SO
RACING
OR
CRUISING,
TALK
TO
THE EXPERTS
WHERE

SERVICE IS OUR BUSINESS



SOUTHERN PACIFIC MARINE

PH: (02) 997 2416
FAX: (02) 997 2954

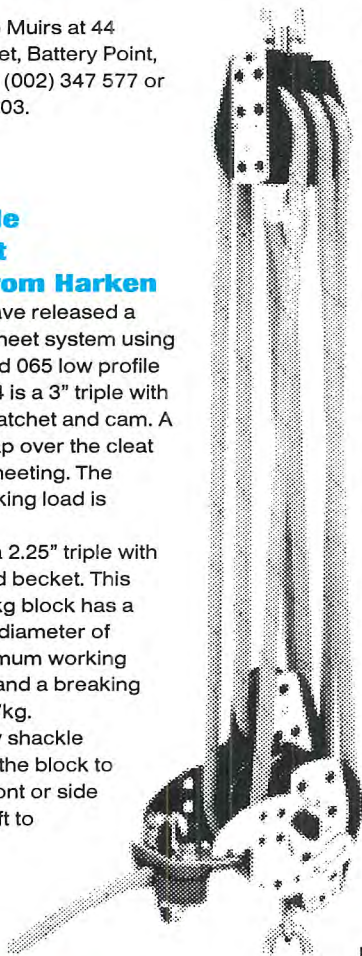
or by writing to Muirs at 44 Napoleon Street, Battery Point, Tas 7005 – Ph: (002) 347 577 or fax (002) 237 303.

Low Profile Mainsheet System From Harken

HARKEN have released a new 7:1 mainsheet system using Harken 064 and 065 low profile triples. The 064 is a 3" triple with fiddle centre, ratchet and cam. A becket eyestrap over the cleat allows close sheeting. The maximum working load is 340kg.

The 065 is a 2.25" triple with swivel post and becket. This light-duty, 213kg block has a maximum line diameter of 12mm, a maximum working load of 340kg and a breaking strength of 907kg.

A three-way shackle system allows the block to be locked in front or side positions, or left to swivel freely.



New Scantling Rule For FOP and Cold Moulding

AMERICAN organisation MacNaughton Associates, of East Port, Maine, have completed a third scantling rule to follow rules for FOP and cold moulded construction of boats. The new rule covers sheath strip construction and should settle the arguments of designers and survey authorities over this half-wood/half-glass construction medium.

ATL Composites, of Southport, Queensland, the licenced manufacturers of WEST system brand epoxy, researched and developed the cedar strip construction 10 years ago in New Zealand. Strip composite (or cedar strip or sheathed strip) construction has been embraced by New Zealand amateur and professional boat builders and the number of craft built to this method now exceeds a thousand.

Strip composite construction, including DuraKore, is claimed to be the fastest and easiest method for one-off boat construction.

Based on displacement, MacNaughtons Rule provides all the necessary sizes and types of materials to use throughout the construction of the boat.

MacNaughtons Rule for sheathed strip construction is available at \$10 a copy from

ATL Composites Pty Ltd, PO Box 2349, Southport, Queensland, 4215, or by phoning (075) 377 636 or faxing (075) 378 659.

John Dransfield Joins Ronstan

AUSTRALIAN of the Year and three-times World champion in Fireballs, John Dransfield, has joined Ronstan's research and development department, bringing a variety of new talents and innovative ideas to this important area.

John is a mechanical engineer and graduated with honours from Melbourne University in 1984, his final year thesis being "The Performance of the Winged Keel".

Another former Australian Yachtsman of the Year, Stuart Walance, has also joined Ronstan's research and development department. The first Australian to win a World championship in Laser dinghies, Stuart is also a graduate engineer and brings with him excellent creative talents.

Easier to Operate Bilge Pumps

FLOW rates for hand-operated bilge pumps are entirely dependent on how easy they are to operate. Jabsco have just released four new hand-operated diaphragm pumps which they claim allow really effective pumping for less effort.

Called the Amazon range, these pumps range in output from 45 to 135 litres per minute from single action diaphragm units manufactured from high strength engineering polymers which combine light weight with extended durability.

Within the range there is a multitude of input/outlet port positions, a choice of through-deck or on-deck, through-bulkhead and on-bulkhead mountings.

Dri-Dek Compartment Liner for Boats

NEW boating accessory from the US is Dri-Dek, a ventilated surface compartment liner for boats that must help reduce the mould and mildew problem aboard.

Dri-Dek comes in fit-together sections of plastic which can be used for line compartments, place under cushions or at the helm to drain water as it lifts above wet decks.

Dri-Dek received the top design award at this year's METS, Europe's largest marine equipment trade show, and is now available on the Australian market.

Underwater Camera Designed for Diving

MUCH more than a diver's camera but really an "all purpose 35mm ideal for the active outdoor lifestyle" is the description given by importers Merit Imports of the new Sea & Sea Motormarine MX-10.

As a diver's camera, the MX-10 is the first underwater camera to incorporate infrared signalling to synchronise the accessory flash, eliminating wire connections. Waterproof to 30 metres it weighs only 574gm and features a 32mm wide angle lens, motorised film advance/rewind and built-in flash.

Further information: Craig Susans, Merit Imports, Unit 8, 98 Old Pittwater Road, Brookvale, NSW. Ph: (02) 905 6155 or fax (02) 905 6259.

Australia Leads In Water Safety Gear

AUSTRALIA is again leading the world in personal safety initiatives, according to the Australia Made Foundation. Like the Australian designed car seat belt before it, a new product developed on the Gold Coast is set to revolutionise safety standards around the world.

The Search and Rescue Personal Alert Kit, or SARPAK, as it is known, is the brainchild of veteran yachtsman Graeme Dwyer, concerned at the difficulty in locating a person who falls overboard at sea.

Worn around the waist like a money belt, the SARPAK provides the wearer with seven chances to be seen when in the water. There are two flares, a pack of fluorescent sea dye, a mini-torch, signal mirror, whistle and fluorescent hood, all easily removed from the pack even when submerged.

Portage Splicing Machine From UK

YACHT riggers and do-it-yourself boatowners will be interested in the latest addition to the Taycos range of splicing presses - the 250 KN hand-operated portable machine produced by this UK-based company.

Weighing only 30kg the machine is easily transported but is equally useful in the workshop. Its open front design allows easy access for eye splicing of wire rope up to a capacity of 8mm dia and enables any size of end fitting to be spliced in place.

Existing swaging dies will fit the machine and accessories such as chain cutting dies are available. A power operated version is also on the market.

Further information: Tayco Splicing Ltd, Unit 2, Craysfields Industrial Park, Main Road, St Pauls Cray, Kent BH5 3HP, UK. Fax: +44 689 77008.

Biggles

with john brooks

ONE thing the America's Cup Organising Committee can be accused of is bad timing. The end of the series co-incided with the end of the summer sailing season in Australia, which means that the yachting journos have little else to write about all winter except why Australia did not win the Americas Cup. To put at end to all that I have discovered the real reason and remember, you read it first in Biggles Column.

Yell, in truth, I did not discover it – it was, hold your breath, the Australian Bureau of Statistics. Forget all that stuff about high tech engineering and aerodynamics PhD's. According to a report published in The Australian on May 19, an extensive survey has revealed that people who never smoked or consumed alcohol to excess and took regular exercise were more likely to suffer from hypertension, heart disease, emphysema, bronchitis and neoplasms, although just how sex crept into the survey

was not revealed.

So now we know, it was all those early morning five mile runs and exercise programmes which wrecked the Spirit of Australia challenge and I for one suspected it all along. I was pondering this development recently, along with a couple of other feral sailors, anticipating the relief that will sweep across the nation now that all of us Norms can relax and stop worrying that our exercise habits, liquor and nicotine consumption are ruining our sailing.

The Spirit syndicate public relations team of Claytons and Tonic (in real life David Kellett and Rob Mundle) which provided Biggles Column with so many exclusive, sensational, high tech, insider scoops throughout the San Diego series, were among the first to suspect that giving up smoking and drinking and attending early morning exercise with the Spirit crew might just be exposing themselves to excessive physical and/or moral danger in the pursuit of excellence. At great personal sacrifice they dropped out of the programme after a few mornings and just how wise they were to so do has now been made crystal clear by the Bureau of Statistics.

It remains for someone to ensure that we do not make the same mistake again and I am giving serious thought to volunteering my services for the next Americas Cup challenge as training manager. I remember Gordon Reynolds complaining that the hardest job he had while serving as Australian Admirals Cup

SMUGGLERS AND SAILORS

THE CUSTOMS HISTORY OF AUSTRALIA 1788-1901

By Dr David Day

Read of the plight of the early Customs officers, battling against human corruption and geographical vastness, in their struggle towards European settlement in Australia.

And meet those 'whose scandals of alcohol, sex and corruption stained the leatherbound pages of the official papers locked in the Customs Houses'.

Commissioned by the Australian Customs Service, this is the first in a set of two volumes, relating the official history of the Customs Service from first European settlement to the 1990s. *Smugglers and Sailors* covers the period up to Federation. The second volume will cover the period from Federation to the present day.

By special arrangement, the publisher, AGPS Press, is providing a pre-publishing offer on both the prestigious leatherbound limited edition of 500 copies, which will be signed by author David Day and the Comptroller General of Customs, and the casebound edition of volume one.

Available in October, *Smugglers and Sailors* will have over 500 pages, 25 colour plates and 120 black and white illustrations.

Big savings-special offer

Smugglers and Sailors pre-publishing offer

Orders received before 18 August 1992 will benefit from these reductions as indicated below:

Yes, I would like to purchase copy/copies of the prestigious leatherbound limited edition at \$150.00 each. (RRP \$ 194.95) Cat. No. 92 1910 8

Yes, I would like to purchase copy/copies of the casebound edition at \$ 34.95 each. (RRP \$59.95) Cat. No. 92 1568 4

Name _____

Address _____

Postcode _____

I enclose payment (made payable to AGPS) for \$ _____

or charge my AGPS Account Mastercard

Visa Bankcard

Expiry date _____

Card Number

Signature _____ Date _____

Available October 1992

Return your order form by 18 August 1992 to:

AGPS Mail order sales, GPO Box 84,
Canberra, ACT 2601, Australia.

For faster service, phone your order to
AGPS Phone Shop (008) 02 004
24-hour answering service.

BR126



Team Manager in 1977 was to keep the crew members away from the fleshpots of Cowes and get them to bed early, alone. If only he had known then what we now know. Come to think of it Australia did not win the Admirals Cup that year either.

Out of curiosity I rang the local Institute of Sport for their reaction to the momentous discovery. I spoke to a secretary there, a Miss Priscilla Landy-Fraser, who assured me that the Institute would be conducting a revision of their training methods just as soon as the Director recovered from shock induced trauma. "He is doing well at the Happy Days Sanatorium", she told me. Meanwhile, all athletes have been placed on an interim programme of a litre of Bundy and two packs a day.

I then asked her about the sailing team, "They were amenable to the new training methods from the first," she said. "One even told me that his father, a CYC navigator known for a strange phobia, had trained that way his whole life and thoroughly recommended it". I asked Priscilla what the strange phobia was and she replied "Confidentially, it was something to do with fear of mutton birds, all very odd".



As it seems likely that Oz will shortly lead the world in new methods of sports training I contacted the Royal Hawaiian Ocean Racing Club's Kenwood Cup Race Director, Ken Morrison, for an official reaction and he told me that after a ship charter deal fell through, Australian participation at the Kenwood Cup will be drastically reduced.

The deal would have ensured IOR and IMS teams for Australia at the Kenwood Cup, but the cost was in the vicinity of \$250,000 and would have required around 10 yachts to make the cost reasonable. The charter was organised by Grant Wharington, owner/skipper of *Wild Thing* but failed when only Wharington, Doug Coulter (*Oz Fire*) and Lou Abrahams (*Ultimate Challenge*) came up with the cash - back to square one. Even then, the crew of *Wild Thing* are so keen for the boat to compete that they volunteered to share the cost of delivering the boat to Hawaii on its own bottom, a gutsy call at \$3,000 a head, but does to show that there are still some guys dedicated to the sport in Oz.

The failure to find sponsorship and/or a practical charter deal must be a huge disappointment for Lou Abrahams because he surely holds the appearance record at the Hawaiian series for an Australian Skipper, or any other nationality for that matter. He was a member of Australia's winning team in 1980 and has been in every regatta since 1978.

Consequential to this failure goes Australia's chances of winning the Champagne Mumm World Cup. We currently lead the points score by a slender margin of 3 points ahead of France. New Zealand lies third and is in a handy position to take out the trophy with some

aggressive racing by their IMS teams in Hawaii; the Kiwis wouldn't sail aggressively would they? Nah!

Syd Fischer will be one of the few Australian Skippers in Hawaii, returning to competitive ocean racing in a new *Ragamuffin*. The new Rags (nee *Will*) is a 50-footer and was a member of the 1990 Japanese Kenwood Cup team. Another Australian 50-footer almost certain to be in Hawaii is Warren Johns' *Heaven Can Wait*, fresh from the 50-foot international circuit with Jamie Wilmot as helmsman. The Kenwood Cup IOR team entries are Europe (Sic), Japan (a team of Two Tonners), USA, Hawaii and possibly a combined ANZAC team of *Ragamuffin*, *Heaven Can Wait* and *Shockwave*, a new Farr 45 originally built for a Japanese owner but now to be campaigned by Neville Crichton.

There is a very strong IMS division for the Kenwood Cup this year with particularly classy entries from New Zealand. IMS teams will represent the RNZYS and Royal Akarana Clubs and with some of NZ's most experienced ocean racers in the ranks they look to be strong bets to win the IMS trophies. However, the Japanese and the Americans are also taking the division very seriously with some top new IMS designs from the boards of Farr, Tripp and Davidson and crewed by heavies such as 1991 World One Ton Champion David Clarke.

The entries for Hawaii are split about 50/50 IOR/IMS and Ken Morrison went so far as to speculate that 1992 would be the last year that the Kenwood Cup would be dedicated to I.O.R. The Cup will probably be contested by IMS teams in 1994 and in Ken's words "IMS is definitely the rule of the future". The Kiwi and the American PBO's appear to be in no doubt whatsoever about that.

The Two Ton Worlds, also in Hawaii and being staged as part of the Kenwood Cup, has the minimum eight entries at the time of writing, including three from Japan and one from Russia. The latter could cause a problem considering the Russian habit of either not turning up at regattas when entered, or not having the wherewithal to compete when they do get there.



The 1992 Kenwood Cup is, as usual, shaping up as a top ocean racing regatta and for the first time since the 1978 Pan Am Clipper Cup Australia will not be represented. The strong New Zealand representation shows in stark relief to our own effort and, as a result the Kiwis stand an excellent chance of taking the Champagne Mumm World Cup. I know that finding sports sponsorship is a difficult task in Australia at the moment, but that is ORCA's self acclaimed *raison d'etre*. Our America's Cup challengers were not too successful at fund raising either, but they at least got to the regatta. What this demonstrates more than anything else is a lack of commitment by ORCA leadership and perhaps this is why the AYF Offshore Committee has reviewed ORCA's charter. I will probably be denigrated for putting that

in print but there is no doubt in my mind that if the ball was fumbled for Australia at the last Admiral's Cup, this time it has been well and truly dropped.



I have a tendency to lust after cruising boats and one of the best I have seen recently is the Stevens Custom 51, designed by S & S and built in Taiwan to very high standards. I went aboard one last week for a two day cruise in Singapore waters and found that it also sails like a dream. The proud new owners are John and Karen ('I don't do ropes') Woodford, expatriate Sydney-siders now working in Singapore. Woody was sail trimmer aboard *Sovereign* throughout its career with Bernard Lewis.

We cruised Singapore's limited waters to the east and north, reaching off 15 knots of wind until evening when someone on board swore that they had spotted a mutton bird. We hastily headed inshore to take the necessary precautions, anchoring off a deserted beach on Pulau Ubin, an island between Singapore and Malaysia. Well, it is usually a deserted beach, but this was a national holiday weekend and the Singaporeans were camped by the dozen on Ubin, a largely unspoilt, typically jungly S.E. Asian island.

A few hundred metres from where we anchored, a rickety jetty near a small fish farm announced the presence of a rustic seafood restaurant, hidden behind a clump of coconut palms which grow down to the water's edge. On a previous occasion we had anchored and gone ashore in the dinghy to sample some of Singapore's best chilli crab, eaten off plastic plates in an old open verandah style building on stilts as a Sumatra rain squall crashed around our ears.

Well fortified with mutton bird repellent, Woody and I plotted a cruise for November/December through the Straits of Malacca and up the Malaysian coast to take in the Raja Muda Cup regatta, run by the Royal Selangor Yacht Club out of Port Kelang. This seven day rally/race series includes passage races via Penang to the Langkawi Island group, a superb cruising area.

From there it will be on to Phuket in Thailand for the Royal Varuna Yacht Club's Kings Cup Regatta off Nai Harn Bay, starting 30 November. The latter is a very popular series of five races including two short passage races, routinely attracting up to 100 entries from all over SE Asia. Surrounding Phuket is another cruising paradise comprising hundreds of islands and lately attracting yacht charters from Europe and the U.S..

You should be able to do the Kings Cup series on a racing yacht using *Tropic Bird* as a mother ship, cruise back to Singapore, then fly down to Sydney in time for the Hobart race. Just one problem, how do I explain all this yachting bummers to my wife and my employer without risking ridicule, bankruptcy and divorce? Please send all suggestions to the Editor so that neither my wife nor my boss sees them. ●

MASRM YACHTS NSW

New and used MASRM 920's
for information or a sailing demonstration

Phone (02) 416 1551 or (02) 417 4751

SEARUG

A DRY WARM BLANKET
FOR THE "FLAT-OUT" SAILOR
38 MACQUARIE ST. CHATSWOOD 2067

(02) 419 3249

"MR STAINLESS" FASTENERS

304 AND 316 GRADE
144 Victoria Road Drummoyne 2047
Tel: (02) 812 211 Fax: (02) 811 111

Bolts: Set screws, machine screws, cuphead SCREWS: Self-tappers, coach NUTS: Hex (standard) lock, Nyloc, Dome and Wing nuts WASHERS: Flat, spring Belleville, Star and Cup

- SPLIT PINS ● THREADED ROD ● SOCKET HEAD CAP SCREWS
 - HOSE CLAMPS ● WIRE ROPE GRIPS ● ROUND RINGS ● D-SHACKLES
 - TURNBUCKLES ● METRIC & IMPERIAL ● U-BOLTS & S-HOOKS
- POW 0718

RETAIL — W'SALE DISCOUNTS AVAILABLE
OPEN 9am - 5pm Mon - Fri
9am - 1pm sat



Whitsunday Sailing

Have you ever thought of chartering a yacht in the Whitsundays for one, two or three months — cruising 74 islands spread over 100 magical miles of the North Queensland coast?

Substantial savings may be gained when you charter "Tusitaia", a Cavalier 35, for extended periods.

Share with a group of friends and save even more.

Eliminate the long sail up and back and spend more time cruising the islands.

Contact the owners **John & Sandra Price** on (079) 467 475 to discuss availability and 50% reduction in rates.

FRASERSAILS

The Ultimate in Racing and Cruising Sails

For information on our Sails, Services & Products, please write to:

6 NEILD AVE., RUSHCUTTERS BAY, 2011

PH: (02) 361 4836. FAX: (02) 332 3271

BRISBANE (07) 252 5161
HOBART (002) 23 8302

MELBOURNE (03) 328 3260
PERTH (09) 430 5366



MARINE ENGINES

REPOWER EXPERTS

BUKH DIESEL AUSTRALIA PTY LTD

4/181 Taren Pt. Road, Taren Pt., NSW 2229

PH: (02) 525 0011 FAX: (02) 526 1084

Telephone: (02) 363 2130

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

New Beach Road
Rushcutters Bay N.S.W. 2027

- REPAIRS
- PAINTING
- FITTING

HENDERSON RIGGING

Complete rigging services
Dyform stockist
Titan Runner Systems
Deep waterfront premises



140 Tennyson Road Mortlake NSW 2137
Telephone 02) 736 3626 Facsimile 02) 736 2486

PREMIER BOAT TRIMMING

(02) 363 5998

- ❖ Biminis ❖ Canopies ❖ Sail Covers ❖ Upholstery
- ❖ Flybridge Screens ❖ Awnings ❖ Dodgers
- ❖ Carpets ❖ Storm Covers ❖ Fenders

d'Albora Marina
New Beach Road Rushcutters Bay 2027

TO ADVERTISE IN THIS SPACE, CALL ADAM BROWN,

555 7477

ADVERTISING INDEMNITY

Advertisers and/or advertising agencies upon and by lodging material with the Publisher for publication or authorising or approving of the publication of any material INDEMNIFY the Publisher, its servants and agents against all liability claims or proceedings whatsoever arising from the publication and without limiting the generality of the foregoing to indemnify each of them in relation to defamation, slander of title, breach of copyright, infringement of trademarks or names of publication titles, unfair competition or trade practices, royalties or violation of rights of privacy AND WARRANT that the material complies with all relevant laws and regulations and that its publication will not give rise to any rights against or liabilities in the Publisher, its servants or agents and in particular that nothing therein is capable of being misleading or deceptive or otherwise in breach of Part V of the Trade Practices Act 1974.



GEOFF TYERS P/L

CYCA OFFSHORE RACING CALENDAR

1992 NEW SOUTH WALES/ QUEENSLAND

AUGUST

South Pacific Offshore Championship, comprising the following events:

- 1 Jupiters Yacht Classic, Sydney-Southport (IOR, IMS, PHS), CYCA
- 6-8 XXXX Winter Regatta, Southport (IOR, IMS, PHS) SYC (best 3 of 4 races)
- 10 Southport-Mooloolaba Race (IOR, IMS, PHS), MYC
- 12-15 XXXX Sunshine Coast Offshore Regatta (SCOR) (IOR, IMS, PHS), MYC (best 3 or 4 races)
- 16 Mooloolaba-Hamilton Island Race, MYC/HIYC
- 22-29 XXXX Ansett Hamilton Island Race Week (IOR, IMS, PHRS), HIYC (best 5 of 6 races)

Final points will be allocated with the best 2 from the longer passage races to count.

SEPTEMBER

- 5 Cruising Yacht Club of Australia, opening summer offshore racing season
- 5 Middle Harbour Yacht Club opening day, all classes
- 5 Royal Sydney Yacht Squadron Opening Day, All Classes
- 12 RSYS — Inshore/Offshore

OCTOBER

- 2-5 RSYS Spring Offshore Regata
- 24-25 MMI 3-Ports Race (IOR, IMS, PHRS), MHYC
- 31 Fujitsu Gosford-Lord Howe Island Race (IOR, IMS, PHS), GSC

NOVEMBER

- 14-15 Bruce & Walsh Regatta (IOR, IMS), MHYC
- 29 Ritz Carlton Sydney 2-Handed Race, MHYC

DECEMBER

- 18-20 Asia Pacific Ocean Racing Championships (IOR, IMS), CYCA
- 26 Kodak Sydney-Hobart Race (IOR, IMS, PHS), CYCA

INTERNATIONAL

AUGUST

- 1-14 Kenwood Cup (IOR, IMS), Hawaii, RHORC
- 1 Jupiters Yacht Classic Sydney-Southport (IOR, IMS, PHS), CYCA, 1300
- 1 Cowes Week, UK
- 3-8 Dragon World championship, Hanko, Finland
- 22-28 Dragon Gold Cup, Belgium
- 22-29 XXXX Ansett Hamilton Island Race



Week (IOR, IMS, PHS, Cruising), HIYC

- 23 TransAtlantic Race, Quebec-St Malo

SEPTEMBER

- 6-18 Sardinia Cup (IOR)/50ft World Championship, Porto Cervo, Sardinia
- 7-17 Three-quarter Ton Cup (IOR), Torquay, UK
- 17-20 Liberty Cup Match Race, New York

- 17-27 Etchells World Championship, Larchmont, USA

OCTOBER

- 1 Star World Championships, San Francisco, USA
- 18-25 Omega Gold Cup Match Race, Bermuda
- 21-30 J24 World Championships, Annapolis, USA

NOVEMBER

- 14-17 Nippon Cup Match Race, Japan
- 20-22 Hong Kong Match Race, Hong Kong
- 25-29 Steinlager Cup Match Race, Auckland
- 28-2 International Classes Regatta, Auckland, NZ

DECEMBER

- 18-20 Asia Pacific Ocean Racing Championship (IOR, IMS), CYCA
- 26 Kodak Sydney-Hobart Ocean Race (IOR, IMS, PHS), CYCA

1993

- One Ton Cup, UK
- Two Ton Cup, UK

JULY

- 25-7 Champagne Mumm Admiral's Cup (IOR), Cowes, UK, RORC
- 31-7 Cowes Week, UK

SEPTEMBER

- 25 Whitbread Round The World Race, Leg 1 — Portsmouth (UK) to Punta del Este

OCTOBER

- 1-31 Etchells World Championship, Brisbane, Aust

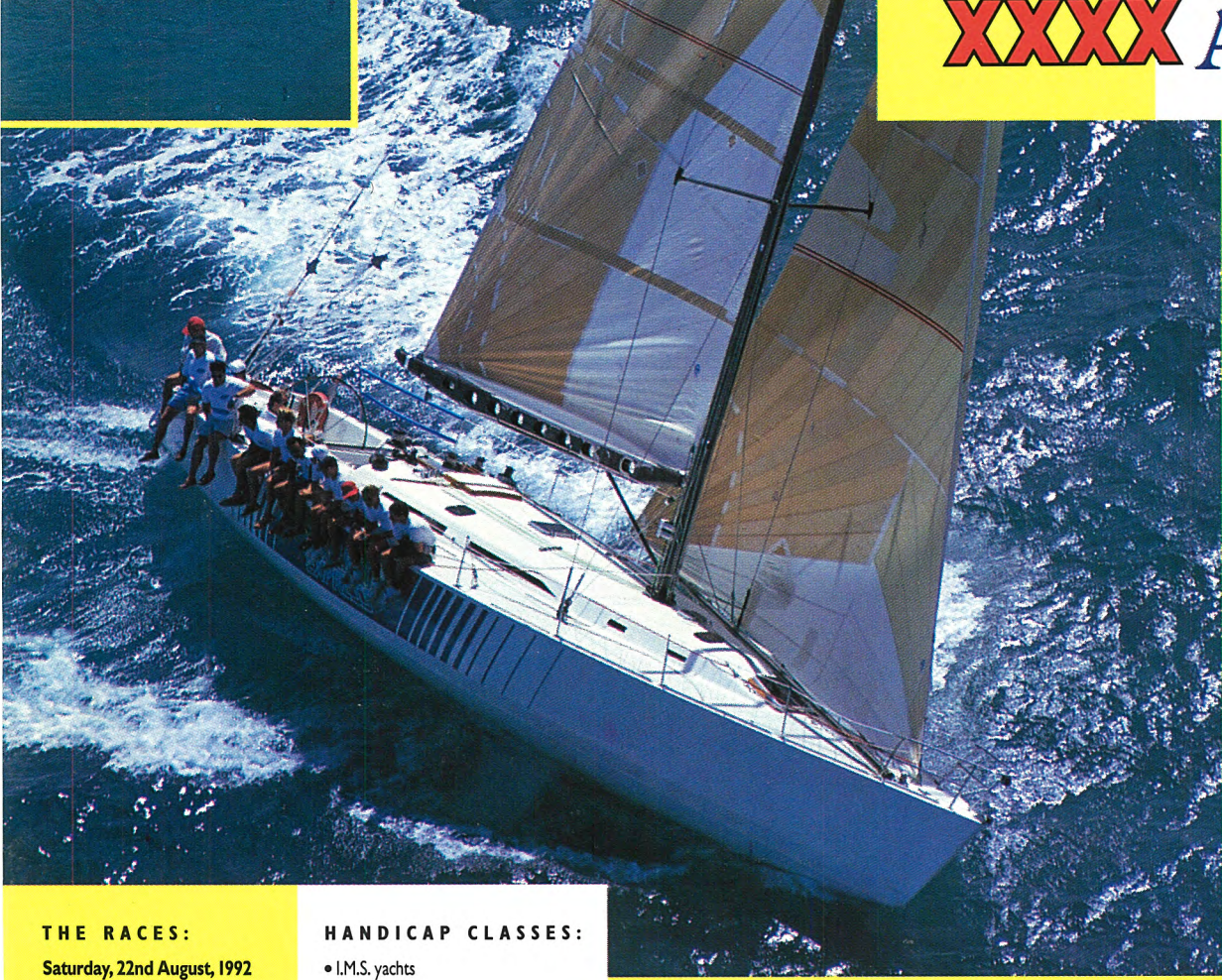
NOVEMBER

- 13 Whitbread Round The World Race, Leg 2 — Punta del Este to Fremantle

COMPLETE YACHT PAINTING SERVICES

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

THE BOATYARD
1 BRADLY AVE., MILSONS POINT NSW
PHONE (02) 922 4612



XXXXX Ansett.

**R
A
C
E
W
E
E
K
'
9
2**

THE RACES:

Saturday, 22nd August, 1992
25 miles around Daydream and South Molle Islands.

Sunday, 23rd August, 1992
2 races of 15 miles each around triangular courses.

Tuesday, 25th August, 1992
150 miles for I.M.S. & I.O.R. yachts. 85 miles for Performance Handicap yachts and multihulls. 20 miles for trailable and cruising yachts.

Friday, 28th August, 1992
25 miles around triangular course.

Saturday, 29th August, 1992
22 miles around Lindeman Island.

Full details available from your Club Secretary or from Hamilton Island Yacht Club Inc., P.O. Box 616, Airlie Beach, Queensland 4802. Phone: (079) 46 9444.

HANDICAP CLASSES:

- I.M.S. yachts
- I.O.R. yachts
- Performance Handicap yachts
- Trailable yachts
- Cruising yachts
- I.O.M.R. multihulls
- Performance Handicap multihulls



**CONDUCTED AT
HAMILTON ISLAND
BY THE HAMILTON ISLAND
YACHT CLUB INC.**

**SOUTH
PACIFIC
OFFSHORE
CHAMPIONSHIP**

- 4 weeks of great racing, comprising:
- Jupiters Sydney-Gold Coast Race
 - XXXX Gold Coast Winter Regatta
 - XXXX S.C.O.R. Series at Mooloolaba
 - Mooloolaba-Hamilton Island Race
 - XXXX Ansett Race Week at Hamilton Island



A camera to go overboard with.



NEW! UNDERWATER FILM & CAMERA
FOR UNDER \$20

Catch a fish with it. Or a whole school. Take it surfing or sailing. Kodak's new underwater Weekend 35 camera loaded with Kodacolor Gold 400 film works as well underwater as it does on land. 100% foolproof as well as waterproof. A quality Kodak film and camera all-in-one. At a sub \$20 price that won't sink anyone. To obtain the name of your nearest stockist please call Kodak Photo Information Service toll free on 008 333 194.



W E E K E N D 3 5