

Offshore

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

Yachting

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- Queensland Bound
- Record Fleet for Winter
- Destinations - Tahiti & Sydney

Winds of Change FOR HOBART

Offshore

Yachting



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Credits

COVER: Sunday morning in winter at the Cruising Yacht Club of Australia as the crew of Ron Ellis' *Wild Thing* set up the mainsail halyard before heading out to sail in the BMW Sydney Winter Series on the harbour. This unusual coloured mainsail, made by Ian Short Sails, is cut from a new sailcloth called PBO, made from a fibre called Zylon by Dimension Sailcloth in the USA. (Pic - Ian Mainsbridge)

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Queensland



Bound

It's that time of the year when a southern yacht owner's fancy turns north towards the warmer climes of Queensland...races to the Gold Coast, then on to Mooloolaba and Airlie Beach, finally to the Whitsunday island resorts and that sailing mecca of Hamilton Island. And if you're lucky, an invitation to Hayman Island for the Big Boat Series.

Sydney – Gold Coast Classic

Brindabella back for Gold Coast

Headed by maxi yacht *Brindabella*, the line-up for the Cruising Yacht Club of Australia's midwinter dash north to the Queensland Gold Coast looks like again boasting between 70 and 80 starters when the fleet turns left at Syd-

Flying the sponsor's spinnaker at the Port Douglas regatta, the well named *Public Bar*. An expected competitor at Hamilton Island and then the Hog's Breath Race Week at Airlie Beach in early September. (Pic - Ian Mainsbridge).

Offshore Yachting

ney Heads on the afternoon of Saturday, July 31.

Brindabella missed last year's race as her replacement sweptback spreader rig designed by the yacht's designer Scott Jutson was not quite finished in time for the 380 nautical mile race.

She went on to dominate Hamilton Island Race line honours, returning to Sydney for a great summer season that has included second to world champion maxi *Sayonara* in the 1998 Telstra Sydney to Hobart and line honours in the 1999 Sydney - Mooloolaba race.

The race will see another clash between *Brindabella* and Australia's newest maxi, Grant Wharington's Andy Dovell-designed 70-footer *Wild Thing*.

Brindabella proved superior in the Telstra Cup, Canon Big Boat Challenge and the Telstra Sydney to Hobart Race, but since then the Victorian based *Wild Thing* has taken line honours in the Adelaide to Port Lincoln Race and the Auckland to Denarau (Fiji) race and will provide stiff competition.

The rare double of line and IMS handicap honours in last year's race to Southport on the Gold Coast went to Charles Curran's Sydney 60, *Sydney*, with David Kellett as sailing master.

The good news is that both Kellett and *Sydney* will be back in the Gold Coast fleet after both man and boat suffered damage in an altercation with a rock off the northern end of Stockton Beach in the 1999 Sydney - Mooloolaba race in March.

The Sydney - Gold Coast Race, while being a significant race in its own right as the opening event in the Cruising Yacht Club of Australia's Blue Water Pointscore for 1999-2000, is a major feeder race to the big Queensland races and regattas in August and September.

Among early entries was the Victorian yacht *Chutzpah*, a 35-footer designed by Andy Dovell for wellknown Melbourne yachtsman Bruce Taylor.

Also racing will be *Sword of Orion*, the Sydney 40 bought by Rob Kothe to replace the *Sword of Orion* lost in the

stormswept 1998 Sydney to Hobart.

The Gold Coast Race will also see the return to racing of yet another Murray, Burns, Dovell/Bashford International concept, the Sydney 46, *ABN AMRO*, owned by Sydney yachtsman Ray Roberts.

Despite his America's Cup commitments, Syd Fischer has entered his Farr 50, *Ragamuffin*, his sights set on yet another Blue Water Pointscore, while Roger Hickman will be back from the Admiral's Cup to skipper the Lyons 43, *Atara*.

Also competing will be several of the popular Farr-designed Beneteau 40.7s, including the Melbourne boat *Priority*, owned by Black Rock Yacht Club member Phillips Coombs.

Richard Perini's former boat, the Mumm 30, *Addiction*, will be racing for its new owner, Queenslander Stewart

Lewis. Other Queensland entries are expected.

The 1999 Sydney - Gold Coast Yacht Race will start from Sydney Harbour at 1300 hours on Saturday, July 31.

Hogs Breath Mooloolaba to Airlie Beach

Passage to the Whitsundays

One of the pleasures of competing in the big regattas in the Whitsunday Passage of Far North Queensland is the 1000 nautical mile passage, either racing or cruising, up the Queensland Coast. This year, a record fleet is racing north in the Hogs Breath Mooloolaba to Airlie Beach Race, organised by Mooloolaba Yacht Club,



The harbour at Hamilton Island with an Ansett aircraft on the runway in the background, taken during last year's XXXX Ansett Hamilton Island Race Week. (Pic - Richard Bennett).



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Corinthian Doors (Richard Perini) one of several new Farr 40's heading North. (Pic - Ian Mainsbridge)

and starting on August 14. It's a great race north.

Joico Hayman Island Big Boat Series

Kiwis are coming

Hayman Island in the Whitsundays is one of Australia's most exclusive resorts and invitations are eagerly sought by yacht owners keen to compete in the Joico Hayman Island Big Boat Series. With this international professional haircare company gaining sole naming rights the Big Boat Series will certainly be a five star series for the 25 yachts accepted.

This year's event will be staged over a wide array of courses in the tropical, island-dotted waters of the Whitsunday Passage between August 14 and 19. It promises to be the biggest and best yachting event hosted by the island resort.

A restructure of mooring facilities within the harbour means that the fleet will be expanded to a maximum of 25 yachts. Already three yachts from New Zealand, *Georgia* (Jim Farmer), *Time to Burn* (Bob Bassett) and the winner of the inaugural series, Chris Packer's *Starlight Express*, have signalled their intention to compete. Nick Lykiardop-

ulo's *Swan 46, Aera*, from the UK will be a starter and at least two Australian maxis, *Wild Thing* (Grant Wharington) and the syndicate-owned *Marchioness* are also expected.

XXXX Ansett Hamilton Island Race Week

Record fleet predicted

Race Week at Hamilton Island is growing and growing, with XXXX and Ansett back again for the 16th consecutive year as major sponsors of Australia's most popular keelboat regatta. "Surely this must be a record in Australian sports sponsorship," says Race Director Warwick Hoban, who has been involved that long himself.

With two months to go, the 1999 XXXX Ansett Race Week had already attracted more than 70 entries from around Australia and New Zealand, with Hoban confident of breaking the record fleet of 144 boats set last year.



Among the early entries are six yachts from New Zealand.

Hamilton Island Race Week is more than a racing regatta, it has become a lifestyle event on the Australian yachting calendar. This year it will be held from Saturday, August 21 through to the following Saturday, August 28, comprising nine races. Some fine tuning of the program, introduction of new classes, and an expansion of social events has made the regatta even more attractive for sailors and their friends and families. In fact, accommodation at Hamilton Island Resort was already booked out by the end of June.

Race Week last year won the Queensland Tourism Award for Major Festivals and Special Events, but the island also hosts other sailing and aquatic events through the year.

Changes this year include:

- Introduction of a Big Boat Class for fast yachts over 48' LOA. These boats will race on Performance Handicap in a separate class with early entries including *Marchioness* and *Team Jaguar Infinity III* from Sydney and *Cruz Control* from Brisbane.
- Reintroduction of the traditional opening race, the South Molle/Daydream Island Race, on the first Saturday instead of having an invitation race.
- The Whitehaven beach party is back. In trying to balance the popularity for Whitehaven with the enthusiasm for racing, the organisers are planning do both. On the Thursday, the racing classes will have a morning race which will finish in the vicinity of Whitehaven beach around lunchtime. Cruising yachts won't race that day and will be free to sail to Whitehaven any time they like.
- The social program now includes an End of Race Week Dinner on the last night, following the presentation, and will be a high class function.

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Hamilton. The island that's spoiling Australia.



Brindabella, the Scott Jutson-designed maxi owned by George Snow, is favourite for line honours in the Sydney – Gold Coast Race, and will continue north for the XXXX Ansett Hamilton Island Race Week in late August. (Pic – Ian Mainsbridge)

Hog's Breath Race Week

More parties and yacht racing

The 10th annual Hog's Breath Race Week, scheduled for August 31 through to September 5, 1999 has some exciting changes to the racing and social format.

With the addition of a race to the world famous Whitehaven Beach from Airlie Beach, returning the next day, a bigger lay day beach party and awards presentation, interest has never been higher.

The Hog's Breath Race Week is a series of races around the beautiful Whitsunday Islands, with race headquarters centred in Airlie Beach. This allows for a wide range of accommodation choices without the high costs normally associated with staying at a resort.



Sports are popular with young sailors at Hamilton Island Race Week and other regattas in Queensland. (Pic – Ian Mainsbridge)

The IMS class has already attracted some of the top racing yachts in Australia and New Zealand, including the 1997 Telstra Sydney to Hobart Race winner *Ausmaid*, now owned by South Australian Kevan Pearce, Victorian Grant Wharington's maxi, *Wild Thing*, fresh from her line honours win in the race from Auckland to Denarau, Fiji, and the New Zealand yachts *Georgia*, a Corel 45 owned by Jim Farmer, and *Time to Burn*, a Bakewell-White 42 owned by Rob Basset.

Heading the strong Queensland entry is the Sydney 41, *Zoe*, now owned by Townsville yachtsman Wayne Millar, the optimised Jutson 12.9, *Esprit de Corps*, owned by Brisbane yachtsman Brian Graves, and Kevin Miller's Nelson/Marek 43, *Industrial Quest*.

From Sydney there will be Ray Roberts' ABN Amro Challenge, Roger Hickman's *Atara*, David Coe and David Lowe's *Loco* and several Beneteau 40.7s, including *Capria* (Paul Hyland), *Smile* (Simon Winston) along with the Melbourne 40.7, *Priority* (Phillip Coombs).

The IR2000 class, previously CHS, continues to attract more yachts and a feature will be the expected appearance of four Farr 40 1Ds – *Corinthian Doors* (Richard Perini), *Leroy Brown* (Warren Wieckman) and *Emotional Hooligan* (Marcus Blackmore) from Sydney and *Young Australia* (Laurie Shannon) from Melbourne.

The Cruising Yachts class will have by far the biggest fleet, attracting owners and their crews more interested in some more relaxed racing in the tropical atmosphere of Hamilton Island and the Whitsundays.

Lachlan Murdoch, chairman of News Limited Australia, has already entered his Swan 51, *Karakoram*, in the Cruising Yacht class, as has America's Cup winning navigator Hugh Treharne with his Peterson 50, *Bright Morning Star*.

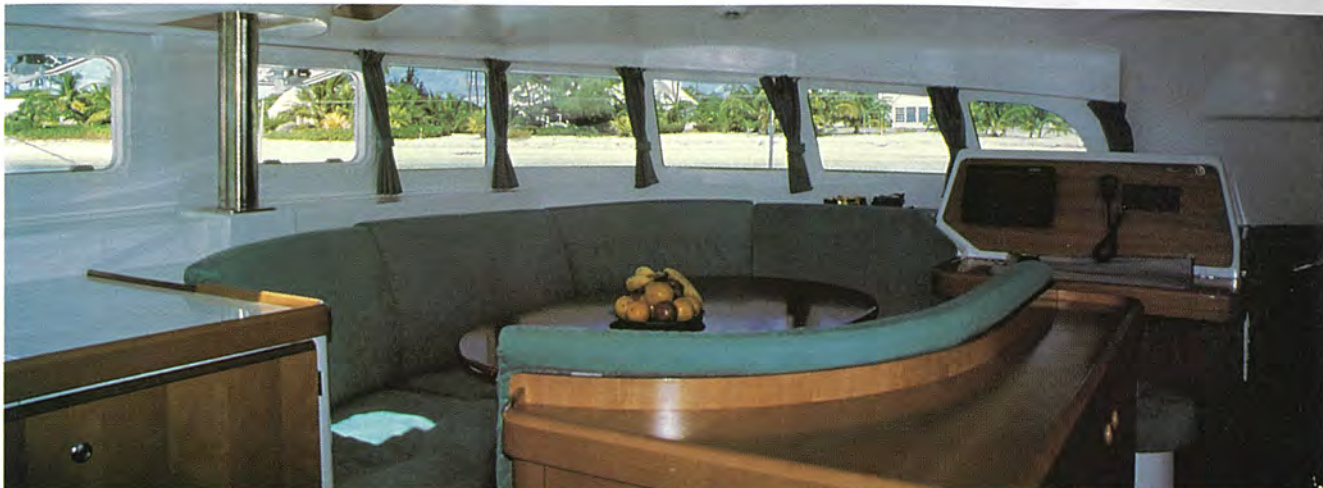


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The winds of change



The Notice of Race for the 1999 Telstra Sydney to Hobart Yacht Race includes many significant changes on eligibility and safety rules for both boats and sailors, as Peter Campbell reports.

As a direct result of the Cruising Yacht Club of Australia's 1998 Sydney Hobart Review Committee's Report into the stormswept race, the CYCA has implemented most of the recommendations in the Notice of Race and in overall planning for the 1999 Telstra Sydney to Hobart Race.

The Notice of Race, which includes a special "Welcome back to Tasmania in 1999" message from Premier Jim Bacon, is now available from the CYCA and from other major yacht clubs. In further support for this year's race, the Tasmanian Government is funding production of a race poster for the 630 nautical mile race scheduled to start, as always, at 1300 hours on Boxing Day, December 26, 1999.

In addition to the compulsory recommendations made by the Review Committee, the CYCA will urge yacht owners and crews to accept the appropriate non-compulsory recommendations regarding weather, yacht and personal safety equipment, and communication equipment and operation.

The changes cover all safety aspects of the 630 nautical mile race – weather, eligibility, crew experience and training, yacht safety equipment, personal safety equipment, communications and administration and procedures leading up to and during the event.

While the Ocean Racing Council and the Australian Yachting Federation is carrying out further investigations into such matters as deck construction and life raft design, the most significant changes to be implemented for the 1999 Telstra Sydney to Hobart Race affecting yacht owners and crew members are:

- All competing yachts must conform with IMS stability recommendations for Category I races of 115 degrees, whether they race under IMS, IR2000 (previously Channel Handicap System) or PHS (Performance Handicap System). There will be no further "grandfathering" of previously accepted yachts.
- IR2000 and PHS yachts must demonstrate compliance with stability requirements by way of an IMS Certificate or equivalent documentation.

Owners/owner's representative of yachts entering IR2000 and PHS divisions will be required to sign a declaration to the effect that no changes have been made to the yacht's rig, sailing configuration, hull and/or appendages that affect stability as declared by documented methods.

- Adding a weather forecaster to the Race Control Centre in Hobart to generate (close to) real-time forecasts to the fleet through the Radio Relay Vessel, including reports from Bass Strait oil rigs and other sources in Eastern Bass Strait.
- Compulsory radio reporting of strong winds (above 40 knots) and estimated wave heights by competing yachts.
- A compulsory situation assessment and report by the skipper of each yacht when abeam of Green Cape on the Far South Coast of New South Wales - 37 15' S. Each owner/skipper will be required to make a declaration by radio to Race Control as to the capability of the boat and crew to continue in the race after acknowledging that the boat has received the latest weather informa-

tion available at that stage.

- Increase in required experience of the crew to at least 50% of the total, with no crew to be under the age of 18, even if they have competed in previous Sydney to Hobart races.
- Compulsory attendance for at least 30% of the crew of each yacht at seminars on weather, heavy weather sailing techniques, safety and search operations, man overboard strategies, liferaft deployment and survival techniques, and overall search and rescue techniques, including rescue by helicopter. It is recommended that all crew attend such seminars where possible. One member of the crew will also have to have completed a recognised first aid course.
- Introduction of qualifying races, with a 200 nautical mile offshore passage by new boats. In New South Wales the qualifying race will be a Cabbage Tree Island Race, in Tasmania the Maria Island Race, in Victoria a Bass Strait Race.
- Compulsory yacht safety equipment to include the more accurate 406 Mhz Emergency Position Indicating Beacons (EPIRBs) in place of the present 121.5/243 Mhz EPIRBs, plus additional EPIRBs for each liferaft. Owners are urged to consider further upgrading to a GPIRB – a 406 Mhz with GPS interface.
- Personal safety equipment to include personal strobes or high density lights and dye markers, and a replacement time of seven years for safety harnesses. Recommended for crew members are personal EPIRBs, buoyancy vests to be part of personal kit and should be worn at all times.
- Safety harnesses to be stowed in a watertight container and each yacht shall carry additional harness tethers for one third of the declared crew number for use in heavy weather. These additional tethers to be used for dual clipping of crew members or to facilitate safe movement on deck.
- Yacht safety inspections will include the deployment of storm jibs and trysails for recognition and reporting at the start. Sheets should be sewn/spliced on and permanently attached on storm jibs and trysails.
- Four white flares must be carried in addition to current flare requirements.
- At least one of the ship's batteries



Team Jaguar Infinity III was one of the casualties of the 1998 Telstra Sydney to Hobart, but is now back to racing. (pic - Thierry Martinez)

should be the gel or closed cell type for the purpose of starting the engine or operating radios after being inverted.

- The CYCA to apply a more stringent and formal protocol to scrutinise each entry to ensure that stability, seaworthiness and crew experience are complied with.
- Yacht names will be limited to two words maximum for the purpose of radio communications.
- The CYCA will enforce Sailing Instructions provisions that retiring yachts provide position, destination, ETA and details of the condition of the yacht/crew.

Meanwhile plans are under way to improve race administration and procedures and race communications. This includes upgrading of radio transmission facilities at the Royal Yacht Club of Tasmania, and upgrading of marine radio and satellite telephone equipment aboard the Radio Relay Vessel. Each yacht will also be required to carry a hand held VHF radio as a final resort for communication in a search and rescue situation.

The CYCA is in the process of a developing a new SHYR Race Management Plan that covers every facet of race administration from the issuing of the Notice of Race to the Post Race Review. The CYCA/RYCT is also developing a Crisis Management Plan to be in place before the 1999 Sydney to Hobart.

The CYCA 1998 Sydney Hobart

Review Committee's Report should be read by at least every owner/skipper, sailing master and navigator planning to compete in the 1999 Telstra Sydney to Hobart. Copies are available for \$20, plus postage, from:

CYCA
New Beach Board
Darling Point NSW 2027.
Telephone: (02) 9363 9731
Fax (02) 9363 9745.



Certain personal safety equipment will be mandatory for all crew in the 1999 Telstra Sydney to Hobart (pic - Thierry Martinez)



Positive response to Hobart Race Report

The Report on the 1998 Sydney Hobart Race prepared by our Review Committee has now been in the "public domain" for two months. I am extremely happy (and mightily relieved) that the Report has been most positively received and pleased to report that the Board has put in place rigorous procedures to ensure that the recommendations set out in the Report are implemented in a timely way. I also note with great pleasure that Peter Bush, the Chairman of the Review Committee (and more importantly the guy who did most of the work!), has been awarded a life membership to the CYCA in recognition of his efforts. A just reward.

With the NSW Coroner's Inquiry scheduled to begin in November this year, our primary focus has now shifted to the Club's representation at those proceedings. It is becoming increasingly clear that one of the key issues we need to be mindful of is the potential for parties to make submissions to the Coroner which bear upon the duty of care of race organisers.

To date, the CYCA (and all other Race Organisers around the world) have relied on the Racing Rules of Sailing which place the overriding responsibility for the safety of a yacht and its crew on individual skippers. If, through the Coronial Inquiry procedure, it was sought to transfer all, or some, of the weight of that responsibility to race organisers and officials (such as by requiring use of the race abandonment power), our sport could be profoundly adversely affected. I, for one, would seriously reconsider my own (and the Club's) preparedness to act in any organising capacity if the

potential liabilities of organising officials were increased.

Clearly, this issue has the potential to affect all other sailing clubs and quite possibly other sports also. Whilst at this stage it looks like the CYCA will have to carry the cost burden of representing the sport at these proceedings, it would be nice if the Australian Yachting Federation and other sailing clubs could see their way clear to lend a hand in some way. Let me assure you I will be putting the proposition to them before long!

One of the few negatives to come out of the release of the Review Committee report has been the degree of media focus and public airing of views regarding *Margaret Rintoul II's (MRII)* sighting of *Sword of Orion (SoR)* whilst disabled at the height of the storm.

As most CYCA members would be aware, there have been consistent rumours and mutterings regarding the matter, both within the Club community and in the public domain ever since the 1998 Sydney Hobart Race. The Club deliberately chose not to comment on the issue prior to the release of the Review Committee Report so as not to fuel public or media interest.



Commodore Hugo Van Kretschmar with Winston Churchill survivor John Stanley at the Admiral's Cup 20th anniversary Reunion Dinner. (Pic - Ian Mainsbridge).

The Club, in the opinion of the Board, had no option but to mention in the Review Committee Report the fact that a yacht had passed close to *SoR* whilst she was in distress. To have not done so would have exposed the Club to criticism of not having been thorough or open in its investigations.

It was our hope that we could have reached "closure" on the matter prior to the release of the Review Committee

report by seeking a joint statement by the skippers of *MRII* and *SoR* to the effect that there was no issue. Unfortunately, the skippers of the two boats were unable to reach such a resolution.

As a consequence, the Club considered the only responsible and proper course of action to be available was to make a report to the Protest Committee, so that all of the facts could be considered in a proper way that is fair to all parties and would bring damaging rumor and innuendo to a close. In doing so, the Club again deliberately did not make comment on the issue, other than to endeavor to explain the process to the media.

I must acknowledge at this point that during the press conference held to release the Report, and in response to a question from a journalist regarding Racing Rule 1.1, I made the following statement:

"The Rules of Yacht Racing and Maritime Law are quite specific, in terms of the obligation on all yachts to render whatever assistance they can safely provide to a yacht that is in distress. Not dissimilar at all to not stopping after a car accident."

I understand that Mr Purcell feels that the "car accident" analogy I used is inappropriate and conveys a wrong impression. I apologise to Mr Purcell if my comments caused him or his family any distress or hurt feelings. There was certainly no intention on my part to do anything other than to field the reporter's question. I did not intend for the comment to cast any particular slant on *MRII's* actions after having sighted *SoR*.

Information gathered by the Review Committee was the subject of a report to the Protest Committee under Rule 69. It is important to note that Rule 69 is unusual in that there does not need to be a protesting party or protest lodged. It is the Protest Committee's role under the Racing Rules of Sailing to determine whether or not to investigate further, call a hearing, take other action or impose any penalties. The Protest Committee, which acts independently of the Club, reviewed the material at its disposal, made certain enquiries and determined that the full extent and appropriateness of *MRII's*

Who would have guessed the new kid would cause such a stir in so short a time!

Here are a few of Quantum's first place finishes in 1998: Class Libera—Bol D'Or Lake Ginevra (1st Overall), Centomiglia

di Lago di Garda (1st Overall) *Raffica*, Cesare Pasotti ■ Fun One Design—

European Championship *Wonderfun*, Alessandro Solerio Italian Championship

Sillage, Enrico Negri ■ Hobie 33—Havana Cup *Cheap Thrills*, Jon Barnett North

Americans *Tejas*, Craig White ■ ILC 25—Alassio Sailing Week (Boat of

the Week), Italian Small IMS Championship *Go Fast*, Giuseppe Leonetti ■ J/22—

World Championships *Jump Up*, Flavio Favini North Americans *Invicta*, Terry Flynn

Southwest Circuit (1st Overall) *Tejas*, Terry Flynn & Mark Foster ■ J/24—Worlds,

North Americans, Midwinters, East Coast Championships *Evita*, Terry Hutchinson

European Championship Benoit Charon ■ J/35—Pittwater to Coffs Harbour

Series, Combined Clubs Div2 IMS / PHS *Locomotion*, Barry Moore ■ J/125—Big

Boat Series *Javelin*, Pat Nolan ■ Judel/Vrolijk 44—Spanish

IMS Cumulative Points Championship

Breitling, Lorenzo Galmes ■ Meteor

One Design—Italian Championship

Nisun, Negri Enrico ■ Moore

24—Nationals

Conococheague, John

Collins ■ Mumm 30—

Lewmar Cup *Mirage*,

Lewis/Salvesen Syndicate

Copa Del Rey (Palma Mallorca)

Storm System, Pigi Loro Plana ■ Mumm

36—GMC Yukon Yachting Key West

Race Week *Goose II*, Mats

Johansson *Cutty Sark*

SORC *Trewa Novelum*,

Jorg Reichers ■

Nelson/Marek 43—American Yacht Club Fall Series, Chicago NOOD, GMC Yukon

Yachting Key West Race Week (IMS 2) *VIM III*, Craig Speck ■ Nelson/Marek 46—

GMC Yukon Yachting Key West Race Week (IMS 1) Overall IMS Fleet Winner

Bright Star, Richard Breeden ■ Bull 12—Melbourne to Hobart *Longitude*, Tim

Long ■ 1D 35—National Championship *Roxanne*, Kip Meadows Great Lakes

Championship *Hippy Chick*, Dave Bowen ■ 1D 48—1998 World Champion, GMC

Yukon Yachting Key West Race Week (Boat of the Week Yachting Trophy)

Abracadabra, Jim Andrews Bacardi Bayview Mackinac Island Race (Port Huron to

Mackinac) *Leading Edge*, Gene Mondry ■ Schumacher 54—Big Boat Series

Swiftsure II, Sy Kleinman ■ ESPX—Australian Sports Trailable Championship

Exotic Fantasy, Kerri Corlett ■ Whitbread Round the World Race (Leg 2 Winner,

3rd Overall) *Swedish Match* ■ Wylie Wabbit—Nationals *WPOD*, Bill & Melinda

Erkelens ■ X 362—X Yachts European Cup *Lady X Lady*,

Pier Giorgio Ravaioni ■ X 412—Accademia Trophy

(1st Overall) *Despeinada*, Italo Borrini ■ Open

55—Rimini Corfu Rimini (New Race

Record), Giraglia Rolex Cup (New Race

Record), Coppa D'Autunno Barcolana,

Middle Sea Race (New Race

Record) *Riviera Di Rimini*, Riviera

Sailing Team

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the world



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actions following the sighting of SoR should be considered by them, and a hearing held in order to assist with doing so.

This process, as prescribed under the Racing Rules of Sailing, gives all parties every opportunity to put forward their case and is the process that we all agree to abide by when competing in yacht races.

Unfortunately the media has not understood the process and has portrayed Mr Purcell as being charged (by the Club) of a breach of the Racing Rules. The issue has consequently received significant exposure in the media and put an unfavourable spot-

light on Mr Purcell, the CYCA, and the sport of sailing.

What is also extremely unfortunate is that Mr Purcell is denied the opportunity of the process being completed promptly because there are other issues relating to this matter that must also be taken into account. Not least of these is the forthcoming Coronial Inquiry, where matters relating to SoR (amongst others) will be relevant. The Coroner has not yet determined whether the sighting of SoR by *MRII* is relevant to his inquiries and has requested that as little as possible be said and that no determinations be made until he has further considered

the matter's relevance. For the Protest Committee to fully consider the matter prior to the coroner publishing his findings could be prejudicial to other interested parties.

It is my sincere hope that there is ultimately a favourable finding for Mr Purcell and that the matter may be put properly to bed as soon as practicable. Unfortunately, with the Inquiry adjourned until 1 November 1999, it is likely to be some time before that will occur.

Hugo van Kretschmar

Commodore
Cruising Yacht Club of Australia

Wide praise for CYCA Report on 1998 Hobart

With hundreds of copies of the Cruising Yacht Club of Australia's 1998 Sydney Hobart Review Committee Report distributed throughout Australia and overseas, the Club has received many favourable comments from yachtsmen, yacht clubs and maritime authorities.

The Australian Maritime Safety Authority, which coordinated the rescue of 55 sailors during the race, said it fully supported the CYCA's crew training initiatives and would continue its close relationship with the club in pre-race briefings.

"AMSA particularly supports the report's recommendations in regard to search and rescue," chief executive officer Clive Davidson told OFFSHORE. "It is undeniable that the mandatory carriage of a 406 MHz emergency beacon in each yacht and a beacon in each liferaft would be beneficial," he added.

"The value of sailors wearing their own personal distress beacon for use when they're in grave and imminent danger - such as a 'man overboard' - is also clearly recognised.

"From AMSA's perspective, the comments provided by race participants in the CYCA's post-race questionnaire were also valuable, and provided an additional source of information that we and other search and rescue authori-

ties will be able to draw on," Davidson added.

Other comments made to OFFSHORE in a survey of yachtsmen who competed in the 1998 Sydney to Hobart included:



John Stanley

John Stanley, *Winston Churchill* -

"I found the report very comprehensive in a lot of areas. The area I am most interested in is life rafts, which should and will go further. After the findings of the Coronial Inquiry are released and after observing tank testing of the life raft I was in, I am sure there will be a further review of rafts."

Bill Ratcliff, *Mercedes IV* -

"While everything in the report was relevant, there are several issues that our sailing office and safety inspectors should address. These include;

1. Changes to the sailing program that initiate additional ocean races and mandatory attendance for crews to be allowed to go on and do the Hobart Race.

2. Changes to the winter program so that crews will experience heavy winds when the westerly influence is about, say July to September.
3. Every yacht should carry at least one person who has experienced Bass Strait conditions at their worst.
4. Mandatory that the webbing deck strap is not used for crew harnessing while on the weather rail.

The communication recommendations outlined in the report are all part and parcel of upgrading the system, which is a good thing."

Ed Psaltis, *AFR Midnight Rambler* -

"All in all it was a good report and all the recommendations will be achievable. However, they will place further financial burden onto the boat owners, but what's a human life worth? I would like to see the increased costs shared, perhaps between the owners and the Club.

I was glad to see the report didn't set out to blame anyone for the events of the 1998 race."

Keith Flint - *Helsal II* -

"The report was very comprehensive. My only comment is that there must be many more stories and incidents that occurred during the race but were never reported."

John Quinn, *Polaris* -

"There has obviously been a lot of work go into this report and I compliment the Committee on that. I feel that the key issue of the capability ...go to page 68

America's Cup 2000

Syd Fischer has dedicated his fifth challenge for the America's Cup to the youth of Australia, renamed his challenge yacht Young Australia 2000 and nominated a 19-year-old as skipper.

At the age of 19, James Spithill will be the youngest ever skipper of an America's Cup challenger when he helms Syd Fischer's *Young Australia 2000* in the opening round-robin of the Louis Vuitton Cup challenger trials in Auckland in late October this year.

Little known beyond his club, the Royal Prince Alfred Yacht Club in Sydney, the national and international youth sailing arena which he has sailed so well over the past few years, and in the crew of Fischer's ocean racer, *Ragamuffin*, Spithill has emerged as one of Australia's most talented young helmsmen, both in fleet and match racing.

Fischer was quick to see his potential and for the past season he has been a Fischer protégé, working on the boats owned by the veteran yachtsman, steering *Ragamuffin* and being funded by Fischer to gain experience on the international match racing circuit.

He has certainly rewarded Fischer's confidence, helming *Ragamuffin* with



James Spithill who at 19 will be the youngest skipper in the history of the America's Cup when challenger competition for the Louis Vuitton Cup starts in Auckland on October 18.

great skill and concentration and showing his match racing potential in becoming No 1 ranked youth (under 20) in the world.

At the same time, it became obvious that with the Sydney 2000 Olympic Games drain on sponsorship money, Fischer's Australian Challenge for the America's Cup (ACAC) syndicate challenge through the Cruising Yacht Club of Australia could not get the support needed for a fullscale challenge, including building a new boat.

So it came to pass that ACAC representatives Syd Fischer OBE and Sir James Hardy OBE unveiled their "new generation" 2000 challenge syndicate – Young Australia 2000 – at the CYCA in early June.

Not only will James Spithill be the youngest ever skipper of an America's Cup entry, but, in another Cup first, the crew will consist of 11 talented young sailors aged 18-22 as well as four experienced "mentor sailors".

"To mount a challenge for the America's Cup, one of the most prestigious events in the yachting world, is simply the ultimate dream for many young sailors," Fischer said at the CYCA launch.

"I have been considering the idea of a youth challenge for some time now, and with the approval of the ACAC board and the support of the CYCA, it has become a reality!

Youth at the helm

"It's time for us old guys to hand over the wheel. We've put this syndicate forward to help build a team of young match-racing specialists who can take our America's Cup tradition into the 21st century," he said.

James Spithill is the eldest of three children of a sailing family who grew up on the waterfront at Elvina Bay on Pittwater in Sydney's north. The only access to home was by boat or ferry and he began sailing as a five-year-old.

Joining the Royal Prince Alfred Yacht Club as a junior member, James developed his skills under coach Rod Hagebols and in 1995 led the Pittwater High School team to victory in the NSW Secondary Schools teams series, winning it twice more – and the National championship – before completing his Higher Schools Certificate.

He burst into prominence in the match-racing scene when he won the NSW open championship in 1996 and followed this with a fine third in the Lexcen Cup in Perth.

James has been sailing on *Ragamuffin* in offshore racing in Australia and overseas since early last year, at the same time being given the opportunity by Syd Fischer to contest international match racing events, with impressive results.

Last year saw a win in the Continental Airlines Corporate Regatta in New York, the Harken International Youth Match Racing Regatta on Pittwater, and an outstanding victory in the Coke Cup World Youth Match Racing Championships in Auckland. In World match racing rankings he is No 1 youth sailor (under 20), 49th in open rankings and No 2 in Australia.

Young Australia 2000 will compete in the Louis Vuitton Cup (the lead up series from which the ultimate challenger is selected) in New Zealand starting October 18 in an attempt to qualify to challenge for the America's Cup. The team will then continue to train through to the 2003 America's Cup.

1999

Sydney
International
Boat
Show

Last show of the century

It may be the last show of the century, but the 1999 Sydney International Boat Show is set to farewell the 20th century in style.

More than 300 exhibitors will display an estimated \$200 million worth of boats, marine engines, electronics, fishing tackle, nautical clothing and accessories in what has been described as the greatest recreational boating exhibition in the Southern Hemisphere.

The Show will be staged over six days, from July 22 to 27, at its traditional Darling Harbour home.

The five halls of the Darling Harbour Exhibition Centre were sold out by the end of June with a vast display of boats and boat-related accessories.

Outside, in adjoining Cockle Bay, the floating marina will be packed with large motor cruisers and an increasing range of yachts, including the latest boats from Beneteau, Jeanneau, X-Yachts, Bavaria, Grand Soleil, the Bashford International range of Sydney class yachts, Buizen, Farr, Scanyachts and Dufour.

The Sydney Boat Show will be open from 10am to 8pm daily, except for the Sunday when it will close at 6pm. More than 80,000 visitors are expected.

Major attractions will include the Johnson Outboards Fishing Clinic, the Stricly Sail Expo, and a number of

fashion parades featuring the latest in nautical clothing.

Safety Equipment

Yacht owners and their crews planning to enter the 1999 Telstra Sydney to Hobart will have the opportunity to assess the latest safety equipment, both for the boat and personally, in the light of the CYCA Review Committee's findings and recommendations in its report on the 1998 Sydney to Hobart.

In particular, owners will need to look at 406 MHz EPIRBs which will be compulsory new equipment for all yachts in the 1999 Hobart. Each yacht will also have to carry an EPIRB for each liferaft on board.

The CYCA has introduced the 406 MHz EPIRB to enable more accurate pinpointing of distress signals, but also to enable search and rescue coordinators to identify the boat whose EPIRB has been activated. This latest improvement in EPIRB technology can provide a precise fix within five minutes of the distress call being received that is accurate to within 100 metres. By providing a 406 MHz unit with GPS data, not only is the vessel identification sent, but also its last known position.

Safety equipment specialist company RFD (Australia) Pty Ltd will be displaying ACR Electronics Satellite's RapidFix 406 MHz EPIRB with GPS interface at the Boat Show. These ACR GPIRBs are said to provide a precise position fix within five minutes that is accurate to within 100 metres. Port Adelaide-based Quin Marine will

be coming across to Sydney with a complete range of safety equipment, including the Satfind GPIRB 406 MHz unit. These are the preferred types recommended by the CYCA Review Committee Report into the 1998 Telstra Sydney to Hobart.

While personal EPIRBs will not be compulsory for the next Sydney-Hobart, the CYCA Review Committee has included them as recommended



The Sydney International Boat Show is said to be the largest recreational boating exhibition - in the Southern Hemisphere.



Yachts and large motor cruisers moored in Cockle Bay will be a feature of the 1999 Sydney International Boat Show.

‘People are always asking us what’s in a Buizen that makes it so special so, here goes -



- Hull:**
outer skin: n.p.g. isophthalic gelcoat tie layered with derakane spv 304 vinyl ester resin, backed up with isophthalic polyester and e-glass triaxial reinforcement.
Deck:
outer skin: n.p.g. isophthalic gelcoat tie layered with polyester resin and e-glass reinforcement
Core:
P.V.C. foam. Solid reinforcement under all fittings
Inner skin:
isophthalic polyester resin and e-glass reinforcement
Deck Equipment:
- Stainless steel stemhead with double bow roller, one fitted with a 27.5 kg plough anchor and 50 mtr of 10 mm chain
 - Heavy duty electric anchor winch 1000w
 - Large self draining anchor locker divided into two compartments
 - Stainless steel pulpit, pushpit and stanchions with double life lines and boarding gates
 - 2 fwd and 2 aft fairleads and mooring cleats
 - 2 midship cleats
 - 5 alloy deck hatches
 - 8 opening port holes
 - 6 fixed portholes
 - Stainless steel handrails
 - 2 solar vents over toilets
 - 4 large deck drains
 - 1 salt water anchor wash
 - Genoa tracks and main track
 - Fuel filler
 - Water filler
- Cockpit:**
- Moulded fibreglass self draining
 - 3 storage lockers
 - 2 gas bottles
 - 2 pushpit seats
 - Teak laid cockpit floor and seats
 - Pedestal with stainless steel wheel, compass and hydraulic steering
 - "autohelm" tridata + combination windspeed and direction
 - Engine control
 - Electric/hydraulic furling controls
 - Anchor control
 - 2 electric/hydraulic genoa winches
 - 2 mainsheet winches
 - Aluminium door to saloon
- Transom:**
- Platform moulded in transom
 - Non skid fibreglass
 - Built in fibreglass steps to cockpit
- Stainless steel swim ladder
 - Freshwater transom shower
- Electrical:**
- One 12 volt bank of batteries for engine
 - Two 12 volt banks of batteries for general use
 - 240 volt battery charger 80 amp
 - 240 volt shore power inlet
 - 4 x 240 volts outlets
 - 1 x 12 volts outlet
 - 26 x 12 volts lights (interior)
 - Navigation lights
 - Anchor light
 - Combination steaming/deck light
 - Cockpit light
 - 12 volt panel with breakers
 - 240 volt panel with breakers
 - Battery isolation switch
 - Battery link switches
 - 3 x bilge pumps
 - 1 x deck wash pump (salt)
 - 1 x hydraulic pump
 - 2 x engine room lights
 - 2 x shower sump pump
 - 1 x fresh water pump
- Mast & Rigging:**
- Keel stepped alloy mast
 - Double spreader rig
 - Alloy boom with hydraulic furling system
 - Stainless steel standing rigging with swaged terminals
 - Stainless steel fixed boom vang
 - Roller headsail furling system
- Engine Compartment:**
- Foam sound proofing
 - 2 x engine room lights
 - 920 ltr stainless steel fuel tanks
 - 900 ltr stainless steel water tanks
 - 40 ltr hot water unit
 - Freshwater pressure pump
 - Ball valves on all skin fittings
 - 38mm stainless steel propeller shaft
 - Feathering (3) bladed propeller
 - 3 x electric bilge pump (fwd, engine & aft compartments)
 - 1 x manual bilge pump
 - Compressor (utec)
- Generator:**
- 6.5 k.v.a. diesel freshwater cooled
- Engine:**
- 4 cylinder 100 h.p. volvo with marine gears
- Freshwater cooling
 - Alternator
 - Voltmeter
 - Tachometer
 - Oil pressure gauge
 - Water temperature gauge
 - Audible alarm
 - Warning lights
 - Raw water strainer
 - Fuel filter
- Head:**
- 2 x shower, toilet and vanity unit
 - One piece fibreglass moulding
 - Toilets are lectrasan system
 - Hot and cold pressurised water
 - Vanity basins
 - 2 x 12 volt overhead lights
 - 1 x 240 volt outlet
 - Automatic discharging shower sump
 - Hand held shower
 - Mirror
 - Towel rail
 - Solar vents
 - Opening port holes
 - Overhead locker
 - Teak shower grates
 - Teak access doors
- Galley:**
- Teak floor cupboards with plenty of storage
 - Laminate bench tops and splash backs
 - Teak top cupboards with storage for plates, cups etc.
 - Teak pantry
 - Teak faced bulkheads
 - Teak "v" jointed boarded headliner
 - Teak and holly floor
 - Gimballed gas stove and oven
 - Microwave
 - Stainless steel sink
 - Hot and cold pressurised water
 - 240v and engine driven eutectic refrigerator
 - 240v and engine driven eutectic freezer
 - 2 x over bench light
 - 1 x overhead lights
 - 1 x 240 volt double outlet
 - 1 x large deck hatch
- Starboard Aft Cabin:**
- Soft fabric headliner
 - Teak faced bulkheads and bunk sides
 - Single bunk
 - Storage under bunk
 - Compressor (utec)
 - 125mm mattress
 - Teak navigators chart table
 - Wet locker
 - 1 x overhead light
 - 1 x chart light
- Port Aft Cabin:**
- Soft fabric headliner
 - Teak faced bulkheads and bunk sides
 - Double bunk
 - 125mm mattress
 - Teak hanging locker
 - Teak dresser
 - Storage under bunk
 - 1 x overhead light
 - 1 x reading light
 - 2 x opening portholes
 - Carpet on floor
 - Teak cabin door
- Forward Cabin:**
- Soft fabric headliner
 - Teak "v" jointed boarding to cabin sides
 - Teak faced bulkheads
 - Double berth
 - 125mm mattress
 - Teak hanging locker
 - Teak storage locker,
 - Storage under bunk
 - 1 x large deck hatch
 - 1 x overhead light
 - 2 x reading light
 - 2 x fixed portholes
 - Carpet on floor
 - Teak cabin door
- Guest Cabin:**
- Soft fabric headliner
 - Teak faced bulkheads
 - Upper and lower single bunks
 - 125mm mattress
 - Teak hanging locker
 - Teak storage locker,
 - Storage under bunk
 - Access to mast
 - 2 x reading lights
 - 1 x under deck light
 - Carpet on floor
 - Deck hatch
 - Opening port hole
 - Fixed port hole
 - Teak cabin door
- Saloon:**
- Laminated 13 mm tinted safety glass windows
 - Soft fabric headliner
 - "I" shape settee covered in leather
 - Double settee covered in leather with storage drawers underneath
 - Helm seat covered in leather
 - Teak dinette table (extendable)
 - Teak cocktail cabinet on starboard side
 - Teak handrails
 - Teak steps down to galley
 - Teak and holly floor
 - Engine access hatches
- 2 x deck hatches
 - 6 x 12 volt overhead lights
 - 1 x 12 volt power outlet
 - 1 x 240 volt power outlet
 - 1 x window wiper
 - 10 x verosol blinds
- Inside Steering:**
- Teak dashboard complete with engine controls, warning lights, audible alarm, oil pressure gauge, water temperature gauge, tachometer, voltmeters
 - Wind instrument multifunction repeater unit
 - Vhf radio
 - Complete 12 volt d.c. panel with breakers
 - Complete 240 volt a.c. panel with breakers
 - Hydraulic steering
- Overall:**
- Around 3,000 kilos of resin
 - 500 linear metres of electrical cable
 - 6,000 screws and bolts
 - 90 litres of paint
 - 3,400 telephone calls and faxes
 - 1875 cups of coffee and tea
 - umpteen late nights and early mornings
 - lashings of elbow grease.

-and about 85 years' experience'

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personal safety equipment for crews, along personal flare packs. Compulsory personal equipment will be personal strobe or high intensity lights and personal dye markers. Among companies displaying personal EPIRBs will be Standard Communications with the GME MT310 and Pains Wessex.

Sydney Yachts from Oz

Australia's major boatbuilders, Bashford International/Sydney Yachts, have been on a high these past few months, having their Sydney 41 chosen as the cruiser/racer of the year in the US, followed by the Sydney AC 40 being named Sailboat of the Year at the Australian Boat of the Year awards, and then seeing the Sydney AC 40 make its debut as the new one-design yacht in teams at the Admiral's Cup in England in July.

One of the company's successes has been the Sydney 36 C-class developed for club racing and charter operators, featuring a fractional swept back spreader rig and non-overlapping headsail configuration.

Sydney Yachts is now offering this boat as the Sydney 36 Sports with various racing options. In particular, this stiff, easy to handle boat should address the interests of shorthanded and twilight-oriented racing, combining this with an interior that this type of sailing requires.

Already two Sydney 36 Sports have been ordered from Bashford International. The first, for delivery in early September, will have a recessed racing wheel and carbon fibre mast. The second will have an aluminium mast and will be tiller steered. These options demonstrate the ability to customise the Sydney 36, both in styling and price. The base specification Sydney 36 Sports starts at under \$240,000.

Further information: Sydney Yachts phone (02) 9979 8044.

Catalinas from USA

Catalina Yachts will exhibit the brand new Catalina 310 at the Sydney Boat Show. Hull number one was displayed at the Miami Boat Show in the USA, hull number two was shipped to Australia for its Southern Hemisphere debut.

Designed by the innovative Catalina design team in the USA, the Catalina 310 is positioned between the traditional Catalina 30 (of which 5,000 have been built) and the popular Catalina 320.

The designers listened carefully to sailing couples and built the boat accordingly to incorporate many big boat features these potential customers wanted in an easily handled, stable, 31 ft hull.

The accommodation has been designed primarily for a couple, with a large owner's cabin forward with a centreline double berth and a huge double berth aft for guests. Systems have been built to enhance life aboard. Special features include a 80 litre hot water heater, two 275 Amp/h batteries with an electronic battery charger, high quality fixtures and easily accessible pumps, valves and filters.

Further information contact:
Catalina Yachts Australia Pty Limited

235 Spit Road, Mosman NSW
2088 Ph: 02 9960 5511

Beneteau from France

Beneteau - Vicsail, the agents for the French-built Beneteau, the most popular imported

yachts in Australia, will feature the new Beneteau Oceanis 361 Clipper yacht and Lagoon 410 catamaran at the Boat Show.

A fine illustration of the innovative design and building skills of Beneteau, the Oceanis 361 Clipper was launched at the Paris Boat Show last December and made its Australian debut at the Sanctuary Cove International Boat Show in May. Designed by Berret-Racoupeau, this 36-footer has a longer, faster hull than its predecessor, the 351, plus a larger sail area and heavy ballast for increased stability and



Beneteau Vicsail will also be displaying the Lagoon 410 cruising catamaran at the Boat Show at Darling harbour.

improved performance. Below decks, the 361 has cherry-mahogany woodwork which provides the warm, light ambience found in the Beneteau Oceanis range. The yacht comes with an option of two double cabins or three double cabins.

With more recorded miles than any



Beneteau's new Oceanis 36 Clipper cruiser which will be featured at the Sydney Boat Show.



Luxury interior of the Grand Soleil which should attract considerable attention at the Sydney Boat Show.

other manufacturer of catamarans, Lagoon is a world leader in construction of luxury cruising catamarans. In conjunction with Beneteau design, Lagoon catamarans are constructed using the same high-tech methods that have won trans oceanic speed records for her sister yachts.

More information: Beneteau - Vic-

sail, phone (02) 9327 2088 or fax (02) 9362 4516.

Grand Soleil from Italy

Australia has seen imported yachts from France, Germany, the United States, Finland, Sweden, Great Britain, New Zealand and Taiwan over recent years. The latest luxury yacht range to be imported is the

Grand Soleil from Italy.

The Grand Soleil 37, on display at the Sydney Boat Show, is an outstanding boat designed specifically for those who want a quality fast cruiser-racer with the emphasis on cruising.

Without doubt, the Grand Soleil is one of the most stoutly-built, superbly finished and equipped cruiser/racer's imported to Australia, and has the added characteristics of being a

delightful boat to sail.

The latest Grand Soleil 34.1 made an impressive racing debut at the European IMS championships, winning the first two races in Class 3.

Further information: Ken Langford, phone (02) 9960 6598.

X-Yachts from Norway, Bavaria from Germany

Since making their Australian debut at last year's Sydney International Boat Show, the German-built Bavaria and X-Yachts from Norway have made quite an impact on the Australian market. This year, North South Yachting, which distribute both the Bavaria and X-Yachts in Australia will be unveiling the X-362 Sport at the Boat Show.

The X-362 was due to arrive in Sydney just two weeks before the Show and will be racing out of the Royal Sydney



"Boat against boat, crew against crew. It doesn't get any better than this"

LAWRENCE SHANNON - YOUNG AUSTRALIA

"This is a test of sailing skill and tactics, not rating formulas and expensive optimization"

MARCUS BLACKMORE - EMOTIONAL HOOLIGAN

"The Farr 40 One Design is awesome. Easy to handle, stiff in a breeze and very, very fast"

JULIAN FREEMAN - YOUNG AUSTRALIA

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The new X-362 Sport yacht from Norway in action. The boat will be shown at the Sydney International Boat Show.

Yacht Squadron this coming summer. The light displacement, 7/8th rig X-362 is already a proven winner, scooping the prestigious Spi Quest 1998 regatta at her first outing and winning the 1998 European X-Yachts champi-

onship under IMS.

Overseas, the new X-562 will be launched at the Southampton Boat Show in September. With typical understatement, X-Yachts describe her as a performance cruiser. However, if the performances of her smaller sister, the X-482 which won the China Sea Series, and her larger sister, the X-612, winner of the cruiser/racer division at Fiedern in Norway and in the top-three at the 1997 Antigua

Race Week are any guide, she too should be a good racing boat.

Further information: Ralph Hogg, North South Yachting, phone (02) 9979 3266, fax (02) 9979 3244.

Scanyachts from Sweden

Windcraft, the Australian marketing agents for several European brands of yachts, will be displaying the recently launched Scanyacht 399 Deck Saloon, designed and engineered in Sweden for short-handed sailing enthusiasts. All Scanyachts, including the 391 and 399DS, come standard with self-tacking headsails and other gear to make sail handling easier.

Due to the success of Scanyachts in Australia, Windcraft have recently been appointed Australian distributor for the Comet range of yachts from Italy. The quality range runs from the 30-footer through to a new 63-footer and also includes two new 48-footers.

Further information: Windcraft, phone (02) 9979 1709, fax (02) 9979 9499, or visit their website: www.windcraft.com.au



Adventurous voyages



Senior Solo sailor Jack Christoffersen at the helm.

Australia can claim Kay Cottee as the first woman to sail solo, nonstop around the world, and the youngest man to do the same in David Dicks. Now Jack Christoffersen plans to be the oldest person to complete such a circumnavigation.

In the Year of the Elder Person, Sydney yachtsman and marine industry identify Jack "Jacko" Christoffersen, is scheduled to leave Sydney on December 19, 1999, five days after his 70th birthday, in an attempt to sail single-handed, non-stop around the world.

A purpose-built 46-foot cutter, yet to be named, is being built by North Shore

Around the world with granddad

yachts for the circumnavigation.

Balmain-born Jacko has a long history of offshore sailing, including competing in 20 Sydney to Hobarts (he is famous for climbing the mast of a yacht in Constitution Dock, hand-over-hand, and the standing on the top the mast – back in the days when masts were thicker) and many other Australian and international events.

He has competed in two Admiral's Cup challenges and was foredeck boss on *Gretel II* at the 1977 America's Cup. He is a longtime member of the Cruising Yacht Club of Australia and the Royal Sydney Yacht Squadron.

In the marine business, the 69-year-old grandfather is proprietor of JBC Engineering in Careening Cove, Milsons Point, where he invented the Hydralign feather propellor. The yacht will be equipped with another of Jacko's innovative ideas – manual steering assisted by wind vane and auto pilot which can be arranged to operate in tandem in given

circumstances.

Jacko is no stranger to solo sailing. At the age of 17 he sailed a 3.35m VJ dinghy from Sydney to Pittwater – not a feat he would recommend in the interests of safety.

Nor is a world circumnavigation new to him. He sailed around the world from east to west, completing a leisurely two-handed voyage in 1984.

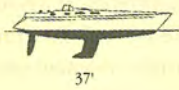
This time, Jacko will leave Sydney Harbour to head west to east on a voyage he estimates will take six months, cover some 22,000 nautical miles as he sails south to New Zealand, to Easter Island, Cape Horn, St Helena, the Maldives, Cape Leeuwin, then south of Tasmania and back to Sydney.

• The Senior Solo Support Committee will launch Jack Christoffersen's Senior Solo single-handed "round the world adventure" at a black tie reception at the Royal Sydney Yacht Squadron on Wednesday, August 25. For further information phone 0414 350 808. ▲

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43'



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50'



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To distant ports...

Australian yachtsmen and women have been joined by overseas competitors for several long races to distant ports in recent months...to Osaka in Japan, Suva in Fiji and Port Moresby in Papua New Guinea. The winners were all Aussies, as was the line honours victor in the race from Auckland to Denarau, Fiji.

Sayernara first to Osaka

The Australian yacht *Sayernara* has won the Osaka Cup double-handed race from Melbourne to Osaka, streaking away from the remnants of the 20 boat fleet from four nations, battered by a storm off the Australian East Coast in the first week of the 5,500 nautical mile voyage.

Only 11 boats completed the course. *Sayernara* crossed the finish line in the Port of Osaka on May 18, the last boat in the fleet, *Ann Marie*, was still at sea on June 23, being swept to the east by Japan's Black Current.

Sailed by owner Rob Drury from Sydney and Queensland-based designer Jon Sayer, *Sayernara* completed the course in 30 days 3 hours 39 minutes, taking line honours, first in Racing Division B (there were no boats in Racing Division A this year) slashing five days off the record set by *Just Lucky Lady* in the 1991 race.

The Melbourne yacht *Brindabella II*, sailed by Roger Sayers and Murray Jacob, also broke the class record for Cruising Division C with a time of 40 days 20 hours 5 minutes 31 seconds.

During the race, the specially built *Sayernara* achieved some exceptional speeds, including 14.4 knots in Osaka Bay as she surfed towards the finish line under spinnaker. This was recorded by the ARGOS data) but the crew



Owner/skipper Rob Dury and crew/designer John Sayer are welcomed ashore after winning the Osaka Cup ocean race from Melbourne to Osaka, Japan. (Pic - Taketoshi Yamazaki/KAZI)

estimated they were hitting 26 knots as they sailed off the NSW coast during the low that hit the fleet, sinking the New Zealand yacht *Green Hornet*.

After a huge welcome by members of the Osaka Hokko Yacht Club, skipper Rob Drury said the win was the result of a year of planning, which included having the boat designed by Jon Sayer and built by All Yacht Spars. "They have done a great job and the result was shown today," Drury said.

88-year-old Alby makes it to Suva

Despite fractured ribs and possible spinal injuries, 83-year-old Lake Macquarie yachtsman Alby Burgin stepped



Alby Burgin (left) with his crew before setting sail in the inaugural Coffs Harbour to Suva ocean race. (Pic - Iain Mainsbridge)

up to the helm of his 50-footer, *Alstar*, and steered it across the finish line at Suva in the inaugural Coffs Harbour to Fiji ocean race held in late May. In doing so, the world's oldest ocean racing owner/skipper kept intact his record of never having retired from a long ocean race.

When *Alstar* negotiated the narrow passage through the coral reef at the entrance to Suva Harbour there was little evidence of the punishment the yacht or the crew had endured over the 12 days of sailing from Australia's east coast. But below the waterline there was a gaping 18 inch crack in the hull near the bow and the only two working sails left in the wardrobe - a staysail and a storm trysail - were set.

Although in considerable pain from the injuries he received in a fall during the stormy crossing, Burgin insisted on joining his crew, Robert Lott, John Duncan and Herman Oberli, for welcome celebrations at the Royal Suva Yacht Club before being taken to hospital for a check up.

The veteran of 30 Sydney to Hobarts, Cyclone Emily in the Brisbane to Gladstone, the Bicentennial Around Australia Race, double and single-handed races across the Tasman Sea and the 5,000 nautical mile Melbourne to Osaka double-handed race, described this race as one of the toughest he had faced in his 74 years of sail-



Line and handicap winner of the inaugural Coffs Harbour to Fiji race was Bright Morning Star, skippered by winning America's Cup tactician Hugh Treharne. (Pic - Ian Mainsbridge)

ing. "It just didn't give up," he said. "It was 35 to 40 knots on the nose for nine days. We saw gusts of 50."

Line honours and first place on handicap went to former America's Cup tactician Hugh Treharne in his 50-footer *Bright Morning Star*, finishing a day ahead of Burgin in *Alstar*.

Wild Thing outsails Kiwis to Fiji

Mornington yachtsman Grant Wharington has notched up his first first international victory with his Andy Dovell-designed 70-footer *Wild Thing*, taking line honours in New Zealand's Auckland to Denarau Race in May/June.

Conducted by one of New Zealand's most experienced ocean racing clubs, Royal Akarana Yacht Club (they have conducted a dozen TransTasman Cups dating back to 1931 and many races to Fiji since 1956, the 1999 race to Fiji attracted a strong line-up, mainly Kiwi boats.

Wild Thing, the newest maxi in the fleet, quickly outstripped the fleet, sailing the 1143 nautical mile race in 6 days 17 hours 26 minutes 26 seconds, just on a day ahead of the New Zealand race record-holder, *Antaeus*. Third to finish was Ron Packer's wellknown *Starlight Express*, two hours astern of *Antaeus*.

However, *Wild Thing's* time was two days and 9 hours outside *Antaeus's* record set last year, with the fleet sailing in mostly light winds all the way.



The crew of Australian maxi *Wild Thing* were looking for warmer weather than Auckland's as they set sail in the Auckland to Denarau, Fiji. (Pic - Paul Todd)

3DL DELIVERS Results

1999 Sydney to Mooloolaba

IMS		
1st	Loco - Sydney 40 -	North 3DL
2nd	Sledgehammer - Sydney 40 -	North 3DL
5th	Atara - Lyons 43 -	North 3DL
6th	Ragamuffin - Farr 50 -	North 3DL
CHS		
1st	J44 Phoenix - J44 - North 3DL	
2nd	Loki - Swan 44 - North 3DL	

1998 Farr 40 One Design World Championships

1st	Barking Mad - Jim Richards -	North 3DL
2nd	Southern Star - John Calvert Jones -	North 3DL
3rd	Wired - Steve & Helga Garland -	North 3DL
4th	Hissar - Edgar Cato -	North 3DL
5th	Solution - John Thompson -	North 3DL
6th	Alliance - Skioip Purcell -	North 3DL

1998 Ord Minnett Regatta IMS

1st	Ragamuffin - Farr 50 -	North 3DL
2nd	Sledgehammer - Sydney 40 -	North 3DL
4th	Loco - Sydney 40 -	North 3DL

1998 Telstra Cup IMS

1st	Loco - Sydney 40 -	North 3DL
3rd	Ragamuffin - Farr 50 -	North 3DL
4th	Ausmaid - Farr 47 -	North 3DL
5th	Sledgehammer - Sydney 40 -	North 3DL
6th	ABN AMRO Challenge - Sydney 46 Grand Prix -	North 3DL
8th	Chutzpah - MBD 36 -	North 3DL

1998 Strathfield Pittwater and Coffs Harbour Series

IMS		
1st	Emotional Hooligan - Mumm 36 -	North 3DL
3rd	Locomotion - J35 -	North Sails*
4th	Loco - Sydney 40 -	North 3DL
5th	The Bill - J35 -	North 3DL
6th	Showdown - J35 -	North 3DL
7th	Indian Pacific - Farr 40 -	North Sails
8th	Stairway to Heaven - J35 -	North Sails
CHS		
1st	Abracadabra - Tripp 47 -	North Sails*
2nd	Dictator - Jarken 38 -	North 3DL
PHS		
1st	GME Electraphone - Frantic - Sayer 39 -	North 3DL
2nd	More Witchcraft - Eagle 14 -	North Sails*
3rd	Isabella - Northshore 380S -	North Sails
4th	Astro Boy - Cape 35 -	North Sails*

1998 Pittwater to Coffs Harbour Race

IMS		
1st	Loco - Sydney 40 -	North 3DL
CHS		
1st	PNG Gas - J130 -	North Sails*
2nd	Abracadabra - Tripp 47 -	North Sails*
3rd	Dictator - Jarken 38 -	North 3DL*
PHS		
1st	GME Electraphone - Frantic - Sayer 39 -	North 3DL
2nd	More Witchcraft - Eagle 14 -	North Sails*
3rd	Second Time Around - McConaghy 50 -	North Sails
4th	Big Kahuna - Beneteau 53F3 -	North 3DL
5th	Isabella - Northshore 380S -	North Sails

* Partial Inventory

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Winter sailing on Sy

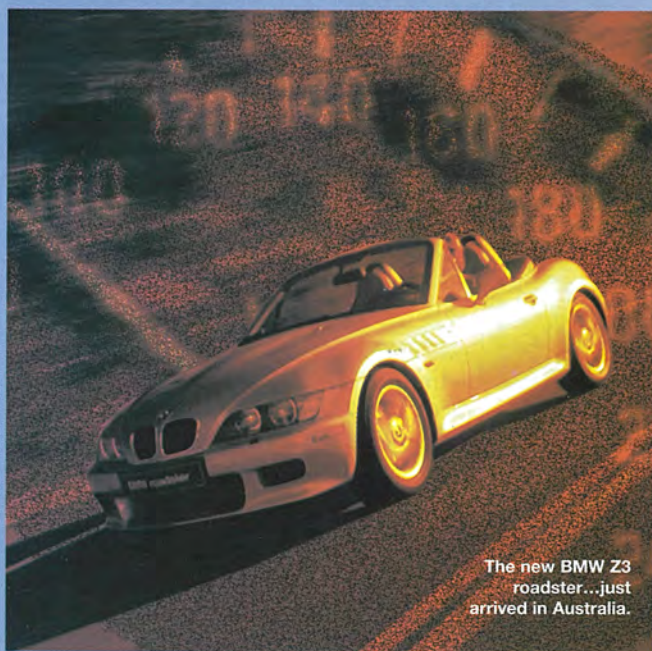
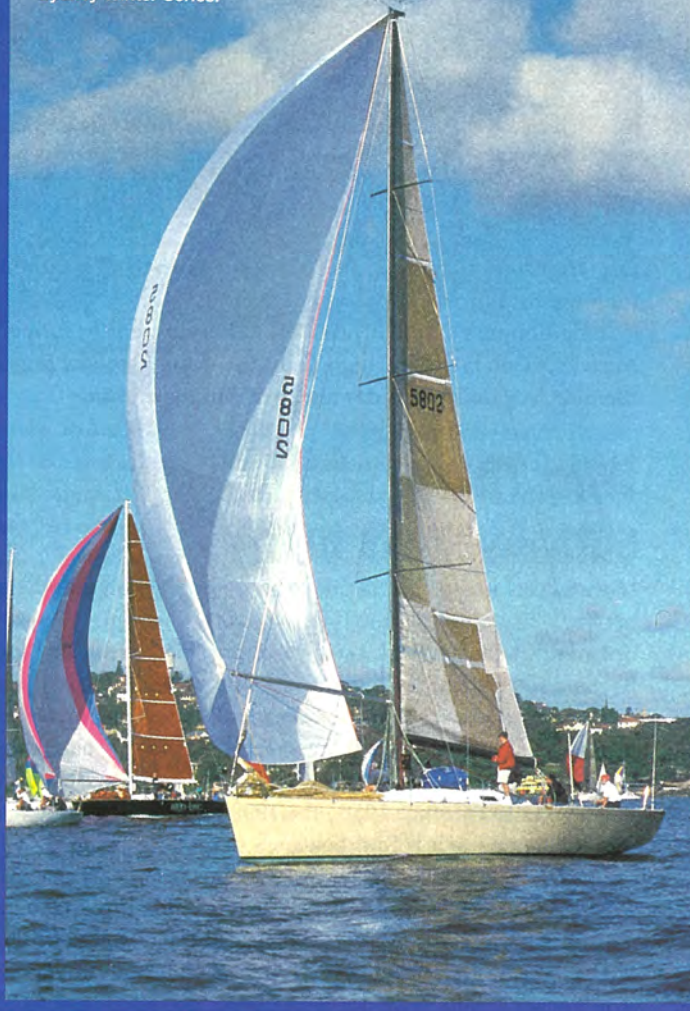
BMW Sydney Winter Series

Lots of sunshine, light breezes, and close competition for the record fleet of more than 200 boats. That has been the scene on most Sundays for the Cruising Yacht Club of Australia's BMW Sydney Winter Series on Sydney Harbour through April to mid July.

When Offshore went to press with this issue, only two races remained to be sailed, and it was anybody's call as to who would emerge the winners in almost each of the eight divisions. In Division A, the pointscore lead has changed almost weekly between Dick Cawse's *Vanguard* and Ron Ellis' *Wild Thing*, with *Styx*, skippered by Rolfe Miche, putting in a late run. It's been much the same in the other divisions...the winners almost certainly would have been decided on the final day of the Winter Series in mid July.

One winner has been the CYCA's Breakfast Club which over the years has raised thousands of dollars to improve amenities for Members. They have regularly been serving more than 200 breakfasts on a Sunday morning.

Vanguard covers *Wild Thing* as they close reach down Sydney Harbour in the BMW Sydney Winter Series.



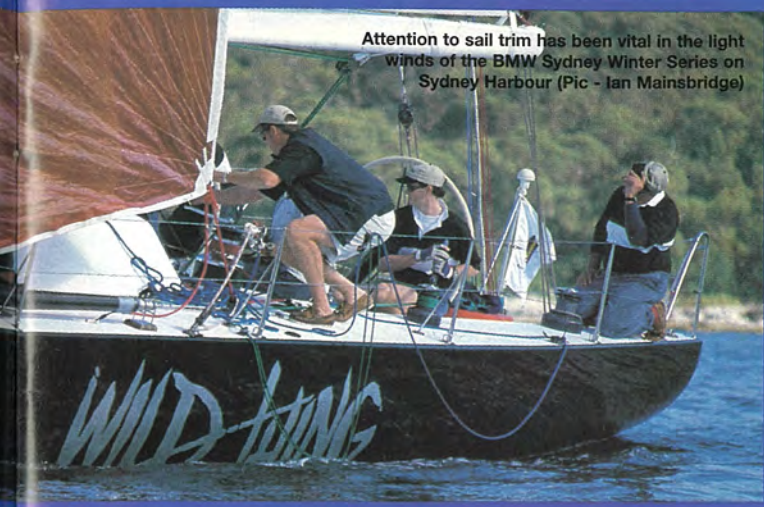
The new BMW Z3 roadster...just arrived in Australia.

The winner of the BMW Z3 Promotion is Mr T. Powell of Mosman

New chapter in BMW Roadster

BMW Australia has set the direction for the future of BMW roadster motoring with the decision to go all six cylinder for the new look Z3 model line up. The release of the new roadsters, which have undergone significant body design and specification enhancement, is a move which is sure to bolster the already well established position of the market's most popular luxury marque open two seater. The new BMW Z3 roadsters were scheduled to arrive in early July. The all six cylinder line-up begins with the new BMW Z3 2.0 which is powered by the new 110kW/190Nm 24 valve in line six with twin VANOS. In addition to the new power plant, which propels the Z3 2.0 from 0 to 100 Km/h in 9.1 seconds, the new car has a raft of additional luxury and technological features to add to its new look. Kay amongst those is the inclusion of side airbags and standard fitment of roll-over bars, added to which is an electrically operated soft top, cruise control, extended Oregon leather upholstery, a radio/CD hi-fi system and a new matt chrome interior trim. The fully equipped BMW Z3 2.0 retails at \$78,000 while the high performance Z3 2.8 sells at \$91,500.

dney Harbour



Attention to sail trim has been vital in the light winds of the BMW Sydney Winter Series on Sydney Harbour (Pic - Ian Mainsbridge)



ew action aboard Superfine (edg Waldthausen) as they cein the Winter Series on dney Harbour. (Pic - Ian inbridge)



Battle of the Super 30s in Division E of the Winter Series... Bull 9000, Wild Bull (Rod Skellet) in pursuit of the Mt Gay 30, Maximum Nuisance (Grouit & Wilton).

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Superyachts for 2000 Hobart Race

Owners of superyachts around the world are booking berths in Sydney for the Olympic Games and many plan to compete in the Cruising Yacht Club's Super Yacht Race division of the 2000 Telstra Sydney to Hobart Race. Peter Campbell reports.

Sydney Harbour will play host to more than 60 superyachts, both sail and power, during the Sydney 2000 Olympic Games, according to New South Wales Minister for Ports, Carl Scully. Their stopover, he says, will generate up to \$50 million for the State economy.

In expectation of this grand showing of opulence, the State Government will build 25 temporary superyacht berths in Rozelle Bay. The remainder of the superyachts will be spread around the harbour at existing marinas and wharves in Mosman, The Spit and Rushcutters Bay, including the Cruising Yacht Club of Australia.

More than 60 superyacht owners have already lodged expressions of interest with the Waterways Authority to find a berth in Sydney during the Olympic season. Each owner will pay \$83,000 for a two month berth in Rozelle Bay. Their yachts range in size between 30 and 70 metres LOA and have an average value of \$25 million each. Worldwide, there are some 5,600 superyachts, with most located in the northern hemisphere.

Ports Minister Scully said construction of the temporary berths was part of the NSW Government's vision for the future use of the inner-west marine



Hyperion, the 47.42m superyacht, designed by German Frers and built at the Royal Huisman Shipyard in Holland, may be one of the huge vessels berthing in Sydney during the Sydney 2000 Olympic Games and later contesting the SuperYacht division of the 2000 Telstra Sydney to Hobart.

region. "Waterways has already called tenders for the refurbishment of the wharves as part of the Carr Government's masterplan for a maritime precinct in Rozelle Bay," he said. Following the Olympics, power supply will be retained on some pontoons for future maritime use.

Many of the sailing superyachts, such as *Morning Glory*, owned by News Limited International's Rupert Murdoch, have indicated their interest in competing in the CYCA's 2000 Sydney to Hobart following the Olympics with the motor superyachts also accompanying the fleet south to Tasmania as a

cruising division.

The CYCA has already issued a preliminary Notice of Race for the Sydney to Hobart Super Yacht Race 2000, as part of the 56th Sydney to Hobart. The NOR also includes an invitation to compete in the Canon Big Boat Challenge on Sydney Harbour in the lead-up to the Sydney to Hobart.

The Superyacht division will be open to vessels with a minimum LOA of 33 metres, with PHS category yachts being granted dispensation to use powered winches or other sail or rig equipment.



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The new quality range of Simrad DGPS (optional) chartplotters offers a choice of models with

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Sydney Harbour has become one of the most popular charter yacht destinations in Australia, along with Pittwater just to the north. David Lockwood surveys the scene.

Far from the demands of workaday life, mob-induced road rage, and tiresome long-distance travel, Sydney has become a coveted holiday destination in its own right. But there's a difference between us and other hot spots suddenly beset by tourism - we have the waterways to escape the maddening crowds.

Consider the options available when you holiday by boat in Sydney. A swift sail up the coast, to the wilds of picturesque Pittwater and Cowan Creek will present verdant National Park shores and sandstone bluffs, with enough natural shelter and elbow room to rival the Whitsundays. Though it's not quite so removed, Sydney Harbour offers ready-made escapism if you know where to head. There is Store Beach for rubbing fenders with like-minded yachties, great swimming holes such as Reef Beach and Castle Cove, and there are amenities.

Sydney has marinas with day berths and waterfront restaurants which go so far as to serve dinner al fresco on your boat. While weeks at a time can be spent in Pittwater, a weekend in the harbour can be more appealing for the time poor.

Of course, such fanciful holidays on the harbour or Pittwater can only happen if you have a boat at your disposal. Fortunately, this hasn't gone unnoticed by Sydney's charter fleets.

Catering for an expected influx of tourists and budding local sailors, Sydney has both the quality and quantity of charter boats to serve everyone's needs. For those without the spare cash to buy a boat, there are now no excuses to get afloat.

Chartering is the answer. If you've never set sail before, Sydney's charter operators offer everything from professional skippers and crew to hostesses and sailing lessons and on-board weekend training courses. But Sydney's smartest charter operators are the ones inventing all kinds of tempting activities. These days, you can sail bareboat or skippered, in weekend races, corporate "incentivation" programs, do overnight bed-and-breakfast deals, even romantic nights at anchor for two.

With low-season rates available, now is a good time to set sail in Sydney. From Pittwater to the Point Piper, here are some of the better places to dip your toes and some suggested ideas for your next holiday sailing in Sydney.

AUSAIL has bases at both The Spit and in Pittwater, where proprietor Richard Hamilton says you can easily spend a week exploring the sandy beaches, cruising the verdant National Park shores and dropping by the top-notch waterfront restaurants, most of which have berthing facilities virtually at their kitchen door.

Bareboat winter deals on 10 Catalina yachts run till September. Pay for one day and get another day free. On a 28-footer, two days mid-week costs \$255. Details: Ausail, Pittwater, (02) 9999 3477.

AUSAIL at The Spit offers an innovative range of sailing options. While you can bareboat charter any one of its 15 Catalina yachts from 27-42ft, the big attraction here is the friendly atmosphere and great social sailing pro-

grams.

There is mid-week racing with Middle Harbour Yacht Club, a Sunday afternoon regatta from 2pm-4pm using identical Catalina 320s with a jazz band and hamburger at the club afterwards, kids' sailing camps, and AYF accredited learn-to-sail classes.

A neat concept is a split charter whereby you spent half the week at the Pittwater base and the other half on an identical yacht on Sydney Harbour. Ausail at The Spit also has seven-day charters from December 27 to January 3. These will include watching the fireworks and seeing in the new millennium. Bareboat winter day charters start from \$290. Details: Ausail, The Spit, (02) 9960 6786.

CHURCH POINT CHARTERS has 25 charter boats tinkling on its moorings in Pittwater. The pick are the Sea-wind 10-metre sailing catamarans which can transport 20 people with a skipper, 12 by day, or 10 at night when bareboating. There's also a brand-new Phantom 40 motor-sailor for experienced sailors who seek something more upmarket, and powerboats such as Clippers, a Mariner 31, Cuddles Sundeckers and more.

According to proprietor Neil Storaker, winter is a great time to go boating in Pittwater. "You can find a sheltered anchorage without too many others parked next door. From a sailing perspective, the stronger southerlies mean you can get around in half the time," he says.

Day charters start at \$200 on a yacht able to take six people and \$250 on cruisers. In winter, a day charter includes a night aboard and there is a 20 per cent discount compared to summer. Details: Church Point Charters, (02) 9999 4188.

CLUB SAIL at Newport Anchorage

Destination Sydney

Charter yacht guide to Sydney, Pittwater

conducts skippered and bareboat yacht chartering and corporate programs on a fleet of eight Beneteau and Jeanneau yachts from 32-40ft. However, sail training adventures are the real strength of this Pittwater operation.

The most popular activities are the Club's weekend-aboard sailing courses for beginners to inshore skippers, and the offshore programs held on long weekends which sail north to Port Stephens.

For winter there are some enticing deals. These include a mid-week four-day charter that costs the price of two days charter in summer. This way, a 32-footer will set you back \$670. Details: Club Sail, (02) 9979 9669.

EASTSAIL at Rushcutters Bay has 25 yachts to 50-footers, including the new Beneteau 31-footers and Iain Murray-designed Sydney 36Cs. These are exciting performance cruiser/racers surveyed to carry a maximum of 12 people that weigh a full tonne less than a Beneteau 33.7.

Principal Joe Goddard says moderate winds, a lack of boat traffic (except on Sundays), and clear skies are the

best things about sailing on the harbour in winter. I might add that the EastSail office is also positioned alongside a great cafe and the Cruising Yacht Club of Australia. And it has plenty of women sailing instructors to encourage female participation.

Winter charter deals start from just \$195 for four hours mid-week on a 31ft Beneteau. There is also a winter sailing school and fun-filled Saturday regattas. Still, the biggest growth area has undoubtedly been the hosting of corporate team-building events.

Having staged sailing at the 1999 Corporate Games, EastSail has now organised the Property Industry Foundation 1999 Yachting Regatta and the Australian Insurance Institute Regatta on Sydney Harbour.

It conducts a popular summer regatta called the Corporate Challenge which is open to all companies. At the time of writing

there were still four yachts available for the Challenge in November. The cost including catering is \$3,500 for a team of six.

Eastsail also has the most impressive fleet of bareboat powerboats on Sydney Harbour. These include a gorgeous Riviera 40, 36 and 33-foot cruiser that are available for charter for those who demonstrate driving skills and possess a NSW Boating Licence (though a skipper isn't that expensive to hire, either).

But whether sailing or powerboating is your thing, the one attraction about this operation is very professional. Everything including provisions and seafood buffets can be built into the charter. And the way its corporate



Yachts and motor cruisers anchor in Store Beach near Manly...a favoured anchoring spot and beach for yachties for many, many years. (Pic - David Lockwood)



Learning the ropes on Sydney Harbour...most large charter companies also run sail training for adults. (Pic - David Lockwood)

regattas are structured, it shouldn't be too hard convincing your boss of the merits of sailing. Details: Eastsail, (02) 9327 1166.

EOS YACHT CHARTERS is a new entity on Pittwater with a stylish German-made Bavaria 38 yacht that has accommodation in three wood-lined cabins for three couples or a family. While the yacht is in the Whitsundays this winter, it will return to Pittwater in November.

The Bavaria is available for bareboat charter, skippered charters and New Years Eve. It costs \$550 for a day mid-week including linen, tea and coffee, snorkelling equipment, and inflatable dinghy with outboard.

Catering can be arranged and twilight racing is an option. Details: EOS Yacht Charter, (02) 9487 6568.

PITTWATER YACHT CHARTERS believes that nothing quite encapsulates the Australian way of life like the Seawind 1000 catamaran. Of all the boats it has the best barbecue, more places to laze in the sun and shade, terrific water access, and lively performance that a couple can easily manage on their own.

Considered movers and shakers on the Pittwater charter scene, PYC will soon have four Seawinds in its fleet at Heron Cove Marina, Newport.

These will join its Beneteau, Northshore, and Scanyacht monohulls to create the largest and newest fleet in Pittwater by 2000.

Still, service is the biggest attraction of this enterprise. Client surveys state there is little to complain about and lots to praise.

Vessels are well-prepared, newsletters are sent out to keep you abreast of developments, off-season specials help make yachting more accessible, and enticements include a frequent sailor program, weather guarantees, full provisioning and catering, holiday guides, and instruction.

Proprietor Alec Barrass believes strongly in Pittwater as a holiday destination. "It has totally sheltered anchorages containing moorings rather than having to anchor, vast sailing areas, great onshore facilities, endless walking tracks through temperate rainforests and across craggy peaks.



Classic pic of Sydney Harbour with the bridge providing the backdrop to one of Eastsail's Beneteau 40 cruisers available for charter. (Pic - David Lockwood).

"Here you are surrounded by 30,000 hectares of National park, giving you the feeling of isolation and peace, especially once you round The Horn [West Head] and nudge into Cowan Creek, but you're only 40 minutes from Australia's largest city," he says.

Off-season sailing specials include a free day's charter with every weekend charter, a free weekend with every weekend charter in winter, five days mid-week for the price of a weekend, and 20 per cent off single-day charters. You can also bring a friend for half price to its sailing course. Details: Pittwater Yacht Charter & Sailing School, (02) 9997 5344 or www.yachtcharter.com.au

SUNSAIL at Lavender Bay has Sydney's fastest growing fleet of luxury Jeanneau, Beneteau and Fontaine-Pajot charter yachts and catamarans from 32 to 45-feet. Based out of a quaint boatshed at Lavender Bay in the shadow of the Bridge, the company is perfectly positioned to capitalise on the passion for corporate and twilight racing in Sydney.

The great success story here is its AAPT Regatta in which company teams are taught to sail, equipped with team attire, fed and watered at post-match barbecues, and shouted to a gala final night at an eatery by the shore.

Sunsail is also popular for its learn-to-sail classes and skippered and bareboat sailing. At last count, there were

22 charter yachts in its Harbour fleet. But with the interest growing in yacht investment and, and the added attraction of income guarantees for Sunsail investors, the fleet was building rapidly.


With bases all round the world, Sunsail is, of course, well versed in the ways of bareboat chartering. Its low-season charter rates start from \$24 per head for a day out on a yacht on the harbour. Details: Sunsail, (02) 9955 6400.

SYDNEY BY SAIL at Darling Harbour is surely the most imaginative yacht-charter operator on the harbour. Among its new concepts are bed and breakfasts in Cockle Bay, romantic nights at anchor for two, and winter racing aboard identical Beneteau Oceanis 351 yachts from \$59 for four hours.

Due to its location close the CBD, the company is well patronised by office workers and the IT crowd. In summer, these keen sailors dash from the city with their jackets slung over their shoulders, brief cases swinging by their side, to slip on the deck shoes and partake in a spot of twilight sailing. And why not: crew positions can be bought on a single-fare basis from \$49.

In the realms of bareboat charter, Sydney by Sail has five yachts from 34-38ft. A half day mid-week costs from \$230. If you have special requirements, be it weddings, parties, this is the charter company to try it on. Details:

Sydney by Sail, (02) 9280 1110. ▲



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Wood is good with Rick Wood

Wooden boat specialist shipwright Richard Wood is one of the last links to a Sydney Harbour tradition of shipwrighting which some years ago looked like dying out. It makes the man sound old, but he's not. Story & pics by Peter Forbes.

Though only 41 years old, Rick Wood, as he is also known, has direct lineage with the traditional past, having been trained by now-long-retired master shipwrights in the fine art of timber crafting as an apprentice at Cockatoo Island shipyard in Sydney.

The island, after a stint in the early colony days as a convict jail, was the service centre to the Australian Navy's submarines and builder and refitter of many a fine seagoing vessel until it closed in the 1980s.

There, as Wood says, he and his fellow apprentices were "lucky to get the tail-end of the old guys", and he is now able to pass on the traditional knowledge he gained there to his own apprentices.

Among his personal credits are the preparation of vintage entrants for the 50th Sydney-Hobart race in 1994, *Celeste III* (which campaigned as the Toyota-sponsored *Rav4-Celeste*) and *Archina* (the entrant from the inaugural 1945 Sydney-Hobart race which joined so many other comeback craft to swell the numbers to 371 starters in the 50th's record field).

When Offshore visited Wood's Timber Boat Services yard in Snail's Bay, Balmain, he was repairing a restored 1929-vintage Port Phillip 'couta boat, *Rob Roy*. The one-time Bass Strait barracouta-fishing, gaff-rigged smack had recently broken ribs and topside timbers in a Tbone collision during racing with the Sydney Amateurs Sailing Club on Sydney Harbour, where she is now based.

The yard was also sprucing up the hull of one of the Anteres class of

small yachts, the Alistair MacKerras-designed *Amber K*, a 27.5-footer. The hull of the vintage 1940s yacht had been "wooded" back to the bare timbers and a new 10hp Yanmar diesel engine was to be installed. As well, there were plans to move on to re-ribbing and refastening the shipwright's own quite famous Sydney Harbour 30, *Waitangi*, which was built in 1920-21 and was for many years a Royal Sydney Yacht Squadron icon.

During Offshore's visit, another grand old timber lady was also moored at the wharf below the slipways. Once a Port Albert, Victoria, shark and cray fishing boat, the 28-foot *Gracie II* was back from Hardy's Bay on the NSW Central Coast for some Balmain "TLC". Made more comfortable than it was in its professional fishing days, but still set up to allow owner John Flax to be a keen amateur fisherman, the vessel was a major rebuild by Rick Wood six to seven years ago.

Other Wood restoration credits include the complete rebuild of the 1884-built Sydney Harbour gaffer *Kelpie* for owner John Wood and restoration work on the Australian National Maritime Museum's pride-and-joy, the early champion 18-footer *Britannia*. *Britannia* was built in 1919 by one of the early mentors of apprentices at Cockatoo Island and famous 18-footer sailor, Balmain's "Wee Georgie" Robinson.

"We choose what work we do," Wood said of his business. "Though we don't have a large enough staff to do some jobs (there are five on staff at present), we have a consistent group of clients and we take other work that interests us.

"We work only with timber. Not in fibreglass or other materials."

Wood's work on the 1994 Sydney-Hobart race entrants involved getting them ready for the demanding conditions of the race. For *Archina* there were new chainplates; a new bobstay fitting; a new bowsprit; a remodelled deckhouse (from an old "boxy" number); a new shaft tube; installation of grown timber hanging knees; a new cockpit and combings. For *Celeste III* it was a forehatch rebuild; strengthening of winch supports; installation of pumps; new deck tracks.

Wood has a reputation for meticulous work. Simon Sadubin, Wood's mature-age apprentice who moved from the Australian National Maritime Museum to get into boat-building and repair work proper, is a great admirer of his work and traditional experience.

"Rick's a very humble bloke. He doesn't say much about what he does," said Sadubin (who along the way showed Offshore how he could pick rough-hewn Huon pine by its smell). "He is one of the last links with Sydney Harbour tradition."



Richard Wood (right) and Simon Sadubin working on the 'couta boat *Rob Roy* at Richard's Timber Boat Services at Snail's Bay in the Sydney waterfront suburb of Balmain. (Pic - Peter Forbes).

SOUTH PACIFIC

Cruising Regatta - Tahiti 2000

Our travel writer Trevor Joyce and Offshore publisher Larry Jamieson have returned from a brief sojourn in Tahiti full of enthusiasm for organising a grand cruising regatta in the Leeward Islands in June 2000. Trevor wrote the story and took the pics; Larry, still in island mode, simply dreamed up the concept!

After my recent second visit to Tahiti I decided the four islands that make up the Leeward group, Huahine, Raiatea, Tahaa and Bora Bora, offer the perfect setting for a 10 day cruising regatta. No grand prix yachts, just a fleet chartered from the local companies and all suffering the same hydrodynamic adhesion.



The real motive behind the event is to combine some traditional Tahitian partying with a series of "low key" passage races between the islands. The Raiatea Yacht Club will be the host club and there are already some moves to develop contact between the RYC and the Cruising Yacht Club of Australia to foster participation in this offshore cruising regatta.

Fittingly, the plan is to start the

opening race in the mysterious Faaroa Bay on the Island of Raiatea and head eastward to the seductive Huahine, about 20 miles away. Each of these four islands were formed just a few million years ago, when the sea floor erupted in a volcanic fireworks display that must have been quite something to see. As the craters developed above water level, so the lava spilled into the sea and as it cooled it built, very conveniently, the barrier reefs that surround each of the islands.

After the first race prize giving dinner and celebration on Huahine, it's obvious that the next day must be a lay day. Potter off down the lagoon to a quiet anchorage, tackle the surf crashing onto the reef if you're game, take a walk through the jungle, or just do nothing. There is no place in the world better suited to doing absolutely nothing!

The next race will set off from Huahine with the easterly trade wind to Tahaa, the Vanilla island, and finish in magnificent Haamene Bay, right out in front of the Hibiscus Restaurant. Host Leo, originally from Belgium but well and truly Tahitian these days, will prepare a magnificent dinner to

accompany the prize giving and the most beautiful Tahitian girls authentically dancing the hula and enjoying every minute of it.

Next day, Leo will lead a traditional fishing expedition on the reef and then retire to a nearby motu (island) to BBQ the catch. Relax on the beach, swim in the most fantastic water in search of the elusive Moray eels, or just do nothing - again! There is no place in the world better suited to doing absolutely nothing. Didn't I say that already?

When you leave, Leo will probably ask you to participate in his turtle release program that he conducts in conjunction with the University of Hawaii. He rescues the turtles from the dinner table by buying them at the market, tags them, and then gives them to passing yachtsmen who release them in the open ocean. The only condition is that you have to register a name. We called ours "Yurtle" and we sincerely hope it is a long way from danger at this stage of the game.

Race three will pass outside the reef around the northern end of Tahaa to Bora Bora, the splendor of which you'll never prepare yourself for. Although

only a fraction of the original crater, Mount Otemanu still rears 2,000 feet skyward. Otemanu becomes the backdrop for every picture you will take on Bora Bora, and I guarantee that you take more than just a few. The water is so blue you just have to keep taking pictures, hoping that somehow or other you'll be able to convince the folks back home that it's actually true blue in your pics.

The frivolity this night will be held in the Bora Bora Yacht Club and again the following day will be set aside for exploring this incredible lagoon, swimming with the sharks or the Manta rays, or doing absolutely nothing. No. I won't say it again.

The last race will be the most demanding, sailing into the wind and across the current back to Raiatea. The race will finish just inside the reef on the western side of the island because, in consultation with Offshore's publisher Larry Jamieson, I deemed it just a tad



Offshore's publisher and crew hard at work on the foredeck in Tahiti.

dangerous to suggest that the yachts should work down a channel between coral crags that occasionally just break the surface to warn of lurking danger. Actually the system of channel marking is excellent but you do have to stay on your toes when passage making inside the lagoon.

The last night prize-giving and celebration will be held at the Southern Cross restaurant just behind the Stardust base back at Faaroa Bay. What a way to combine the world's three very best past-times, yacht racing, yacht cruising and doing absolutely nothing!



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Tahitian beauty!

Travel Facts

The popular perception of Tahiti as a holiday destination is that it is expensive. If you want to spend a week in an over-water bungalow on Bora Bora Lagoon that's certainly true. But the solution to the problem still puts you on the water, on board a yacht.

The Jeanneau Lagoon 47 we sailed charters at \$6,685 per week in the low season and \$9,152 in the high season. The Lagoon 47 has four double cabins each with its own private facilities and there is ample room in the saloon, cockpit area and on the tennis court sized fore-decks for eight people. And if you don't like the spot just pick up the anchor and move on.

Packaged up with an Air New Zealand airfare, the domestic flights and two night's accommodation in Papeete, 7 days on the Lagoon 47 will cost \$2250 per person in the low season \$2,550 per person in the peak.

Provisioning for breakfast and lunch on board each day will add about \$200 to this cost and then you have the room to move ashore, splash out at dinner time and still come home with change from \$3,000. Not bad when you consider this is the very best cruising there is, anywhere.

The regatta package is estimated at just over \$3,000 per person including the airfares, transfers, yacht charter with a crew of six on a



Dinner at The Hibiscus



The Lagoon 47, operated by Stardust Marine.

Beneteau First 42s7, race management, the five presentation dinners, trophies and a spectator boat that will follow the race. The regatta is set for June 1-10, 2000. There will be two divisions, one spinnaker and one non-spinnaker and the yachts will be provided by Stardust Marine.

More information on Tahiti from Mariner Boating, 6/33 Chandos Street, St. Leonards, NSW 2065, Phone 99669014, Fax 99665888.

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80 Olympic aspirants start Sydney 2000 Nomination Events



World champions in the Olympic Tornado class, Darren Bundock and John Forbes, have dominated racing on the European circuit this Northern Hemisphere summer. (Pic - Sport the Library)

With the Sydney 2000 Olympic Games sailing regatta on Sydney Harbour just over a year away, Australian sailors are already making their mark on the international sailing scene. Peter Campbell reports.

To represent Australia in sailing on Sydney Harbour at the Sydney 2000 Olympic Games must rank as the ambition of any sailor, to win a gold, silver or bronze medal the ultimate goal. In any case, more than 80 aspiring Olympic sailors have begun their final bid for Sydney 2000 Olympic Games, competing in specific World and National championships and major regattas overseas this winter and back in Australia over the summer.

Australia is eligible to have one competitor/crew, along with all other nations, in each of the 11 sailing disciplines in the Olympic 2000 sailing

regatta on Sydney Harbour and off Sydney Heads. In total, 400 competitors from around 50 nations are expected to compete.

The largest line-up for Sydney 2000 selection is in the Soling class (three-handed keelboat) with eight crews nominated and in the Laser (single-handed open dinghy) also with eight nominations.

Most of those who competed at the Atlanta Games, where the sailing was off Savannah, have nominated for selection for the Sydney Games, including Tornado catamaran class silver medallists Mitch Booth and Andrew Landerberger and Star keelboat class bronze medallists Colin Beashel and David Giles.

Going into the Northern Hemisphere summer of sailing, Australians held the World Championship titles in three Olympic classes - Colin Beashel and David Giles in the Stars, Darren Bundock and John Forbes in Tornados and Chris Nicholson in the 49ers - since winning the 1999 World title Daniel Phillips has rejoined him as crew.

The majority of the 80 sailors from

around Australia have been sailing on the European circuit during the Northern Hemisphere, competing at major regattas such as Spa in the Netherlands, the Danish Spring Cup, Kiel Week in Germany, and European championships for their classes.

Back in Australia, those selected (one only per class) will contest the 1999 Sydney Harbour Regatta, SOCOG's second test event from September 16-26, but this is not a Nomination Event for the Sydney 2000 Games. SOCOG expects an Olympic scale regatta with 400 athletes from 53 nations competing in all 11 disciplines, with the Stars also competing this year.

Bundock/Forbes win Tornado Europeans

Darren Bundock and John Forbes won the Tornado European championships in Majorca, Spain, the first of the Sydney 2000 Olympic Nomination Events. Fellow Australians Mitch Booth and Andrew Landerberger placed third with the Austrian crew of Gaebler and Schwall second.

Lack of wind on the final caused a premature finish to the regatta, with only eight of the scheduled 12 races taking place. Of the eight, Bundock and Forbes, the current World champions, won five races.

Australia top team at Kiel Week

After winning the IOC President's Cup at the '99 Worlds in Melbourne last January, the Australian Sailing Team has won the prestigious Team's Event at the huge Kiel Week regatta on the Baltic seacoast of Germany in late June.

The win was the result of many exceptional results for the Aussies, including wins in the 49ers, Tornados and Soling, second and third overall in the Mistral women, second in the Europe dinghies, and third in the 470

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women.

Sydney sailors Adam Beashel and Teague Czislowski won the 49ers, ahead of the French and Italian crews, Emmet Lazich and Euan McNicol finished in seventh place, whilst current 49er World Champion, Chris Nicholson and crew Daniel Phillips finished in ninth. The win for Beashel and Czislowski has given them an early lead in the pointscore for the 49er class in the Sydney 2000 Australian Olympic team nomination series.

Also off to a good start in the Olympic Team Nomination was the Team Nortel Soling crew of Neville Wittey, Joshua Grace and David Edwards. With the fickle winds on the final day of competition, racing was abandoned. The result was they were declared equal first placegetters with 1996 Olympic gold medallist, Germany's Jochen Schumann and his crew. Current Tornado World Champions, Darren Bundock and John Forbes also continued their good form, convincingly winning this event.

Sydney Harbour Regatta in Olympic mode

The 1999 Sydney Harbour Regatta, the second Olympic test event for sailing, will be in full Olympic mode with all 11 sailing disciplines being contested between September 16-26.

The Star keelboats did not compete in 1998 but there will be a strong line-up here in September, sailing on the offshore and harbour courses.

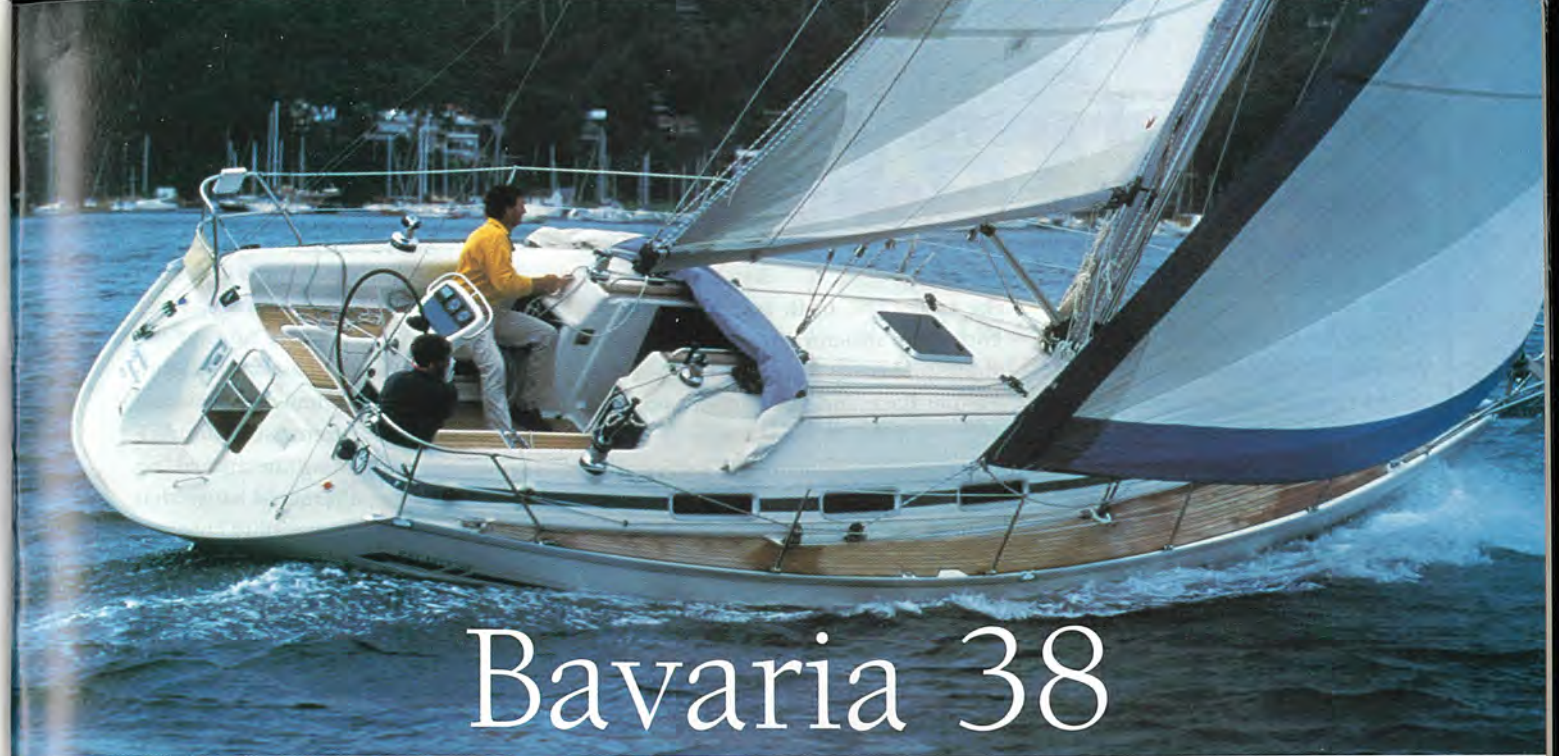
SOCOG's sailing competition manager Glenn Bourke expects a maximum 400 athletes to compete in 266 boats, with all nations limited to one competitor in each discipline.

Fleet maximum sizes will be: Mistral men - 36, Mistral women 23, Laser 36, Europe 27, Finn 26, 470 men 30, 470 women 21, 49er 22, Tornado 16, Star 13 and Soling 16.

The Sydney Harbour Regatta will again be based at Rushcutters Bay, with competition on the harbour and off Sydney Heads.

SOCOG and Waterways have advised that an exclusive aquatic license will be in operation on the Harbour for the duration of the regatta, with all clubs suspending club racing during that period. In fact, the Royal Sydney Yacht Squadron/Royal Prince Edward Yacht Club combined pointscore racing will not start until October 9, as will the Cruising Yacht Club of Australia's offshore pointscore racing. The exclusion zone will stretch from the Sydney Harbour Bridge to The Sound and will also include two offshore areas and will be in force each day between 11am and 5pm.

While restrictions will apply on recreational craft, people are encouraged to go out on the harbour to watch the racing and see the work being done to prepare for the Olympic Games.



Bavaria 38

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"She's a sleek looking boat...The Bavaria proved herself fast, able and very manouverable...on all points of sail the Bavaria is certainly good to handle. "There's a sense of solidity built into the Bavaria...the furniture below is heavy and robust...if you thump the hull with the side of your fist,

there's a dead 'thunk', and when people stand on the side deck, she barely alters her trim. It's reassuring, and indeed, it's how it should be. This yacht is built for quality as well as comfort and carries Lloyds certification as a warranty of her build integrity." "Sailing Today" magazine.

The latest generation of Bavaria Yachts from J&J design are fast, easily handled and seakindly yachts which are ocean proven and well suited to rugged Australian conditions. They continue the tradition of superb construction, flawlessly finished and immensely strong interiors which has led to Bavaria's international reputation for enduring quality and high resale value.



The Bavaria suffered scuffing damage only. The Marina suffered two loosened piles and had to replace three lengths of pontoon." *Yachting Monthly*.

Bavaria's sales have been increasing by 20% annually, and for the year 2000 is on target to reach 1100 yachts.

Bavaria are firmly positioned as one of Europe's leading producers of sailing yachts. With over 20 yachts ordered since their introduction at

"The strength of Bavaria yachts was given an unexpected test recently when an army landing craft lost control in Portsmouth Harbour and hit a Bavaria 38 amidships.

the Sydney Boat Show, Bavaria Yachts are well on their way to becoming an established part of the Australian Yachting scene.

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Boats, like cars, evolve annually in response to safety issues. Every year we see a new set of rules or a tweak to old rules in an attempt to make our lives safer. Also like cars, these rules are rarely made retroactive. In this regard it can be said that older vessels, at least in the realm of structure, are potentially less sound than newer vessels.

Combine rule induced issues with advances in engineering standards in the design and build of new vessels and toss in an element of fatigue for good measure and the car analogy fits nicely – all things being equal a new boat should be stronger, and therefore safer, than an older boat.

My experience in nurturing several production designs through the transition to the new rules bears this out. In each case substantial upgrading was required to meet ABS.

The issue of structural safety and “old vs new” was raised in the fallout from the 1998 Sydney to Hobart Race where the phrase “newer, light-weight boats” was used to define a perceived negative trend and one which the user of the phrase hoped would prove to be the source of most of the fleet’s problems.

Nothing could be further from

the truth. The truth is that the whole concept of structural regulation for offshore yachts was born out of the 1979 Fastnet Race and saw its first tottering steps with the introduction of the ABS rules in 1987. Prior to this I think it is fair to say that you could do what you wanted.

Adding to the ABS rule (and it’s ongoing developments) were additions to the IMS rule which effected structure such as the Hull Skin Construction Limits which mandate a minimum skin weight as well as a minimum number of ply’s. Also for the cruiser/racers there are very conservative limits for bulkhead, partition and panel construction. Whether the rules are adequate is not the issue – the fact is things are a lot better with them than without them. It is also true that to build a new boat today you need to satisfy a fair few structural regulations that simply did not exist 13 years ago.

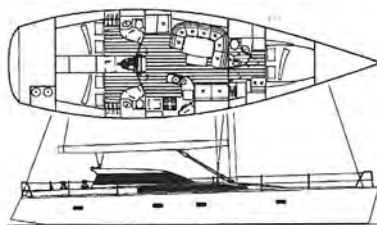
In this regard I suggest we have two areas for concern:

- Firstly, that the regulations covering the structural adequacy of offshore boats are promoted and developed. Issues such as the strength of decks under ABS are an example of new concerns growing out of the last Hobart that need to be addressed.
- A second, and perhaps greater area

for concern, is the large portion of the fleet that has a pre –1987 age date. These are the boats that were built to no real standard and while many may well be overbuilt in certain areas by today’s standards it is also fair to assume that in many areas they are not.

Now, like the old car on the road, there is not a lot that can be done beyond staying current with the AYF regulations and doing an annual rig check. However, there are issues that individual owners may wish to consider prior to the next major offshore event. The following items, while not meant to be inclusive, form a basic list of things that should be considered:

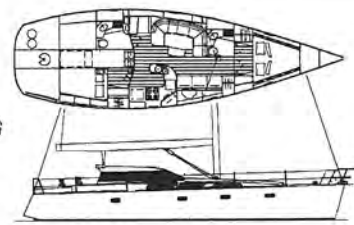
1. Hatches and other hull openings: Its bad enough when you get knocked down but the problem becomes worse if the boat then floods. The most common reason for flooding is hatches blowing in as the result of a large wave hitting the deck. This happened with old and new boats in the last Hobart. Unfortunately, this is not an area that the current rules deal with so this is something to check in a new boat as well. As a basic rule, all hatches cut-outs should be framed in regardless of the type of construction. Also, if the deck is cored construction the basic core should be replaced by higher density foam or timber and the edges capped with glass before the hatch is fitted. As a rule of thumb, if, when you remove the hatch, there is no visible evidence of reinforce-



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ment, consider taking remedial action. You'll probably solve a few leaks in the process.

2. Cabin side windows: Again, not much in the way of regulations here. However, the coachroof sides, where most windows are fitted, are typically quite thin and often the windows are simply cut out and a small overlap is considered adequate. Add to this the practice of bolting the Perspex in place and the problems become apparent. First, if the Perspex is old and crazed, consider replacing it as UV degradation reduces the strength markedly. The cabin edges should be heavily edge capped with glass and mullions should be fitted if they are not already there. See your designer for specific advice in this area. This is a common area of failure so we use a commercial design code for this.
3. Rudder stocks: Nothing disables a boat quicker than a loss of steerage. Many boats from the late '70s and early '80s used hollow tube stocks that look beefy but are pretty weak in reality. Enquire as to sisterships of your vessel. If they have a history of stock breakage then chances are you are overdue. It is easy enough to check the design, but I can say that I have not seen many pre - 1987 designs that are strong enough.
4. Keel attachment: First in line here is the strength of the bottom in way of the keel. Ideally, this is solid GRP laminate and it should be quite thick. In the case of a cored boat the solid glass should be at least 75% as thick as the surrounding cored laminate. Some popular early '80s production designs are sorely lacking in this area as the laminate in way of the keel is simply a lapping of the inner and outer skins on the vessel centerline. Another style of construction to look out for is the metal space frame. While these are conceptually OK (but not ideal) they are obviously subject to corrosion. Any signs of deterioration should be cause for alarm. Keel structures saw a major boost in 1994 when the standard was upgraded to account for a high speed grounding case. This really beefs up the internal structure and is an optimal standard to aspire to if you like to sleep well on the off watch. Finally - keel bolts. Interestingly enough, these have rarely been a cause for problems but if they are inadequate it is relatively easy to sink another one in. Rarely required.

As I said this is not a comprehensive list but it does cover some of the more obvious problem areas. Supplementary to this list are any new problems that may be created by modifications to the boat. Even the addition of stronger rigging or Kevlar sails to an older boat can have serious consequences and should be considered carefully.

Post 1987 boats must have their ABS plans upgraded with any changes, but pre-1987 boats are free to chop and change at will. Caution and professional advice are the watchwords. And finally, if you survived the last Hobart and Mooloolaba does that mean you should ignore the above? Well, it certainly raises a point with boats and the sea. One good wave can ruin your whole day.



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1st Ausmaid	IMS Overall
2nd Ragamuffin	1st Loco
3rd Industrial Quest	2nd Sledgehammer
Channel Handicap	3rd The Last Picasso
1st Aera	Sydney to Gold Coast '98
3rd Foxtel Titan Ford	Line Honours
Pittwater to Coffs Harbour '98	1st Sydney
Line Honours	3rd Marchioness
1st Jarkan	4th Team Jaguar Infinity III
2nd More Witchcraft	5th Morning Mist III

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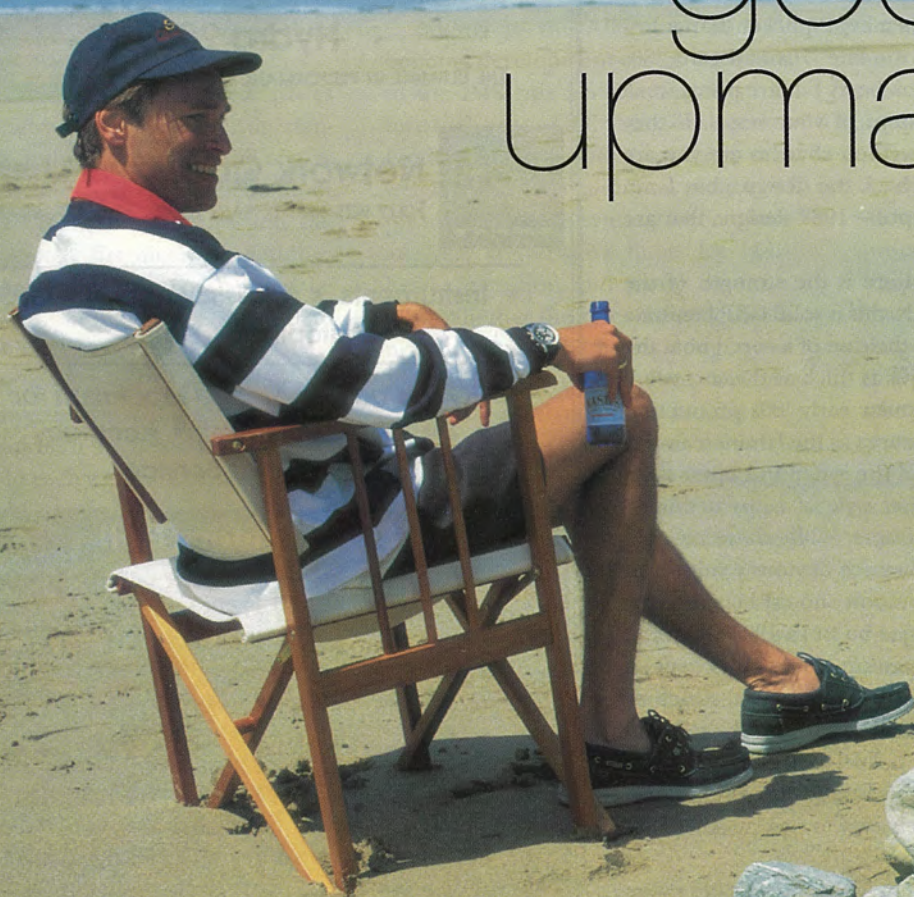
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fashion...what to wear on and offshore

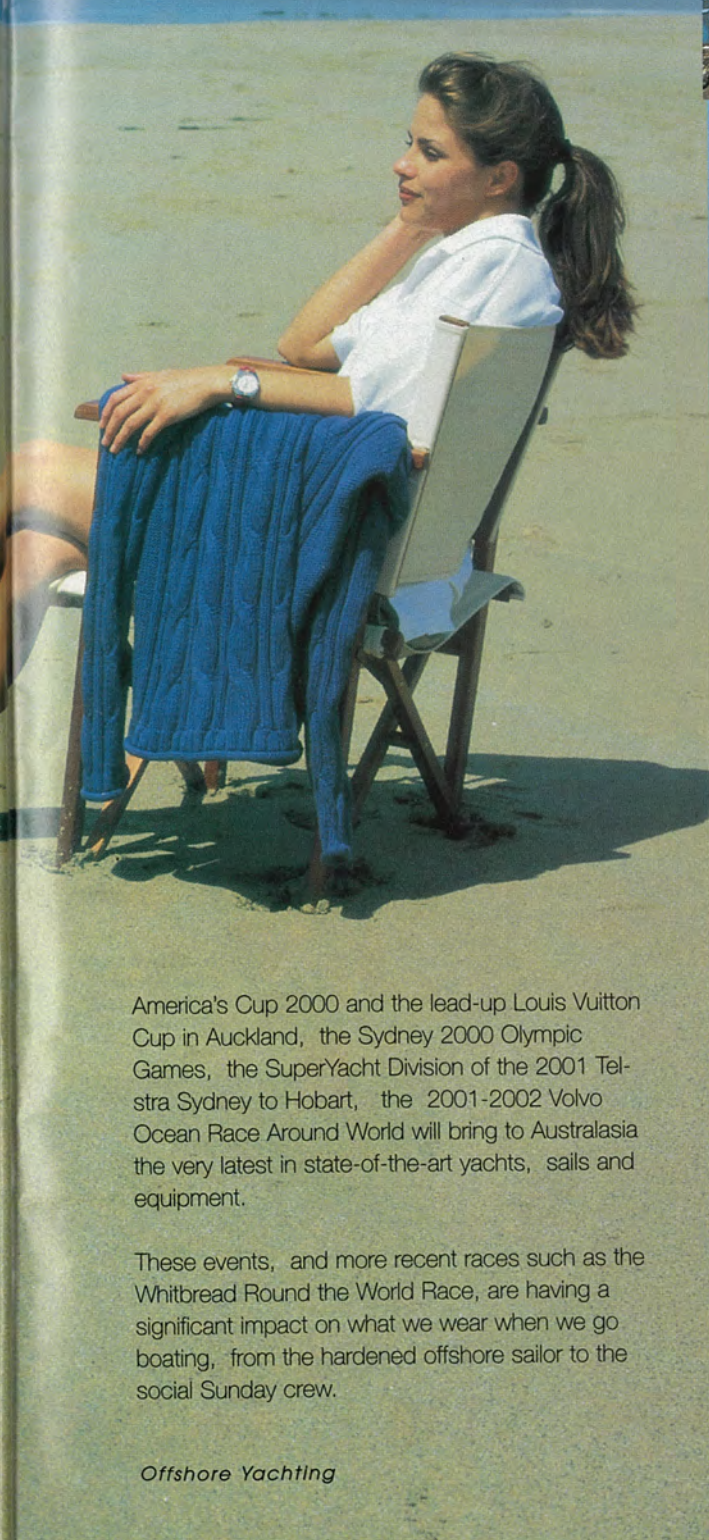
boating goes upmarket



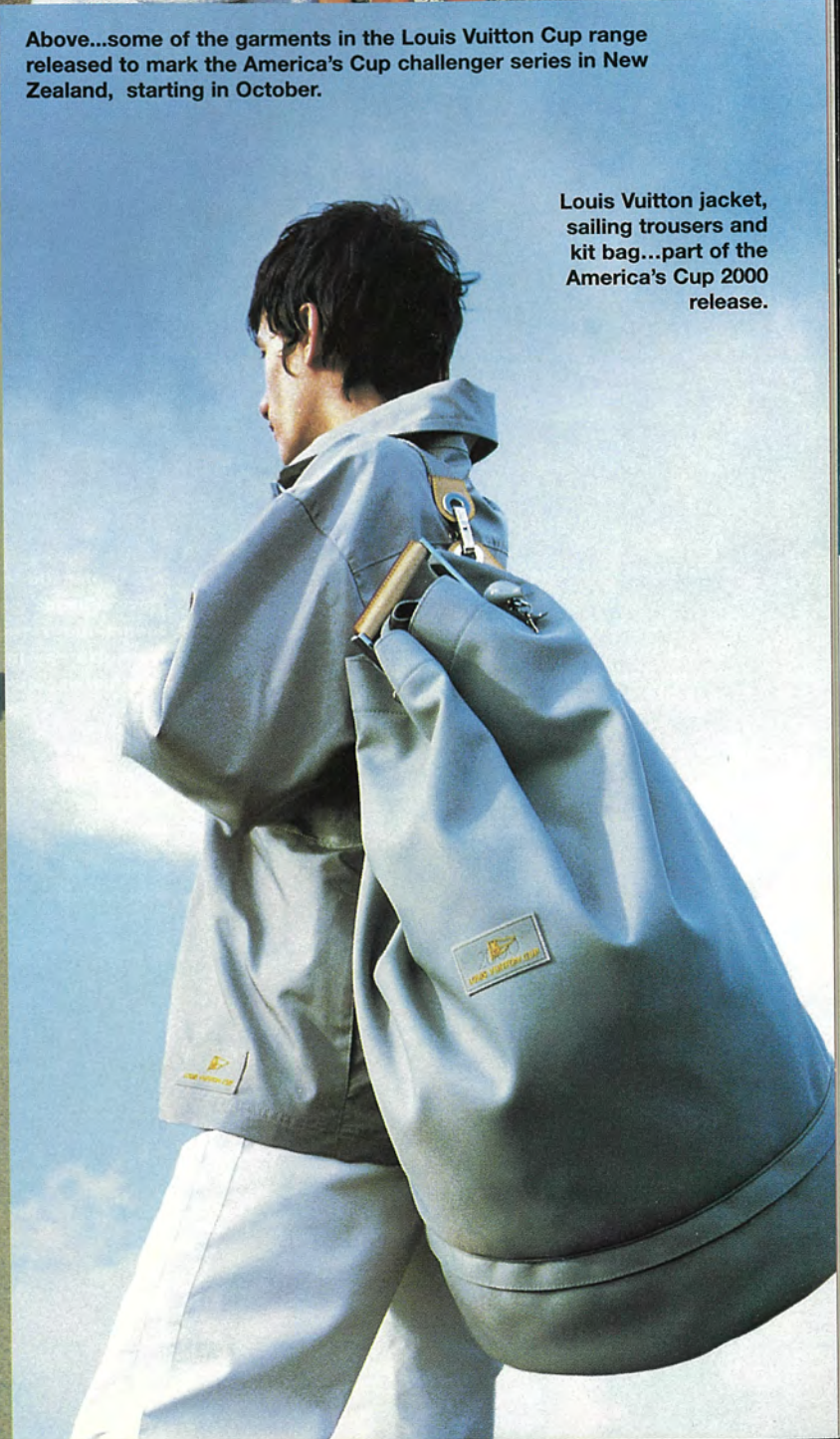
The most significant three years in the history of sailing the Southern Hemisphere is about to start, and the boating clothing market is already on the pace.



Above...some of the garments in the Louis Vuitton Cup range released to mark the America's Cup challenger series in New Zealand, starting in October.



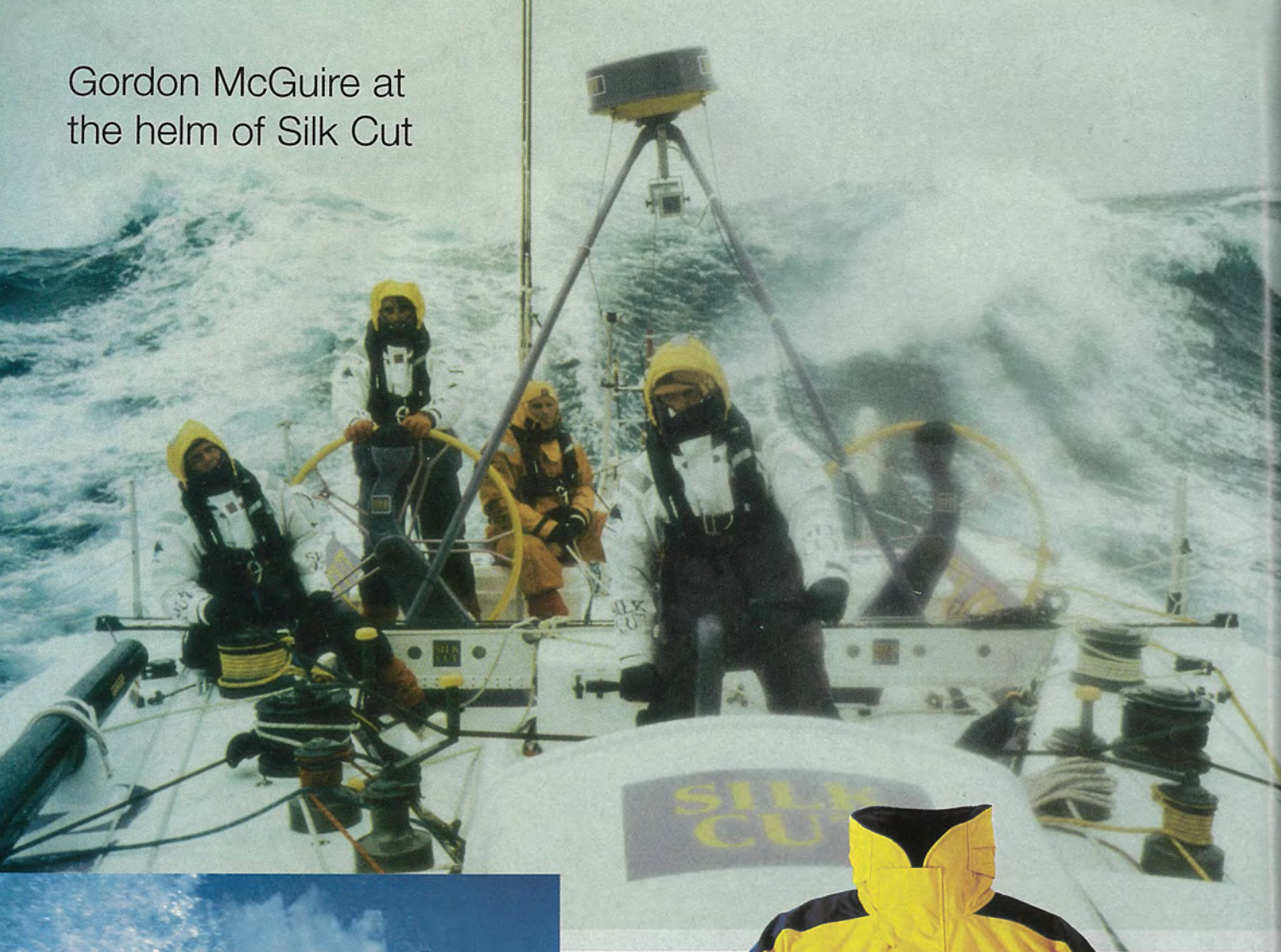
Louis Vuitton jacket, sailing trousers and kit bag...part of the America's Cup 2000 release.



America's Cup 2000 and the lead-up Louis Vuitton Cup in Auckland, the Sydney 2000 Olympic Games, the SuperYacht Division of the 2001 Telstra Sydney to Hobart, the 2001-2002 Volvo Ocean Race Around World will bring to Australasia the very latest in state-of-the-art yachts, sails and equipment.

These events, and more recent races such as the Whitbread Round the World Race, are having a significant impact on what we wear when we go boating, from the hardened offshore sailor to the social Sunday crew.

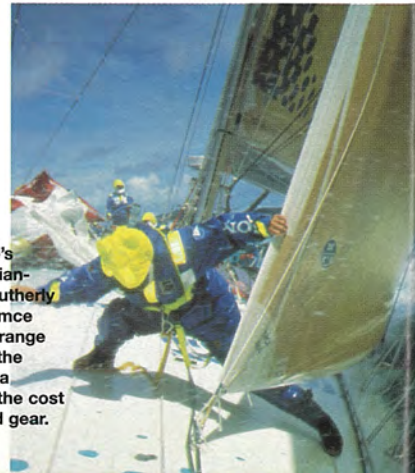
Gordon McGuire at
the helm of Silk Cut



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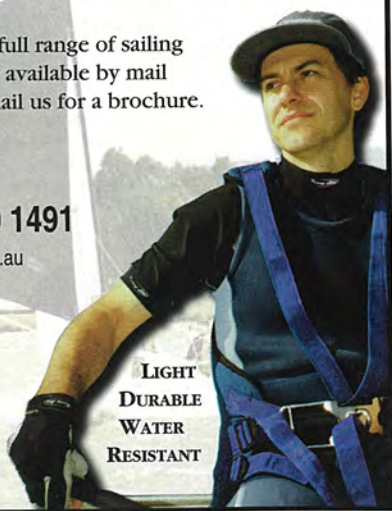
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Lyons/Cawse Vanguard 46

The first yacht of this design, Vanguard, is an innovative, fast offshore and harbour racer, reports Peter Campbell.

The Vanguard 46 is not only the first yacht built to a simple, performance-orientated design by David Lyons, but also the test bed for the innovative tacking wheel steering system designed and engineered by owner Dick Cawse. Both boat and steering system have come through with flying colours.

The combination of Lyons' hull and rig design skills and Cawse's long experience in ocean racing and engineering skills has produced a winning boat, offshore during the 1998-99 summer season and inshore during the Cruising Yacht Club of Australia's BMW Syd-

ney Winter Series. In fact, when Offshore went to press, Vanguard held a slender pointscore lead in the highly competitive Division A of the Winter Series.

As David Lyons says, it's not every day that an experienced owner presents a brief for a design that actually includes initial drawings. "That's normally our job! This approach worked for all concerned in a very practical way, as the nature of the yacht was clearly defined at a very early stage," the Sydney-based naval architect recalls.

Although unrestrained speed was paramount in Dick Cawse's concept, the results of Lyons Yacht Designers' recent IMS research were included where not in conflict, in order to provide the optimum placement of hull

volume. In a perfect world, this would also have a favourable IMS rating outcome. In fact, in trials against Admiral's Cup team 46-footer, Quest, just before her departure for England, Vanguard showed a speed edge upwind, whilst having a better IMS handicap.

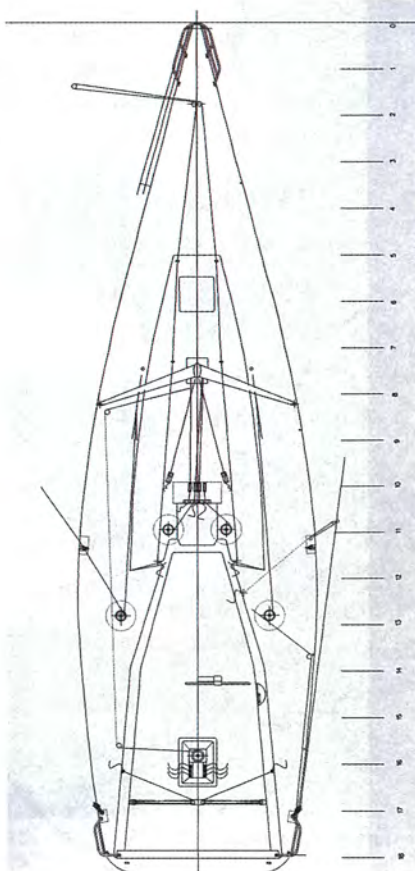
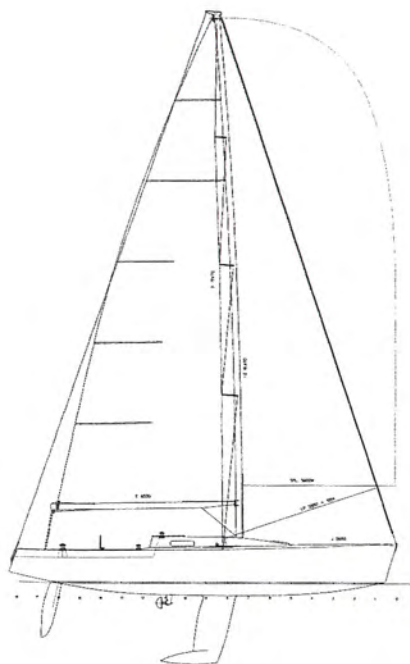
Lyons Yacht Designers used modern cad cam techniques in the design and construction – generation of the hull, keel and rudder in electronic format. The mould frames were then cut out by laser, ensuring close tolerances and eliminating the need for traditional lofting procedures. This allowed the Vanguard 46 to be produced as a semi custom racer/cruiser at a production yacht price.

With its carbon fibre masthead rig ensuring headstay tension, swept-back spreaders, gunwale mounted chainplates, non-overlapping headsails and no runners, the Vanguard 46 settles into "the groove" quickly and easily. Needless to say, tacking is very fast.

Offwind speed is exhilarating due to the large masthead spinnakers, the narrow waterplane, low wetted hull area, coupled with light-moderate displacement providing very low viscous and wave drag.

The keel is a deep cast iron foil with a lead bulb, and, as designer Lyons says, "with the deep, narrow carbon rudder, upwind speed is consistent as the heeled waterlines have a minimum of asymmetry." The long aft overhang leaves a clean wash...as anyone who has raced close to her during the CYCA Winter Series would quickly see.

Simplicity and functionality are the themes of this boat. Only five winches are on deck. The mainsheet winch is centrally located on a pedestal just aft of the steering wheel which contains all control lines for the mainsail, outhaul, Cunningham eye and leech line. Thus, the mainsheet hand is self-sufficient as far as manual trim is concerned. The primary winches are positioned to lead directly from the jib cars without the use of turning blocks. Halyard



Vanguard on a close reach during a CYCA Winter Series race on Sydney Harbour. The 46-footer headed the Division A pointscore with two races to sail. (Pic - Ian Mainsbridge)



The unique "tacking wheel" designed by Dick Cawse for his new 46-footer, Vanguard. Note the mainsail winch mounted on the pedestal aft of the helmsman's position. It also contains mainsail sail trim controls.

DIMENSIONS:

LOA:	14.14m
DWL:	11.63m
Beam:	3.96m
Draft:	2.85m
Displ:	6750 kg
Engine:	Yanmar 3GM30 (30hp)
J	5600
IG	19470
P	17470
E	6500
LP	5880
CP	.57
Displ/length	109
Sail area/displ.	32
IMS HPH	542
CHS	1.223

winches are positioned atop the coachhouse with the usual array of clutches.

As shown in an early issue of Offshore, the steering is unique, with Dick Cawse's "tacking wheel" which moves from side to side, eliminating the need for a huge "ferris wheel" which completely blocks the cockpit and requires a trench in the cockpit

floor, or the use of twin wheels. The steering is very direct, light and has good "feel" while sailing. Vanguard Marine Industries now produce the "tacking wheel" as a standard item in two sizes.

Below, the Vanguard 46 is functional and attractive with comfortably upholstered main saloon berths.



Navigation station on Vanguard is located in a dry position just aft of the engine.

The quarter berths are placed aft, with the navigation station underneath the cockpit floor, directly behind the engine. This is a dry, safe environment for all the usual electronics that go with offshore navigation today.

"In summary, we are delighted with the onwater result, and feel the design approach would work just as well in the size range of 35 to 75 feet LOA," comments designer Lyons.

Grand Soleil 37

Few European designed and built quality yachts are better suited to Australian conditions than the Grand Soleil 37 from Italy which makes its appearance at the 1999 Sydney International Boat Show, writes Peter Campbell.

Pittwater on a showery winter's day was probably better suited to enjoying a hot cup of coffee, with a dash of rum, below



The Grand Soleil 37 cruiser-racer from Italy.

decks than steering the Grand Soleil 37 to windward in a chilly sou'wester. The saloon, panelled in mahogany-finished cherrywood yet kept light and airy with long side windows and an overhead hatch, was warm and comfortable, as we relaxed on the U-shaped settee around a large, solid table of the same timber.

But I must admit I enjoyed being on deck, an opportunity to sail a cruiser/racer of high quality and performance that I feel sure will attract Australian buyers looking for a well-designed and meticulously built boat at the upper range of the market.

Grand Soleil yachts are built by Cantiere de Pardo in northern Italy, a company which has been in the business for more than 26 years, establishing a reputation for elegant design and quality workmanship said to match that of Nautor Swan in Finland. The Grand Soleil 37 was designed by the Slovenia-based team, J&J, as a cruiser/racer, with the emphasis on cruising. Nevertheless, Grand Soleil's boats have often done well on the race course in their own categories, succeeding in round the buoys and offshore events. The first Grand Soleil 37, Il Numero Uno, has already been a winner at several European regattas.

For while the boat is fitted out primarily for cruising, with ease of handling under power and sail, a spacious and simple deck and cockpit layout, luxury finish and comfort below

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Yachtsman Ken Langford at the wheel of the Grand Soleil 37 cruiser-racer.

decks in the saloon, galley and cabins, one immediately feels the power of this boat under sail.

There is nothing startling about the Grand Soleil 37, which replaces the company's best-seller, 343, of which nearly 500 boats are afloat, popular not only in Italy, but also Germany and France in particular. The design shows there is still a market for elegant, conventionally styled designs with overhangs – already some 60 have been built.

As I stepped

from the Royal Prince Alfred Yacht Club's floating marina, two immediate good impressions were the stable feel of the boat in the pen, the wide, teak laid sidedecks and the large cockpit with high coamings, all good points for entertaining on deck – Aussie style.

Next was the ease with which the boat was reversed out of the pen. It has a large wheel that enables the boat to be steered standing or sitting behind the wheel and mainsheet traveller beam or sitting for'ard of the wheel, steering from windward or leeward with one hand. The steering is outstanding, either under sail or power using the Solimar system with self-aligning bearings which reduce friction to a minimum. It is indeed among the best steering systems I have encountered.

The mainsheet traveller and the primary winches are both close enough for the helmsman to reach when cruising, without making life too cramped for a full crew in a race around the cans.

In keeping with tradition, the Grand

Some myths just won't go away

Myths like the one that says that all sail battens are the same. Or the one that would have you believe that after spending countless hours developing and designing a sail, the sailmaker would say; "what the hell...use broom handles for all the difference it'll make"

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BLUE STREAK
Superior fibreglass battens



Spacious cockpit of the Grand Soleil 37 - Note the teak deck, cabin seats and grating, and simple layout.

Soleil 37 comes equipped with deck gear and fittings from world renowned manufacturers – the Solimar steering system, Harken winches and main and genoa cars, Spinlock jammers and Giot hatches, and a reliable Yanmar engine. Everything is imported, except the excellent Fraser sails – furling headsail and a fully battened mainsail – and the latest B&G ST60 instruments which were fitted here.

The boat comes standard with a two-spreader masthead rig, with a taller rig option.

Under sail, one quickly appreciates the J&J design concept – the classic lines of a good volume hull with moderate freeboard have resulted in a fast, balanced and sea kindly hull with a better stability rating than the highest EEC class for safety. With two of us aboard, myself and importer Ken Langford, an experienced yachtsmen who once cruised around the world with his family, hoisting sails was easy and the boat was exceptionally responsive under sail.

The Grand Soleil 37 hull is a solid laminate and only incorporates a sandwich core material in the deck. There are several innovative aspects that underline Cantiere del Pardo's attention to structural strength. One is the steering system mentioned earlier; another the method of keel attachment, bolted on with ten 24mm bolts and one 10mm and then glued with epoxy resin; a third the chainplate attachment to the hull, using stainless steel rods, secured with 9x16mm diameter bolts to a stainless steel fixing plate on the main rib which supports the mast base.

The Grand Soleil 37 goes a long way to dispelling the view that you can't have a comfortable and competitive racing boat. It is a boat of elegance and style, comfortable accommodation and a yacht that will satisfy pride of ownership and excellent value among yachts of distinction.

Australian agent: Pacific Rim Yachts,
phone (02) 9960 6598 or 0418 237 391.
Fax: (02) 9969 4141

DIMENSIONS:

LOA:	11.6m	38.0'
Length hull:	11.3m	37.0'
LWL:	9.36m	30' 8.4"
Beam:	3.78m	12' 4.8"
Draft:	1.6 or 2.05m	5' 3" or 6' 8.6"
Displacement:	6,400kg	14,111 lb
Ballast	2,100 or 2,300kg	4,630 or 5,075 lb
Sail area:	70.7 m ²	761 sq ft
Engine:	Yanmar 3GM 30 – 27hp saildrive	
Price:	AUD 299,000 (may vary with exchange rates)	
Designers:	J&J	
Builders:	Cantiere Del Pardo, Italy	

All the way with CDMA

Telstra has announced results of recent testing on its new mobile phone network, CDMA (Code Division Multiple Access), using its Extended Coverage features. The results are of specific interest to boat owners.

The Extended Coverage enhancements delivered by Nortel's CDMA Boomer Cell extended coverage over long distances from the base station, including off the South Coast of New South Wales. This was achieved using handheld phones in standard car kits without the need for boosters. The coverage compared favourably with a boosted analogue phone.

Telstra's managing director, Mobiles, Jonathan Marchbank, says recent testing at Mt Dowe and Peak Alone demonstrated that CDMA was capable of more than adequately meeting the requirements of regional and rural customers currently relying on the analogue network for extended coverage. "Telstra is the only carrier building a national CDMA network, and we are committed to ensuring that the network's coverage and performance is of an extremely high standard," he said. "Our ongoing testing is proof of this. CDMA is achieving coverage performance at distances that are just not available from other land based digital technologies."

Field testing of the Extended Coverage enhancement took place recently in two locations in New South Wales, one in a remote rural location and the second in a marine environment.

Tests conducted from Mt Dowe, in northern NSW achieved coverage at distances up to 120km from the base station. The marine environment test was made on the NSW South Coast, from a base station located on Peak Alone, a mountain top site 1000 metres above sea level, around 25km inland from Narooma.

Testing took place on a boat off the coast from Ulladulla, over a range of distances using a standard car kit,

without any booster. CDMA calls were achieved at distances of more than 130km from the base station.

"During the testing, CDMA maintained excellent voice quality, and with its background noise suppression, CDMA will be particularly useful in a marine environment to help suppress the noise from engines, wind and waves at sea," Marchbank said.

Telstra says CDMA will provide customers with a high quality replacement network, with not only comparable coverage to the existing analogue network, but with additional features that in the future will include text messaging and data and facsimile transmission.



Telstra's Senior Product Manager, CDMA, Greg Young, testing a handheld CDMA phone aboard the vessel True Blue off the coast of Ulladulla on the NSW South Coast.

Steiner marine binoculars

Mainstay Marine Electronics, well-known as importers of Brookes & Gatehouse and Yeoman equipment, is now the official distributor in Australia of Steiner's range of marine binoculars. Steiner binoculars are dry nitrogen filled and guaranteed fogfree from -40C to 80C. Absolutely waterproof to 54m under water, they have a double o-ring seal so that no dirt, no dust or humidity can penetrate the body. The soft rubber armouring makes Steiner slip proof, noiseless and shock absorbing, and resistant to corrosion and temperature extremes.

Five different models are available, offering various features, including

built-in illuminated and HD-stabilised compass with reticle for easy bearing and distance reading, allowing instant bearings in rough conditions.

Further information:

Mainstay Marine ph (02) 9979 6702, fax (02) 99993181, email romojen@mpx.com.au, website: <http://usr-www.mpx.com.au/~romojen>



Steiner marine binoculars with yellow flotation strap to keep them afloat if you happen to drop them overboard.

Lifebuoy lights to last

Tired of replacing lifebuoy lights? Most of the "el cheapo" models don't last more than a couple of years. UV rays crack the plastic cases and they fill with water.

New models from RFD are SOLAS approved and, although more expensive to buy, will outlive inferior types many times over. More importantly, they can be depended upon to work if the need should arise.

The IKAROS lifebuoy light from Sweden is operated by a lithium battery with a five year life. The light is completely sealed, is self-activating and has a built-in test facility.

RFD also represents the US company, ACR, and has released its three lat-



Ikeros Lifebuoy Light from Sweden, distributed in Australia by RFD,

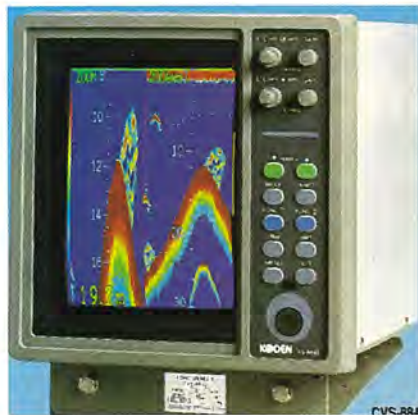
est lifebuoy lights. These are also top-quality, SOLAS approved, and self-activating, and will perform as expected of such important equipment. Three alternative models are a 15 hour strobe light with lithium battery and two x 2 hour constant glow types – one with a lithium battery, the other with water activated battery.

Further information from RFD (Australia Pty Ltd), ph (02) 9666 1222 or fax (02) 9666 1389.

Koden 10" colour sounder

Quin Marine have released the new Koden 10" CVS-8841/8842 Chronoscope cathode ray tube colour depth sounder. This model replaces the previous 8" and 11" models that were so popular with professional fishermen and serious recreational fishermen.

Combining the best features of the two previous models on one large



New Koden 10" depth sounder from Quin Marine in Adelaide.

screen, but dimensionally compact unit, the new Koden 10" sounder now offers 16 colours for enhanced discrimination. In addition, the screen now offers an even higher resolution than before, with a greater pixel content of 320 x 240.

Further information: Quin Marine, toll free phone 1800 811 303.

Harken's new generation blocks

Harken's patent-pending Ti-Lite 57mm

block is the first of a totally new, future generation of blocks specifically designed for line attachment. Harken have combined high-strength engineering plastic with lightweight, small diameter Spectra line to develop a small boat block said to be significantly stronger and lighter than anything else on the market.

For example, compared to a Harken 2.25" (57mm) small boat block with the same diameter sheave, the Ti-Light 57mm block has a working load 60% higher (364 kg vs 226 kg) and is 40% lighter (77 g v 128 g). The design eliminates the heavy stainless steel head post, shackle and extra weight in the block head needed for support.



Harken's new Ti-Light 57mm block, attached with Spectra line.

Dial up a satellite

You are in the Southern Ocean, 1,000 km south of Hobart, and your ketch starts breaking up in huge seas. Or you find yourself in the middle of the Simpson Desert, and your 4WD snaps an axle. Or perhaps in the New Guinea Highlands, and the only way to get the swift answer needed to a big business deal is to contact your Melbourne headquarters immediately. Who are you going to call?

The answer to all of the above is: anyone you damn well like – if you've got a satellite phone.

If you've taken on the oceans of the world, you're very likely to have a satellite phone on board – marine applications prompted their development. But people are now beginning to realise their usefulness –

to many a necessity – in remote holiday, business or farming locations.

Murray Foster, managing director of the newly-formed Satellite Phone Rental Company, knows he is going after a niche market – given the spread of mobile phones. But he is also sure that it's not a tiny niche. "Try using a mobile phone in the mountains of Tasmania, or deep in the Outback," he says.

Satellite Phone Rental Company rents out satellite handsets for short or long terms. The rate is \$25 a day, plus \$1 a day insurance.

Autohelm from Raytheon

Raytheon, the leading supplier to the worldwide recreational electronics market, has unveiled a new class of onboard instruments for yacht and power boat owners, the ST60 series.

Big, bold and distinctive with its larger style digits and new co-ordinated grey styling, ST60 offers a complete choice of digital and analogue displays. Speed, depth multi and tridata digital displays provide vital numeric performance data information, quickly and at distance, while analogue wind, compass, rudder angle, close hauled wind and clubhouse wind provide analogue need readouts of exceptional clarity and accuracy.

Building on the worldwide success of the ST50 instrument system, ST60 employs an intuitive user, with all the alarm, calibration and control functions harmonised on all instruments.

Further information: Oceantalk Australia, ph (02) 9905 3456 or free call 1800 029 948.



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"Fatal Storm" THE BOOK

The first book about the 1998 Sydney to Hobart Yacht Race has just been published... "Fatal Storm" is an extraordinary story of courage and survival.

"I hit the water, then when I managed to break the surface, I was in a trough and saw a solid vertical wall in front of me. It was a 90-foot wave. I was sucked up the front of it, then the buoyancy of my wetsuit took over and I was tumbled back down its face. I was completely disorientated and had swallowed a large amount of seawater. I felt like I was a rag doll. I was hit by another wave and



driven under the water once more.

In these words, Senior Constable David Key related to yachting journalist Rob Mundle the remarkable rescue operation carried by the Victoria Police Air Wing helicopter on the afternoon of December 27, 1998.

DF John Campbell, an American, had been swept overboard from the Victorian yacht *Kingurra* as it was rolled over by an enormous wave in Bass Strait during the 1998 Telstra Sydney to Hobart. He had been injured and had floated away from the yacht, semi-conscious, and was suffering severe hypothermia when rescued.

The recovery of John Campbell from a stormswept sea was just one of many heroic rescues made by helicopter crews which saved the lives of 55 sailors. Sadly, six others were lost at sea that day and night.

"Fatal Storm" underlines the enormous strength of the sea that summer's day, of winds that reached 80 knots, of breaking seas almost half the height of the Sydney Opera House, of stout yachts rolled 360 degrees and their cabins and hulls crushed, of liferafts spinning away like toys.

The frenzy and fury of that day and night are recorded by some remarkable pictures taken by Richard Bennett and his daughter, Alice, many of which have been published around the world and in issues of *Offshore Yachting*.

"Fatal Storm" is an extraordinary story of courage and survival, recalling the most tragic race in the long history of the Sydney to Hobart, the largest peacetime search and rescue operation ever carried out in Australian waters. Author Mundle believes that, but for that search and rescue operation, as many as 40 lives could have been lost as the fleet became embroiled in that "Bass Strait Bomb", a temperate zone cyclone.

"Fatal Storm" – by Rob Mundle. Published by HarperCollins.

"get some water on your walls"



In my photographic collection there are thousands of images of yacht racing action from all the major blue-water classics including the recent gale swept Sydney to Hobart. To order some of these dramatic photos shot in extreme weather conditions please give me a call or visit my website.

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America's Cup 2000

A few beers with Russell Coutts

OFFSHORE's publisher Larry Jamieson, in New Zealand recently to see preparations for America's Cup 2000, was invited to join Team Zealand winning skipper Russell Coutts for "a few beers" and an interview for our readers.

The interview with Russell Coutts turned into a two-way affair, with the Kiwi throwing almost as many questions at OFFSHORE as we did to him. This is how the evening went, with a scoop line from Russell about his future as a professional yachtsman.

Russell Coutts: Sorry, I'm late - what are you drinking?

Offshore: A Steinlager will be fine.

RC to waitress: A Steiny and a Lion Red thanks.

Offshore: So - where have you been today?

RC: Two boat testing. A great day for what we wanted to do today and I got caught up in the debriefing session afterwards.

Offshore: So what have you learned?

RC: (laughs) I'll just give you a copy of the latest design if you want - take it home with you.

Offshore: No, really. We hear about punch-ups between chase boats and that I'm not allowed to photograph you guys training. Is it really all that intense?

RC: All bullshit really. I mean, we are only out with the '95 boats so there are no secrets there - come out tomorrow and take as many pictures as you want. I don't mind. Anyone with eyes can see that we have lengthened the boats. I'll give you that for free - the boats need to be longer.

Offshore: And thinner?

RC: Maybe. So what's happening with Syd? Is he really as much of an old bastard as he seems?

Offshore: (ducking the personality question) I must have been asked that question about fifty times and I've only been in Auckland three days. Nothing is happening really.

RC: What do you mean? For most Kiwi's the dream showdown in the finals would be between the Kiwis and Aussies.

Offshore: It won't happen - not this time.

RC: Why not? You guys have the talent. Plenty of it. You know how to win it.

Offshore: Tell me about it. What we ain't got is the bucks to build new boats. The Olympics seemed to have drained all the sponsorship dollars out of the country. Unfortunately, there won't be a new boat out of Australia. Syd has just announced that he is going with a revamped Sydney '95, re-named Young Australia 2000. The idea is that it is going to be a bare bones campaign aimed at bleeding a new generation of talent.

RC: So who's the driver?

Offshore: James Spithill...19 years old.

RC: The young bloke that was over here for the youth match racing worlds?

Offshore: Yeah - he won it. How old are you Russell?

RC: 37

Offshore: And just married, I hear.

RC: Yeah. You know, I reckon you could still put together a good single boat campaign for not a lot of money.

Offshore: What do you call not a lot.

RC: Oh - under \$US12 million.

Offshore: \$US12 million!!! Give Syd that and he'd have the full blown multi boat campaign going.

RC: (laughs) Well, it's a shame you guys can't get the backing. I'm sure you have the people.

Offshore: We seem to have the sailing talent, but not the entrepreneurial talent required to connect the sponsors. There is certainly a big "positions vacant" sign



Team New Zealand America's Cup skipper Russell Coutts...practising for another victory? (Pic - ALLsport Australia)

there. The stuffing around with the TV deal (in the US) certainly didn't help.

RC: To be honest, it didn't really affect us. It is simply a matter of whether we make more money or not.

Offshore: An upmarket position to be in. What do you think about the future of the America's Cup? Has the constant infighting over management degraded it and do you think it may be in danger of being taken over by other yacht races?

RC: Like what?

Offshore: Like the Volvo Ocean Race, the former Whitbread.

RC: I don't think so. They are two different events. The America's Cup has so much history and, lets face it, politics and fighting are all part of the America's Cup.

Offshore: The last Whitbread seemed such a great media success and looks set to go from strength to strength with Volvo backing it.

RC: Sure, they're both great events. I'd like to think that I'm impartial because I'll compete in both. I've just signed up for the next one!

Offshore: What - you're doing the next Volvo as well?

RC: Yeah - don't tell anyone, though. It won't be announced until after the America's Cup.

Offshore: No talk about Team Black Magic in the next Volvo Race. Trust me - I'm an Aussie!

At which point it was OFFSHORE's "shout".

Larry Jamieson

Offshore Yachting

AYF online

The Internet is fast becoming a new and fast source of information on sailing, with many yacht and sailing clubs around the world having attractive and informative web sites promoting their regattas and club events.

In Australia, an increasing number of yacht clubs have their weekend race results on the web with minutes of them going physically on the club notice board.

The Australian Yachting Federation now has an excellent web site - www.aussailing.org - which is updated at least weekly, with daily national and international sailing news breaks, in particular with reports from international regattas and races during the Northern Hemisphere summer. The AYF site also contains important information on the new National Membership Scheme, 1999 Australian Champions, a calendar of major events and an archive of previous news.

Australia has two excellent independent sailing web sites which update daily with local and international news and views:

Sailing Online: www.sailing-online.com.au
BoatingOz: www.boatingoz.com.au

From a worldwide news viewpoint, the International Sailing Federation (ISAF) web site is the best sailing site in the world, with webmaster David McCreary updating news and regatta reports daily, sometimes more often for major happenings.

Royal Ocean Racing Club:	www.rorc.org
America's Cup 2000:	www.americascup2000.org.nz
Melbourne-Osaka Cup Race:	www.osakacup.com
THE RACE/La course de Millenaire:	www.therace.com
Kenwood Cup:	www.rhorc.org
Around Alone Race:	www.aroundalone.com
Australian Maritime Safety Authority:	www.amsa.gov.au
BT Global Challenge:	www.btchallenge.com
Compuserve Sail Racing Forum:	GO SAIL
Three Peaks Race:	www.tased.edu.au/tasonline/threepks/
Sydney Afloat:	www.afloat.com.au
Offshore Yachting magazine:	www.merlin.com.au/offshore/
International Sailing Federation:	www.sailing.org
Cruising Yacht Club of Australia:	www.cyca.com.au
Telstra Sydney to Hobart:	www.syd-hob.telstra.com.au
Sailing Online:	www.sailing-online.com.au
Penta Comstat Marine Radio:	http://www.ozemail.com.au/~penta
Australian Yachting Federation:	www.aussailing.org
Yachting Association of NSW:	www.yachtingnsw.org.au
Queensland Yachting Association:	www.qldyachting.org.au
Victorian Yachting Council:	www.aussailing.org/victoria
Yachting South Australia:	www.aussailing.org/southaust
Yachting Association of WA:	www.aussailing.org/wa
1999 Melbourne-Osaka Race:	www.osakacup.com
Bureau of Meteorology:	www.bom.gov.au
CSIRO Marine Laboratories:	www.dmr.csiro.au
Sydney-Mooloolaba race 1999:	www.mhyc.com.au
Brisbane-Gladstone race 1999:	www.qldyachting.org.au
The Royal Yacht Club of Tasmania:	www.tased.edu.au/tasonline/ryct
Sailing New Zealand magazine:	www.sailing.co.nz
Olympic 49er class:	www.49er-sailing.com
SOCOG - Sydney Olympics:	www.sydney.olympic.org
Richard Bennett Photography:	www.richardbennett.com.au
Sail-online:	www.sail-online.com
Waterways Authority of NSW:	www.waterways.nsw.gov.au

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Winner of Fastnet Force 10

This August marks 20 years since an Australian team last won the coveted Admiral's Cup, symbol of world supremacy in offshore yacht racing. It was a victory for a great team of boats and sailors, a brilliant win sadly overshadowed by the tragic loss of 15 sailors in the Fastnet Race, final and longest race of the Cup series.

There were few thoughts for the dramas of the Fastnet when the owner/skippers and most of the crews of the three Australian yachts, *Impetuous*, *Police Car* and *Ragamuffin*, gathered for what was to be a memorable 20th Anniversary Dinner at the Royal Sydney Yacht Squadron on July 1. That date was not quite 20 years, but everyone agreed that late July and August had so many sailing demands that it was the right time to hold such a function. It proved to be a great night!

All but three of the 32 intrepid Australians who made up the 1979 Australian Admiral's Cup team were there, all supported by wives and partners, flying in from Melbourne, Perth, Fiji, New Zealand, Japan and Borneo to be part of an historic gathering. And there were famous members of past Admiral's Cup teams – Trygve Halverson and Stan Darling, Ted Kaufman and Jack Christoffersen, just to name a few.

Tony de Young, assistant team manager to Lou Abrahams and chief organiser of the reunion dinner, welcomed guests, with Syd Fischer, team captain and owner/skipper of *Ragamuffin*, the keynote speaker. It was Syd at his whimsical best, full of anecdotes about the onboard and onshore activities of his crew of two decades back. And Norma flew down from Noosa, where she now lives, to join the party.

Lou and Joan Abrahams flew up from Melbourne, as did most of the *Police Car* crew, to join Peter Cantwell and his wife, Lisa, who came down specially from Borneo. Col Anderson was among them, with the ebullient Billy dressed in the fashion of '79.

Graeme Lambert and John Crisp



Two veterans of earlier Admiral's Cup challenges, 92-year-old Stan Darling (left) and Trygve Halvorsen, joined the winning team of 1979. (Pic – Ian Mainsbridge)



The skippers of the three yachts in Australia's winning team at the 1979 Admiral's Cup enjoy a pre-dinner drink at the 20th Anniversary Reunion Dinner at the RSYs, left to right, Peter Cantwell (*Police Car*), Graham Lambert (*Impetuous*), team manager Lou Abrahams and team captain Syd Fischer (*Ragamuffin*). (Pic – Ian Mainsbridge)



Members of the winning crews at the 1979 Admiral's Cup enjoying the 20th Anniversary Reunion Dinner at the Royal Sydney Yacht Squadron. (Pic – Ian Mainsbridge)



Tony de Young, assistant manager of the 1979 Admiral's Cup team and chairman of the organising committee for the 20th Reunion Dinner, with Noreen and Trygve Halvorsen. (Pic – Ian Mainsbridge)



Team manager Lou Abrahams (left) and team captain Syd Fischer of the winning Australian team at the 1979 Admiral's Cup. (Pic – Ian Mainsbridge)

Admiral's Cup Team Reunion

were joined by almost the entire crew of *Impetuous* – missing were Sir James Hardy who was in France and Hugh Treharne who was away on a charter. Fred Neill also was missing; he was too

ill to travel from Adelaide to join his former crew mates of *Ragamuffin*.

A great night for a great team – winners of the 1979 Admiral's Cup in England!

Delayed start to Sydney racing

Because of the heavy use of Sydney Harbour in September in the lead-up to and during SOCOG's 1999 Sydney Harbour Regatta test event for the Sydney 2000 Olympic Games, the start of club pointscore racing on the main harbour and offshore will be delayed until early October.

Up to 400 competitors from 50 nations are expected to contest the Sydney Harbour Regatta, sailing some 250 boats in the 11 Olympic sailing disciplines between September 16-26. Courses will be set on the harbour and off Sydney Heads. Race management teams from the major Sydney clubs will be involved in conducting the Sydney Harbour Regatta, again based at Rushcutters Bay.

As a result, there will be no club racing on the harbour between September 11 and October 1 to allow for practice racing by this huge influx of overseas Olympic class sailors.

Royal Sydney Yacht Squadron will conduct the first offshore racing for the Sydney and Pittwater fleets with its Spring Offshore Regatta over the October long weekend (1-4). The Cruising Yacht Club of Australia will open its offshore season for 1999-2000 (other than the Sydney-Gold Coast Race starting July 31) on Saturday, October 9 with a short ocean race, followed by the Bird Island overnight race starting Friday, October 15. The first two races in the Combined Clubs Offshore Pointscore will be the first two races of the Ord Minnett Regatta run by

Middle Harbour Yacht Club over the weekend of December 4-5.

Middle Harbour Yacht Club will hold its Opening Day on September 4 with a Harbour race. On the Harbour the Royal Sydney Yacht Squadron/Royal Prince Edward Yacht Club harbour pointscore racing will not start until Saturday, October 9. RSYA will conduct a couple of non pointscore races in early September, but nothing else.

Kenwood continues Hawaii sponsorship

The Kenwood Corporation has renewed its sponsorship of the Kenwood Cup 2000 Hawaii International Offshore Series, with the Royal Hawaiian Ocean Racing Club already receiving its first entry for next

the series will be the 148 nautical mile Molokai Race. The middle distance race will be a day race of around 60 miles. This will shorten the series to eight days.

Courses under consideration for the middle distance race include a course from Diamond Head to Ilio Point on Molokai and return or a race from Diamond Head to a turning mark in the vicinity of Kaneoke Bay and return.

Kenwood Cup website: www.rhorc.org

Later start for Coffs Race

The Royal Prince Alfred Yacht Club has decided to delay the start of its annual Strathfield Pittwater to Coffs Harbour offshore race until January 2, 2000 from the traditional starting day of December 27.

The major reason is to cater for the many sailors who have indicated they want to stay in Sydney for massive Millennium New Year celebrations. However, the club also is hoping for greater media exposure rather than competing with the Sydney to



Action at the 1998 Kenwood Cup in Hawaii. (Pic - Ian Mainsbridge)

year's event.

RHORC member Vic Bishop from Vancouver, Canada, has paid his entry fee for a new boat he is building for his millennium campaign.

As a result of comments during the skippers' debrief following the 1998 Kenwood Cup, a number of changes are being considered for next year. The long distance race for



The historic former naval base at Rushcutters Bay will again be headquarters for the Sydney Harbour Regatta in September, SOCOG's final test regatta before the Sydney 2000 Olympic Games. A total of 400 sailors from more than 50 nations are expected to compete in 1999 and again in 2000. (Pic - Peter Campbell)

Offshore Yachting



The start of this coming season's Strathfield Pittwater to Coffs Harbour Race has been put back to January 2 to enable yacht owners to take their boats to Sydney Harbour for the massive New Year's Eve celebrations.

Hobart which will start as always on Boxing Day, December 26.

The first two short races of the Strathfield Coffs Harbour Series will be sailed on Broken Bay on December 27 and 28, 1999 with races five and six off Coffs Harbour on January 6 and 6, 2000.

This will be the RPYC's 19th annual 261 nautical mile race to Coffs Harbour and, by changing the start to January 2, the race may go down in history as the first long offshore race to start in the year 2000.

Victorian crew win Winter Etchells

Highly respected International Etchells skipper Ian Johnson of Melbourne produced faultless fighting tactics to win the 1999 Landmark/ Tradelink Australian Winter championship on the Mooloolaba Yacht Clubs offshore course over the Queen's Birthday holiday weekend.

Johnson, helming *Bananas In Pyjamas* and ranked as one of the best tacticians in the class, has been knocking on the door for some time and was naturally ecstatic with his come from behind win to defeat the title favourite Michael Coxon in *North Sydney Station*.

The talented crew of Johnson, representing Sandringham Yacht Club and his two Royal Prince Alfred yacht club crew mates Gary Smith and Tim Ede produced an amazing fight back in the final of eight close tactical races, erasing a 10.6 penalty point deficit to eventually defeat *North Sydney Station* by 7.7 points.

There was a strong possibility that the final would have been blown out with Coxon winning the title when a strong wind warning was issued but officials elected to go ahead with what turned into a classic tactical race.

As in most Etchells class races the penalty for making tactical or technique errors can prove very costly and a good clear wind start backed by electing to sail the correct side of the beat are crucial to building a top placing.

Johnson, who was a little annoyed about the delayed start due while

officials considered the strong wind warning, was in an aggressive mood but never strayed from his pre-set race plan to start at the committee boat end in clean air and sail the right hand side of the beat.

Surprisingly Michael Coxon, who was obviously happy with his results in the previous seven heats, elected a middle of the line start and a middle to left hand first windward beat which never appeared to be the way to go.

The tactical plan fell apart and *North Sydney Station's* hard fought control of the pointscore was placed in damage with a struggling 34th place at the end of the first windward beat.

In contrast, Johnson, who had sailed the leg conservatively, had *Bananas In Pyjamas* in a championship winning third place behind the nip-n-tuck duelling *RST* (Richard Hammond) from Sydney and first heat winner Andrew Hunn, helming the champion Hobart sloop *Zulu*.

But the never say die *North Sydney Station* hauled back into title contention passing 17 rivals over the next lap, eventually finishing 14th while *Bananas In Pyjamas* wrapped up the title holding third place behind *Zulu* and *RST* as they crossed the finish boat-for-boat, the Tasmanian getting the gun by just one second.

IMS Offshore world championship

Hans Zuiderbaan, chairman of the Offshore Racing Council, in conjunction with the Yacht Club Costa Smeralda, has announced that the 1999 IMS Offshore World Championship will be held in Porto Cervo, Sardinia from September 12-19. It is intended that the series, open to all IMS class yachts, will be moved to the shores of the US East Coast for the 2000 Millennium event.

Sanctioned by the ISAF, the regatta will bring together some of the best talent involved in yacht racing. The event will be sponsored by the Rolex watch company with a six day program for three classes of yacht:

1. GPH between 435.0 & 534.9, max LOA 26m.
2. GPH between 535.0 & 594.9,

inclusive.

3. GPH between 595.0 & 644.9, min LOA 9m.

New name for Farr yacht designs

Bruce Farr, OBE, and Russell Bowler have announced that they are changing the name of their 18 year-old yacht design company from Bruce Farr & Associates, Inc. to Farr Yacht Design, Ltd. The new name comes in time for the next millennium and as a reaction to the changing nature of the company.

"We have grown over the years into a very strong team with 10 designers on staff, each bringing different talents, experience and education to the table," said Bruce Farr, President of Farr Yacht Design, Ltd.



World champion maxi yacht *Sayonara* is a product of Bruce Farr and his design team, now known as Farr Yacht Design, Ltd. (Pic - Ian Mainsbridge)

"A design by Bruce Farr is no longer just a Bruce Farr' design, but rather a representation of the entire design team. We have changed our name to reflect this evolution while making a clearer statement of what we do, both simply and concisely. Our old name was clearly too cumbersome and led to abbreviations and confusion."

Farr Yacht Design, Ltd. is acknowledged as one of the top yacht design teams in the world based upon one of the most extensive and impressive records of winning race results ever compiled by the yachts of a single design group. Their long-running

record of achievement includes 33 World Champion designs and a multitude of victories at internationally prestigious grand prix yachting events and round the world races.

They are currently designing the boats for New York Yacht Club's entry in the America's Cup 2000 race in Auckland, New Zealand, as well as



Australian Yachting Federation Director Iain Murray shows the brochure explaining the new National Membership Scheme, launched on July 1, 1999.

working on several large cruising projects and racing boats.

AYF launches new membership scheme

The Australian Yachting Federation launched its new National Membership Scheme for boating on July 1, 1999. The scheme has been developed for three reasons:

1. To offer services and tangible benefits to members;
2. To provide a platform of communication between the administrators of the sport and the boating public; and
3. To provide a structure that will facilitate the future of boating, both financially and politically.

There will be three categories of membership – Gold, Silver and Youth. Silver and Youth will be available through Yacht Clubs only. All those currently contributing to their MYA (Member Yachting Association) and the AYF through their Yacht Clubs will

continue to do so at a similar level, but will automatically become Silver Members and receive the associated benefits.

Gold Membership will be available to any boating enthusiast, irrespective of whether they are Yacht Club member. Brochures containing

information about the Scheme are available from MYAs or from the AYF, telephone (02) 9922 4333.

Spithill wins the Hardy Challenge


The old yachting adage about the "nut on the end of tiller" being the most critical component in a sailing craft is nowhere more true than in the Hardy Challenge Series which aims to identify Australia's top helmsmen.


The Royal Sydney Yacht Squadron has hosted this annually ever since the former America's Cup, Admiral's Cup and Olympic yachtsman Sir James Hardy established the



James Spithill, winner of the Hardy Challenge....now for the America's Cup.


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Racing is conducted in a fleet of matching, small, production keelboats provided complete with crews by the organisers. Each time a competing helmsman starts a race, it is in a different boat and with a different crew, so it really does come down to the consistency of the helmsman and his ability to work with the equipment and personnel he is given.

The national final of the 1999 Hardy Challenge was sailed in Yngling class yachts. This year's top "nut on the tiller" was 19-year-old James Spithill from the Royal Prince Alfred Yacht Club in Sydney. He rounded off a convincing win in the match racing final against reigning champion Sean Kirkjian, sailing for the Woollahra Sailing Club. Third overall was Tasmania's David Ellis.

Safe boating has never been so rewarding

Recreational boating authorities in Australia and New Zealand are offering students an opportunity to win thousands of dollars in prizes in a new internet safe boating competition. Details of the competition, with prizes that include a sailing dinghy, a sail training course and a custom-made wetsuit, can be found at the Kids in Boats website of ANZSBEG, the Australia New Zealand Safe Boating Education Group:

www.anzberg.org.au

Entrants need to correctly answer 12 multiple choice questions on boating safety and regulations, and compose a safety motto (in 10 words or less) about why water and boating safety is important. The quiz is based on Australian and New Zealand boating regulations, but is relevant to recreational sailors world-wide.

Man lost overboard in Round Europe Race

As Kingfisher's Ellen and Yves Parlier crossed the line on *Aquitaine Innovations* to take victory in the monohull section of the Round Europe Race, there was sadly not much to cheer about. Late the day before,

whilst racing along at breakneck speeds, Nicolas Florin, the bowman from one of the 60 foot trimarans *Biscuits de la Trinitaine*, was swept off the boat. His harness broke under the force of the water as the boat dived in to a wave in testing conditions.

Several boats were immediately detailed to search as well as two helicopters, but at daylight there was still no sign of him. Florin was a very experienced sailor, and previously part of the Corum Sailing Team, having raced Admiral's Cup, Mumm 36 Worlds and even the Paris Dakar rally in a buggy.

These Open 60 trimarans in particular are the equivalent of Formula 1 racing cars. They are raced to the limit, and crewed by some of the most experienced sailors in the world.

Changes for 1999 Lord Howe Island Race

Following release of the CYCA Review Committee's report into the 1998 Sydney to Hobart Race, Gosford Sailing Club has issued a revised Notice of Race for the 26th Gosford to Lord Howe Island Race which starts on Saturday, October 23.

The revised NOR includes as many as practical of the recommendations made by the CYCA's Review Committee. In particular, the changes cover eligibility of yachts, including a

Stability Index of Limit of Positive Stability (whichever is the greater) of not less than 115 degrees, and for a crews an age limit of 18 years.

Strict requirements for lodging documentation have been implemented for this Category 1 race and spot safety checks will be made before the start.

As in past years, there is a limit of 25 yachts racing to Lord Howe Island because of the delicate environment of the island and its unique coral lagoon. As at the end of June, the club had received 30 entries.

Aged 88, still sailing twice a week

Old sailors never die, they simply wash away! On course for his 88th birthday on Christmas Eve, 1999, Royal Sydney Yacht Squadron member Lloyd Thornton is a living example for those who promote sailing as a great participant sport for anyone aged between 8 and 80 (give away a year or two either way).

Thornton received an outstanding ovation from fellow Squadron members at the RSY's trophy presentation when he collected a swag of trophies he had won in the Half Ton Division during the 1998-1999 season.

Owner/skipper of the Adams-designed 31-footer *Lindabel*, Thornton and his son Rob, a former America's Cup crewman, notched up seven wins,



Fidelis competing in the 1998 Gosford to Lord Howe Island Race. (Pic - Peter Campbell)

two seconds and three thirds during the season. *Lindabel* won the main season pointscore and finished second in the spring series and in the summer series.

"Dad sails every Saturday and Wednesday, summer and winter," Rob Thornton told Offshore. "He's been sailing since he was a teenager every year, except for the war years with the Navy, and has owned *Lindabel* since 1976."

RSYS Yachtsman of the Year award went to Olympic Soling aspirant Neville Wittey and his crew, David Edwards and Joshua Grace, the Yachtswoman of the Year award going to 17-year-old Laser Radial sailor Elizabeth Curran.

Townsville to Dunk Island Race

Varying wind conditions made this year's Townsville to Dunk Island Yacht Race a testing time for yachts and their crews. It began in light easterly winds of 10-15 knots and ended for some of the fleet experiencing gusty wind squalls of 25-30 knots with tropical rain reducing visibilities at times to between 10 and 20 metres.

Division 1 yachts consisted of racing monohulls, multihulls and cruising yachts. Their course took them around Magnetic



Cairns yacht *Star Ferry* heads Zoe across the start line in the Townsville to Dunk Island Race. (Pic - Leo Thomas)

Island to Albino Light (off Palm Island), then on to Brooks Island (north of Hinchinbrook Island) and finally to Dunk Island.

Division II yachts comprised cruising yachts which sailed inside Magnetic Island to Havannah Island before heading towards Brook Island Light and on to Dunk Island.

Star Ferry, a Davidson 34 skippered by Steven Smith from Cairns Yacht Club, won the start but 30 minutes after the start the wind dropped, becalming many yachts for more than an hour. During this time, Wayne Millar's new boat, the Sydney 41, Zoe, slipped away to lead the fleet

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towards Magnetic Island.

Then came the rain and wind squalls, although at the front of the fleet, boats were experiencing only light winds. *Sitka*, the Adams/Kaufman 12m skippered Danielle Williams blew out two spinnakers.

Line honours went to Zoe with a race time of 13.5 hours. Certainly a change of pace for skipper Millar and several of his

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Beating to windward, *Star Ferry* leads from *Zoe* and *Supermac* soon after the start. (Pic - Leo Thomas)

crew who had been aboard *B52* in the stormswept Sydney to Hobart.

On corrected time, first place in Division 1 went to *The Major*, skippered by Alan Starks. "It was the best race I have been in for years," Starks said. "It was perfect kite weather. We were able

to surf down waves." *The Major* won from *Sitka* (Danielle Williams) and *Supermac* (Russell MacLaughlin).

In Division II the winner was *Jemini Jo*, skippered by Hank Mirtl. Second place went to *Reneter* (Peter and Irene Jol), third to *September Morn* (Alistair



Heading to sea in the Townsville to Cairns Island Race are *Diablo* (999), *The Major* (3429), *Leonie Suzanne* (1544) and *Sitka*. (Pic - Leo Thomas)

and Dot Cole), The navigator's prize went to 14-year-old Julie Lee. - (Margaret Thomas).

Balmain Regatta - 150 years

Sunday, October 31 will mark 150 years of sailing and other aquatic events at the Balmain Regatta on the upper reaches of Sydney Harbour.

The regatta is open to any sailing vessel, but emphasis will certainly be on older and/or traditionally built boats, with two divisions for wooden yachts and a division for vintage skiffs.

In addition, special events are planned for "putt-putt" boats and "gentlemen's launches" open to wooden boats with inboard engines. Appropriate for the maritime history of the Balmain peninsula, there will be a "Waterman" event open to any boat that is capable of carrying a payload equivalent to a sack of potatoes, and is propelled by oars.

Further information is available from the Balmain Sailing Club (02) 9810 2086 or through the club's website: www.streetnet.com.au/bsc/index.html

Awesome footage on Hobart race video

A Race of Survival, a stunning video which captures the drama, struggle and spectacular sailing conditions of the 1998 Telstra Sydney to Hobart Race is now available for purchase.

Edited from live footage captured via helicopter by the Australian Ten Network television crew, a Race of Survival depicts the wild conditions, never before experienced in the 52 year history of the race.

The video documents the entire race, from its colourful start on Sydney Harbour on a sparkling summer's day, through to the harrowing ocean conditions and mixed emotions at the race finish shortly after sunrise on Hobart's Derwent River.

A Race of Survival costs \$24.95 plus postage and can be ordered online through Titan Australia's website: www.titanaustralia.com.au/video

Doyle - Fraser - new name in sailmaking

In an agreement signed in Marblehead, USA, between the founders of two major sailmaking companies, Robbie Doyle, president of the Doyle group, and Bob Fraser, managing director of the Fraser Sails group of lofts, the Fraser lofts will join forces with Doyle Sailmakers, trading under the name of "Doyle-Fraser".

"The alliance will strengthen both groups and bring benefits to both parties, but more importantly will offer a broader product range and global service base to our customers," Fraser told OFFSHORE.

"The Doyle group are particularly strong in One Design, with multi world champions Dave Curtis and Judd Smith heading the One Design program. For example, Doyle Curtis sails took out the 1st six places at the past Etchells World Championships and 1st, 2nd and 3rd in the last Soling Worlds. These same designs will now be manufactured in Australia.

Other areas of interest to our group include the emerging Mega yacht market. Doyles have an outstanding customer list in this market with sail inventories supplied to over 40 mega yachts. Interestingly, Rupert Murdoch's 140' Morning Glory is equipped with Doyle sails while the

Australian loft is presently building more sails for son Lauchlan's Swan 51' Karakoram.

Doyles have also introduced a number of sensible innovations to the cruising market including the foam luff roller furler headsail known as "Quicksilver" and the patented "Stack Pack" mainsail handling system which is now used on all Moorings charter yachts around the world."

Robbie Doyle commented "The inclusion of the Fraser lofts within the group is a real winner. Their success in the grand prix area, particularly in offshore racing yachts is well known throughout the world. We have been particularly



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interested in the D4 sails developed in Australia. The victory of the D4 sails in this year's grueling Sydney-Hobart race confirms the durability of this innovative sailmaking method. Now we have the opportunity to offer these sails to our customers through our network of lofts."

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John Quinn

of yachts to withstand those extreme conditions has been somewhat skated around.

I think a lot of yacht designers, naval architects and researchers would disagree with the findings of the report."



Lou Abrahams

Lou Abrahams, Challenge Again -

"The report was very positive and covered all relevant areas. It highlighted aspects which definitely should be improved, such as EPIRBs and the need for safety demonstrations. The recommendations are fair and can be easily implemented."



John Walker

John Walker, Impeccable -

"The report was constructive and comprehensive and the additional safety recommendations will be helpful if

complied with. However, I feel that we were given sufficient information at the Race Briefing on what to expect. When we go to sea, there are risks. We all know that."

David Pescud, Aspect Computing -

"I would like to take this opportunity to acknowledge the input and effort of the Committee and all those involved in producing this document. However, I thought that the recommendations listed in the report could have been more extensive.

I would like to see a winter race south included on the Club sailing calendar and I think all crew should be able to demonstrate their ability to activate safety procedures before they are allowed to go ocean racing.

I also believe the recommendation of bringing in an age limit goes against the CYCA's role to foster ocean racing. Age is no guarantee of skill, after all."



Geoff Ross

Geoff Ross, Yendys -

"With the effective demise of the Fastnet race in the UK, the Sydney to Hobart now stands as the pinnacle of ocean racing. This challenge will remain irresistible to yachtsmen the world over.

The investigation and report by the CYCA into the tragic 1998 race has provided a comprehensive blueprint for the Club, owners and crew to raise this race, and ocean racing generally, to a new level. It has significantly advanced thinking on safety, yacht management and race management. It is a very positive outcome for those of us planning to head south on Boxing Day and we are in the process of implementing the recommendations on board *Yendys*."

Ian Kiernan, Canon Maris -

"While I agreed with most of the recommendations in the report, I am concerned about the criticism directed at



Ian Kiernan

the Bureau of Meteorology. I also disagree with imposing an age limit to compete in this race as our 17-year-old helmsman is one of the best in the business.

The issue of life rafts is being investigated further, which is a good thing.

I think it is important that we avoid over-regulating the event or adding unnecessary costs to our sport. I feel that seeking the practical cooperation of competitors towards higher safety standards is the way to go."

Robert Badenach, Race Director, Royal Yacht Club of Tasmania -

"I commend the report and the work done by the Review Committee under the leadership of Peter Bush. The report is very comprehensive and I look forward to being part of the implementation of the Committee's recommendations.

I feel that the recommendations will further enhance the stringent safety regulations that the race already possesses."



Lindsay May

Lindsay May, Brindabella -

"The official CYCA Report into the 1998 Sydney to Hobart makes compelling reading.

The Review Committee is to be congratulated for their intensive investigation, detailed report and recommenda-

tions. Any sensible and responsible yachtman should adopt both the compulsory and suggested recommendations. Yacht administrators should also follow suit with the recommendations relating to their involvement.

However, in this age of trying to apportion blame, it is obvious that no single entity can be expected to carry the burden for the tragedy that engulfed the fleet. The fact is, the weather conditions were such that all reasonable preparations did not suffice.

For the majority of those caught in appalling conditions, one can only admire the ingenuity demonstrated and their amazing will to survive.

It is my view that specific benefits will be gained by clear understanding

of what a 'weather forecast' issued by the Bureau of Meteorology really means. Availability of comprehensive information, utilising weather specialists with local knowledge is crucial for planning a race such as this. [Ref p. 51-52 (Roger Badham. Post Review, p. 8) & p.138.]

The report confirms that contrary to general perceptions, myself included, problems were not caused by lightweight hulls, seasickness, fatigue or inexperience.

Attention is drawn to the structural integrity of decks. [Ref p 78 & 9.5, p. 140-141]

Search and Rescue assets were undoubtedly the shining light in this drama. However, there is an urgent need for training by yacht crews so they may under-

stand how S&R units operate. Obviously, the different methods used in retrieval did create problems. [Ref 8.2, 8.3, p. 131-136 & 9.9, p.148-149]

There is need for competency in the actual use of all safety equipment and better understanding of the performance expectations-limitations of that equipment. [Ref 6.4, p. 84-100 & 9.6, p. 141-145]

With respect to those yachting enthusiasts who lost their lives in this race, hopefully their loved ones may seek some small comfort in the fact that such an exhaustive investigation has been undertaken by the Cruising Yacht Club of Australia. The Report's significant recommendations, if adopted, will certainly lessen the chance of a repeat tragedy." ▲

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AUSTRALIA

JULY

31 14th Sydney-Gold Coast Race, Cruising Yacht Club of Australia.

AUGUST

13 8th Hog's Breath Mooloolaba to Airlie Beach Race, Mooloolaba Yacht Club.
14-19 Joico Hayman Island Big Boat Series, Hayman Island Yacht Club.
21-28 XXXX-Ansett Hamilton Island Race Week, Hamilton Island Yacht Club.

SEPTEMBER

1-5 10th annual Hog's Breath Race Week, Whitsunday Sailing Club.
11 Lion Island Race, Sydney Amateur Sailing Club.
11-18 Coffs Coast Week, Coffs Coast Yacht Club.
16-26 Sydney Harbour Regatta, Olympic practice event all classes, SOCOG.

OCTOBER

1-4 Spring Offshore Regatta, Royal Sydney Yacht Squadron.
4 Monica Geddes Memorial Trophy Sydney Harbour Island Race, CYCA.
9 Short Ocean Race, 32nd Rubber Kellaway Trophy, CYCA.
9 Opening pointscore races, RSYS, Sydney Harbour.
15 Bird Island Race, 43rd Janzoon Trophy, 24th George Barton Trophy, CYCA.
17 Parade of Sail, CYCA.
18 Gascoigne Cup, RSYS.
23 Short Haul to Pittwater, 44th Paul Royle Memorial Trophy, CYCA.
23 26TH Gosford to Lord Howe Island ocean race, 410 nm, Gosford Sailing Club.
29 Flinders Island Race, CYCA.

NOVEMBER

5 Sir James Hardy Sunshine Home Regatta, CYCA.
6 Short Ocean Race, MHYC.
12 Foxtel Youth Interclub Regatta, CYCA.
12 Cabbage Tree Island Race, 37th Halvorsen Bros Trophy, 27th Woollahra Cup, CYCA.
12 Bird Island Race, Ocean Pointscore, CYCA.
19 Fund raising event for Childrens Hospital, Sydney Cove Rotary Club, CYCA.
20 Short Ocean Race, RSYS.
21 Commodore's BBQ, Quarantine Beach, CYCA.
26 Flinders Islet Race, 39th Ron Robertson Memorial, 51st Kings Birthday Cup, CYCA.
27 Port Hacking Race, Ocean Pointscore, CYCA.

DECEMBER

4-5 Ord Minnett Regatta, IMS, CHS, JOG short ocean racing series, Middle Harbour Yacht Club.

11 Southern Cross Cup invitation race, David Burke Memorial Race, CYCA.
15 Southern Cross Cup/Telstra Cup, Races 1 & 2, 2 x 10 nm short windward/leeward, CYCA.
16 Southern Cross Cup/Telstra Cup, Races 3 & 4, 2 x 10nm windward/leeward, CYCA>
17 Canon Big Boat Challenge, Sydney Harbour, CYCA.
18 Southern Cross Cup/Telstra Cup, Races 5 & 6, 2 x 10nm windward/leeward, CYCA.
19 Southern Cross Cup/Telstra Cup, Race 7, 30nm offshore triangle, CYCA.
20 Southern Cross Cup/Telstra Cup, Race 8 & 9, 2 x 10 nm windward/leeward, CYCA.
26 Telstra 55th Sydney to Hobart ocean race/Southern Cross Cup, Race 10, 630 nm, CYCA.
27 Melbourne-Hobart and Melbourne-Devonport races, ORCV.

JANUARY

2 Strathfield Pittwater-Coffs Harbour race, 350nm, RPAYC
26 166th Australia Day Regatta, Sydney Harbour and offshore.

FEBRUARY

5 Milson Cup short ocean race, RSYS.
18-19 Wollongong Weekend, CYCA.

MARCH

24 50TH Adelaide to Port Lincoln Race, Port Lincoln Yacht Club

APRIL

15 Sydney - Mooloolaba Race, MHYC.

INTERNATIONAL

SEPTEMBER

5-11 Maxi Yacht Rolex Cup - ILC World championship 1999, Porto Cervo, Sardinia.
12-19 Rolex Offshore World Championship, IMS yachts over 10m LOA, Port Cervo, Sardinia.

DECEMBER

15-20 Southern Cross Cup and Telstra Cup, CYCA.
17 Canon Big Boat Challenge, Sydney Harbour, CYCA
26 Telstra 55th Sydney to Hobart, CYCA.

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