

Offshore

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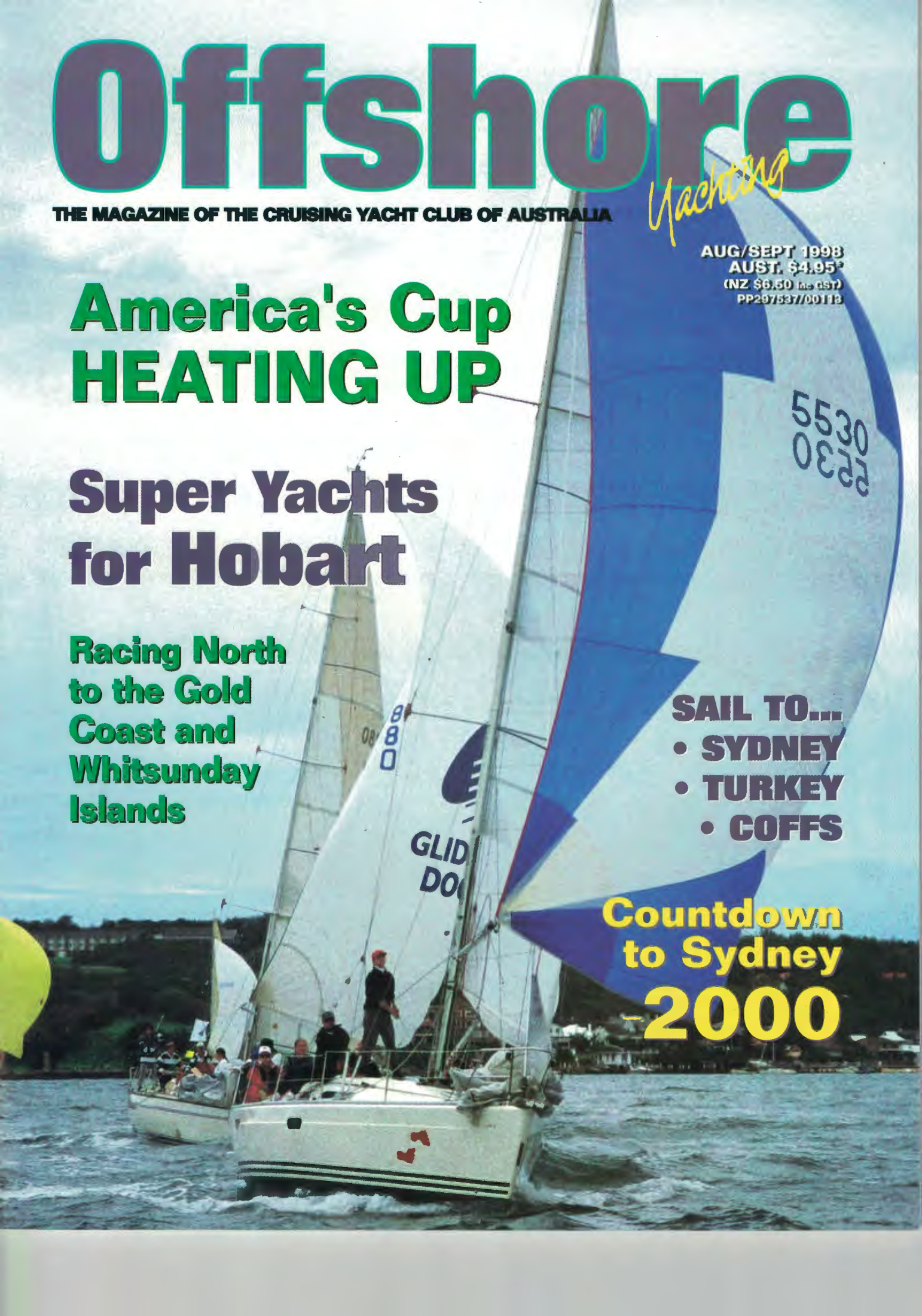
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Credits

COVER: *One Step Ahead*, Dennis McDonald's Jeanneau 36, is just that as she leads Graham Day's *Stormy Petrel II* during a BMW Sydney Winter Series race on Sydney Harbour. Up to 180 yachts competed each Sunday during the 13 race pointscore. (Pic - Ace Marine Photography)

ABOVE: Discover sailing in Turkey (Pic - Trevor Joyce)

LEFT: Days of drifters or blasts from the west, sometimes rain but mostly sunshine...that is what the sailors expected...and got...in the CYCA's BMW Sydney Winter Series on Sydney Harbour. (Pic - Ace Marine Photography).

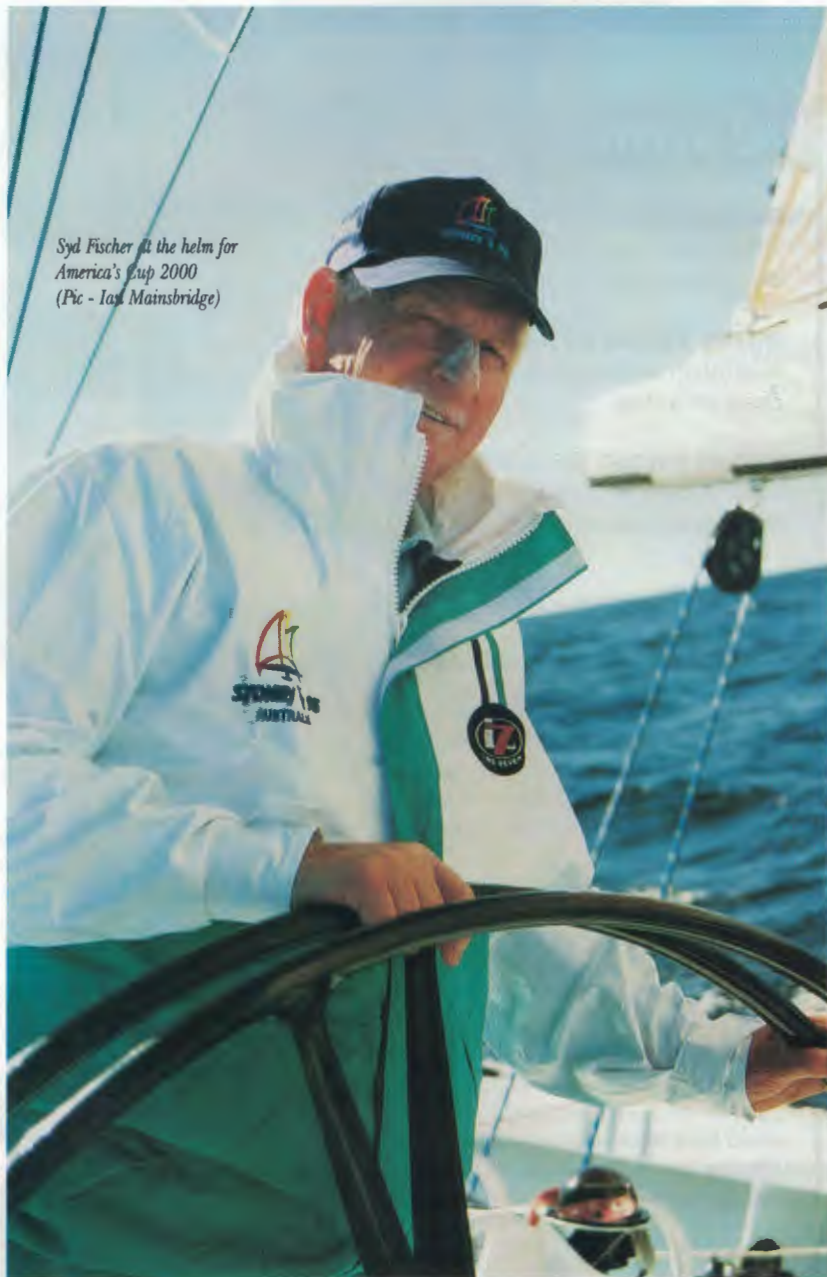
NEXT BIG ISSUE: Full reports on the Kenwood Cup, Darwin to Ambon race, Sydney-Gold Coast race, Hayman Island Big Boat Series and Hamilton Island Race Week; Who's heading for Hobart; Safety Offshore feature; Reviews of the rival Sydney AC 40 and the Farr 40 1D.





MAJOR BOOST for Fischer's Challenge

Syd Fischer's Australian challenge for America's Cup 2000 has taken a significant step forward with national and international sponsorship for this tough campaigner. Exclusive report by Rob Mundle and Peter Campbell.



Syd Fischer at the helm for America's Cup 2000
(Pic - Ian Mainsbridge)

Syd Fischer, head of Australia's only challenge syndicate for America's Cup 2000, has announced details of what will be a major boost to his prospects of winning the Auld Mug in Auckland.

For the first time in five challenges, the veteran ocean racing yachtsman and Sydney businessman has been assured of extensive national support and major corporate sponsorship for his campaign. It will be a truly Australian Challenge, bringing together our most talented designers and sailors, rather than an individual "no frills" campaign that has characterised Fischer's past tilts at the Cup.

As OFFSHORE went to press, two weeks before the announcement, the veteran ocean racing yachtsman and prominent Sydney businessman, exclusively outlined to us details of the great support he was about to get. However, OFFSHORE was sworn to secrecy as to exact details of his national and international sponsors which will give the Australian Challenge for the America's Cup syndicate a real chance to win back the America's Cup for Australia.

All was due to be revealed on July 28 at his challenging club, the Cruising Yacht Club of Australia, but OFFSHORE can exclusively report that

Fischer would announce:

- Extensive support from many of Australia's most experienced and talented America's Cup campaigners, including yacht designers and builders, campaign administrators, sail designers and prominent yachtsmen.
- Plans to design and build a new International America's Cup Class yacht, using the latest design experience and data, as well as upgrad-

New Zealand and Italian syndicates
duel in recent mini Cup series in
Auckland (Pic - Paul Todd)



ing his unsuccessful 1995 challenger for crew training and sail testing.

- Financial and services support from multiple prominent Australian and International companies that will add to the Australian Challenge's resources and provide a satisfactory campaign budget.

The support for Fischer's campaign is the result of people realising that Australia has only one challenger for the America's Cup for the first time since 1980. Instead of fragmented campaigns, here is an outstanding opportunity to pool Australia's vast yachting resources into what will now be a viable syndicate with an excellent chance of regaining the world's ultimate yachting trophy.

Of major significance is that Iain Murray, the America's Cup skipper and designer, and Grant Simmer, director of North Sails and the navigator aboard Australia II in 1983, will head the design team. Both Murray and Simmer played a major role in the design coordination of the luckless oneAustralia syndicate in 1995. Other experienced yachtsmen, designers and administrators involved in past Australian America's

Cup challenges have also promised their support.

A high profile board of directors will head the Australian Challenge for the America's Cup syndicate, comprising:

Syd Fischer OBE as chairman, Sir James Hardy, Hugh Keller LLD, Ian Kiernan OA, Steve Kulmar, Peter Morrow, Iain Murray AM, Grant Simmer OAM and Ernie Taylor. Most have had vast experience in past America's Cup challenges and other major yachting events as successful competitors and/or administrators.

This important move for Australian yachting comes as speculation is rife as to how many syndicates will finally front in Auckland for the America's Cup in 2000 - the current tip is eight to 10 out of the original 16 challengers.

The fact that the opening rounds of the Challenger Eliminations start in less than 15 months and he had yet to finalise a design team or nominate the nucleus of his crew, appear to have caused him little concern. These matters would be dealt with in good time, he told Rob Mundle in a recent exclusive interview for OFFSHORE.

Since that interview, these matters

have obviously come to a highly satisfactory resolution - for Syd Fischer and for Australian yachting.

"With the help of experienced Australians supporting this single Australian Challenge we will show the rest of the world again how to win the America's Cup and provide a great international event for Sydney and Australia to follow the Olympic Games," he told OFFSHORE.

While defending the Kenwood Cup ocean racing series in Hawaii in August is Fischer's current yachting

'This important move for Australian yachting comes as speculation is rife as to how many syndicates will finally front in Auckland for the America's Cup in 2000 - the current tip is eight to 10 out of the original 16 challengers.'

"The problem with the America's Cup, as I see it, is that most of the syndicates are run by non-business people or people with limited experience in the corporate world..."

project, he has been quietly getting on with the job of putting together his America's Cup campaign. At the same time, he has been stirring the pot (or the Auld Mug) during visits to Auckland and New York.

On more than one occasion over 15 years of Cup campaigning, Syd Fischer has not endeared himself to the establishment, ruffling their feathers by questioning their motives and attitudes towards a Cup match.

His reason is simple - stand up for your rights during an America's Cup challenge or be buried. He continued in that vein just a few weeks ago when he suggested to the Kiwis and the New York Yacht Club that if they were having trouble organising the challenger elimination series then either Sydney or Melbourne would be very happy to host them.

"The problem with the America's Cup, as I see it, is that most of the syndicates are run by non-business people or people with limited experience in the corporate world. There are manoeuvres always going on that, through lack of experience, these people don't see. Having run my businesses for nearly 50 years and been through some fairly complicated and tough negotiations, I can twig to a manoeuvre when it's on. People with their head in the clouds don't see it. The glory of the America's Cup takes over.

"The classic example was the meeting we had with the New York Yacht Club recently. They held it in the club's famous Model Room in New York. I'm sure it was a ploy. Seventy per cent of the people attending were simply overawed by the Model Room. They were too busy looking and weren't listening to what the hell was going on."

Syd is already putting the pressure on the Cup holders, the Royal New Zealand Yacht Squadron, and their chosen Challenger of Record,

the New York Yacht Club - which has the task of co-ordinating the cup challenger selection process for 2000. He remembers all too well the clandestine activities and often unpleasant actions of the NYYC when it became obvious in 1983 that Australia II was going to take the Cup away after 132 years.

He is sure the leopard has not changed its spots and is scheming, possibly with the kiwis, to eliminate as many potential challenges for 2000 as possible.

"I think the New York Yacht Club has an agenda they are keeping to themselves. I'm not sure that the kiwis aren't aware of it. If they are then it's already too late for them to do anything about it."

One challenge that won't be going away is Syd's. It's likely that at age 70 this will be his last Cup cam-

world's oceans to the tight, testing and technologically advanced racing that is the America's Cup?

"A couple of times the design was a bit of a dud," he says with an obvious look of frustration. "You can't win the Cup if your design isn't good enough. We put our faith in people who were not quite on the pace.

"In Fremantle in 1987 we had one of the fastest, if not the fastest, yachts going around. But the Royal Perth Yacht Club had a very parochial defender selection series which didn't favour the improving boat - which we were.

There was no semi-final series to go into where you forgot the past and concentrated on the future. It was a ridiculous situation. The end result was that instead of defending the Cup Australia gave it away to Dennis Conner."



New Zealand has worked hard to retain the Cup since they won it from the Yanks (Pic - Paul Todd)

paign, so he's more determined than ever to go out knowing that if he doesn't win his opponents will know that they have had to fight hard to beat him. Fighting hard has been his formula for success as a first grade rugby league footballer, a surfboat sweep, a businessman and an ocean racing yachtsman. Syd is arguably the world's most successful ocean racer having guided his string of yachts carrying the name Ragamuffin to victory in just about anything that matters, including the Sydney-Hobart, the Fastnet, the Admiral's Cup and the Kenwood Cup. He has also won the world championship in the One Ton Cup class.

So why hasn't he been able to translate his winning ways on the

Fisher obviously realises that if he is to end his already incredible sailing career by taking the ultimate prize then things must be done differently.

This time around it won't be all Syd. He has enlisted prominent Australians and corporate Australia to be part of his effort to show the world what can be achieved by Australians.

Syd Fischer now has that vital yachting and financial support to make his challenge through the CYCA a truly one Australian bid to win the America's Cup in Auckland in February, 2000. It will be a challenge to be reckoned with.



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Only five teams in HAWAIIAN CHALLENGE

The economic conditions in Japan and South-East Asia have had their effect on the 20th Kenwood Cup in Hawaii, reports Peter Campbell.



Australia will defend the 1998 Kenwood Cup, Hawaii's international offshore teams racing series, with the strong team of *ABN AMRO Challenge*, *Quest* and *Ragamuffin*, but will face opposition from only four other teams - Japan, New Zealand, United States Red and United States White. When Australia won in 1996 there were ten teams, including three from the USA and Japan and one from Hong Kong.

The ten race series in the tradewinds of the Pacific will be sailed off Waikiki and around the islands of Hawaii from August 3 to 14. Apart from the Kenwood Cup teams series, the event is a prestige regatta for individual yachts.

"It's been a tough year for entries for the Kenwood Cup, due primarily to the economic conditions in Japan and Asia," regatta director Ken Morrison told OFFSHORE in late June. "We are currently at 31 entries, the same as 1994."

The Australian team not only comprises three of our currently most successful ocean racers, but the three yachts will be crewed by many of the most talented offshore sailors in the nation. The three skippers, Syd Fischer (*Ragamuffin*), Bob Steel (*Quest*) and Ray Roberts (*ABN AMRO Challenge*) are CYCA members and each has put together an outstanding crew drawn from the CYCA and other clubs. For

example, the crew of *Quest* has, between them, sailed in almost 100 Sydney to Hobarts, as well as many Kenwood Cup and Admiral's Cup regattas. The principal helmsman of *ABN AMRO Challenge* will be designer Iain Murray and Ian "Barney" Walker will steer *Quest*.

ABN AMRO Challenge, Sydney 46: Ray Roberts (owner/skipper), Iain Murray (principal helmsman), Michael Coxon (tactician) Ian Burns (navigator), Richie Allanson, Rob Myles (bow), Andrew Cuddihy, Bruce Clark, Nick Kingsmill, Matthew Till, Tom Braidwood, Michael Spies, Richard Wyatt,

QUEST, Nelson/Marek 46: Bob Steel (owner/skipper), Ron Jacobs (tactician), Ian "Barney" Walker (principal helmsman), Mike Green (mainsheet/helm), Ian Potter (navigator),

Brad Stephens, Mike Fountain, Jack Goluzd, Dave Ellis, Anthony Merrington, Tim Wiseman (bow).

RAGAMUFFIN, Farr 50: Syd Fischer (owner/skipper), Grant Simmer (tactician), Matt Hayes (helmsman), Carl Crafoord (navigator), Adam Beashel, James Spithill, Campbell Knox, David Blanchfield, Tony Powell, Larry Jamieson, Sebastian Demestreau, Greg Johnston, Andrew Crowe.

All three yachts and/or their owners have been in winning IMS form the past season, with Fischer sailing *Ragamuffin* to victory in the 1997-98 CYCA Blue Water Pointscore and placing second overall in the Telstra Sydney to Hobart; Roberts winning the 1998 Sydney-Mooloolaba race with *ABN AMRO Challenge*; Steel winning the 50th Brisbane to Gladstone race with his previous *Quest*. The new boat is the former Melbourne yacht *Young Australia* and has been optimised for the Kenwood Cup.

Australia's major competition should come from the United States Red team and the New Zealand team. The US Red team comprises two Farr 49s, *Flash Gordon 3* which was the big boat in the winning US team at last year's Champagne Mumm Admiral's Cup and *Beau Geste* which won the 1997 Telstra Sydney to Hobart and led the Hong Kong China team to its first victory in the Telstra Southern Cross Cup. Third boat in the team is *Zamboni*, a new Farr 40 One-Design.

Flash Gordon 3 has had few changes since the CMAC last year, with Ken Read and Jim Brady the mainstays of the afterguard. *Beau Geste's* owner, Karl Kwok, has enlisted Gavin Brady as helmsman and Australian Andrew Cape as navigator, while *Zamboni* will have Kevin Hall, Tom Weaver and David Munday from New Zealand supporting owner/driver Doug Taylor.

New Zealand's team comprises *White Cloud*, the Farr 39 which dominated its class at Hawaii two years ago and performed well in Australia last year, the Farr 45 *Big Apple II*, and the ILC 40, *G'Net*, which was chartered by Australia for the 1997 Admiral's Cup.

The 1998 Kenwood Cup starts with four short races off Waikiki on August 3 and 4, followed by Molokai overnight race on August 5, four more short ocean races off Waikiki on August 8 and 9, with the start of the long Kahu Wili race on August 11. ▲



'The series will be sailed off Waikiki and around the islands of Hawaii from August 3 to 14.'

Designer Iain Murray will be principal helmsman aboard ABN AMRO Challenge in the Kenwood Cup in Hawaii. (Pic - Ian Mainsbridge)

3DL DELIVERS Results

1997 - 98 Whitbread round the World Race

1st, 2nd, 3rd*, 4th*, 5th, 6th, 7th, 9th - North Sails

1998 Sydney to Mooloolaba Race

1st, 2nd, 3rd, 4th, 5th, 7th, 8th - North Sails

1998 Brisbane to Gladstone Race

1st, 3rd, 5th*, 6th, 7th*, 10th - North Sails

1997 Sydney to Hobart Overall IMS

1st, 2nd, 3rd, 4th, 5th*, 6th*, 8th, 10th - North Sails

1997 Telstra Regatta

1st, 2nd, 3rd, 4th, 6th, 7th*, 8th*, 9th, 10th* - North Sails

1998 Key West Race Week

Corel 45 1st, 3rd, 4th, 5th - North Sails

Farr 40 One Design 1st, 2nd, 3rd, 4th, 6th, 7th - North Sails

SORC (Miami)

IMS 1st, 2nd, 4th - North Sails

Corel 45 1st, 2nd, 3rd, 4th - North Sails

Farr 40 One Design 1st, 2nd, 3rd, 5th, 6th, 7th - North Sails

1998 Mumm 36 Worlds

1st, 2nd*, 3rd, 4th, 6th*, 7th, 8th - North Sails

1998 Corel 45 Worlds

1st, 2nd, 4th, 5th, 6th - North Sails

1997 Ord Minett Regatta

1st, 2nd*, 4th*, 5th, 6th, 8th, 9th, 10th - North Sails

1997 Strathfield Car Radios Pittwater to Coffs Harbour Offshore Series

1st, 2nd*, 3rd, 4th, 5th, 6th*, 7th*, 8th - North Sails

1998 MAIOR Regatta (Germany)

IMS 1 Racer 1st, 2nd, 3rd, 4th, - North Sails

IMS 1 Cruiser Racer 1st, 3rd, 4th, 5th, 6th, 7th, 8th, 9th - North Sails

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Heading
North

Australian yachting will take a significant step into the international scene when the first Sydney 40 Admiral's Cup One-Design makes its racing debut in the XXXX Sydney - Gold Coast Race, the opening race of the 1998 northern circuit. Peter Campbell previews the 13th annual race to Southport.

XXXX SYDNEY-GOLD COAST RACE

Sydney 40's debut in GOLD COAST RACE

Worldwide interest will focus on the Cruising Yacht Club of Australia's 13th annual Sydney - Gold Coast Race and the first offshore appearance by the yacht that has been chosen as the "middle boat" for the 1999 Admiral's Cup in England - the Australian-designed and built Sydney AC 40 One Design.

Sledge Hammer, owned by Sydney yachtsman Ron Jones, is the first of at least 15 Sydney AC 40s scheduled to be built over 12 months for the Champagne Mumm Admiral's Cup, the world's premier offshore teams racing event. Each national team at the Cup, sailed out of Cowes on the Isle of Wight, will comprise an IMS 50-footer, a Sydney 40 AC one-design and a Mumm 36 one-design.

Designed by the successful America's Cup and IMS design team of Iain Murray, Ian Burns and Andrew Dovell, the Sydney AC 40 is being built by Bashford International at Nowra on the NSW South Coast. The first boat, *Sledge Hammer*, was due to be launched in mid-July and be on display at the Sydney Boat Show before competing in the 386 nautical mile race to the Gold Coast, starting from Sydney Harbour at 1pm on Saturday, August 15.

Heading the fleet is the much improved maxi *Marchioness*, owned by a CYCA syndicate headed by Tony Beilby



Yendys, Geoffrey Ross' powerful Beneteau 53, should be one of the top performers in the Sydney - Gold Coast Race. (Pic - Peter Campbell)

with Martin James' 66-footer, *Team Jaguar Infinity III*, trialling a new keel. Interest will also focus on the clash between two designs by New Zealander Greg Elliott - Peter Hansen's much-sailed *PL Lease Future Shock* from Melbourne and New Zealander Ron Brittain's newer 53-footer *Bartacard* (ex *Hydroflow*).

A highlight will be the battle of the Sports 30 category boats, in particular the Bull 9000s, with Rod Skellett's *Wild Bull* and the Melbourne boat *Full as a Bull* (Philip Coombs) among the early entries. Defending her 1997 IMS overall victory will be the Lyons 43, *Atara*,

skipped by Roger Hickman. This year the IMS trophy will be dedicated to the race founder, Peter Rysdyk, who died recently.

However, the real focus will be the IMS performance of *Sledge Hammer* as owner Ron Jones starts a demanding program of ocean racing which, he hopes, will lead to being a member of Australia's team at the 1999 Champagne Mumm Admiral's Cup.

Jones, a member of the Royal Prince Alfred Yacht Club in Sydney, has burst into the grand prix yachting spotlight after success with his Sydney 41, *Christine Jay II*. He says he decided to place the order for the first Sydney 40 after analysing the results of Key West Race Week in the USA last January and the RORC's choice of the Australian boat for the Admiral's Cup.

"I believe that the boat has a genuine dual role - firstly, it is an ultra-competitive IMS boat for the Australian and overseas racing scene and, secondly, a one-design with owner/steerer potential," Jones told OFFSHORE. "It is value for money, as the concept of a one-design production boat combined with the guaranteed number to be built and made available for the Admiral's Cup assured me that the boat would have a good resale value - and it is Australian."

Jones added that while the one-design concept was a plus, because of

Heading north the fleet is line
abreast as they sail past South
Head and head north to
Queensland waters. (Pic + Ian
Mainsbridge)



Australia's global location and segmented fleets, the IMS aspect of the yacht was paramount. "I feel that the boat I chose must be capable of winning regattas under the IMS rule that is very strong here on the east coast of Australia," he said.

"After reviewing race results from Key West, where the Farr 40s had competed against both the Corel 45s and open IMS class yachts, it was my opinion that, with the best placed Corel at 7th and the best placed Farr 40 OD at 13th, neither of these

yachts was capable of fulfilling my IMS ambitions."

The first Sydney AC 40, *Sledge Hammer*, has a busy offshore racing schedule. Following the XXXX Sydney - Gold Coast Race, the yacht will contest the Hayman Island Big Boat Series and Hamilton Island Race Week in Queensland, Middle Harbour Yacht Club's Ord Minnett Regatta and the CYCA's Telstra Cup, culminating with the Telstra Sydney to Hobart. In 1999, if selected, the yacht will contest the inaugural AC 40 World One Design



Aspect Computing, with its crew of disabled sailors, is heading north yet again in the Sydney - Gold Coast Race. (Pic - Peter Campbell)

Championship and the Champagne Mumm Admiral's Cup in England.

Hayman Island Big Boat Series

The Whitsunday's festival of sail will begin with the prestigious TAG Heuer - Joico Big Boat Series at luxury Hayman Island Resort.

Ron Jones' Sydney AC 40, *Sledge Hammer*, will make its international offshore racing series debut at the TAG Heuer - Joico Big Boat Series at Hayman Island in August. *Sledge Hammer*, built for Sydney yachtsman Ron Jones will be the centre of attention at this exclusive, invitation only regatta which will be decided on the tropical waters of Australia's Whitsunday Island region between August 15 and 20.

Owner Jones has only one problem facing his preparation for Hayman. Three of his high profile crew, including ace tactician Grant Simmer, will be racing in Hawaii at the Kenwood Cup and may not get back to Australia in time for the first race.

Sledge Hammer will be one of the smallest yachts in the fleet of 20 that has been accepted to contest the prestigious seven race series. It will certainly start as the boat to beat in the IMS division - the category that will decide the Big Boat Series Champion Yacht.

There is no doubt *Sledge Hammer* will be put to the test at Hayman. Also included in the strong fleet is Roger Hickman's updated Lyons 43 *Atara*, the yacht which finished a close second to Syd Fischer's *Ragamuffin* in the Cruising Yacht Club of Australia's Blue Water Championship last season.

Making a welcome return to offshore racing at the Big Boat Series will be George Snow's maxi *Brindabella* which will be back in action after being dismasted in rough weather off Sydney earlier this year. With business commitments leading to Warwick Miller shipping his pocket maxi *Exile* - last year's series champion - out of Australia the way appears clear for *Brindabella* to successfully defend the Ermenegildo Zegna line honours trophy at Hayman.

The Big Boat Series will see its international appeal extend across the Pacific this year. The regatta has received its first American entry - the Swan 60, *Lady Godiva*, owned by Ted Chodar. Another starter from outside Australia is Charles St. Clair-Brown's powerful 60 footer, *Antaeus*, out of Auckland.

In just three years the TAG Heuer - Joico Big Boat Series has developed into Australia's Five Star regatta. It has been compared more than favourably with the very best yachting events that can be found in the Mediterranean.

Australia's most famous sailing knight, Sir James Hardy (a man well versed in the pleasures of sailing out of Costa Smeralda Resort in Sardinia), has been to all three Hayman events. He says with confidence that this Australian version is better than its Mediterranean counterparts.

As the title 'Big Boat Series' suggests, the elite fleet comprises the



The fleet racing through the Whitsunday Islands during the 1997 Hayman Island Big Boat Series. (Pic - Richard Bennett)

largest, fastest and most competitive racing yachts available. One significant attraction is the exclusiveness of the Big Boat Series - something that comes through circumstance and not desire. The floating marina in Hayman Harbour can accommodate only 20 yachts. The total number of crew that race them, plus accompanying family and friends, are enough to almost fill the entire 214 rooms in the resort. Consequently the regatta becomes a very close knit affair. The atmosphere at the resort and the camaraderie among crews is unique to yachting in Australia.

Heading North of Capricorn

Sailing north in winter is now a tradition on the Australian east coast offshore calendar. Ian Grant previews the increasingly popular regattas in Queensland in August and September.



Marina space will certainly be at a premium in all destinations north of the Tropic of Capricorn as a big fleet heads on a compass bearing away from the cold winter climate into the user friendly sailing zone of the Whitsunday Islands and ports north to Port Douglas.

The change in the coastal climate is one of the primary reasons which have made the Queensland racing circuit so popular, with the XXXX regattas at Southport and Mooloolaba and the Hog's Breath feeder race from Mooloolaba to Airlie Beach linked in with the Cruising Yacht Club of Australia's Sydney to Gold Coast race.

Hamilton Islands XXXX Ansett Race Week is without doubt the crown jewel which so many sailors regard as a premier entry in their personal log books alongside the Telstra Sydney-Hobart race.

This regatta, which offers the perfect reason to escape the blues of the southern winter, is well recognised as the nation's most popular Race Week series. The standard of yachts and sailors heading on the northern rhumbline suggests another very competitive week of racing before the 1998 XXXX Ansett Race Week champion is decided in late August.

In the lead-up is the status symbol of an invitation to be one of the 20 boats contesting the TAG Heuer - Joico Big Boat Series at nearby Hayman Island.

Yachts from New Zealand ports, Tasmania, South Australia, Western Australia, Victoria, New South Wales and Papua New Guinea are among the 51 early entries for Hamilton Island Race Week.

With some doubt still surrounding the re-rigging deadline for George Snow's *Brindabella*, the shipment of the 1987 Race Week champion *Exile* to the United States, and the commission of



A good tradewind is just what the sailors order for the big regattas at Hayman and Hamilton Island's (Pic - Ian Mainsbridge)

Hammer Of Queensland to the Whitsunday Charter fleet suggests an open contest for the line honours title.

If *Brindabella* does not make it north this year, the line honours clash looks to be between the improving Sydney maxi *Marchioness* (Tony Beilby) and the Victorian owners Peter Hansen (*Future Shock*) and Grant Wharington with his new speed sailing machine *Wild Thing*.

Recent sales of former IMS Race Week champions *Quest* (1995) and *No Fear* (1997) to new owners suggests the battle for this years grand prix class championship could very well be the most open on record.

Dual Sydney-Hobart champion Lou Abrahams (*Challenge Again*) and former Sydney Hobart IMS winners *Assassin* (Robin Crawford) and *Terra Firma* (Stewart Niemann) will be among the top contenders with *Atara* (Roger Hickman) and Bob Robertson's *The Last Picasso*.

The match racing between the high performance Mumm 36's *Emotional Hooligan* (Marcus Blackmore) NSW and Queensland's *Thiess Process*

Engineering, the former *Corum* now owned by Bill Wild and *Sea* (Ian Bennetts) will also be a feature in what promises to be a test of tactical racing between the front runners.

Well known Victorian Sports Boat racing enthusiast David Eickmeyer will race a Gold Coast built Thompson 8 in his bid to win this very competitive title which is expected to attract the fastest thrill seeking sailors and machines in the country. Two New Zealand designed Thompson sports trailables have set scorching course times in club event racing on the Southport Broadwater and at Mooloolaba.

By June 23 and just over nine weeks before the battle-lines are drawn 51 yacht owners had lodged their official entry with Race Week director Warwick Hoban.

Indications suggest a capacity fleet will line up to compete in a revised racing format for the 1998 series that opens with a non-points scoring invitation race on Saturday August 22 and the final race around the Molle Island Group on August 29.



BMW Sydney Winter Series

Record-breaking WINTER SERIES

The BMW Sydney Winter Series on Sydney Harbour has broken all records, with fleets of up to 180 yachts competing in the Cruising Yacht Club of Australia's amazingly popular Sunday pointscore.

As retiring Commodore Peter Bush, himself a regular and successful competitor with his yacht *Kidnapped*, says: "Will we get 200 boats next winter?"

All the indications are there that this number could be achieved as the mixture of competitive sailing, fair handicapping, exciting courses and social activities ashore, together with excellent trophies for each Sunday's racing, continue to please both yacht owners and their crews.

The BMW Sydney Winter Series has attracted competitors from Elliott 5.9 sports boats through to the big boats such as *Marchioness* and *Team Jaguar Infinity III*, along with most of the regular IMS offshore fleet and a strong line-up of J24s. A feature has been the number of new boats competing, including the latest Beneteau 40.7, *Blue Chip*, which won its maiden race.

Sponsors BMW Sydney have shown great interest in the series, holding the launch and prize-giving functions at their Rushcutters Bay showroom as well as providing Sunday parking for club members competing in the Winter Series.

BMW Sydney also has on display the fourth generation BMW 3 Series sedan which will further extend BMW's leadership in the Australian luxury car market when it goes on sale from late August. It will build on the success of the previous E36 model of which more than 2.6 million units had been sold world-wide up to the end of 1997.

Unmistakably a BMW, the E46 3 Series sedan body is completely new from its familiar kidney grille to its striking tail. ▲



Days of drifters or blasts from the west, sometimes rain but mostly sunshine...that is what the sailors expected...and got...in the CYCA's BMW Sydney Winter Series on Sydney Harbour. (Pics - Ace Marine Photography).

Below and bottom: Fleets reached 180 boats sailed by some 1500 crew in a record-breaking series. (Pics - Ian Mainsbridge)



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A great family boat, the X-332 won Italian IMS championships in '96 and came 2nd in '97 in both cruising and racing divisions

While being a great family cruising yacht, the X-332 won Italian IMS championships in '96 and came 2nd in '97 in both cruising and racing divisions.

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From the Commodore

With Peter Bush

Sitting down to write my last report for OFFSHORE as Commodore, I began thinking about what the Cruising Yacht Club of Australia might be like in five or ten years time. The signs all look pretty good.

Club membership, after a number of years of relative stability, is showing signs of increasing, so much so that I would not be surprised to see a waiting list before too much longer. Members not renewing, which has historically been a steady 10%, has dropped and new subscriptions are increasing steadily.

In fact, at each of the past four board meetings the directors have endorsed an average of 50 new Members per meeting and new membership enquiries remain strong. It is obvious that the mix of sailing and social activities and the forthcoming improvements to the clubhouse is the right one.

Sailing, the real business of the CYCA, is booming and the vital signs stronger than ever. There were increases in last summer's pointscore fleets, record entries for Monday and Wednesday twilights, and now record entries for the BMW Sydney Winter Series, with around 180 yachts taking to the harbour each Sunday. Will we get 200 next winter?

Early entries for the Sydney to Southport race and talk around the bar about the number of yachts intending to head north for the Whitsunday regattas suggests that we



Hugo van Kretschmar (pictured) has been elected Commodore of the Cruising Yacht Club of Australia to succeed Peter Bush who completed his two year term at the Club's annual general meeting on July 6. Commodore van Kretschmar had been Vice-Commodore for the past two years. The new Vice-Commodore is Hans Sommer who moves up from Rear Commodore. Rear Commodores are John Messenger and Dennis McDonald while Alan Green continues as Club Treasurer.

could have a record fleet come August 1.

The Southport fleet will be without three prominent yachts, as three well known CYCA members make up the Aussie team to defend the Kenwood Cup in Hawaii, also starting August 1 - *Quest* (Bob Steel), *Ragamuffin* (Syd Fischer) and *ABN AMRO Challenge* (Ray Roberts).

What is more encouraging, and fires my optimism for future fleets and the CYCA sailing calendar, is the

number of "new" boats appearing on the club register. There has also been a doubling in the number of yachts competing from our own marina in the last 12 months. Noticeably, the fleet is growing at the big boat end, suggesting that the coming season will be well subscribed and hotly contested.

These include Bob Steel with his latest *Quest*, Bob Kothe with *Brighton Star* and Graham Gibson with *Ninety Seven*. However, it is the large number of new boats and new owners taking to sailing and ocean racing that encourages me most. This in turn brings more new blood to our sport in a climate where there is more and more competition for our leisure time.

An exciting prospect for the year 2000 will be the inclusion of a Super Yacht division in the Sydney to

'There has also been a doubling in the number of yachts competing from our own marina in the last 12 months. Noticeably, the fleet is growing at the big boat end, suggesting that the coming season will be well subscribed and hotly contested.'

Hobart. The super yachts will be in Sydney for the Olympic Games and their first ever participation in the great race south will be a spectacular addition to the long tradition of the event.

With the arrival of new boats and owners, the waiting list for berths on our marina has never been longer and the number of new applications increases each month. No doubt, some of the interest has been generated by our plans to refurbish the A, B and C legs with a floating marina over the course of the next 12 months. Most of the hard work in planning this upgrade has been put in by Rear Commodore John Messenger and we should all be grateful for his efforts.

The end result will be an outstanding floating marina that will not only give the club an entirely new look, but also a safer and more practical facility, providing better access and easier maintenance.

Even more important than the need to give boat owners a better

marina is the need to provide the greater membership with a substantial improvement in clubhouse facilities. Our five year strategic plan calls for an upgrading of the clubhouse with provision for an exclusive Members' bar and lounge, all-weather dining facilities and a generally more usable clubhouse.

Response to our proposed changes to achieve these and other benefits has been overwhelming, and the facilities that will greet a Member when all elements of the plan are completed will be nothing short of world class - the standard befitting a Club with the reputation and the status of the CYCA as Australia's leading blue water yacht club.

Although it is unclear just how involved the club facilities will be during the 2000 Olympics, being on the spot will no doubt prove exciting. Mark Pryke, co-ordinator for the CYCA Olympic Race Management Team, has put together a group of Members who responded to our request and will be on the water for

the first of the Olympic Test Regattas in September. This string of regattas held out of Ruschutters Bay will give us a taste of what to expect come August 2000 and a feel for what may prove to be difficult logistics.

By the time this is published, I will have stepped down from my two year term as Commodore and, all things going well, will be aboard my yacht *Kidnapped* competing in the Sydney to Southport Race or in the warmth of the Whitsundays at Hamilton Island Race Week.

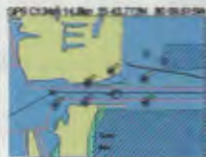
With that thought, may I express my sincere thanks to my Board for a couple of great years of hard work and to the Club's management for their support. To the CYCA Membership, our future looks better than ever and I urge you to get involved in all the Club activities, afloat and ashore.

Peter Bush
Commodore (retired)
Cruising Yacht Club of Australia

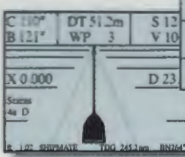
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SUPER YACHTS for Hobart Race 2000

To celebrate the new millennium and cater for the expected influx of super yachts into Sydney for the 2000 Olympics, the Cruising Yacht Club of Australia will conduct a Super Yacht Division within the 2000 Sydney to Hobart race.

Yachts more than 100-feet long will be eligible to enter and will join the expected fleet of up to 250 yachts starting the 630 nautical mile journey south from Sydney Harbour on December 26, 2000.

The 2000 Sydney to Hobart will be the first race of the new millennium and the final major sporting event to be held in Sydney for the year, following the Olympic Games in September, and is certain to generate huge public interest and participation.

CYCA race director Phil Thompson says the CYCA has already received a number of inquiries from super yacht owners who are interested in staying on in Sydney after the 2000 Olympics to compete in the bluewater classic.

Thompson says worldwide promotion was already under way to invite owners of super yachts which met the following criteria to enter the 2000 Syd-

ney to Hobart:

1. Min. LOA of 30 metres;

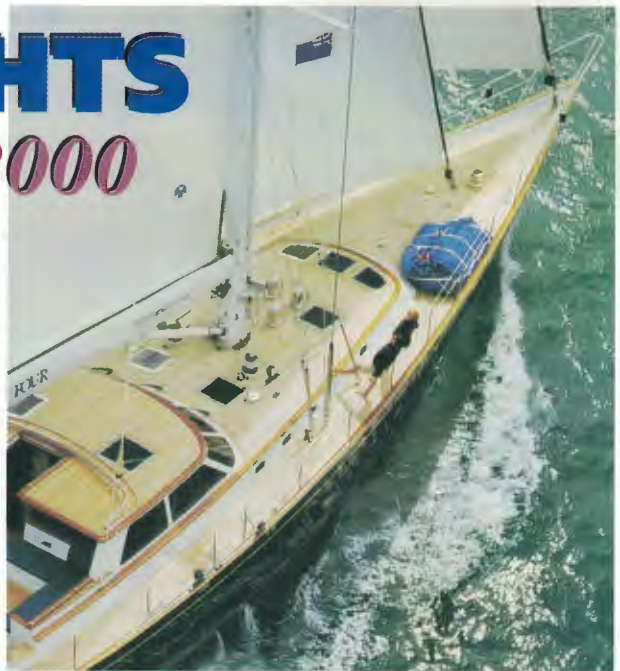
2. Must be of cruising orientation - teak decks, furling headsails etc

3. Comply with the Australian Yachting Federation's special regulations for Category 1;

4. Have a minimum stability index of positive stability of 115 degrees.

"This division is aimed at cruiser/racer type yachts such as the American Wally yachts or large Swan designs," Thompson said. "We also already have had strong expressions of interest from the owners of two Dutch-built super yachts - one has put up a case of the world's best champagne a bet with the other owner."

The 1999 Millennium Sydney to Hobart Race is also generating great



One of the super yachts, with teak decks and furling headsails, expected to enter the Sydney to Hobart in December 2000.

interest, particularly from within Australia, as boat owners and crews plan to celebrate the turn of the century enjoying the festivities on the Hobart docks, and the local hospitality. German yachtsman Hasso Plattner, owner of the record-breaking *Morning Glory*, described the reception after the 1996 race as the "best in the world."

The Millennium Sydney to Hobart will also be the final race of the 1999 Southern Cross Cup following seven short races in Sydney Harbour and nearby offshore waters. As in 1997, the Southern Cross Cup will be for teams of three IMS rated yachts, nominated by a national/regional authority to represent those countries, regions or clubs.

The Telstra Cup, for individual yachts, will also be run as a lead up to this year's Telstra Sydney to Hobart and again in 1999 and 2000. The CYCA will also run in conjunction with the Telstra Cup a new regatta for JOG Super 30 class yachts following considerable interest in this class over the past year.

The Notice of Race for the 1998 Telstra Sydney to Hobart Race will be posted on the CYCA's web site <<http://www.cyca.com.au>> in July. ▲

Rival 40-footers in Telstra Cup

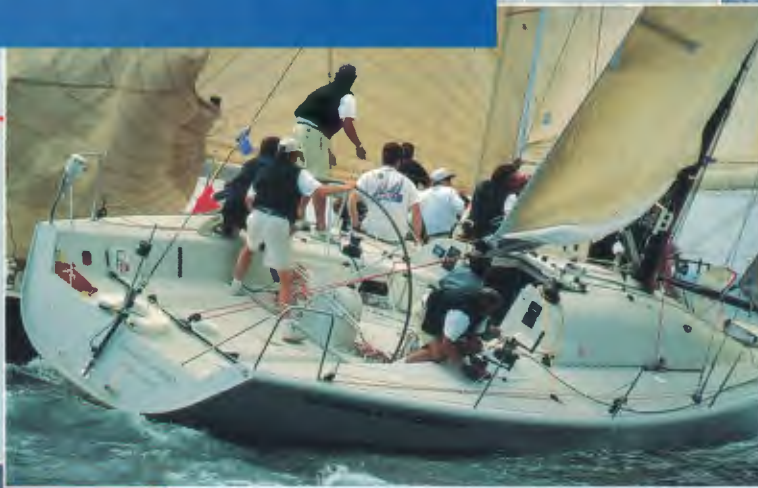
The clash between the rival IMS one-design 40-footers, the Australian designed and built Sydney AC 40 and the US-designed Farr 40 ID, soon to be built in Australia, and a special class for JOG Sports 30s, will be a highlight of the 1998 Telstra Cup in December.

At least four Sydney AC 40s, built by Bashford International at Nowra, NSW, are expected to contest the Telstra Cup regatta with Ron Jones' *Sledge Hammer* also competing in the following Telstra Sydney to Hobart. The first couple of Farr 40 IDs to be built in Australia by McConaghy Boats of Mona Vale, Sydney, are also expected to be launched in time to contest the Telstra Cup and the Sydney to Hobart.

Following the success of the Sports 30 division at the JOG nationals early this year, the CYCA has agreed to include a special class for them in the Telstra Cup which this year will be sailed from December 16-20 with races offshore and on Sydney Harbour.

Yachts competing will include the Bull 9000s, Mount Gay 30s, Cape 30s and Farr 31s which fought out an exceptionally close series at the JOG nationals.

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Olympic sailing settles for Rushcutters Bay

After many months of argument, it has finally been settled according to the original plan - onshore headquarters for the sailing regatta of the Sydney 2000 Olympics will be at Rushcutters Bay. Peter Campbell reports.

Sydney Harbour will see its biggest ever sailing regatta between September 17-27 this year when the Sydney Organising Committee for the Olympic Games (SOCOG) stages the 1998 Sydney Harbour Regatta - the first official Olympic Test Regatta leading up to Sydney 2000.

A second Test Regatta will be held in September 1999, both events being sailed over the courses designated for the Olympic sailing in 2000, bringing to Sydney the world's finest talent in the Olympic sailing. Unlike the Olympics, where the number of entries for each class will be limited to one individual or crew from each nation in each class, SOCOG has accepted additional entries for the 1998 event.

The Regatta will be a major test not only for sailors seeking selection for Sydney 2000 and for SOCOG organisers and on-the-water race officials, but also for the commercial controllers and users of Sydney Harbour. It will be a showcase for Sydney 2000 with the spectacular backdrop of the City, the Opera House and Harbour Bridge and the unsurpassed beauty of our Harbour.

Despite long-running arguments by the Australian Yachting Federation and others seeking a post-Olympics permanent headquarters for yachting administration and training, and by local residents not at all keen to have their lives disrupted by two Pre-Olympic Regattas and then the Olympics, the yachting base for Sydney 2000 will be in Rushcutters Bay.

Regatta organisers will utilise the



Official artist's view of how Rushcutters Bay will look for SOCOG's first Olympic Test Regatta in September in this year.

old Navy base, now the Sir David Martin Reserve, just down New Beach Road from the Cruising Yacht Club of Australia, with Yarrabee Park being the boat park for the maximum 400 competitors from an expected 70 nations in 2000.

Preparation of facilities for the 1998 Test Regatta is already well under way. Two of the rundown, non-heritage listed ex-Navy buildings have already been demolished and the others are being refurbished. Out on the bay, a floating marina to accommodate some 200 official race committee and press boats will be in place by September this year and will remain there until after the Games. Temporary launching ramps will be constructed without removing the seawall.

The Sydney 2000 Olympic regatta will be limited to 400 competitors, but with SOCOG accepting additional

entries for the first Test Regatta, the fleet for this year's event will be the largest line-up of Olympic classes ever seen on Sydney Harbour. Racing will be for all Olympic classes, except the Star two-man keelboat which was reinstated as an Olympic class too late to be included in planning for this year.

When entries officially closed on May 1, SOCOG had received 246 entries from 34 nations, involving some 358 athletes, for the 1998 Sydney Harbour Regatta. While the notice of race specifies one boat per nation per event, SOCOG's sailing manager and regatta director Glenn Bourke says that most nations that asked for two berths in a class will get them this year. Australia will have two entries in each class.

The racing will start on Saturday, September 19 and continue through to Sunday, September 27. Eleven fleet races are scheduled for each event,

The 10 classes racing here in September, with expected fleet size in brackets, are:

- Soling three-handed keelboat, open (14 boats) - fleet racing offshore, match-racing Sydney Harbour.
- Tornado double-handed catamaran, open (20) - fleet racing offshore.
- Finn single-handed dinghy, men (20) - fleet racing offshore.
- 49er double-handed skiff, open (25) - fleet racing Sydney Harbour.
- 470 double-handed dinghy, men (23) - fleet racing, Harbour.
- 470 double-handed dinghy, women (18) - fleet racing, Harbour.
- Laser single-handed dinghy, open (39) - fleet racing, Harbour.
- Europe single-handed dinghy, women (32) - fleet racing, Harbour.
- Mistral sailboard, men (31) - fleet racing, Harbour.
- Mistral sailboard, women (22) - fleet racing, Harbour.

except the 49er for which 16 races have been scheduled and the Soling for which six fleet races are scheduled followed by match racing round-robins, semi-finals and finals. There will be no Sydney club harbour or offshore racing during this time.

The Test Regatta will be sailed on the same course areas planned for Sydney 2000 - two offshore and four within Sydney Harbour. The Solings will race offshore or on a course between Sydney Heads and will then move to Farm Cove for the match-racing.

The Mistral sailboards and Europe dinghies will race in an area to the east of Bradley's Head while the 49ers will be down the Harbour near Neilsen Park. There will be another course near Manly for the Lasers and 470s. The Tornado and Finn classes will use the offshore courses as well as Harbour courses. Courses will be the trapezoid and windward/leeward courses introduced at Savannah for the Atlanta Games, except for the 49ers and Tornados which will race windward/leeward courses.

Conduct of the Olympic Test Regattas and the Sydney 2000 Regatta will be largely in the hands of experienced club volunteers, as has been the case at all recent Olympics. To conduct this year's Olympic Test regatta, there will be 186 water-based volunteers plus 35 land-based sports volunteers. In addition, SOCOG needs a further 100 general volunteers to ensure the smooth running of the regatta. Some 70 official boats will be used on the courses. Starting teams are being provided by volunteer members of major Sydney yacht clubs, including the Royal Sydney

Yacht Squadron, the Cruising Yacht Club of Australia and Middle Harbour Yacht Club, Royal Prince Edward Yacht Club and the Royal Prince Alfred Yacht Club.

The onerous task of organising and then implementing SOCOG's first official sporting event leading up to Sydney 2000 has fallen on the shoulders of Glenn Bourke, a three-times world champion in the Laser class, Australian Yachtsman of the Year, Olympic representative sailor and coach, and America's Cup and Admiral's Cup competitor. Despite the outside politics surrounding the onshore site, Bourke has done an outstanding job in organising the huge event and selling Sydney Harbour as an Olympic sailing venue here and to the International Sailing Federation.

The 1998 Olympic Test Regatta will be a great event in sailing to watch.

Olympic 470 double-handed dinghies rounding the leeward mark at the 1998 World Sailing Championship at Dubai. (Pic - SPORT The Library)



Nicholson wins 49er Worlds again

Australia's Olympic sailing squad has been in winning form on the European regatta circuit, particularly in the Star, 49er, Tornado and Laser classes. Amanda Lulham reports.

With two successive world championships victories, Chris Nicholson and Daniel Phillips must now rank strong early favourites to win the gold medal in the 49er high-performance dinghy class at the Sydney 2000 Olympics.

The Lake Macquarie sailors won the first world title for the new Olympic class in Fremantle last January and took out the second championship on the Mediterranean, off the French Riviera port of Bandol.

They will sail for the hat-trick back in Australia next January during the '99 World Championship Regatta for Olympic classes on Melbourne's Port Phillip. Outsailing a massive fleet of 112 boats at Bandol, Nicholson and Phillips headed the qualifiers for the gold fleet, winning seven of the 13 races.

They retained top place on the leader board throughout the final series

with placings of 1-2-RDG-1-7-1-6-4-2-9 - for a final score of 20.7 points. They received RDG (average points) after being forced to retire from race three after a collision with a camera boat.

This is Nicholson's fourth world sailing championship win - two in the International 505 dinghy class and now two in the Olympic 49er - and he and Phillips earlier this month were named Nortel Australian Sailors of the Year.

In a great boost for our Olympic prospects in the 49ers, three Australian crews finished in the top ten of the gold fleet - twin brothers John and Gary Boyd, also from Lake Macquarie, winning the second last race in 25 knots to finish seventh overall while Adam Beashel and Teague Czislawski from Pittwater in Sydney finished ninth overall. In addition, another Sydney crew, Sean Langman and Owen Matthew, won the bronze medal group finals.

Aussie winners at Spa Olympic Regatta

Australia's successes continued at the elite Spa Olympic Classes Regatta at Medemblik in The Netherlands, with Chris Nicholson and Daniel Phillips winning the 49ers and Colin Beashel and David Giles making a stunning comeback to the Star class.

Beashel and Giles had not competed in a Star regatta since the Atlanta Olympic regatta in Savannah where they finished with the bronze medal after leading the pointscore going into the final race. They had been concentrating on the Soling with the Star first dropped, but now reinstated for the Sydney 2000 Olympics.

Adding status to their victory, they outsailed Atlanta gold medallist Torben Grael and his crew from Brazil. The clash between Beashel and Grael was their first encounter since the Brazilian forced the Australian into a premature start in the final race at Savannah, resulting in Grael winning gold and Beashel the bronze medal.

'In other excellent results, Atlanta Olympian Michael Blackburn from Sydney placed a close second to gold medallist Robert Scheidt in the Laser single-handed'

Beashel's final scorecard read 1-3-1-2-3-7-7 for 17 points while Grael scored 2-1-8-1-2-8-9 to finish with 22 points.

Beashel said later he would not make a decision until early next year as to which class, the Star or the Soling, he will campaign in the selection trials for the Sydney Olympics. "I'm enjoying sailing both of them," said Beashel, from Sydney's Royal Prince Alfred Yacht Club on Pittwater. He added that he and Giles would contest both the Star world championship in Slovenia in September and the Soling world title in Melbourne in January.

In other excellent results, Atlanta Olympian Michael Blackburn from Sydney placed a close second to gold medallist Robert Scheidt in the Laser single-handed dinghy class while Tasmania's Nick Rogers finished third overall after the match-racing finals in the Soling keelboat class.

Nicholson and Phillips, from the Lake Macquarie Yacht Club at Belmont, NSW, backed up from an exhausting world championship campaign in Europe by coming from behind to win the 49er class at the Spa Regatta. Going into the last day they were equal first with the Finnish crew Petri Karto and Pellervo Mitolaisen, but the Finns bowed out of the contest for first by capsizing in the 18 knot breeze.

Tornado, Laser wins at Danish Regatta

The next regatta on the European circuit for most of the Australians was the Danish Tuborg Spring Cup Olympic Regatta off Copenhagen and saw class victories to Michael Blackburn in the Lasers and Darren Bundock and John Forbes in the Tornado catamarans.

For Bundock and Forbes, their win was a welcome victory following a disappointing end result at Spa after a good start. This time they never looked in doubt with a scorecard of 4-1-1-2-1-1-3, 10 pts comfortably beat the Austri-

ans Roman Hagara and Hans Peter Steinacher on 20 points.

Blackburn dominated the Lasers with a scoreboard of 3-1-1-9-14-1-1-1 to finish with 17 points, 11 points clear of the well-performed Karl Suneson from Sweden on 28 points with Norway's Per Moberg on 31 points.

Colin Beashel and David Giles also had a good result, but this time in the Solings, with James Mayo joining them to make up the crew. Along with Tasmanian Nick Rogers and his Victorian crew of Stephen Jackson and Noel Drennan, they qualified in the top six for the match-racing finals. Both won their way into the top four but this meant Aussie versus Aussie, with Beashel winning 2-0 to meet Denmark's Jesper Bank in the final.

Beashel lost the final 2-0 while Rogers also lost the petit final to Austria's Hans Spitzauen, 2-1. Nevertheless, it was an impressive effort by Australian crews.

Wittey loses Soling Match race worlds

The one major disappointment of the European circuit has been the loss by Sydney yachtsman Neville Wittey of the prestigious Infanta Christina Trophy for the Soling world match-racing championship, sailed at Rotterdam in The Netherlands. He sailed well but in the end lost because of lack of wind.

Wittey staged a courageous fight back in the round-robin when, after dropping to fifth in standings, he beat Norway's Herman Horn Johannesson in the last race to reach the semi-finals second overall with six wins and three losses.

His semi-final opponent was again the Norwegian and, after being one-all in the best-of-three race encounter, he looked to have the vital third race within his grasp when the wind died 200 metres from the finish. The Norwegian, coming from astern, slipped past to win by a boat length.

In the best-of-race final, German gold medallist Jochen Schumann beat Johannesson 3-1, with Wittey taking third place overall, beating Denmark's Stig Westergaard 2-0 in the petit final. ▲

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Pacific



The "Whitbread Report" is brought to you by
VOLVO PENTA

Paul Cayard and the crew of *EF Language* are the winners of the seventh and final Whitbread Round the World Race, which from June 1 became the Volvo Ocean Race, under entirely new ownership.

Cayard and his crew sailed like champions, and while they failed to win the final leg, they ended with a huge 138 points margin, more than could be scored by the winner of any leg of the race. The outcome had appeared obvious for some time and was sealed when the fleet reached La Rochelle at the end of the eighth leg, when *EF Language* finished ahead of *Swedish Match*. This put the issue beyond contention.

The last leg was Grant Dalton's. Racing in his fifth Whitbread, the former winner of the race with the maxi, *New Zealand Endeavour*, said that this was the toughest one he had ever sailed because of the standard of the competition, and that the victory on the last leg, which put his *Merit Cup* into second overall, began to make it all worthwhile.

"We were third," he said of his position going into the final leg, "and could have ended up fifth quite easily, but this time the dice rolled in our favour."

Cayard, finishing 15 minutes after Dalton, could afford to grin. When he left Southampton last September, he was a neophyte in this type of ocean racing, but he proved a quick learner, winning the first leg and two others to put the outcome beyond much doubt

Cayard - King of the oceans

The Whitbread Race is finally over. Forever! Bob Fisher filed this final report on the 1997-98 Race Around the World for the Volvo Trophy.



Celebrations for Paul Cayard and his crew aboard *EF Language* as they sail past Cape Horn during the Whitbread Round the World Race for the Volvo Trophy. (Pic - Rick Tomlinson).

at the end of the fifth leg, and sailing the rest with a conservative strategy.

"People who are as competitive as I am," he said, "expect to win, but I was surprised when we won the opening leg.' It was a simple statement of fact made by Paul Cayard within minutes of finishing the race in Southampton's Ocean Village. He was talking about the race as a whole and while admitting that he was surprised to have won the first leg, to Cape Town, he felt that the impetus of his campaign was such that it should have had a very good chance of success.

"My patience has expanded," said Paul, the first American skipper to win the Whitbread, "as a result of this race." He went on to explain that the strategies which he had employed didn't always show results immediately. Many of the decisions were taken after long consultations with Mark Rudiger, the navigator who has become a key player in Cayard's team. They were chess

game style decisions, made with an ultimate strategy three plays or more away.

This race hadn't always been conservative as Dalton was to point out when he described how he thought the race had changed during its 25 years history.

"When I did the Whitbread, say with Peter Blake, there was always this thing about seamanship,' he said, "where if you were pounding too much upwind you slowed down a bit - if you were a little bit out of control with the spinnaker up you took it down. And probably we carried a little bit of that into the start of this race. But its damn the torpedoes now!

"My eyes were opened when we were coming up the coast of Australia on that mad reach up from the bottom to Sydney and watching Knut, with his full sized code 4 spinnaker up, broaching time and time again, with the rig just shaking around, and knowing he had a damaged rig.

"And to me that just said, 'Forget the boats, just go for it and the boats will hang in and if they don't, well...' Seamanship is still there, but if you let that drive the way you sail the boat, you are just going to get slaughtered every six hours by Lawrie, or Paul, or whatever."

Ten minutes after *EF Language* finished, Knut Frostad sailed *Innovation Kvaerner* across the line in the River Itchen, right at the entrance of Ocean Village, for third place and fourth overall, edging out Lawrie Smith's *Silk Cut*, the next to finish, another ten minutes back, by three points. *Silk Cut*, since her dismasting has dramatically improved - by 17 points the top scorer since Brazil.

Going out of La Rochelle, Gunnar Krantz's *Swedish Match* was placed second, but lost one place on the final leg. "*Swedish Match* never got out of the blocks on this leg," explained Dalton, while Krantz said, "I hope Dalton is buying Lawrie's crew dinner tonight."

But for the intervention of *Silk Cut*, Krantz would have been runner-up. Maybe he has the last laugh, as one of the executives of his sponsors, *Swedish Match*, said, "Cayard can only make one step in racing in four years time - down; Gunnar can climb two and we will back him again."

Dennis Conner, who sailed the last leg as co-skipper on his *Toshiba* with Paul Standbridge, admitted he was disappointed with sixth place on the leg, but reiterated his statement that this was the number one race in yachting.

Conner indicated that he will once again lead a team in four years time. He was unstinting and sincere in his praise for Paul Cayard. "I would like to take this opportunity to say how proud I am of Paul Cayard. I have been a fan of his for a long time. He sailed with me on *Stars and Stripes* in the last America's Cup.

"He's won the biggest prize in yacht-

ing. A lot of people don't know what that is and that's the Star World Championships. After many years of competing against the top order of the America's Cup and winning a lot of championships, I think that it's time in sailing that he got this well deserved victory and good on you Paul."

Paul was gracious in victory. "It's a special moment for sure! To win the race was extra special and I am sure it has not all sunk in yet and I know from having been in a lot of big races like Dennis said, that it takes a certain amount of luck to do what we did on *EF Language*," Paul said.

"We are happy and I guess I would like to congratulate the competitors. A race isn't worth winning unless the people you are racing against are really tough and very good. We have a full line up here of highly credentialed skippers and crews and support teams, and that makes the victory worth winning."

He continued, "I know that my background really helped me more than my lack of offshore experience hurt me. My background in two-boat testing and sail development, just maximising the use of every minute I have at my disposal, and my team's mentality being the same, was the key factor for us to win.

"For me winning an offshore race like this really widens my career. I've been a buoy sailor, an America's Cup sailor, an Olympics sailor, for 30 years. Now I was very fortunate to win an offshore race and so, I think that when I look back on my career when I am a little older I will be very happy to have been so well rounded.

"Paul is a natural leader," Magnus Olsson said, "a good short course sailor who has managed a lot of people in stressful situations. We Whitbread veterans need input from other sailors, particularly in sail testing programs. I



New Zealander Grant Dalton skippered Merit Cup to victory on the final leg of the Whitbread Race. (Pic - Carlo Borlenghi).

believe that skippers should concentrate on sailing the boat and not on having to organise the project."

He grinned when he added, "The moment when we knew we could win the race was the day we sold Smith." He added, "We sold him for good money," and grinned again.

Roy Heiner, whose *Brunel Sunergy* was seventh home, said there were three things he felt he should do while competing in the race, "Grow a beard, see an iceberg, and go round Cape Horn in 50 knots of wind." As he had accomplished none of these, he would be back in four years time.

Chessie Racing had a disappointing final leg. "*Chessie* dialed herself out at ten o'clock on Saturday morning," said Dalton after the finish, and explained how two tacks had been the American boat's undoing. John Kostecky, who has already signed to skipper *Illbruck-Pinta* in the Volvo Ocean Race, showed his disappointment, "Ten points adrift of fourth and now all lost. Of course it doesn't feel good, but we got what we deserved. That may sound harsh but it's honest.

"The guys in front are great sailors, it was no fluke that they were there. There were lots of missed opportunities. It's a big campaign, lots of people and it takes lots of planning. The winner won this race before it was even started.'"

"We are happy and I guess I would like to congratulate the competitors. A race isn't worth winning unless the people you are racing against are really tough and very good."

SYDNEY INTERNATIONAL BOAT SHOW

Larger marina at SYDNEY BOAT SHOW

It's Boat Show time around Australia. Melbourne has held its show, now it's the Sydney International Boat Show at Darling Harbour from Thursday, July 23 through to Tuesday, July 28. It's worth a visit.

More than 130 boats, among them luxury yachts, cruisers and powerboats, will be displayed at this year's Sydney International Boat Show's floating marina. The marina, using for the first time the new facility installed by the Darling Harbour Authority, will see the big boats moored on the eastern side of Cockle Bay instead of the shopping centre side as has been the case previously.

Organisers, the Boating Industry Association of NSW, believe the new marina will prove a hit with show visitors. It will be the largest floating marina display in the show's 10 years at Darling Harbour.

Among the yachts on display will be three new Beneteau luxury cruiser/racer yachts, the first Bavaria cruising yacht to be imported to Australia by North South Yachts, and possibly one or two of the Sydney yachts built by Bashford International.

In the halls, there will be a vast range of yachting equipment, including the latest Volvo and Nanni diesel marine engines, RFD safety gear and Ronstan go-fast yachting gear. The Yachting Association of NSW will have an excellent information stand, including up to six popular family dinghy and catamaran classes.

Bavaria and X-Yachts Australia bound

Bavaria Yachts have gained a reputation in Europe for building performance cruising yachts which are strong, very well finished, seakindly and a pleasure to sail. Designed by J and J Design, they exhibit graceful lines in a powerful, well balanced hull and have numerous long distance voyages to their credit. These include a Bavaria 39 winning her class in the 1995 ARC (Transatlantic race for cruisers) and have won numerous Boat of the Year awards.

The new Australian agent for Bavaria and X-Yachts, North South Yachting on Pittwater, has imported the first Bavaria 41 and this will be on display at the Sydney Boat Show. Two Bavaria 38s have been sold and will arrive in November. The full range, which consist of aft cockpit yachts from 32 to 46 feet LOA and two centre cockpit designs of 38 feet and 42 feet LOA, will follow.

North South Yachting will receive the first of the X-Yachts, the world class racing yachts from Denmark, in September. X-Yachts forged a reputation in the 1980s and into the 1990s



Bavaria Yachts with the Australian debut at the Sydney Boat Show

by winning ten world championships in the IOR Three-quarter Ton Cup and One Ton Cup competition.

More recently X-Yachts have focused on their range of exquisitely built and finished performance cruising yachts from 30 to 61 feet LOA. These boats have retained X-Yachts' winning ways, demonstrating that it is possible to have cruising comfort, racing success and a high residual value.

Further information: North South Yachting, Bayview

Anchorage on Pittwater, 1714 Pittwater Road, Bayview.
Phone: 02 9979 3266. Fax: 02 9979 3244.

Northshore Yachts select Nanni Diesel

Sydney Yachting Centre, builders of the Northshore range of yachts, have selected the new Nanni Diesel engine for their latest launching - the Northshore 380 Sports which will on display at the Boat Show.

The yacht has a 29hp Nanni Diesel sail drive engine, with Sydney Yachting Centre general manager Bob Vinks commenting: "We selected Nanni because the engine was easy to install and represented good value for money. We have used Nanni deisels on all our yachts and they have proved to be very, very reliable. The people at Nanni Diesel are easy to deal with, have good spares back-up, and provide excellent after-sales service."

A standard Northshore 380 which will following the 380 Sports into the water in the next few weeks, will also be fitted with a Nanni Diesel 29hp sail drive engine.

Nanni Diesel will be at the Sydney Boat Show with a range of engines, but further information can be obtained by phoning 02 9319 5222.

Three new yachts from Beneteau

Beneteau - Vicsail will have three new models on the Cockle Bay marina - two of them already sold to keen racing enthusiasts in Sydney. The new yachts are the:

- Beneteau First 40.7, designed by Bruce Farr & Associates for Chantiers Beneteau in France as a production cruising yacht with options to orient the boat towards racing. Both cruising and racing versions offer three double cabins and a saloon, with a galley and navigation station - designed to be comfortable, elegant and, above all, functional. Cruising enthusiasts will find removable extra cockpit lockers, a furling genoa and a full batten mainsail. The Beneteau First 40.7 is priced from \$315,000 with a Volvo 28hp diesel, from \$318,000 with the Volvo 38hp.

- Oceanis 411 Clipper, designed by Groupe Finot for blue-water cruising, is the successor to the Oceanis 400, the most popular yacht of her size ever produced by Beneteau. The new Oceanis 411 is a roomy boat with a spacious, elegant saloon, 6ft 3in headroom, wide berths both fore and aft, and a well-appointed galley. Beneteau - Vicsail have sold two already, at a price from \$300,000.

Lightweight liferaft on RFD stand

Specialist safety equipment supplier, RFD (Australia) Pty Ltd will be displaying examples from its large range of inflatable liferafts, inflatable boats, lifejackets, EPIRBs, strobe lights, clocks and barometers and many other accessories.

The RFD Prosaver range of liferafts is worth a look, especially for racing yachties who want to save every last bit of weight. Even an eight person raft, fully packed and certificated to AYF standards, weighs only 32kg. The Prosaver is reputed to be the lightest liferaft in the world.

RFD will be in Hall 1, Stand 226, at the Sydney Boat Show.

BAVARIA YACHTS



BAVARIA 41 \$305,000

COMFORT, GRACE, STRENGTH AND PERFORMANCE AT AN EXCEPTIONAL PRICE!

This latest generation of Bavaria Yachts designed by J and J has produced timeless sleek and powerful yachts which represent a state-of-the-art combination of fast cruising performance and handling.

With typical German attention to quality, Bavaria Yachts offer superb construction, excellent quality of finish and genuine off-shore capability. At the same time, clever and efficient production methods mean that these quality yachts can be offered at an exceptional price.

Already renowned throughout Europe in 1995, a Bavaria 39 (now the 38 exclusive) won its division in the ARC (Atlantic race for cruisers) and in the German die Yacht magazine boat of the year awards, the Bavaria 41 placed 2nd in the over 40' class against Swan Baltic, Hallberg Rassey and Jenneau. In 1996 the 32 won its class and this year the Bavaria 35 exclusive and centre cockpit 38 Ocean won their classes respectively.

All Yachts are built in excess of Germanischer Lloyd and carry a five-year hull warranty. Foam sandwich technology used in the construction of ice breakers is used throughout the range including S glass and kevlar reinforcing to the forebody and keel areas to protect against collision and grounding damage.

The first of the New Bavaria generation will be arriving in Australia in June and attractive incentives will be offered to purchasers of the first demonstration yachts.

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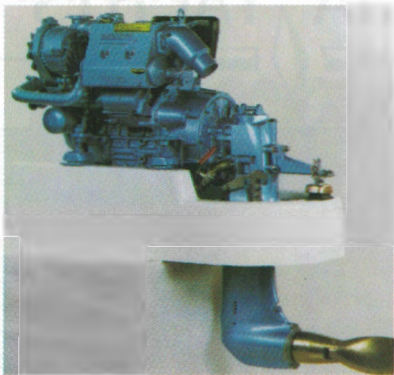
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BAVARIA 38 \$249,000



BAVARIA 35 EXCLUSIVE \$217,000



Left: The Navini Diesel 29hp sail drive which is being fitted to the latest boats in the Northshore range of yachts.

New electronics from New Zealand

Among the vast range of electronic equipment at the Boat Show will be the new range from New Zealand based Talon Technology, including the updated Tracker 900 chartplotter which now sells at a reduced RRP of \$1600 and the Tracker 500 GPS at a market leader RRP of \$600, which includes a 12 channel receiver. More information from Marc Michel on 02 9818 8382.

Catalina Yachts on expanded marina

Catalina Yachts, along with Ausail Yacht Charters and Sailing School, will be exhibiting on the new enlarged marina on the eastern side of Cockle Bay, with some interesting promotional offers.

For example, if you purchase a Catalina yacht larger than a 32-footer at the Sydney Boat Show you will receive a free Catalina Capri 16.5. Thus you can experience luxury sailing on aboard a Catalina cruiser and the exhilaration of dinghy sailing - certainly a winner for the family.

Three Capri 16.5s, which are used for dinghy sail training at Ausail's sailing school, will be at the Boat Show for demonstration sails on Cockle Bay. The Catalina yachts on display will include the C28 Mk II, C320, C380 and C42 Mk II.

If you make a booking at the Boat Show for a weekend charter on a luxury Catalina with Ausail Yacht Charters,

Right: Below decks layout of the Beneteau First 40.7 which will be on display at the Sydney International Boat Show. This boat has already been racing impressively in the CYCA's BMW Sydney Winter Pointscore.

either in Sydney Harbour or Pittwater, then Ausail will give you an extra day free.

Book an introductory learn-to-sail course with Ausail Sailing School at the Boat Show and they will give you the first lesson of your competent crew course free.

Further information: The Catalina Anchorage, The Spit, Mosman, phone: 02 9960 5511, fax 02 9960 6065 or e-mail: catalina.com.au

AMI Marine Sales showing DAVCO winch systems

AMI Marine Sales of Rozelle will be exhibiting for the first time the DAVCO range of winch systems, davits and cranes at the Sydney Boat Show.

This will complement the quality range of specialist products, including Sidepower bow and stern thrusters, Raitan toilet and sewerage treatment systems, Oceanmarine air conditioners and desalinators and IIT night vision units.

Quin Marine on course from Adelaide

It's a long haul from Port Adelaide to Sydney for the Boat Show, but Quin Marine's staff seem to navigate the inland highways as well as the electronic equipment they sell helps boat owners plot a safe course at sea.

Quin Marine stand at the Sydney Boat Show will again focus on Koden radars, as the Australian agents of this leading marine electronics company. As they say, the best GPS chartplotter in the world is fine for what it does, but that same piece of sophisticated equipment can't tell you what is between your boat and your destination, partic-



ularly at night or in poor visibility caused by heavy rain, fog or mist.

Quin Marine will be featuring the Koden MDL-7 high resolution and non-glare LCD radar. While cheapest in price of the range, this unit is ultra-slim, compact and reliable. Among its many features are an alarm, 12-ranges from 1/8 to 16 nautical miles. Power output is 1.5kW and the unit comes with a 0.9 ft Radome.

The MDL-7 has sister Video Sounder and GPS Chart Plotter units in the suite which makes for an attractive and compact threesome or in a flush mounted arrangement.

For further information on the proven range of Koden radars, see John Coe or Graham Mills at the Sydney Boat Show or call Quin Marine toll free on 1800 811 303.

New Coursemaster CM420 autopilot

Designed and built in Australia for yachts and powerboats up to 14 metres (45') long, the new Coursemaster CM420 autopilot will be among a comprehensive display of electronic equipment by Coursemaster Autopilots at the Boat Show.

With a touch of a key, the Coursemaster CM420 Autopilot will steer your boat effortlessly, interfacing with GPS and chart plotters. The unit sells for \$2092 through Coursemaster's Australia-wide network of dealers.

Further information from Coursemaster Autopilots, phone 02 9417, fax 02 9417 755 or e-mail on cmsales@coursemaster.com

Stainless "T" Rings from Navtec Norseman Gibb

Navtec Norseman Gibb have added to their comprehensive range of mast connection terminals with a range of specialised "T" Rings, designed for new applications with advanced high performance ropes, which have the strength to support rigging applications. In these instances, the rope can be connected to the new "T" Ring, which can be locked into the mast side wall.

Further information from Barlow Distributors (Australia), phone 02 9318 2128 or fax 02 9319 1858. ▲

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Sheer Driving Pleasure

The CYCA's changing face of membership

Many women are now not only active sailors with the Cruising Yacht Club of Australia but also accepted as Full Members. But it was a hard, protracted fight for them to achieve this status, as Lisa Smith found when she researched the CYCA archives.

When Sheila Cohen (née Patrick), an accomplished yachtswoman, sailing journalist and boat owner applied for full membership at the Cruising Yacht Club of Australia in 1949, letters of protest were submitted to the Secretary of the Club outlining the reasons why her application should be rejected.

One letter stated: "as this Club by its programme is primarily interested in ocean racing, there is no capacity for female members other than in a social capacity, as the outside conditions are so tough that no gentleman would bring along a female member of his crew." (November 14, 1949).

Eventually, Sheila was granted full membership status but only after she threatened to resign from the Club all together, following her inadvertent inclusion in the associates category and subsequent insistence by the Club that she remain in this category despite her being a boat owner.

Today's young women - and men - find comments like this comical and hard to believe because, in 1998 yacht clubs throughout Australia have thrown open their doors to attract female members, and most boats are sailing with women aboard. In terms of the CYCA's membership base since its inception in 1944, this is the single biggest change to have occurred in the past 54 years.

Current President of the Associates' Committee, Jeannette York, was one of the few women to begin ocean racing out of the CYCA during the 1940's. "Although there weren't many of us, we were encouraged to ocean race, but not to become members of what was considered a man's Club," remembers Jeannette.



Sheila Cohen helming her 18-foot Jubilee Southwind on Sydney Harbour in 1938 with crew member Patsy Aspinall. Southwind raced in competitions organised by the Royal Sydney Yacht Squadron.

She believes that pioneering, able women like Sheila Cohen and those women who took part in the earliest Sydney to Hobart Races, made an invaluable contribution to the acceptance of women in the sport and as full Club members. But those women had to display great skills to gain the respect they deserved and they had to have a real sense of humour to mix in with the men. "When Sheila was sailing with her all-girl crew on Sydney Harbour, the guys would sail over and start whistling but would blush and tack away when they heard the colourful language coming from her mouth," Jeannette recalls.

In the early 1980's when Lindsay Marwood first began sailing out of the CYCA, she found crew positions were pretty much a closed shop for women. "It was hard to get the experience and therefore the skills to be taken serious-

ly. I found that most women were only accepted on board as cooks," she said.

These days Lindsay's impressive sailing resumé guarantees she is taken seriously. She has completed nine Sydney to Hobart Races, including the 1992 Sydney to Hobart Race as part of the all-women crew on board *Ella Bache*, and was preparing for the 1997/98 Whitbread Race on board *Elle Racing* when the campaign was cut short.

During the past decade, the number of female members has steadily risen in line with the growing appeal of the sport and its culture, with the biggest increases in full membership and crew membership category. While the associates category, established in 1952 for the wives and daughters of sailing members, has maintained its numbers over the years and continues to provide an important support and

social role for the Club, sailing membership is on the rise.

Records show there were close to 200 female members in 1988, the majority in the associates/sailing associates category. Ten years later, there are 461 female members across all categories. But while the number of women becoming active members is increasing, there is only a handful of female boat owners on the CYCA marina.

Julie Hodder, part-owner of the Farr 50 *Morning Mist III*, believes that the cost of owning a boat and the commitment required is prohibitive to women. "With men still largely occupying management positions, they tend to be better paid and can therefore afford to buy a boat. Also, women usually drop out of sailing when the couple decides to have children, which means they don't progress to become boat owners," said Julie.

While the biggest change in the Club's membership portfolio has been the huge influx of women, procedures and protocol have changed to make the CYCA more friendly and accessible to young, professional people looking for a sport and a club to belong to.

Rather than be directed by formality like some much older established yacht clubs, the CYCA's aim has always been to maintain its reputation as the

country's leading bluewater racing club. At the same time, the Club has expanded its sailing activities to provide a full sailing calendar of harbour as well as offshore races. The CYCA's winter series is the biggest in the nation and, like the summer twilights, is fully supported by an active membership.

To encourage participation in the extensive sailing calendar offered by the Club, a new membership category was introduced in 1993. Crew Membership, a three-year program which eventually leads into full membership, was designed to give regular wage earners' access to a sport which promotes a healthy, active lifestyle, complemented by an invigorating social scene.

While membership categories have shifted, behavioural changes within these categories have also taken place. As life member and famous waterfront character Boy Messenger put it, "other than one group of regulars, members don't have time to meet up at the CYCA three or four times a week anymore."

Thirty-four year Club member Tony Cable, "the oldest foredeck hand in the business", maintains that the bigger fleet sizes and therefore the increased number of crew positions available, has lessened the sense of



Full time EastSail instructor Lindsay Marwood.

camaraderie he experienced in the "old days".

"When I joined the Club at 21 in 1964 it was hard to get on a yacht and be accepted as part of a regular crew until you were tested for good seamanship and compatibility. Once you were accepted, you stuck with that crew, worked on the boat in your spare time and developed close camaraderie as well as intense rivalry with particular yachts," Tony said.

It seems today's members are unconcerned with the issue of access to sailing based on gender, age, or any other defining characteristic.

Yacht clubs throughout Australia are currently enjoying an overall resurgence of interest in sailing. For the Cruising Yacht Club, participation in the full calendar of summer and winter harbour and offshore races is increasing across the board with this year's fleets setting new records.

Besides the vigorous social and racing program, the Club's proximity to the Rushcutters Bay Olympic sailing venue and its reputation for staging world class events is also making membership an attractive prospect leading up to the Year 2000.

Current total membership of the CYCA is 2,045 as the Club moves towards the Olympic Games and a major refurbishment in 1999 to the Clubhouse and marina which will mean better facilities, improved security and additional member benefits leading into the new millennium. ▲

"Although there weren't many of us, we were encouraged to ocean race, but not to become members of what was considered a man's Club," remembers Jeannette.

The Founding Meeting of the Ladies' Auxillary (now called the Associates Committee) held at the CYCA in Septemeber 1963. Jeannette York is the first on the left.



Because it's not the easiest way to
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The annual Telstra Sydney to Hobart Yacht Race is internationally renowned as a test of human endurance. Which is where Telstra comes in.

As part of Telstra's ongoing involvement with the competition, many of the yachts in the 1997 Race have been fitted with the latest Satcom-C™ and

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Apart from providing unprecedented race coverage on the internet, this technology will also ensure greater safety for participants in an event that will be easier than ever for organisers, media and the public to feel a part of.

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Sydney Harbour & Pittwater

Sydneysiders and visitors to the Olympic city are making greater use of these magnificent waterways than ever before, reports David Lockwood.

Sailing down Sydney's Middle Harbour on a sunny afternoon with Ausail which has an extensive fleet of Catalina yachts for charter on Sydney Harbour and Pittwater.



Sydney's charter boat operators have never had it so good. Everyone from jet-setting executives to bounding backpackers, enterprising entrepreneurs to curious locals are flocking to Sydney Harbour. And it's something you can do, too - at a whim, on a budget, in style, with a charter yacht.

Head for one of Sydney's charter-yacht companies and you can set sail on the latest French, American and Australian yachts for only a pittance of the cost of owning one. All you need is sailing ability, a few crew (as if they will be hard to find), and as little as a half-day to spare.

Typically, Sydney's charter companies offer ways in and out on the water. They propose sailing lessons for budding newchums, team-building programs for corporate tums, and chic bareboat yachts for those who are already a dab-hand.

While overnight and week-long yacht charters are available, most city

sailors are making chartering a spur-of-the-moment thing. Day trip's are all the rage in Sydney and often taken after less than a day's notice.

When the wind is blowing and the sky is blue, sailors think of sailing, of course. Nowadays, however, many of them are thinking of sailing with a charter company.

At Rushcutters Bay, a day's charter is often part of a whole experience by the waterfront. This begins with coffee and a hot breakfast on the deck and ends with a new appreciation for the harbour. The bit in the middle - the sailing, swimming and doing lunch with a glass of bubbly at Store Beach - forever remains the highlight.

Should you choose to stay out for a night or two, most charter companies will supply you with everything, including food and refreshments, to make it as comfortable as possible. Some require than you bring only a towel and change of clothes, others will tell you to

bring the linen and mobile phone to book a table at a waterfront eatery.

With more restaurants and better facilities around the harbour, the overnighting option is bound to become more popular in Sydney as we head for Year 2000. The extra cost for overnighting on a 35-foot yacht is only about \$100. Though you can't cruise around after sunset, you still have the time in summer (till 8.00pm) to find an anchorage near a restaurant.

Either way, the yachts for hire in Sydney are stylish enough to cut it with those in the best ports anywhere in the world. Not only has Sydney's charter-yacht fleet doubled in size in just two years, it's grown in stature and significantly upped the style factor to meet, well, Olympic expectations.

East Sail at Rushcutters Bay has expanded its fleet from 12 to 26 yachts in the last two years. The newness of its yachts is a big asset, says the downtown charter company, and it endeavours to

replace its yachts after just four to five years of service. The East Sail charter fleet includes five Cavalier 350SLs, four Robertson 31s and lots of Beneteaus - a little 285, six 33.7s, a 351, two 40-footers (centre and aft cockpit versions), three 42s7s, a 461 and a glorious 50-footer.

Of course, the most appealing thing about chartering is that it's a walk-on/walk-off affair. At the end of the day, you leave with the warm memories and the kisses from the sun, knowing you have to deal with none of the hassles of boat maintenance that can hang like a dark cloud over the experience.

Promoting as much is Ausail at The Spit. It has increased its flotilla of Catalina charter yachts from 25 to 42ft from just three to 11 in the last two years. "Many are being hired for corporate meetings," explains Mandy Higgins.

"We've had foreign investors take them out to look at the waterfront real estate. But even the locals are now realising that a yacht is the only way to see the new Harbour."

But the way Steffan Jacob from the Kookaburra Challenge Group sees it, professionals are the ones mostly heading for the Harbour. Using America's Cup 12-Metre yachts and a mothership, his corporate sailing business has "really taken off," Jacob says.

No matter. Whatever your motive, a yacht charter company is your ticket to discover the new Sydney Harbour. It's cleaner than ever, graced with more waterfront restaurants, with newly developed foreshores and is primed for better facilities as we sail towards the new millennium.

AUSAIL AT THE SPIT & PITTWATER:

You can learn to sail inshore and out, do lunch, spend a week or weekend away, stage a corporate or team-building exercise, the Christmas party or wedding night, even stow away on a yacht tied to a mooring if you can't sail.

Ausail's fleet at The Spit and on Pittwater includes 22 American-made Catalina yachts from 25 to 42 ft, featuring large cockpits and cabins. To charter them requires a level of competency equivalent to an Inshore Skippers Course and costs from \$130 for a half-day on a 25-footer to \$800 a day in summer on a 40 or 42-footer, plus a bond.



Fleet of East Sail yachts during a corporate sailing day on Sydney Harbour.

Week-long charters cost from \$1,650 to \$5,200. Skipper hire is \$25 an hour, and provisioning typically includes gourmet food platters, top-shelf wines and crisp linen.

And, nothing surer, you will end up back at the Middle Harbour Yacht Club for the apres-sail and toe-tapping jazz band in summer. Details: (02) 9960 6786.

EAST SAIL AT RUSHCUTTERS BAY:

The mover and shaker in the Harbour yacht-charter business, with 26 yachts from 28 to 50 ft, a team of professional skippers, a bustling sailing school, lots of corporate regatta and team-building events, and a bareboat chartering business which is the pick in Sydney. You only need bring a towel and change of clothes, the rest (including seafood platters and refreshments) can be ordered before you set sail.

The way into the yachting world at East Sail is with its Introductory Sailing Course, \$380 for 18-hours tuition. It's a ticket into a calendar of social and racing events, including Harbour Lights, a four-hour night sail costing \$80 including light supper and drinks; Ocean Experience, a day's offshore sailing for \$120; Twilight racing every Monday, Wednesday and Friday in summer for \$35; Monday spinnaker races in summer for \$40; and the Sydney-Hobart, Gold Coast and Whitsunday ocean cruises if you're really keen.

SUNSAIL AT LAVENDER BAY: Half the fleet of 15 yachts - Beneteaus and Jeanneaus - are less than three years

old. Social twilight sailing on Wednesday nights in summer costs around \$50 per person, which includes a skipper on your yacht and a BBQ at sunset. There's also Sunday social sailing for \$40 on a Farr 36 yacht in winter. Details: Sunsail, (02) 9955 6400.

SYDNEY BY SAIL AT DARLING HARBOUR:

New kid on the block with a Northshore 34, Northshore 38 and a Beneteau 351, all under 12 months old and available for charter. The 34 footer costs from \$270 for a half day on the weekend while the Beneteau is \$630 for a full day in summer. Gourmet meals are easily arranged.

Sydney By Sail, owned by Olympian Matt Hayes also offers sail training based offshore charters aboard the 20 metre pocket maxi, *Team Jaguar*, winner of the 1991 Sydney to Hobart and the 1997 Sydney to Lord Howe Island Race. Details: (02) 9552 7561 or email at sydsail@enternet.com.au. Check the website at sydneyysail.com

KOOKABURRA CHALLENGE: The corporate race programs are the big deal here. Staged aboard 12-metre America's Cup yachts, which are actually 67-feet long, you get to rub shoulders with seasoned America's Cup crews and heavies such as helmsman Iain Murray. As part of a team of up to 20 crew, you're transferred from the mothership to the race yachts for steering, grinding and trimming 2,000 feet of working sail. Details: Kookaburra on the harbour (02) 9211 8884. ▲



More Turkey *for me please!*

A flotilla of five yachts, with crews primarily from the Cruising Yacht Club of Australia, recently cruised the Mediterranean coast of Turkey between Marmaris and Antalya. Report and pictures by organiser Trevor Joyce.

The cruise covered a "rum line" distance of about 180 miles in excellent charter yachts, past magnificent coastal scenery and with regular ports of call to sample the local hospitality.

The accompanying wave of buying in carpet and jewelry shops had a significant and positive impact on the otherwise floundering Turkish balance of payments!

CYCA Vice Commodore Hans Sommer gave this description after returning to Sydney: "I've done several fantastic trips with Trevor over the years; Greek Islands, Turkey and The Caribbean, and this one will stack up against the best of them in my memory. The yachts, the sailing, the scenery, the people and the organisation of the trip were all spot on."

Turkey is an enormous country, almost 4,000 km east to west and 1,000 km north to south, with a population in the order of 60 million people. Through more than 4000 years of history anyone and everyone with aspirations of territorial conquest marched forwards and back-

wards across the countryside and around the coasts.

Today a trail of ruined cities, castles, forts and ports remains for us to scramble over. In spite of a somewhat shabby exterior, things somehow get done, but forget about trying to figure out how.

Turkey is not a place to go on a diet. Restaurant food offers a lot of choice and even the simple tomato tastes "real". The traditional entree, or meze is based on fresh vegetables, salsa, fetta cheese and olives, creamy yogurt dips and bread. Main courses feature chicken, lamb, goat, and fish. Denise Wilson said, "our favorite was tuna baked in a case of molded rock salt broken open to reveal the most mouth watering tender fish we have ever eaten".

The yachts we chartered were owned and operated by Setur, part of a conglomerate that accounts for a large slice of Turkish gross domestic product. A high level of professionalism was evident in the management of the 30 yacht fleet.

We chartered three Beneteau Oceanis 461's and two Beneteau 50's on a one way basis so we didn't have to double back into the prevailing wind.

Turkey is one of the few countries left in the world with a currency that is declining in value against the Australian Dollar, and at 150,000 to the AUD you get to feel pretty rich when the dinner bill comes to 5,000,000 Lira, each. In fact Turkey is not as cheap as its reputation might have you believe, with a dinner costing in the range of \$20-\$40 per person including meze, main course and wine, (maybe the wine was the problem).

While on the subject of money the two weeks on the yacht cost on average \$2,275 per person, including the one way drop off fee, Turkish transit log, VAT and the group escort. Running the kitty on the yacht for the meals we had on board, usually breakfast and one other meal, marina fees, water and fuel, cost an additional \$150 per person for the two weeks.



Above: The south-western Mediterranean Coast of Turkey. Right: Included in our itinerary rather by accident than by design was the Greek Island of Kastalorezo, where we were greeted by the smiling Vangelis with "welcome to Europe", after our four mile crossing from Kas in Turkey. In spite of the Turkish flag we were welcomed with open arms by a community that has largely relocated to Kingsford in Sydney. Greek entry formalities were quick and cheap at \$20 per yacht for the night. "Going to Greece for lunch" was novel and the lobster was superb, even if Vangelis got at us at \$65 per kilo.

Airfares to Turkey are at an all time low, (on this occasion \$1,950 per person, Sydney Istanbul Sydney including one domestic sector) and are set to drop further as a rather perverse result of the Asian financial crisis. The Australian Dollar cost of a sailing holiday in Turkey in 1999 is therefore not going to change much as a result of the recent dive in the value of our currency.

The best time to sail in Turkey is in late spring, (May to end of June), and in late summer (September to the end of October). We chose the end of May to catch the yachts at the beginning of what is a pretty frantic season.

The prevailing breezes are supposed to be from the north-west but we encountered quite a few southerlies, although never more than about 15 knots. Wind strength decreases as you go east and we actually motored a fair bit. We used 120 liters of diesel in two weeks at a cost of about \$100.

Left: Rear Commodore Hans Sommer tried his hand at a Turkish obstacle course, blind folded, and finished up with his foot in a bucket of water strategically placed by the school kids who came and danced for us to celebrate Doreen Cooper's birthday.



For more information on sailing in Turkey call Trevor Joyce at Mariner Sailing on 02 9412 3883, fax 9412 4688 or e-mail Marinjoy@Compuserve.com Mariner Sailing is the exclusive representative of Setur in Australia. ▲



Below: The inaugural Turkey Gobblers Classic Yacht Race, held between Kalkan and Kas, was won by a combined Elusive, Never a Dull Moment crew, with the yacht re-named Elusive Moment. CYCA Rear Commodore John Messenger on White Rabbit officiated at the start and finish and the handicap result was a remarkably near thing considering the limited performance information available.





The Turkish coastline is truly spectacular with the Altay Mountains (the higher peaks still with snow on them) plunging hundreds of metres into the sea. As you go east the country gets drier but in Fethiye Bay the hillsides are lushly wooded.



Mariner Sailing offers a wide range of boating options in Turkey

- Flotilla Sailing on fully escorted cruises in May and September 1999 which can be booked by the yacht or by the cabin.

- Bareboat charter of Beneteau yachts from 30 - 50 ft. with one way options available between any two Setur bases.

Setur operate their own fleet of Beneteau yachts ranging in size from 32-50ft and priced from \$2,995 per week.

- Charter of traditional Turkish gulets for 6-20 people on a sole charter basis.
- Cabin charter on scheduled departures every Sunday in season. The standard itinerary is for 7 nights & 6 full days.

Traditional Turkish gulets, (fully air-conditioned) range in size from 65 -100 ft. and cost from \$A4,550 per week. These rates include crew and all running expenses but exclude meals and drinks. Prices are higher in the June to September period.

Cabin charter starts from \$A920 per person per week on a twin share basis and including all meals.

Mariner Sailing will guarantee prices in \$A on all bookings for 1999 confirmed with a 50% deposit before December 31, 1998. Charter rates for bookings made after December 31 will be subject to increase.

Mariner Sailing is backed by 20 years experience sailing the coast of Turkey and the Greek Islands. Our knowledge is your insurance.

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E-Mail: Marinjoy@compuserve.com A.C.N.002 858 880

- TT Travel Services have their own office in Istanbul and offer a comprehensive range of travel services to Turkey including flights with Singapore Airlines, transfers, hotel accommodation, car hire, overland tours and excursions.

- Mariner Sailing and T T Travel Services will offer very special fly and sail packages to Turkey in 1999 with prices from less than \$4,000 per person including flights and two weeks bareboat yacht charter. Overland packages from Istanbul to Marmaris and into Central Anatolia can be added on an optional basis.

Call TT Travel Services

Telephone: (02) 9212 5655 Fax: (02) 9281 2979

E-Mail: Transtur@ozemail.com.au

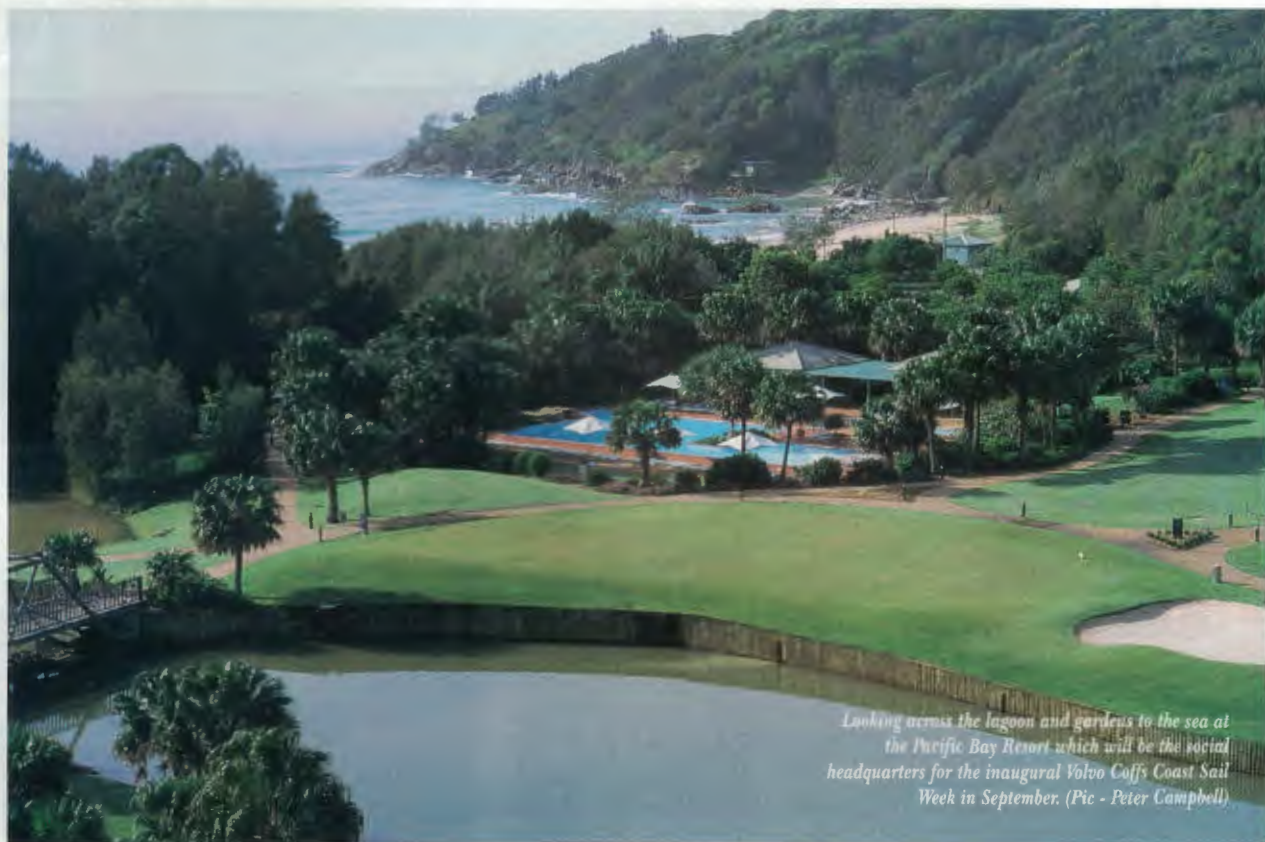
Web Site <http://www.ozemail.com.au/~transtur>,

Address: Suite 301/410 Elizabeth St. Sydney 2000

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A regatta for all reasons

The inaugural Volvo Coffs Coast Sail Week in September has many attributes to make it an outstanding new event on the offshore yachting calendar, writes Peter Campbell after a recent visit.



Looking across the lagoon and gardens to the sea at the Pacific Bay Resort which will be the social headquarters for the inaugural Volvo Coffs Coast Sail Week in September. (Pic - Peter Campbell)

There is a lot more to establishing a successful offshore racing regatta than fair winds and competitive fleets. As the founders of such great regattas as Antigua Week in the Americas and the Hayman Island Big Boat Series and Hamilton Island Race Week in the Whitsundays of Far North Queensland will tell you, an attractive venue, warm hospitality and fun ashore are essential ingredients in achieving a successful regatta - and an ongoing one.

To achieve that ongoing success, organisers must also make the event appealing to everyone concerned - the yacht owners, the crews and their friends and families. If you can make everyone happy you are on a winner

- offshore and onshore.

In Australia, such regattas have been restricted to the long established tourist resorts of the Whitsundays and while there are other excellent yacht racing regattas such as the Port Phillip Regatta in Melbourne, the Port Lincoln Week in South Australia and the Sunshine Coast Offshore Series at Mooloolaba, the emphasis there is on out-and-out racing.

New South Wales is about to get a regatta with similar (if not better) resort appeal of Hayman Island Big Boat Series and Hamilton Island Race Week. The inaugural Volvo Coffs Coast Sail Week will be sailed out of the beautiful sub-tropical environment of Coffs Harbour on the

New South Wales North Coast from September 13 to 19.

Yachting journalist and promoter Rob Mundle, who was involved in the inaugural Hamilton Island Race Week and the more recent Hayman Island Big Boat Series, appears to have struck a niche in the sailing time slot of many yacht owners, their crews and their families with the Volvo Coffs Coast Sail Week, with regatta offering many advantages:

* Sail Week is three weeks before the club racing programs begin in Sydney and Pittwater, Brisbane and the Gold Coast.

* It will be at a time when Sydney Harbour will be closed to most boating activities for the first official Pre-Olympic Regatta.

* Yachts returning from competing in the North Queensland regattas are likely to take a break to compete on their way south.

* Coffs Harbour is midway between Brisbane and Sydney, making it attractive to run feeder races from north and the south.

* More importantly, Coffs Harbour is an easy drive north from Sydney or south from the Gold Coast for families and friends joining the sailors - and Coffs Harbour offers splendid resort accommodation such as the Pacific Bay Resort in a sub-tropical environment.

With planned feeder races from the Gold Coast and Sydney, the Coffs Coast Sail Week will be an attractive alternative to yachtsmen who have not got the time to compete at Hamilton Island Race Week, providing five days of racing around offshore islands and two days of fun onshore.

With the southern Solitary Islands just offshore, Coffs Harbour is an outstanding venue for an offshore regatta with the program comprising seven short and middle distance offshore races for IMS and PHS rated yachts, starting and finishing within a few hundred metres of the harbour. In fact, having lunch at restaurants such as award-winning Tide & Pilot Brasserie and Oyster Bar right on the breakwater will be the place to be, with the starts and leeward mark for most courses just out on the bay.



Volvo Coffs Coast Sail Week will be centred on the excellent marina facilities at Coffs Harbour (Pic - Peter Campbell)

Apart from the IMS and PHS classes, the program includes a Sports Boat division and a Multihull division. As many as 20 of the Iain Murray-designed Magic 25s have already committed to the series, nominating it as a class State championship. Other special trophies will include the Premier's Cup, donated by the Premier of New South Wales, Bob Carr, for yacht club teams of three yachts, one IMS, one PHS and one Sports Boat. There will also be a Beneteau Trophy for the top Beneteau yacht in Sail Week and an Owner/Driver Trophy. A strong fleet

of Beneteau yachts is expected.

Coffs Coast Sail Week will be centred on the excellent marina facilities at Coffs Harbour, with race headquarters probably in the Coffs Harbour Yacht Club, where the management has just been taken over by the Coffs Harbour RSL. Rob Mundle estimates that up to 90 offshore racing yachts can be moored at the marina and in the harbour basin while for the Sports Boats there is ample dry standing and an excellent launching ramp across the bay.


Social headquarters will be at the magnificent Pacific Bay Resort, a few minutes drive north of Coffs Harbour and one of the finest in the Coffs Harbour area. The resort, set in a lush valley with its own beach front, offers outstanding accommodation, where guests can gaze across the resort's own lagoons to the secluded surf beach and to the green mountains rising above the coast. Pacific Bay has three heated swimming pools, a short but tricky golf course, tennis courts and bush walks - and excellent dining.

As a sponsor of the Coffs Coast Sail Week, Pacific Bay Resort is offering special "early bird" package rates for accommodation during Sail Week, including standard hotel rooms and luxurious spa suites with kitchens and laundry facilities.

Aside from what promises to be a highly competitive offshore racing regatta, Coffs



Coast Sail Week includes two fun days ashore - a golf day at the Bonville International Golf Resort and Country Club just south of Coffs Harbour and a Beach Party. Bonville is an 18-hole, par 73 championship course set in 200 acres with an addition 200 acres of natural setting, with the distinctive trees being Flooded Gums, along with Tallowood, which are the main dietary source of the koalas which inhabit the area.

Unlike the island concept of the Hayman Island and Hamilton Island regattas, the Volvo Coffs Coast Sail Week offers plenty of activities ashore for families and friends not competing in the yacht racing - tennis and squash, golf, cycling, horse riding, fishing and whale watching and adventure days in the magnificent rainforest and waterfalls of the lush hinterland - or just relaxing and enjoying the many fine restaurants of Coffs Harbour. 



Above: Hilltop view of sub-tropical Coffs Harbour with its safe port now providing ample facilities for up to 90 visiting yachts for events such as the Volvo Coffs Coast Sail Week. (Pic - Peter Campbell). Left: A cruising yacht in the large marina basin at Coffs Harbour where yachts competing in the Volvo Coffs Coast Sail Week will berth between offshore races. Race headquarters will be at the Coffs Harbour Yacht Club. (Pic - Peter Campbell)

TRAVEL FACTS:

Volvo Coffs Coast Sail Week will be held from September 13-19 with seven short and medium distance island races and two "fun" days ashore. Final entries: August 27 to Rob Mundle Promotions, 24 Clarke St, Crows Nest, NSW 2065.

Feeder races: From Sydney and the Gold Coast, Friday, September 4.

Road travel: To Coffs Harbour from Brisbane 427km; from Sydney 554 km.

Air, coach and rail services daily from Sydney and Brisbane.

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Race Week

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Hamilton Island Race Week - Aug 23-29 \$800

Coastal Cruises

Hamilton Island to Mooloolaba - Aug 31 - Sept 9 \$900
Mooloolaba to Hamilton Is. - Sept 11-19 \$1,250
Hamilton Is to Mooloolaba - Sept 21-29 \$900
Mooloolaba to Sydney - Oct 1-5 \$500

Ocean Voyages

Fujitsu Gosford to Lord Howe Is Yacht Race - Oct 24 \$1,000
Lord Howe Is to Sydney Cruise - Oct 30 - Nov 2 \$800
Hobart to Sydney (via Bass Strait Islands) - Jan 2-12 1999 \$1,300

Note: All prices include meals on board



For further information please contact Hugh on:

PH (02)9997 3036
FAX (02)9997 7584
www.sydneysail.com.au

The Around Alone, with entries expected from solo yachtsmen in the United States, Australia, France, South Africa, Great Britain, Canada, Italy, Russia and Germany and Spain, starts from Charleston, South Carolina, in the USA, on September 26. The course takes the fleet to Cape Town, South Africa, Auckland, New Zealand and Punta del Este in Uruguay before returning to Charleston in May, 1999.

CompuServe has been working with COMSAT Mobile Communications, the main sponsor of the Around Alone race, and like CompuServe, one of the two remaining sponsors from the 1994-95 BOC Challenge.

COMSAT Mobile Communications uses a series of five CompuServe email accounts to send the satellite position data from the receiving earth stations directly to these email "storage bins". The data sent from the satellite receiving earth stations consists of a series of ASCII text messages containing the latitude and longitude positions from the on board GPS systems. The system was fully tested with the recent "Gold Race" from New York around Cape Horn to San Francisco.

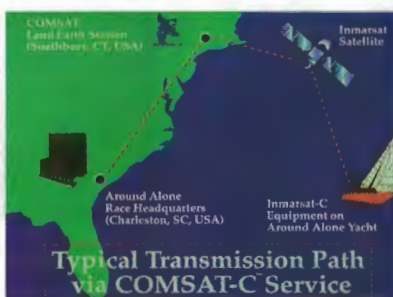
The position data is normally sent every 6 hours but in crisis situations, such as Josh Hall's *Gartmore Investment Managements* sinking and his dramatic rescue by Alan Neibauer on *Newcastle Australia* in 1995, the frequency of the mail messages could be as much as every 10 minutes. The mailboxes have to be ready to receive and store up to 10 megabytes of position reports. Using CompuServe mail accounts set

CompuServe to support AROUND ALONE RACE

CompuServe is providing sponsorship for the Around Alone Race 1997-1998 as it did in 1994-95 when it was still called the BOC Challenge. This time around, CompuServe's sponsorship is a key technology link in the race management and in producing the race graphic positioning maps.

to CompuServe's new POP3 compliant mail system, each of the mailboxes can hold up to 100 MB's of messages.

Five COMSAT servers, one on COMSAT's Bethesda, Maryland USA headquarters and four in Around Alone race HQ in Charleston, South Carolina, all running on Windows NT "read" these CompuServe mailboxes.



They download the data and convert it to graphic mapping format via COMSAT's "Sailtrack" software for use by race headquarters and by the media and public to follow the race.

Readers can view examples of these maps in the CompuServe Sail Racing Forum (<http://go.compuServe.com/sailracing>) in the "Around Alone" library. The forum can also be accessed via the current Whitbread Round the World Race site ([bread.org\) by clicking the "Forum" button. CompuServe was also a sponsor of the Whitbread race, the crewed version of the Around Alone Race.](http://www.whit-</p></div><div data-bbox=)

What is particularly interesting is COMSAT's use of CompuServe specific OLR or Off Line Reader software to access the mailboxes and automate the process. COMSAT is using the OzWin2 software ([tp://go.compuServe.com/Ozwin2](http://go.compuServe.com/Ozwin2)) on all its servers.

Offline reader software is a unique feature of CompuServe's mail and forums. You also see it with some usenet reader software such as Outlook or Netscape Communicator or Eudora. The software automatically dials CompuServe and reads the mail, scans and reads CompuServe forum messages and files and then hangs up, allowing the user to read and respond to the mail and messages offline. OzWin totally automates the online experience. In this case, it is the COMSAT servers that are dialing in automatically via the OLR software and reading their mail. For those thinking of using satellite communications from their boats, what COMSAT Mobile Communications has set up for the Around Alone race provides a very elegant and very economical marriage of

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Compare COMSAT Mobile Communication's method, using its satellite system in combination with simple dial-up internet access to the method used by the just completed Whitbread race system which required hugely expensive E1 and T1 lines (provided by Compuserve Network Services) and powerful Tandem computers to achieve what COMSAT is doing by combining its satellite communications system with consumer dial up accounts, garden variety Windows NT servers (a Windows 95 lap top or home PC would work also), Compuserve

mailbox accounts and automated OLR programs.

Around Alone via COMSAT Mobile Communications and Compuserve will be providing map graphics and positions reports four times a day, the same as the Whitbread race provided online, via the Compuserve Sail Racing Forum's "Around Alone" section. This will be an "open" area on CompuServe that will be viewable by anyone with an internet account and browser from any ISP from AOL to their local telcom or local ISP.

Sailing Web Sites - Following are some popular and informative Web sites for OFFSHORE readers. If you have suggestions to add to the list please e-mail the editor on 100036.2315@compuserve.com

America's Cup 2000: <http://www.americascup2000.org.nz>
Australian Maritime Safety Authority: <http://www.amsa.gov.au>
BT Global Challenge: <http://www.btchallenge.com>
Whitbread Round the World Race: <http://www.whitbread.org>
Compuserve Sail Racing Forum: GO SAIL or GO WHITBREAD
Offshore Yachting magazine: <http://www.merlin.com.au/offshore/>
International Sailing Federation: <http://www.sailing.org>
Cruising Yacht Club of Australia: <http://www.cyca.com.au>
Telstra Sydney to Hobart 1997: <http://syd-hob97.telstra.com.au>
Sail Melbourne '99 Worlds: <http://www.99worlds.org>
Penta Comstat Marine Radio: <http://www.ozemail.com.au/~penta>
Australian Yachting Federation: <http://www.ausport.gov.au/yachting/home.html>
Yachting Association of NSW: <http://www.yachting.nsw.org.au>
Queensland Yachting Association: <http://www.qldyachting.org.au>
Victorian Yachting Council: <http://www.ozemail.co.au/~vicyacht/index.html>
Brisbane to Honiara Race: <http://yachting.thehub.com.au>
1999 Melbourne-Osaka Race: <http://www.pacwow.com/osaka/index.html>
Bureau of Meteorology: <http://www.bom.gov.au>
CSIRO Marine Laboratories: <http://wwwdmr.csiro.au>
Sydney-Mooloolaba race 1998: <http://www.mhyc.com.au>

Brisbane-Gladstone race 1998: <http://www.tased.edu.au/tasonline/ryct>
The Royal Yacht Club of Tasmania: <http://www.tased.edu.au/tasonline/ryct>
Sailing New Zealand magazine: <http://sailing.co.nz>
Olympic 49er class: <http://www.49er-sailing.com>
SOCOG - Sydney Olympics: <http://www.sydney.olympic.org>
Richard Bennett Photography: <http://www.richardbennett.com.au>
Sail-online: <http://www.sail-online.com>
49er skiff class: <http://www.59er-sailing.com>

Marine industry information sites:
Aquanet marine industry site: <http://www.aquanet.com>
BMW Australia: <http://www.bmw.com.au>
Coursemaster Autopilots: <http://coursemaster.com.au>
Fraser Sails: <http://www.frasersails.com.au>
M.A.W. Marine Software: <http://www.ozemail.com.au/~mawsoft/main.html>
Marine Products Catalogue Australia: <http://www.marineproducts.com.au>
North Sails: <http://www.au.northsails.com>
Oceantalk: <http://www.oceantalk.com.au>
Scott Jutson Yacht Design: <http://www.south.com.nf/sjyacht/>
Sydney Afloat Marine Directory: <http://www.afloat.com.au>
Trade-A-Boat: <http://www.boatpoint.com.au>



Firetel, Shogun, Wild Thing and Maatsuyker Island (world's largest photographic print, in the foyer of the International Photography Hall of Fame, Oklahoma City, USA)



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images of Australian yacht racing. These books are essential additions to every yachtsman's library, and they make excellent gifts for anyone who loves sailing and the sea.

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One of the most significant sail-handling innovations to benefit cruising yachtsman and the charter yacht industry has been the development of highly efficient genoa and boom furling systems. Ian Lindsay of Hood Sailmakers gives some sound advice.



Efficient headsail reefing systems have made cruising just that much easier while detracting little from the yacht's racing capabilities.

When a yacht owner is thinking of fitting headsail or boom furling to craft, the following points must be considered:

Headsail furling:

The definition of furling is: In - the headsail fully wound in. Out - the headsail totally out. A reefed headsail is used at any point of furling.

In the selection of a headsail reefing system for your yacht, the boat owner is faced with many options. The racing system comprises a split drum, double track on foil extrusions, track feeder and a pre-feeder.

Cruising systems mostly have a single track on the foil and no pre or track feeder, and a fixed drum.

The raising and lowering of the sail can be done on a conventional halyard or by a halyard built into the top of the foil. The conventional halyard offers better sail luff control, and is easier to operate.

On installation, the most important area on conventional halyard furlers is the entry angle of the halyard from the head swivel to the mast. This is best installed at an angle of 15 to 30 degrees. If not installed correctly then a halyard wrap is most likely.

To overcome this problem a deflection type

bail fitting should be installed on the forward side of the mast. Likewise, the luff length of the genoa must be right - making sure the head swivel rests at the top of the foil. In the case of No 2, No 4 or storm jibs, a head pennant needs to be fitted.

An existing genoa can be converted to fit the foil furler. The main points to consider in doing this are:

1. General conditions of the sail.
2. The area of the sail.
3. The weight of the sail cloth.

The normal No 2 is not a bad choice on most yachts. If you are considering a new sail, then a No 2, 125% to 140% overlapping sail would be ideal.

One important point to also consider is the age of the forestay. If the forestay is five years old or more, you should fit a new wire before installing a furling system. (Check your insurance policy for the age of your rigging).

Mainsail furling:

Mainsails can be converted, but only if the sail is in good condition. In-mast furling offers less performance because of area loss, whereas boom furlers can have full length battens and can be reefed at any point of rolling.

Simple. Rugged. Exquisitely Engineered.



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high load halyard swivel

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\$1300.00

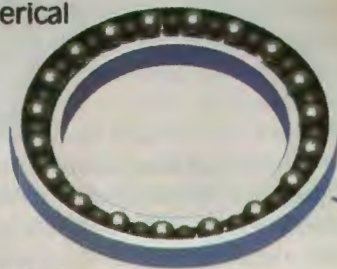
SeaFurl 5™

The new SeaFurl 5 from Hood Yacht Systems is a new generation of jib furling systems designed for both bluewater or coastal sailing. Engineered for the most formidable conditions, the SeaFurl 5 is so rugged it's warranted for as long as you own your yacht.*



Aerodynamic, lightweight and
torque resistant extrusion with
dual aft-facing luff groove

The new SeaFurl 5 system uses stainless steel bearings to sustain the high loads of reefing. These bearings are housed in a spherical bearing race that allows for greater contact area, increased bearing life and reduced rotational force under load.



This system is so reliable that Hood Yacht Systems offers a full lifetime warranty on materials and workmanship of the SeaFurl 5 for as long as you own your yacht.*

Patented head and tack swivels offer full 360° rotation for the ultimate in sail shaping and reefing control.

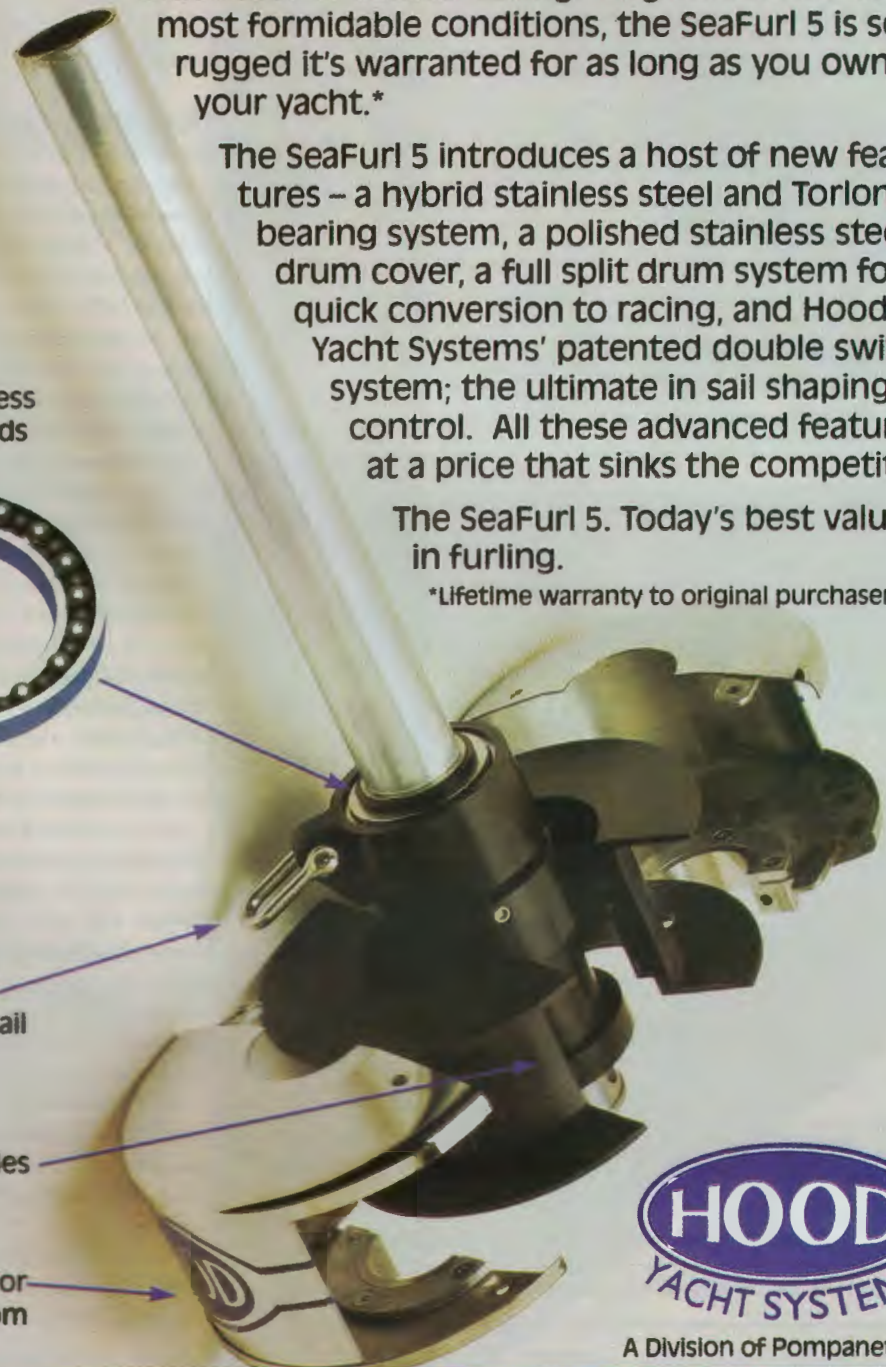
Full split drum assemblies/disassembles quickly and easily for racing.

Polished, stainless steel drum cover for unparalleled looks and protection from anchor and chain damage.

The SeaFurl 5 introduces a host of new features – a hybrid stainless steel and Torlon™ bearing system, a polished stainless steel drum cover, a full split drum system for quick conversion to racing, and Hood Yacht Systems' patented double swivel system; the ultimate in sail shaping and control. All these advanced features at a price that sinks the competition.

The SeaFurl 5. Today's best value in furling.

*Lifetime warranty to original purchaser.



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ARCO roller furling reefing systems

Since the successful and very well received introduction of ARCO's Big Gear 6000 manual and hydraulic roller furling / reefing system, the company has now extended the range of ARCO roller furling / reefing systems to cater for boats from 30 feet to 110 feet LOA.

For the first time ever there is now a comprehensive line of Australian manufactured, high quality roller furling / reefing systems available at very competitive prices, that include all the features of the 6000 system, many of which are not available from the expensive imported systems. These include the:

- ARCO 3200, manual only, for boats from 30 to 42 feet LOA.
- ARCO 4800, manual and hydraulic, for boats from 40 to 60 feet LOA.
- ARCO 6000, manual and hydraulic, for boats from 55 to 110 feet LOA.

Features of the ARCO 6000 furler include an aluminium top cap which prevents the halyard swivel from being accidentally over-hoisted, precision drilled torque links for perfect alignment, and triple Torlon ball bearings fitted in both the drum and the top swivel for high strength and efficiency.

The ARCO 6000 has twin aft facing sail grooves that allow the furling system to carry two sails at any one time or enable quick sail changes during a race. Use of the existing headstay and turnbuckle reduces expense and installation time, while allowing full adjustment without increasing the drum height.

All aluminium components are anodized and fitted with Heli-coils for years of trouble free sailing. The bottom dual

Torlon ball bearing swivel, available for systems 4800 and 6000 only, allows for better sail wrap.

Features of ARCO manual furlers include a removable split drum which allows easy removal for racing; large drum diameter which provides greater mechanical advantage; open drum design for easy inspection and access to furling control lines; and a stainless steel cage which prevents damage to the drum from strikes by bow mounted anchors.

ARCO hydraulic furlers have full hydraulic furling / reefing operation, but can be manually operated in the event of a power loss, using a lock-in winch handle. During manual operation, an automatic clutch eliminates the possibility of the hydraulic motor driving the handle.

For further technical information, phone the Australian Winch Co on 02 9688 1570, fax 02 9636 1676 or E-mail: winches@ibm.net or visit ARCO's web site: <http://www.webcom.com/winches>

Headsail furlers for small yachts

Hood Sailmakers (Aust) Pty Ltd have been importing headsail furlers into Australia since the late 1970s. The past 20 years have seen significant developments in furlers with Hood Yacht Systems well to the fore in updating their systems.

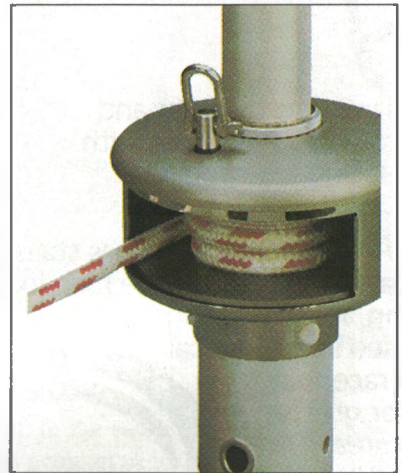
Hood Yacht Systems have just released a new smaller model for yachts under 9m LOA, while the latest model Sea Furl 5 now covers yachts with 16mm to 16mm diameter forestays.

The Sea Furl 5 is a new generation of jib furling systems with a host of features - a hybrid stainless steel and Torlon bearing system, a polished stainless steel drum cover, a full split drum system for quick conversion to racing and Hood Yacht Systems' patented double swivel system.

The Single Line Furling series is still available for yachts of 7 to 10 metre LOA, and are very popular because of their cost and reliability.

Hood Sailmakers also provide a full range of services, including sail making and repairs, not only to sails but to most brands of furling systems, Advice on existing sail conversions, re-cuts and installation are part of the service provided.

For further information, contact the nearest Hood Sail loft or phone Hood Sailmakers in Sydney on 02 9905 0800 or e-mail: sails@hoodaustralia.com.au



Hood Yacht Systems Sea Furl 5 is one of the more efficient systems on the Australian market, including the SL Series system shown here.

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when reliability matters - the choice is ARCO / ORCA

Furlex jib furling, reefing from Selden

Swedish company Selden Mast launched its new Furlex jib furling and reefing system on the Australian market late last year, creating widespread interest. The original Furlex first hit the market in 1983 and quickly became a benchmark product worldwide. It has topped the world sales for jib furling and reefing systems since the early 90s.



The Furlex jib furling system from Selden Mast which is being distributed in Australia by Contender Sailcloth.

The latest Furlex incorporates several innovative features including an optional internal turnbuckle, fully integrated into the drum. However, the patented designs for reducing rolling resistance, friction and bearing loads are the same as the original Furlex. In fact, the design of the load distributor has remained unaltered since it was introduced in 1983.

The Furlex system comprises three models - 100S, 200S and 300S for 4mm to 10mm forestays. The materials used in the latest Furlex are predominantly stainless steel and glass fibre reinforced polyimide. The design is more streamlined and shows a strong similarity to Selden's Hydraulic Furlex system. The characteristic line guard arm has been replaced by a special line guiding fitting on the drum.

The larger Furlex models, the 200S and 300S, are available with an optional internal turnbuckle, with an adjustment of 65mm and 85mm respectively. The turnbuckle is built into the drum to ensure that it does not affect either the dimensions of the forestay extrusion or the height above deck. This enables sail luff length to be exploited to the full with the added benefit of tidy reefing.

'The design is more streamlined and shows a strong similarity to Selden's Hydraulic Furlex system.'

The Furlex is sold as a complete kit, with prices varying between \$1100 and \$3960, depending on the model. The Australian distributor is Contender Sailcloth, phone 02 9997 4099 or 1800 245902 who can provide a list of marine retailers handling the Furlex.

Contender will also have a display at the Sydney Boat Show, including the new hydraulic version of the Furlex which has already created considerable interest. ▲

Built for the task

The New Furlex

The new Furlex is a good example of Selden's on-going work in making sailing as safe and carefree as possible. And it's loaded with features that make it unique.

The new Furlex is really built for the task. And it's available as a complete kit with a five-year warranty.

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Designers in dispute

Yacht designers David Lyons and Scott Jutson have differing views on IMS '98.

Yacht designer David Lyons, a member of the Offshore Racing Council Technical Committee,

has written to OFFSHORE pointing out what, he says, are "factual errors" in the "Optimising" column by fellow

designer Scott Jutson in the June/July issue. Here are David's comments and Scott Jutson's reply to them.

DAVID LYONS

1. As the only changes in IMS '98 that could change handicaps relate to the revised rig windage treatment and topmast spoiler effect, it is interesting to note that the reason that smaller yachts are "sped up" more relative to larger yachts is the resulting change to the heeling moment modeling. Smaller yachts with "big" masts are considered to heel less than bigger yachts with "big" masts in the new treatment, so they are predicted to sail faster as a result.

This is scientifically justifiable, and objectively cannot be viewed as a "hammering", but a correction to more accurately reflect the true physics of the situation.

2. There were no changes in the Lines Processing Program (LPP) for 1998, counter to the statement in the article. Increases in limit of positive stability (LPS) are the result of using default mainsail weight in the LPS calculation instead of measured mainsail weight (MSW). Default weight is usually lower than measured, therefore making the boat seem stiffer.

3. The values of default aluminium rig weights were derived from research by US Sailing. They are intentionally low, to account for the lightest rigs possible. As it is a matter of relativity in the gyradius calculation and its effect on seakeeping, the actual value of the defaults doesn't really matter. The formula has been flagged for review this year by US Sailing in any event, to provide a more useful database of expected rig weight for a given size of yacht. So long as a yacht's mast is correctly weighed, the yacht's handicap won't suffer. It was very much intended that the scheme would encourage owners to weigh their masts, by giving them the carrot of a better handicap, and thereby a better approximation of sailing reality.

*David Lyons BE(Hons), MNASNZ
Offshore Racing Council International
Technical Committee*

SCOTT JUTSON

In regards to David's comments:

1. The fact is that small boats have been unable to compete in mixed fleets successfully for some years now. Any change to the rule that extends this lack of competitiveness is, in my view, a hammering. Sorry, but "scientifically justifiable" does not, in this case, match with observable reality.

2. Using default mainsail weight as opposed to measured weight is a change in the VPP. The effect is profound given the amount of grief that the LPS has caused many Australian owners of marginal boats over the years. I am sure if the Sydney to Hobart was not a Cat 1 race we would not have so much interest in the issue.

3. David has missed the point here. The default values are unattainably low for an aluminium mast regardless of how they were derived. If they are low as a way of forcing people to get their mast weighed then perhaps a memo should be sent to all owners to that effect.

My comments are intended for that purpose - go get your mast weighed or suffer the consequences. Remember that the gyradius calculations are dumb to sea state, suggesting that flat water sailors are better served by heavy masts under the rule while offshore sailors are better served by lighter masts. Thank the ITC for a nice case of unintended but "scientifically justifiable" consequences.

Scott Jutson, Jutson Yacht Design



The three peaks of endurance



Drama at Coles Bay on Tasmania's east coast during the Three Peaks Race. Heavy seas wash over the wharf as the crew members Paul Herron and David Orpwood struggle to tie up Ericsson Business Phones during 60 knot winds. (Pic - Paul Scambler)

The Australian Three Peaks Race around the east coast of Tasmania celebrated its 10th anniversary over Easter with yet another demanding and dramatic event. Peter Campbell reports.

It's halfpast six on a chilly autumn morning in Hobart. The early morning sun sparkles on the near calm waters of the Derwent River and highlights the overnight mantle of snow on the peak of Mount Wellington, rising above the still quiet city.

A yacht sails slowly up the river, barely making way in the lightest of breezes. On the foreshore boardwalk at Wrest Point, several yachts are already tied up, their crews still wearing heavy jackets, their gloved hands clasping warm mugs of coffee (perhaps with a wee dram to help the inner warmth).

Launceston yachtsman Bruce Guy is not drinking coffee - he holds a champagne glass to toast his boat, *Business Post Naiad*, and his team of sailors and runners after being declared the overall winner of Aus-

tralia's ultimate endurance challenge, the 1998 Australian Three Peaks Race.

Nearby, his Scottish running team, Helen Diamantides and Adrian Davis, are recovering from the night time dash to the peak of Mount Wellington - a 1270 metre climb that ultimately decided the winner.

This is the end of the 10th Three Peaks Race around the magnificent east coast of Tasmania, a demanding combination of offshore sailing and long endurance running over the Easter long weekend. This year it took a day extra because of light winds over the first two sailing legs and galeforce headwinds for the final leg.

Sponsored this year by "The Examiner" daily newspaper in Launceston, the Australian Three Peaks Race is a combination of offshore sailing and mountain running around the north

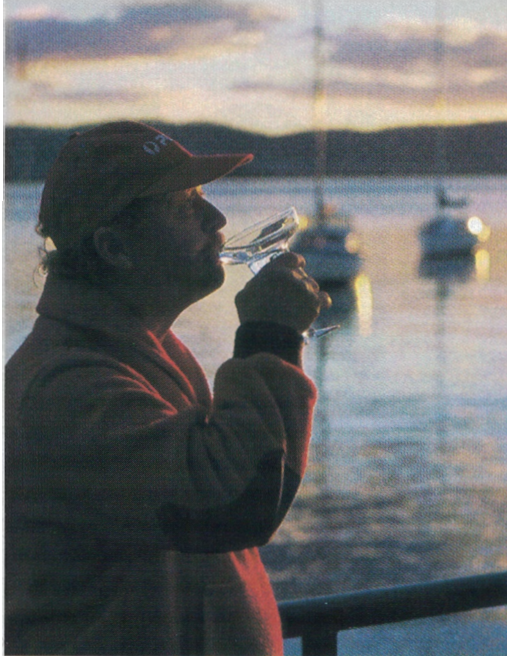
and east coast of Tasmania.

Each team comprises three sailors and two runners - although there have been times when the sailors have had also had to climb the peaks when runners have been injured or ill.

It begins with a 90 nautical mile overnight sail from Beauty Point on the Tamar River to Lady Barron on Flinders Island in eastern Bass Strait where the runners face a 69 kilometre cross-country dash, with a 756 metre climb to the granite rock peak of Mount Strzelecki.

Then there's a 127 mile sail down Tasmania's east coast to Coles Bay on the inside of the Freycinet Peninsula with a demanding bushland run through the national park to the 620 metre peak of Mount Freycinet, with a bush and beach run return.

Finally, there's a 100 mile sailing leg



Left: Launceston yachtsman Bruce Guy, owner/skipper of *Business Post Naiad*, the Farr 40 from Port Dalrymple Yacht Club which won the 1998 Australian Three Peaks Race in Tasmania. (Pic - Peter Campbell)

to Hobart and, to make the runners really prove their worth, a climb to the 1270 metre peak of Mount Wellington towering above the city.

While this year's Three Peaks proved to be the slowest ever, midway through it became one of the most dramatic in the 10 year history of this unique event in Australian waters.

Of the 15 starters, five were forced to retire when a 60 knot south-westerly front swept across southern Tasmania on Easter Monday, whipping up steep seas on Great Oyster Bay, battering boats and bodies, and almost wrecking the race office on the wharf at Coles Bay.

Among the retirements was race favourite *Computerland*, the Inglis 47 (with a prodder added to the bow) skippered by Hobart medico John Saul which suffered damage to its centreboard casing as they attempted the "outside" course around Tasman Island into the teeth of the gale.

Victory for *Business Post Naiad*, a Farr 40, came from the tactical sailing skills and prudent seamanship of Guy and his sailing crew, son Mark and Steve Walker, and the remarkable cross-country and mountain running endurance of the two Scottish runners.

With the storm blasting the fleet as they battled south inside of Maria Island, Guy elected to use the allowable alternative course and the alternative human propulsion through the Dunalley Canal. This narrow canal

that bisects Tasman Peninsula is best known as the short cut for yachts returned to the mainland after the races to Hobart at Christmas.

After anchoring until the seas abated at the inner end of the canal, Guy and his crew used *Naiad's* sophisticated "pedal power" (bicycle frames on the transom, connected to a long propeller shaft) to eventually slip through and sail across Norfolk Bay to the mouth of the Derwent River.

The combination of two very slow opening sailing legs, from Beauty Point to Lady Barron on Flinders Island, and then down the Tasmanian east coast to Coles Bay, followed by the galeforce headwinds, had put the race well behind schedule. It was not until the early hours of Easter Tuesday that the first boats entered the Derwent.

Business Post Naiad was the second racing yacht to complete the dramatic final 100 nautical miles sailing leg from Coles Bay to Hobart, berthing at West Point shortly after 0300 hours on Easter Tuesday, only nine minutes astern of *Flinders Island Community*. This Radford 14 skippered by Richard

The Scottish runners overtook the *Flinders Island Community* team of local runners Paul Stancombe and John Bock as they dashed up Mount Wellington in darkness, with light snow falling near the peak.

The snow was "like being back home" for the Scots as they strode determinedly through darkness to the 1270 metre peak and on to victory in the 10th Australian Three Peaks Race.

Adrien Davis and Helen Diamantides are the first male and female combination to win the King of Mountains and their brilliant endurance running certainly played a vital part in the win for Bruce Guy and *Business Post Naiad*. For the Port Dalrymple Yacht Club member this was his second victory, the first as a crew, this his first as a yacht owner.

Davis, 35, an ecologist with Scottish Natural Heritage, and Diamantides, 33, a physiotherapist, live at Fife near Edinburgh, and both have represented Scotland in hill and endurance events. This is the third Australian Three Peaks for both.

"The snow on the mountain was good for us, we felt really at home, although there was some slippery black ice," Diamantides said after completing the Three Peaks for the first time in three attempts - and a double

It proved to be a long slow overnight sail across to Lady Barron, the little fishing port on Flinders Island, but the fleet gave the locals a great sight as they came sweeping up Franklin Sound past "The Dogs" under spinnaker, with less than an hour separating the first dozen boats.

Edmunds, from Sidmouth, near Launceston, had been the only yacht to successfully complete the "outside" leg around Tasman Island and across Storm Bay.

"By the time we got to Tasman Island the conditions weren't too bad - a constant 35 knots - but the angle of the waves meant we were hitting them head-on," said Edmunds, who like Guy has competed in all ten Three Peaks Races. "The chill factor was brutal. It was the coldest I've ever been," he added.

running and sailing victory.

Davis ran with John Coyle in the 1997 Three Peaks, also sailing aboard *Naiad*, setting a Mount Wellington record of 2 hours 28 minutes 30 seconds, but the early morning run with Diamantides in darkness, snow and ice was 30 minutes slower.

The *Business Post Naiad* team won the "The Examiner" Australian Three Peaks Race overall with a combined sailing and running time of 3 days 15 hours 59 minutes 56 seconds for the 335 nautical miles of sailing and 133

km of running which included a total ascent of 2646 metres to the three peaks - Strzelecki in Flinders Island, Freycinet at Coles Bay and Wellington in Hobart.

The fast Mount Wellington run enabled *Business Post Naiad* to finish 30 minutes 15 seconds ahead of *Flinders Island Community*, which placed second overall with a total time of 3.16.30.00, third going to *Caltex Legana*, skippered by Angus Sprott from Hobart, with a time of 3.17.54.55.

Sprott, who figured in a dramatic sinking off his then yacht off Cape Tourville in a previous Three Peaks, chartered this Spencer 42, *Supertramp* in Melbourne, sailed it across Bass Strait to Launceston the week before the event. In Hobart, the entire crew ran to the peak of Mount Wellington in a bid to win the Tillman Trophy, then set off to sail the yacht back to Melbourne the next day.

The Three Peaks started on Good Friday from Inspection Head, the former apple exporting wharf at



Race favourite Computerland gave spectators on Inspection Head wharf at Beauty Point a close-up of the action as skipper John Saul sailed right up to the old apple-exporting wharf before tacking back out in the Tamar River after the start of 'The Examiner' Australian Three Peaks Race. (Photo by Campbell)

Beauty Point a few miles upstream from the mouth of the Tamar River. The event creates great public interest with thousands of people enjoying a carnival atmosphere on the wharf while several hundred small craft escorted the fleet to Low Head

in perfect sailing conditions.

Bruce Guy, who has successfully contested the Melbourne to Devonport, Melbourne to Hobart and now the Three Peaks Race, plans to sail *Business Post Naiad* in the 1998 Telstra Sydney to Hobart. ▲

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OK, maybe we lied about the sex and the Middle East.

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Beneteau First 40.7

The Beneteau First 40.7 is no ordinary cruiser/racer from the famous French builders of production yachts. In my humble opinion, this boat heralds a new generation of IMS-based production yachts that will swell our offshore fleets.

Although there are a number of production yachts racing to the IMS rule, most originally began life as IOR designs. Many have simply been updated with a bulb keel, confirming that the IMS rule has given us much faster, more easily driven and seakindly yachts.

Blue Chip's racing performance certainly surprised me at first. Then I released that here was a production yacht that weighed only 2,500 kilos, carried a relatively generous working sail area - and came from the design board of Bruce Farr.

The owner of this first Beneteau First 40.7 to reach Australia, whom I joined for a winter series race on Sydney Harbour, has updated from a Northshore 33.

At first glance one would think that this was not really a big step. Northshore 33 to Beneteau 40 - no big deal. Wrong!

If I told you that someone who owned a Northshore 33 had purchased the Farr 40 *Assassin*, then we might more easily understand the leap forward in performance that this yacht owner has taken.

No wonder then that, when I joined them on what was only their second or third sail, both owner and crew were still coming to grips with getting the best out of their new weapon. And what a weapon it is!

I had envisioned a sedate cruise around the harbour with a beer in hand but found myself getting excited and involved in sail trim. The layout of the boat simply demanded it. A large diameter wheel, open deck layout, the aforementioned power to weight ratio all combined to make

QUICK AND *comfortable*

Billed as a cruiser/racer, the latest Beneteau First 40.7 has more racer than cruiser about it, writes Larry Jamieson after a winter race aboard the newly launched *Blue Chip*.



The first Beneteau 40.7, *Blue Chip*, in action on Sydney Harbour during the BMW Sydney Winter Series. *Blue Chip* won its maiden race and has continued to be among the top placegetters in her division. (Pic - Ace Marine Photography)

one feel that they are sailing on a grand prix racing yacht.

It is only when you step down below that you realise that you are really aboard a luxuriously-appointed Beneteau.

Although we had only between 0

and 12 knots maximum breeze (and we made numerous tactical mistakes) *Blue Chip* went around the track in bigger company.

The Farr-designed Beneteau 40.7 has plenty of sail area upwind, but seems a bit underdone downwind. I

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AUSTRALIAN AGENTS FOR...

INTRODUCING

THE NEW! SYDNEY AC 40 ONE DESIGN



** SYDNEY 36 Cruiser Racer

** SYDNEY 46 Cruiser Racer

** SYDNEY 41 Cruiser Racer

** SYDNEY Grand Prix 46 Racer

** SYDNEY 60 Cruiser Racer

PBS - More than just a yacht broker

PBS takes pride in being able to assist our clients attain the best performance from their yachts, our vast knowledge gained from years of local and international grand prix yachting competition ensures that we can offer the best advice to our clients. PBS clients to benefit from our optimising this year have included:

<i>Quest</i>	The Nelson Marek 46 of Bob Steel. PBS brokered the deal then worked with the designers to manage the new keel, hull padding and re-rating in readiness for the Kenwood Cup Australian Challenge in Hawaii.
<i>Sledgehammer</i>	The new Sydney AC 40 One Design built for Sydney yachtsman Ron Jones, due to be launched in July.
<i>Brighton Star</i>	Optimised for Melbourne owner David Gotze she made the Australian team in the Southern Cross Cup and finished 5th in the 1997 Hobart. Just purchased and renamed <i>Sword of Orion</i> by Sydney yachtsman Rob Kothe she is undergoing further PBS optimising.
<i>Industrial Strength</i>	The old <i>Quest</i> bought by Kevin Miller, she is in town for hull modifications, re-rating and optimising by PBS.
<i>Morning Mist</i>	Re-ballasting

The other projects we are undertaking in the next few months include Mumm 36 inclinations, *Ninety Seven's* new keel.

PBS is here to assist YOU attain the best from your performance yacht, if you would like to benefit from our experience please call us.

Listings wanted, we have clients waiting for performance yachts.

FARR 38

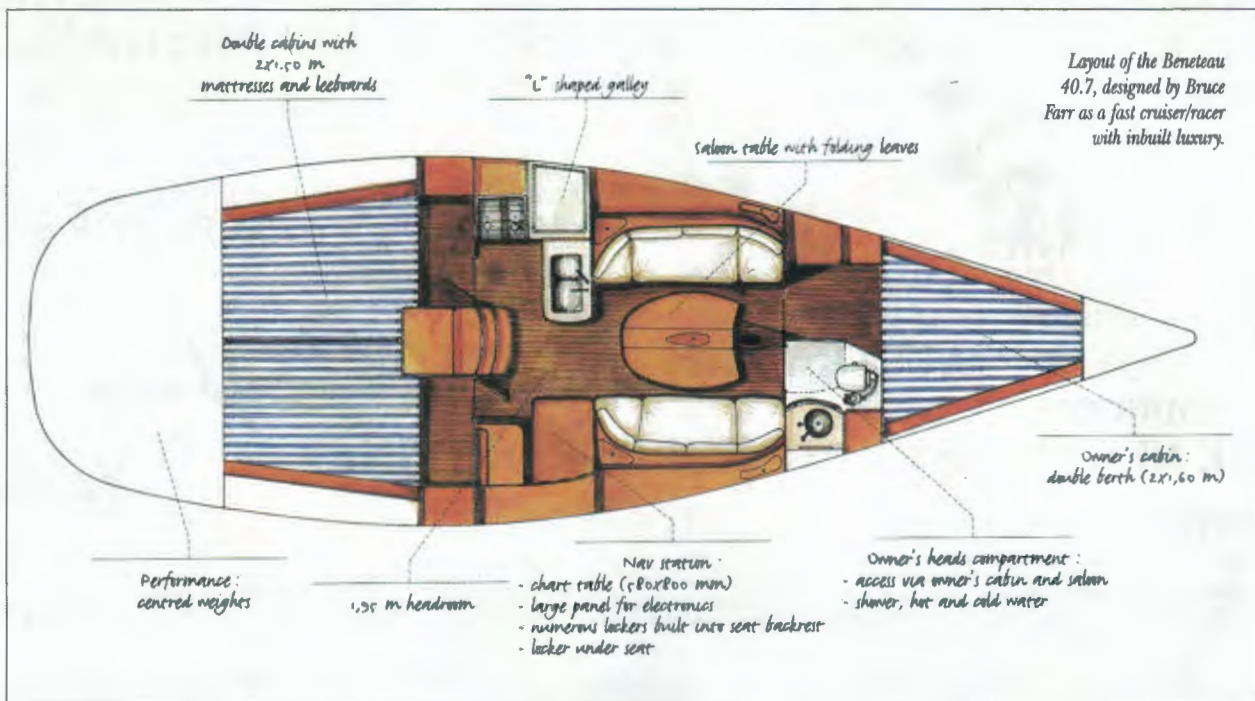


This late model yacht is a glamour, she is in first class condition and has all the gear to go club racing, with extensive electronics including plotter, auto helm and wheel steering. Fit the roller furler and anchor winch and she is ready for extended cruising. Must sell, offers around \$182,000

NSX 38



We have three of these popular cruiser/racer production yachts available for you to choose from. These boats have proven popular as both inshore and offshore club racers and for that weekend away with the family. The best of both worlds. Priced from \$162,500.



Layout of the Beneteau 40.7, designed by Bruce Farr as a fast cruiser/racer with inbuilt luxury.

'It is only when you step down below that you realise that you are really aboard a luxuriously-appointed Beneteau.'

suspect that this is a result of the boat being configured so as to be competitive on handicap. Strap on a larger masthead spinnaker and one wonders how different the design is from the latest Farr 40 one design (stay tuned for Offshore's boat test and the answer!).

No matter what they say, no yacht designer wastes his time re-inventing the wheel. If you ask for a 40 foot IMS boat they will simply go to the drawer and pull out their latest 40' IMS plan. They will then tweak it based on:

1. Feedback and performance of the already built and designed boat.
2. Feedback from the prospective owner on intended use and conditions.

When the IMS rule was first introduced to Australia in the early part of this decade, the first real grand prix style boat built specifically to the rule was Robin Crawford's Farr 40 *Assassin*. It swept all before it and won just about every race there was on the east coast. Crawford has only recently retired *Assassin* after a relatively long and successful career, but still races it

in harbour winter events and twilight.

The hull shape of the Beneteau First 40.7 seems not unlike *Assassin*. The only difference is that the Beneteau version has a much more comfortable interior and the rig, with its sweptback spreaders, is much more user-friendly. At \$330,000, the owner of a grand prix boat such as *Assassin* would probably also tell you it's a good deal.

Forty foot boats have long been a popular (and successful) size of ocean racer in Australia. Harking back to the days of the IOR one tonners, a normal Saturday offshore race would attract a fleet of them. The competition was world class and included then world one ton champion *Sagacious* which, incidentally, is back racing offshore and on the harbour.

With many new 40-footers hitting the market, including the one-design Sydney AC 40 and Farr 40, not to mention the Beneteau 40.7, it can only mean good news for the prospective buyer.

There is little doubt that the next few years will see a resurgence in blue water racing with fleets of a new generation of comfortable yet quick cruiser/racers - or, rather, racer/cruisers. ▲

SPECIFICATIONS

Design	Bruce Farr
L.O.A.	11.99 m
Hull length	11.93 m
L.W.L.	10.62 m
Maximum beam	3.75 m
Displacement	6,900 kg approx
Draft	
Cast iron ballast	1.90 m
Lead ballast	2.40 m
Weight	2,700 kg approx
Fuel capacity	130 litres
Fresh water capacity	320 litres
Air draft	18.30 m

SAIL AREA	
Main sail	47 m sq
Genoa	51 m sq
Spinnaker	111 m sq
I	15.73 m
J	4.41 m
P	14.89 m
E	4.50 m

Priced from \$315,000

By **Kenn Batt**
Bureau of Meteorology

“**E**l Nino speak” surrounds everything from a poor performance on the golf course to being late for work! So what exactly is this “scape goat” El Nino thing? Normally the cold Humboldt (Peru) Current sweeps northward along the South American coast from southern Chile toward the equator. However, around Christmas time each year, a warm southward flowing coastal current appears in the equatorial waters off the west coast of South America. The most affected countries are Peru and Ecuador.

Centuries ago, the local fishermen named this the “Corriente del Nino” or the “Christ Child Current” because it appeared around the festive season. It was also observed that this annual ocean warming differed from one year to the next; every few years it was unusually warm. Over the years, the term El Nino has become more closely associated with these occasional intense warming episodes than with the more typical annual event.

Until the middle of this century, very little was known about conditions during El Nino years over the Pacific Ocean west of Ecuador and Peru. It was the unexpected 1957-1958 Pacific basin warming that caught the attention of some of the most prominent atmospheric scientists in the USA at the time that “started the ball rolling”.

It was fortunate that the 1957-1958 period was the International Geophysical Year (IGY) and that a special observational network had been set up across the Pacific (as well as over most other parts of the globe). It was this network that had detected a remarkable ocean warming episode that extended westward from the South American coast across much of the equatorial Pacific.

From the study of the 1957-1958 event, as well as some other warm

EL NINO -

The Christ Child Current

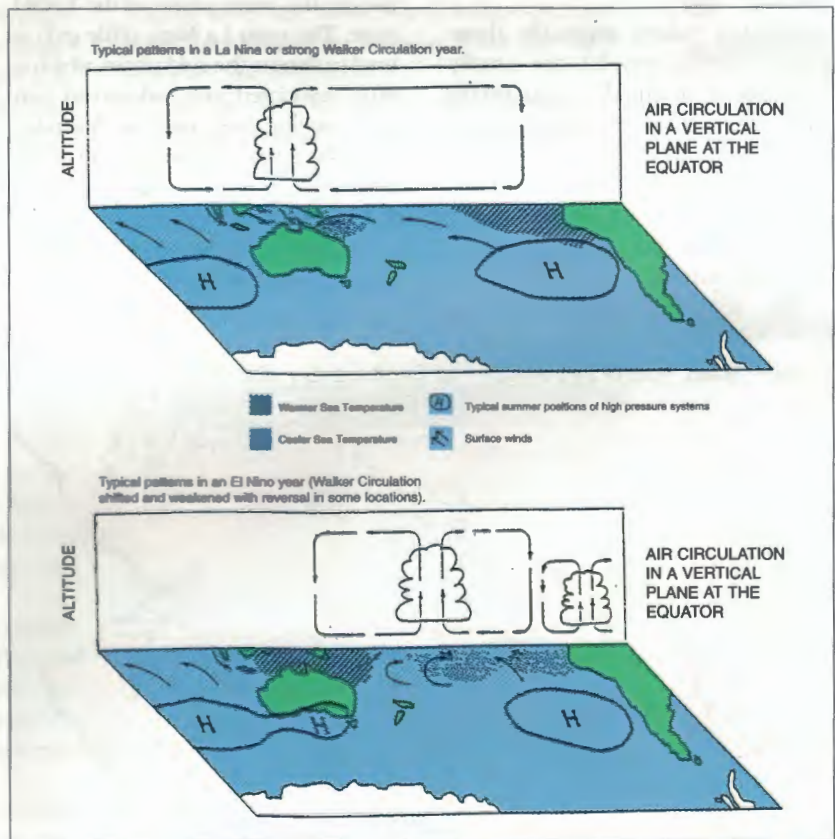
Blame it on El Nino! That’s what we have been hearing a lot these days. So saturated in recent times has the El Nino catch-all explanation for the extremes in weather become that it has moved out of the scientific world and into the popular scene and finally into everyday conversation.

episodes that occurred during the 60’s, it became apparent that alternate warming and cooling of the sea surface temperatures over the eastern and central equatorial Pacific were a recurrent feature of climate variability and, furthermore, the larger scale Pacific warming usually coincided with coastal El Nino events. Further investigations showed that the changing patterns of sea surface temperature were accompanied by

large shifts in the rainfall regimes of the tropical Pacific and even larger-scale changes in the circulation of the atmosphere - the most significant being changes to the Walker Circulation. (This atmospheric circulation was discovered by Sir Gilbert Walker almost a half century earlier while investigating the year-to-year variations in Indian monsoon rainfall).

It is like a giant sea breeze circulation across the equatorial Pacific with

DIAGRAM 1



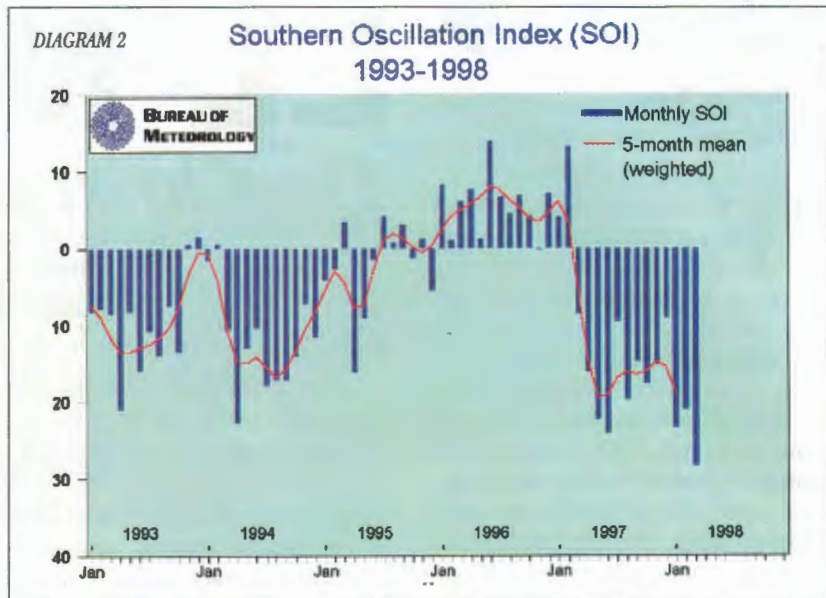
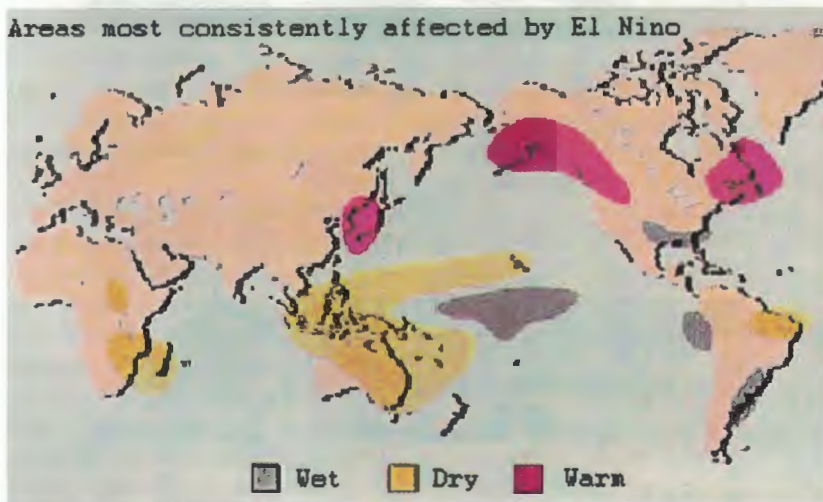
southeast trade winds at the surface and westerlies aloft. This circulation induces low pressure in the Australian/Indonesian region and high pressure in the eastern Pacific.

However this pressure dipole from time to time reverses - a phenomenon known as the Southern Oscillation (SO). The Southern Oscillation Index, or SOI, is simply a measure of the strength and phase of the Walker Circulation - it is a measure of the slow "see-saw" in then surface atmospheric pressure between the Australian tropical region and the central tropical Pacific.

This "see-saw effect" is simply monitored using a calculation involving the difference in surface air pressure each month between Tahiti (representative of the central tropical Pacific) and Darwin (representative of the Oz region) expressed as a numeric value or an index - the Southern Oscillation Index (SOI). Positive values of the index are associated with stronger Pacific trade winds and warmer sea temperatures to the north of Australia. Together these give a high probability that eastern and northern Australia will be wetter than normal.

Negative values, especially those greater than minus 10, are usually experienced during El Nino events where the seas around Australia cool, and slackened trade winds feed less moisture into the Australian/Asian region. There is a high probability that eastern and northern Australia will be drier than normal.

DIAGRAM 3



This pattern of variability linked to the Walker Circulation is called the El Nino/Southern Oscillation (ENSO) cycle. With our improved understanding of ENSO, the term El Nino, first applied to the annual warm current off the Peru coast and later to the occasional strong warming in that area, is now often used, in a global sense, to denote the warm phase of the ENSO cycle. The term La Nina (little girl) is used to denote the cold phase, which is often associated with widespread rain and flooding over much of Australia. Typically, it takes on average, anywhere from 3 to 7 years to "see-saw" from one El Nino event to another.

During an El Nino episode, other parts of the globe are affected as well as

Australia.

Meteorologists in the Bureau of Meteorology watch for changes to the atmosphere and ocean circulation which help them detect an El Nino, or forecast its lifetime. Indicators are:

- * the Walker circulation and trade winds weakening. During more intense El Nino events, easterly winds are replaced by westerly winds over parts of the equatorial western and central Pacific.
- * the area of warm water usually over the western tropical Pacific cools and the warmest water is displaced eastward to the central Pacific.
- * the normally cold waters on the South American coast warm by 2 to 6 degrees C.
- * the Southern Oscillation Index turns negative.
- * enhanced cloudiness develops over the central equatorial Pacific.

The ENSO phenomena is very complex. Scientists have made very important advances in its understanding during recent decades but there is still much to discover.

More information can be obtained from the Bureau of Meteorology's website at www.bom.gov.au as well as from its Weather by Fax service (check out the main directory on freepoll 1800 630 100). (Diagrams courtesy of the Bureau of Meteorology)

Australia's leading distributors of boating clothing and accessories report on some of the latest releases on the market in OFFSHORE'S Sailing Clothing & Accessories Guide for 1998.



Henri Lloyd's new breathing systems TP2000 range is designed for coastal and inshore sailing, with the Flyer and Barracuda jacket and trousers pictured here.

What we wear sailing in Australia, an island continent blessed with relatively mild coastal land and sea water temperatures that allow year-round sailing, varies enormously.

While shorts and tee-shirts, plus protective hats, may suffice in Australia's tropical north both summer and winter, sailors in most other areas will need protective warm clothing, even thermal wear at some time of the year.

After all, it does rain sometimes and there's always plenty of spray flying as you beat to windward in a fresh summer seabreeze or a winter westerly.

The design and construction of yachting clothing has changed dramatically over the past couple of years, introducing a new sophistication in materials and specialising for certain markets. At the same time, the traditional manufacturers of "wet weather gear" have entered the boating fashion market, with sailing becoming an increasingly popular leisure pastime through the increasing numbers of charter boat companies.

The most significant development in boating clothing has been the introduction of Gore-tex breathable fabrics. Although more expensive, garments with "breathable" lining help minimise the "wet on the inside" chill problem from perspiration after exertion.

Originally used for foul weather ocean sailing gear, the use of Gore-tex now extends to garments

for coastal offshore and even harbour day sailing. The latest use of Gore-tex is in the manufacture of boating shoes and boots, where a Gore-tex membrane liner ensures the footwear is not only waterproof but also breathable.

The yachting apparel market extends well beyond wet weather jackets and trousers, and with many young men and women involved in inshore and offshore sailing, style is an important aspect of the products now available. There are smart light weather jackets, warmer snug jackets, caps, sailing shoes and boating gloves.

Following are some of the latest releases from our leading yachting apparel companies:

MUSTO

One Design Silver Breathables

The diversity of small open boats for racing and cruising has never been greater. Thus, the requirement for a diversity of clothing to meet the needs of small boat sailors is wider than ever before.

Musto say they now have something for everyone, from the sportsboat fanatic looking for championship performance to the more conservative and relaxed day sailor. The following spread provides ample evidence, new Musto One Design Silver Breathables in Smock and Hi-Fit combinations:

MPX One Design Smock features MPX breathable fabrics, neoprene neck and wrist seals,



MUSTO'S HOOD & COLLAR SYSTEM

Ten years ago we received the British Design Award for our Hood and Collar. Since then the competition have attempted to copy it, but we have constantly developed it further. It still out performs all the others today, giving better protection and flexibility, whilst not impeding vision.

The Hood and Collar System is a feature of all Musto's Ocean and Offshore jackets, in both HPX and conventional fabrics.



Please Email or write to Musto to receive our current catalogue.

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Tel: (02) 9697 9100. Fax: (02) 9697 9199.

INTERNET: www.musto.com.au E-MAIL: musto_line7@bigpond.com



The latest One Design Silver breathables from Musto...MPX One Design Smock, MPX One Design Hi-Fits and MPX One Design shorts.

adjustable waistband for snug fit, large cargo pocket.

MPX One Design Hi-Fits are made from MPX breathable fabric with a long zip that conceals a larger waterproof gusset. They feature elasticated waist and half belt, elasticated ankle seal with velcro adjusters, chest and thigh pockets, and both the knees and seat are reinforced for extra wear.

MPX One Design Shorts are also made from with MPX breathable fabric and feature an adjustable waist, thigh pocket, seamless seat with 420 denier patches to take wear and tear and closed cell padding for riding the rail.

One Design Steamers and Boots

Whatever the benefits of breathable HPX, there are some sailing disciplines which are best served by neoprene. Musto have thought it through and, for the first time, have come up with a range specially designed for dinghies and sports boats.

In designing the range, Musto have ensured that the right fabrics with the right characteristics are in the right place to do the job - whether it's stretching with your body to avoid damage on high chafe areas or providing the right degree of insulation to the vital organs. According to Musto, getting the right fit is another paramount requirement if you are going to sail to your optimum capability.

For sailors looking for the ultimate steamer, Musto's range includes the following: convertible steamer with longsleeve (neoprene) rash shirt, competition steamer with built-in rash top, competition shortie, neoprene short boot with hard sole, neoprene short boot with moulded sole, hiking shorts, harnesses and knee pads.

Musto will have an extensive range of its clothing at the Sydney Boat Show or for further information look at their Internet web site - <http://www.musto.com.au> or e-mail them - musto_line7@bigpond.com



Musto's neoprene short boots, with either hard sole or moulded sole.



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YOU
KNOW
THE
WATER™

SPERRY TOP ~ SIDER® 



HENRI LLOYD

Breathing Gore-tex Whitbread winner

Without doubt, the greatest test of the latest in foul weather ocean-going gear has been in the the two recent round-the-world races, the BT Global Challenge and the Whitbread.

Swedish Match and *Silk Cut* used the Breathing Gore-tex Ocean Technology Henri Lloyd gear throughout the Whitbread Race while *Toshiba* switched to Henri Lloyd in Auckland for the tough leg around Cape Horn. Lighter weight Henri Lloyd gear is also favoured by Olympic sailors, including Atlanta Star bronze medallists Colin Beashe and David Giles.

Henri Lloyd now offer three ranges of breathing garments - Gore-tex for offshore, TP2000 for coastal and inshore sailing, CT100 for harbour, coastal and dinghy sailing - incorporating different Gore-tex technologies, each of which has been designed for specific sailing activities.

The TP2000 is a light, waterproof, breathable fabric. The coating imbedded into the weave of the nylon outer fabric makes it highly durable and prevents water penetration. Yet it allows the vapour of perspiration to escape through microscopic passageways. TP200 also uses Dri yarn Technology, a durable water repellency (DWR) treatment to the outer fabric surface.

The TP1000 is a waterproof, breathable fabric that offers greater comfort and protection than conventional wet weather gear. However, it does not claim to match the performance of other technologies in Henri Lloyd's breathing systems range and is designed specifically for coastal, inshore and dinghy sailing.

BURKE

Martin Bourke expands his sailing gear range

Martin Burke has sold his sailmaking business to concentrate on the manufacture of his now extensive range of Burke sailing gear, accessories and safety equipment and the imported Henri Lloyd wet weather gear and Dubarry boat shoes.

Latest in the Burke range is the Southerly Offshore which features a harness facility, high cut collar with chin straps, design internal wrist seals and a drainage gutter on the hood.

Burke will be introducing a range of high performance breathable wet weather gear for the offshore and coastal sailor at the Sydney Boat Show.



clipper 2000
3603 02 Donkey Brown - Brown (Lea)
Sizes: 3 - 11, 12, 13

Dubarry Clipper 2000 sailing shoes are guaranteed waterproof and breakable with Gore-tex lining through Burke

A racing jacket
is a racing jacket
is a racing jacket.
Right?



At Henri-Lloyd we constantly **improve, test and refine** to bring you state-of-the-art marine clothing.

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Left: Gill's latest foul weather gear for coastal and offshore sailing - the Key West GTXX Breathable jacket & trousers.

Burke is now importing and distributing Dubarry boat shoes from Ireland. The big feature of Dubarry shoes, apart from their high quality, is the patented non slip sole which works in a similar way to a high quality car tyre dispersing the water rather than aquaplaning.

The Dubarry Clipper 2000 shoes and Racer 2000 seaboots both have Gore-tex lining that ensures that feet remain warm, waterproof and breathable. Most of the crews in the Whitbread wore Dubarry boots which also feature a gaiter that enables the trouser end to be tucked in between it and the boot, with a special release opening for surplus water to escape. So no drips into the boot!

Further information from Burke Sailing Clothing, phone 02 9638 4333 or fax 02 9638 7951.

DOUGLAS GILL Key West GTX Breathable launched for offshore

One of Douglas Gill's most significant releases for 1998 has been the Key West GTX jacket and Key West GTX trousers, suitable both for coastal and offshore sailing. The

new range features the exceptional comfort properties of Gill's hydrophilic Gill-TEX breathable fabric.

Special design features include a fluorescent yellow storm hood with peak adjusted with drawcords and autolock toggles, double placket to protect two-way YKK nylon zip front, cargo and fleece-lined handwarmer pockets, internal stretch PU storm cuffs adjusted by velcro to prevent water penetration, external velcro adjusted storm cuffs, reinforced elbow patches, an inside pocket and an adjustable hem.

One of the features of the Key West GTX jacket is the exterior sanded finish which encourages the dispersal of water droplets. The jacket teams with Key West GTX trousers in Gill-TEX to provide all-round breathable comfort and excellent protection.

Further information from Marine-line Distributors in Hobart, phone 03 6231 0345 or fax 02 6231 0347.

STORMY SEAS Offshore jacket for safety & protection

Stormy Seas Australia has launched its innovative Offshore sailing jacket - claimed to be a world first in ocean going wear by combining foul weather protection, a safety harness and a life-jacket all in one comfortable garment.

The Stormy Seas Offshore offers bluewater sailors the opportunity to choose a jacket that not only affords complete protection against the wind and waves, but also the safety of an Australian Standards-approved inflatable personal flotation device type 1 (life-jacket) and in-built safety harness.

A lightweight but robust wind and waterproof outer shell combines with a warm and breathable fleece liner for maximum comfort in all weathers. Stormy Seas inflation system is housed between the inner and outer shell fabric, never interfering with the comfort and practical style of the garment until required in a man overboard situation. Triggered manually by the user, the system gives instant CO2 activated buoyancy.

Further information: Stormy Seas Australia, phone 03 6245 0443 or fax 03 6245 0446.

SPERRY

Sperry Top-sider

One of the most famous names in boating shoes, the Sperry Top-Sider range was originally developed to meet the demands of the active sailor - the razor sipped sole unit that provides stability and traction on wet and dry surfaces; the heavily oiled uppers that withstand repeated use in salt water or the canvas and nubuck ranges that are machine washable.

These features, together with the styling and quality level of Sperry Top-Siders has taken them beyond just being used by sailors now they are worn as a genuine, everyday lifestyle brand.

Sperry Top-Sider are launching their new summer range for men's and women's shoes into the Australian market from August onwards. Beginning with an upgraded salt-washed canvas lace-up, the Striper is available in navy and olive for men (priced at \$69.95) and women (priced at \$59.95).

This season sees the introduction of the women's leather Defender slip-on in navy or chocolate brown (priced at \$149.95) which is suitable for wearing both on and off the boat. The men's range also features top grade leather styles such as the Mariner tan or brown with the Quadro grip outsole for increased traction and grip (priced at \$199.95).

Sperry Top-Siders are available at major stores, leading marine stores and show outlets throughout Australia and New Zealand. Further information from Authentics Australia, phone 03 9894 2333. ▲



Sperry Top-Sider will be launching their new range of boating shoes in August, including the Striper salt-washed canvas lace-ups for men and women.

With **SCOTT JUTSON**

CARBON MAST DESIGN *A Look At The Plaguing Problems*

The recent spate of carbon mast failures has left concerns amongst the general yachting public about the reliability of the concept and ultimately the material itself. This concern is justified in most peoples' minds by the simple evidence on the water backed up by the high profile nature of the boats that have lost their masts. This perception is hard to ignore from the industry point of view. This article is an attempt to bring some rationality back in the debate and is based totally on real world failures and designs using a Windows based finite element model (FEM) so our findings have a real world application. This research was targeted primarily towards the most popular trend in carbon mast development that being the runnerless fractional rig. However, much of what is said here is applicable to carbon masts in general. First some background.

Carbon fibre's main attraction is its strength and low density. The density is around 55% that of aluminium regardless of the fibre orientation but the strength can be greater or lesser, being highly dependent on fibre orientation. For the comparative stiffness of a material engineers rely on a value called the Young's Modulus or "E". Using an isotropic material (i.e., one that has the same properties in all directions) like the mast builder's favorite 6061 T6 aluminium the E value is a constant 69 Gpa. However for a typical carbon mast laminate it can vary from a typical high of 120 Gpa using high strength carbon in the vertical plane to 55 Gpa in the transverse plane. These values could reduce by as much as 30% if lower

strength carbon is used. If you could achieve an E of 69 Gpa with carbon in all the relevant load directions then you could expect a carbon mast to have the same size and wall thickness' as an aluminium mast but to be lighter in section weight by around 45%.

In aluminium mast design different sections are compared by using a value known as moment of inertia or "I". This is a property of the section area not the material. This means that a cardboard object and a steel object of the same pattern can have an identical I value. For a valid comparison you need to add something that denotes the physical properties of the materials in question and this is the E value. If the E value is the same then I alone can be used to compare sections. If the E value changes or you wish to compare the capabilities of masts of different materials you then multiply the E value by the I value to create a new value known as "EI". Using this concept one can approximately re-engineer a known aluminium mast into carbon - calculate the E value for the carbon laminate in the direction of the applied load and then generate an I (by adding or subtracting material in the mold) to achieve the desired EI. At least this is theory.

The main design load in the tube is compression. Compression in the mast section is developed from the vessel's righting moment acting through the rig-

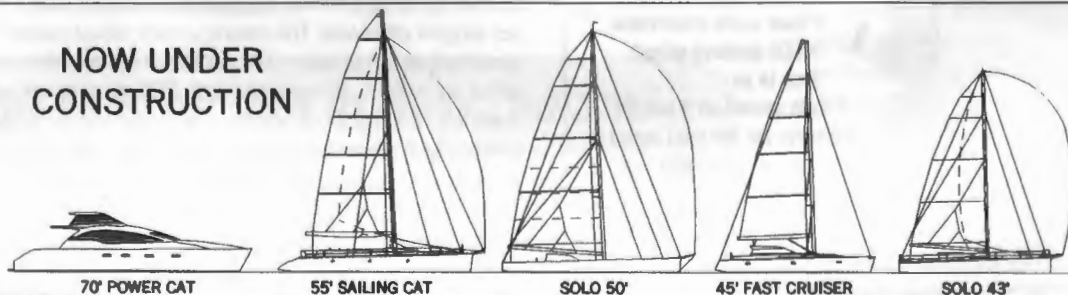
ging and this load achieves its maximum in the lower panel. It is also a load that is evenly distributed throughout the cross section of the tube. The mast also bends in the fore and aft plane but is restrained at the partners. This bend occurs upwind (for sail shaping) and downwind in the process of getting the top of the mast further forward to improve spinnaker efficiency. In the case of the swept spreader mast the forward movement of the lower panel is restrained by the aft running diagonals which are fixed at the deck while, with the inline spreader mast, the checkstays provide a similar restraint. We can all understand intuitively that if the mast is allowed

'When a bending overload occurs the EI equivalence between our carbon mast and the aluminium mast goes out the window since a stress concentration occurs at the partners.'

to keep going forward it would, at some point, break through bending around the partners. In the swept spreader rig there is no visual evidence of the mast bending forward since the diagonals will not allow significant deflections.

However, if the load keeps increasing (from mainsail, vang and gooseneck) as the wind increases what appears to be a stable situation visually (i.e., the mast "looks" right) can become fatal as the loads are still accumulating, potentially heading well beyond the maximum assumed upwind load case. In fact, these

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a.m.i. marine sales

off wind loads can be as much as 100% greater than the upwind loads in parts of the mast when the boat is being driven by main-sail alone off the wind.

These would normally be alleviated substantially in the in-line mast as visual examination of the mast would lead to more load being taken up on the checkstays to keep the system in equilibrium. In a swept spreader, runnerless rig the lower diagonals are doing this job but at a substantially less effective angle. Suddenly their relatively light upwind load case is overwhelmed and they prove inadequate for the task. The solution is basic – size these members on a downwind load case and you will find that they virtually need to be doubled in strength. This will reduce stretch (which helps the lower panel bending) as well as taking them away from permanent yielding from overload. The overloading of the diagonals also means that the maximum upwind compression around which the tube is designed is being exceeded and a substantial additional allowance in the section must be made for the extra loading.

'Our conclusion is that a well designed swept spreader carbon mast for unlimited offshore use needs to look something like a traditional aluminium mast ...'

When a bending overload occurs the EI equivalence between our carbon mast and the aluminium mast goes out the window since a stress concentration occurs at the partners. This means that our primary loads are no longer shared throughout the cross section of the mast but rather are being concentrated in parts of the section at the partners. If these loads exceed the capability of that small area then that area will fail locally. Local failure usually leads to global and down comes the mast.

Why has failure at the partners not been an issue in aluminium masts? Go back to our EI equivalence and you have your answer. Since the aluminium mast has a lower E the I needs to be higher which translates to a thicker wall by around two times. The local stresses generated by the partners are thus distributed over a greater area reducing the opportunity for failure. However, when you produce the carbon equivalent the EI requirement generated by the proven aluminium design leads to a reduction in wall thickness of two to three times. Suddenly the loads from the partners are being applied into a much thinner wall as well as being in the weaker load axis of the carbon laminate.

Our conclusion is that a well designed swept spreader carbon mast for unlimited offshore use needs to look something like a traditional aluminium mast in its panel development even if the EI values suggest otherwise. This means a more robust section from the gooseneck down to below the partners (not dissimilar in thickness to an equivalent aluminium mast) as well as a second panel designed for the extra off wind compression. The diagonals require independent sizing using an offwind load case. For the in-line spreader Carbon mast the bending stress at the partners is equally relevant and, while the tools exist on board to control it, we would strongly advise caution in this area as it may prove to be too critical for even a good crew in a longer race. Finally, appreciate that this article is for general consumption and the more technically minded reader may wish to go deeper or challenge our findings. We welcome this. Carbon masts are undoubtedly the way of the future but their development needs to be opened up if we are to avoid more failures and the ensuing risk to life, limb, and pocketbook. ▲

MCCONAGHY to build Farr 40 1D

Farr International in the USA has announced that the highly successful Farr 40 One-Design is to be built in Australia by the internationally reputable McConaghy Boats of Sydney.

Farr International, which is based at Annapolis, Maryland, has also collaborated with Melbourne-based yachtman and businessman Shane Tyrrell to form Farr International (Australia) to market the yachts in Australia, New Zealand and in the Far East.

Tyrrell has told OFFSHORE that he already has firm orders for three yachts, two for Melbourne yachtmen and one for a Sydney yachtman, with three others at a firm discussion stage. "I expect the first two yachts to be racing by December, contesting the Telstra Cup and the Telstra Sydney to Hobart," he said. Tyrrell himself will campaign the first boat.

The Farr 40 One Design will be built with tooling and parts provided by Carroll Marine of Newport, Rhode Island, in order to maintain the strict one-design constitution of



A Farr 40 One Design in action during the SORC (Southern Ocean Racing Circuit) regatta in the USA earlier this year.

the class. John McConaghy, who has built yachts ranging from IMS champions to America's Cup challengers for Australian and overseas yachtmen, expects to start production in August. The hulls of Kevlar/foam will be vacuum-bagged and heat cured at McConaghy Boats' internationally

recognised boat building factory in the Sydney suburb of Mona Vale.

"The Farr 40 One Design is a great boat, one that has a proven IMS record, just what Australians are looking for," McConaghy told OFFSHORE. "It is good for club racing because there is a rig with no runners.

"People in Australia have lost the urge to have full-on grand prix boats. There is a huge market here for people who want to go out and have a good level race...they want to do the local scene.

"The best racing here was in the old Farr 40 IOR boats; they were all much the same and there were plenty of them racing. These are much the same size and will do that much better," McConaghy added.

Carroll Marine have built some 30 Farr 40 1Ds in the USA, where there is a strongly established class association and good fleets racing under one-design rules and also in IMS fleets. Among the successful owner/drivers at regattas in the US this year is Melbourne yachtman John Calvert-Jones who placed third overall in the class at the famous SORC Regatta and more recently at the Block Island Race Week.

A Farr 40 1D, *Zamboni*, has been chosen in the strong USA Red team for the Kenwood Cup international offshore teams series in Hawaii in August, joining two champion Farr 49s, *Flash Gordon 3* and *Beau Geste*.

Further information on the Farr 40 1D from Shane Tyrrell at Farr International (Australia), phone 03 9823 6243 or 0412 569 654, fax on 03 9816 8103 or by e-mail: shane@ozonline.com.au

Peter Mander dies in New Zealand

Peter Mander, New Zealand's first sailing gold medallist, has died in Christchurch at the age of 69. Mander won the gold medal in the 12 square metre Sharpie class at the 1956 Melbourne Olympics with fellow Canterbury yachtman Jack Cropp as his crew. They beat Australian Rolly Tasker in a close battle for the gold medal.

Mander's career wasn't just spent in the Sharpies. He moved onto the Finn class and was also a top sailor in 18-footers. He then turned to yachting administration, becoming president of the New Zealand Yachting Federation, now Yachting New Zealand.

Young Kiwi sailor for Mini Transat

Fifteen yachts recently completed the Solo TransTasman race from New Plymouth to Mooloolaba with victory going to Queensland multihull designer Robin Chamberlin sailing his own designed 11.6m trimaran *Excess* in a time of 7 days 16 hours 3 minutes.

First monohull to finish was the New Zealand 15.5m sloop *Solo*, skippered by Alistair Dickson in 8 days 18 hours 48 minutes with the first Australian being Bruce Hitchman who placed fourth in *Pacific Breeze* with a time of 9 days 1 hour 19 minutes. Fifth to finish was David Pryce in *Aurora*, just over an hour astern.

Perhaps the most notable effort, however, came from the tiny New Zealand sloop *Essentially*, a 6.5m sloop built and skippered by 26-year-old New Zealander Chris Sayer who finished seventh in 9 days 16 hours 20 minutes.

Chris called into the CYCA, making Sydney his final stopover in Australia before sailing the 1200 nautical mile return leg to New Zealand, and announced that he was looking for sponsors to back an even more ambitious challenge - to compete in the 1998 Mini TransAtlantic Race.

Designed by another Kiwi, John Welsford, to the TransAt limits, *Essentially* is 6.5m LOA, has a beam of 3.0m, a draft of 2.0m and carries a 12.0m tall mast. Built of cedar and fibreglass over a foam core, the cockleshell-looking yacht has an all-up displacement of 1500kg and is the first MiniAt yacht built in either New Zealand or Australia.

The tiny sloop has a swing keel with 400kg of ballast. The fractional rig carries a fully battened mainsail and jib, and a choice of two gennakers which are set off a 2m prod.

Apart from the TransTasman single-hander, Sayer, a boat-builder by trade, has successfully sailed *Essentially* in the double-handed race around the North Island of New Zealand and



New Zealand Chris Sayer with his tiny sloop *Essentially* at the CYCA before leaving to sail back across the Tasman Sea.

sailed single-handed in the Noumea to Vila race.

"The boat is my life; everything I earn goes into the boat," Sayer told OFFSHORE. "But I need sponsorship to take the boat to Europe to compete in the 1999 Mini TransAt Race in September 1999.

"In the last race there were 38 starters and 33 finished the Atlantic crossing. I am confident that I have the skills, the tenacity and the boat to do well in a first-ever Australasian challenge. This is a very powerful boat."

With no stove, no fixed ballast and engine (apart from a 2hp outboard for berthing) Chris had to get special dispensation from the New Zealand Yachting Federation to compete in the TransTasman Race. He can be contacted back in New Zealand by phone on +9 834 6507 or be fax on +9 525 6746.

Honour for AYF President

Bruce Dickson, President of the Australian Yachting Federation, has been

made a Member (AM) in the General Division of the Queen's Birthday Honours for his services to yachting.

Dickson has been President of the governing body of sailing in Australia since 1995, overseeing a major restructuring of AYF. In fact, until the appointment of Phil Jones to the position, he stood in as acting, honorary CEO.

While continuing his active racing with the Royal Sydney Yacht Squadron as owner/skipper of *Norske*, Dickson has been involved in yachting administration for the past 20 years, including being Past Commodore and Life Member of the RSYF, Past President and Life Member of the Yachting Association of New South Wales, and member of the executive of AYF until his election as President. He is also a member of the Advisory Committee of the Australia Day Regatta.

Another well known yachtsman made a Member (AM) in the Queen's Birthday Honours was Marcus Blackmore, being recognised for his services to business, industry and the community.

Blackmore, a member of the Royal Prince Alfred Yacht Club, races the Mumm 36, *Emotional Hooligan*.

CYCA member lost at sea in Atlantic

Cruising Yacht Club of Australia overseas member Michael Dyrda has been lost at sea in the North Atlantic after falling overboard from the luxury yacht *Symphonia* which he was delivering to its millionaire owner in Spain.

Dydra, originally from Sydney, had his early sailing experience with the late Peter Rysdyk, sailed in several Sydney to Hobart races, and later crewed aboard the *Bounty* before setting overseas some four years ago to become a professional yacht captain. Peter Rysdyk joined him on an Atlantic delivery in another yacht only last year.

Dydra's disappearance overboard was reported in a may-day message on May 18 from *Symphonia* which was then in the North Atlantic near Newfoundland. The US Coast Guard and two merchant ships joined in a search without success.

When OFFSHORE went to press, no exact details of the accident had been released by Portuguese authorities in the Azores where the yacht was subsequently sailed by the crew, which included another Australian, a South African and three English sailors. However, it is understood they told authorities that their captain had been attempting to fix a problem with the yacht's headsail furling system when he went missing. One report said he had become wrapped in the sail and disappeared overboard when another crew member went below to get further assistance.

Family and friends held a memorial service for Michael Dyrda at the CYCA in mid May.

SYDNEY 46 TAKES OUT CHS SERIES IN UK

The Australian designed and built Sydney 46, *Hawk*, skippered by Nigel Bramwell, has won the overall title in the CHS British Nationals run by the Royal Ocean Racing Club in a record fleet of 64 yachts at Cowes on the Isle of Wight.

Hawk's win over her closest rival until that moment - *Diva*, Malcolm Lissan's competitive and highly successful Prima class yacht - was only confirmed in race six, a short triangle on The Solent in winds of 20 to 28 knots.

Unfortunately, *Diva* suffered problems with her mainsail and could not compete. As the series allowed no discards, *Diva's* brilliant run of four firsts were not enough to save her from the consistency of *Hawk* which, while she did not win a race, was always in the top results over the six races counted.

The success of *Hawk*, designed by Iain Murray & Associates and built by Bashford International, follows similar outstanding results in South-East Asia by *Subic Centennial*, owned by a syndicate of Phillipines-based businessmen. *Subic Centennial*, helmed by Australian Jamie Wilmot, won Malaysia's Raja Muda Regatta, Thailand's King's Cup and the Singapore Straits Regatta to take the coveted Sir Thomas Lip-ton Trophy for the 1997-98 SouthEast Asia peninsula season.

Another Bashford built boat to do well in the South East Asia series was *QBE Club Marine*, the Sydney 36 otherwise known as *Bashfull*, owned by Cruising Yacht Club of Australia immediate past commodore David Fuller and newly elected Commodore Hugo van Kretschmar.

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Russell Coutts wins Etchells Winters

New Zealand America's Cup skipper Russell Coutts showed his world class and versatility as a helmsman by convincingly winning the International Etchells keel-boat class Australian winter championship at Mooloolaba on Queensland's Sunshine Coast.

The Olympic gold medallist, winning skipper of *Kiwi Magic* and world number two ranked match racing helmsman, won three of the eight races and never finished worse than fourth in the class fleet of 30 sailors from most Australian states and New Zealand. Coutts sailed *The Grenade* with exceptional consistency to score 3-3-1-OCS-4-1-1-3 for a net 16 points, well clear of Sydney yachtsman and sailmaker Grant Simmer (*Pacesetter*) on 29 points from placings of 10-11-4-5-1-2-3-4. Third place went to Victorian Ian Johnson, sailing *Bananas in Pyjamas* who won the final race to finish with 33 points, his scorecard reading 1-2-2-10-7-25-10-1.

Coutts also had the satisfaction of regaining his first place in heat three after the final race when the protest committee reversed its earlier decision to abandon that race because of a 60 degree windshift. The decision did not affect the first two placegetters overall, but saw Johnson move ahead of Sydney yachtsman Michael Coxon (*North Sydney Station*) to take third place and fifth and sixth place also swap.

FINAL RESULTS

- 1 *The Grenade* (Russell Coutts, NZL) 3-3-1-OCS-4-1-1-3, 16pts.
- 2 *Pacesetter* (Grant Simmer, AUS) 19-11-4-5-1-2-3-4, 29pts.
- 3 *Bananas in Pyjamas* (Ian Johnson, AUS) 1-1-2-10-7-25-10-1, 33pts.
- 4 *North Sydney Station* (Michael Coxon, AUS) 2-9-16-1-2-7-7-7, 35pts.
- 5 *Apollo 13* (Bruce Anson, AUS) 5-1-22-7-12-9-5-10, 49pts.
- 6 *Imp* (Ben Noble, AUS) 4-4-21-14-3-5-2-25, 53pts.

Strathfield support for Coffs race

The Royal Prince Alfred Yacht Club has announced that Strathfield Car Radios has signed up for a further, and increased, sponsorship for the annual Pittwater to Coffs Harbour Off-shore Series. This includes the race to Coffs Harbour and two short races before and after the long race.

Strathfield Car Radios financial controller Trevor Hannah says the company is "totally committed to both the Pittwater-Coffs Harbour Yacht Race and, since last year, its associated four race series."

The race from Pittwater to Coffs Harbour starts on December 27 and is again expected to attract between 70 and 80 yachts.

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Clansman win for Australia

Australian owners of Clansman yachts have regained the TransTasman Challenge from New Zealand after six years, winning this year's Kawashima-sponsored regatta on Sydney Harbour by just one point.

This was the 24th Challenge and the score now stands at 12 wins for each national team. Most of the Clansman sailed date back to the 1970s, but most are actively raced and cruised, with 17 boats turning up for the regatta, ten being used for the TransTasman Challenge itself.

Over that time, according to Dick Mills, owner/skipper of *Marjorie J*, there has never been a protest, with the event always run as a true Corinthian spirit. Les McClean, a past Commodore of the CYCA, says the regatta had very much a carnival spirit about it, with families and friends following the

racing from the yacht *Boomerang*. "What is also interesting is the number of new owners of Clansman yachts...there has been a real revival of the class," he added.

"The sponsors, Kawashima, have maintained their sponsorship for the past eight years because they are intrigued by the Corinthian style of sportsmanship shown by all the Clansman owners and their crews."

Les McClean's son David, skippered *Merry Mac* to top placing in the regatta, which saw the fleet sail five windward/leeward races and a sixth islands course around Clark

and Shark Islands and Fort Denison. *Merry Mac* notched up a score of 2-1-2-1-1-4 for 11 points, to win the series from *On Site* (Malcolm Carver) with a score of 6-2-1-2-4-1, 16 points, and *Bonnie Lassie* (Roger Gray) 1-7-4-11-3-2, 28 points.

Best skipper of the series was decided on a countback, with Malcolm Carver just edging out David McClean.

Australia finished the TransTasman Challenge with 155 points while the New Zealanders ended with 156 points, after making determined effort in the last race.

Overflow for Lord Howe Island 25th

Five months before the 25th annual Gosford to Lord Howe Island Race, there is already a overflow of entries for the always popular race across the Tasman Sea.

The race is limited, because of the World Heritage listing of the island, to 25 yachts and the Gosford Sailing Club already has this number plus four on the waiting list.

The Fujitsu Gosford to Lord Howe Island race starts on Saturday, October 24.

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Sailing legend Eric Tabarly lost at sea

The legendary French yachtsman and 1967 Sydney to Hobart line honours winner Eric Tabarly has been lost at sea off the coast of Wales. He was swept overboard in the Irish Sea as he

'Tabarly became a national hero after winning the 1964 OSTAR, a Transatlantic single-handed race from Plymouth, England, to Newport, Rhode Island, USA, with *Pen Duick II*, a 44ft ketch.'

sailed *Pen Duick*, a classic Fife-designed cutter, to join owners of other vintage yachts at the Scottish port of Fairlie for a gathering in memory of the legendary designer William Fife.

Tabarly had owned six monohull and multihull yachts named *Pen Duick*, which signifies a black-headed tit in the Breton language.

Nikki Herriset of Sail-online.com

reports that despite being thrown a life preserver and a quickly alerted search, no trace was found of the 66-year-old who came out of the French Navy to become one of that nation's and indeed, the world's, greatest seamen.

Tabarly became a national hero after winning the 1964 OSTAR, a Transatlantic single-handed race from Plymouth, England, to Newport, Rhode Island, USA, with *Pen Duick II*, a 44ft ketch. His victory made yachting and especially Transatlantic racing one of France's most popular sports with the general public. Twelve years later, Tabarly did it again at the helm of *Pen Duick IV*, a 74ft maxi, normally sailed by a crew of 18 men.

Between those two great victories, he won line honours in the Fastnet Race and the Sydney to Hobart in 1967 with the 16.2m black-hulled, clipper-bowed schooner *Pen Duick III*. On corrected time, *Pen Duick III* placed second. In 1980 Tabarly was aboard the French yacht *Paul Ricard* when it broke the Atlantic crossing record set by the famous *Charly Barr* in 1905.

Tabarly skippered *Pen Duick IV* in the 1977-78 Whitbread Around the

World Race. His last great performance was in October last year when he and Yves Parlier won the Route de Café double-handed race between Le Havre, France, and Cartagena, Columbia. He was also aboard *Aquitaine Innovations* when it won its division of the 1997 Fastnet Race.

France's President Chirac and his widow, Jacqueline, were among the large gathering for a memorial service held subsequently at the French Naval Academy at Lanvec, Brest, where Tabarly graduated.

Fiji Regatta Week At Musket Cove

Australian yacht owners are being invited to contest one of the South Pacific's most popular sailing events, Fiji Regatta Week, from September 4 to 12 this year.

Organised by well known expatriate Australian, Dick Smith, and sailed out of his famous Musket Cove Island Resort, Fiji Regatta Week is legendary among cruising sailors from around the world.

Musket Cove Resort is on Malolo Lailai Island, to the west of Nadi. It is part of Fiji's western group of islands - the region that lays claim to the title of being the sunniest part of the entire South Pacific.

As well as competing in Regatta Week, yacht owners and their crews will also be able to enter in the Musket Cove to Port Vila race which starts just a few days after the series ends.

"The reputation of Regatta Week is so strong among cruising sailors that many plan their voyage across the Pacific just to be at Musket Cove in September," Dick Smith said. "If you know how to have fun both ashore and afloat then you are eligible to compete.

"We have two divisions - racing with spinnakers and racing without spinnakers. It's that simple. The courses take the fleet around the beautiful islands that are adjacent to

Hedley Watson dies in Qld

Captain Hedley Watson, a former sailing secretary of the Cruising Yacht Club of Australia from the late 1960s through to 1973, has died suddenly in North Queensland. He suffered an aneurysm and died after being rushed from Lindeman Island to Townsville Hospital.

Capt Watson, 65, was the only compass adjuster in the Whitsundays and one of only two local surveyors accredited by Transport Queensland to carry out inspections on commercial vessels.

Born on Barry, on the Bristol Channel of Wales, Captain Wilson had sailing and the sea in his blood. He gained a cadetship as a 16-year-old with the British India Co, sailing on trading ships between Britain and India before emigrating to Australia in 1953. He joined the CYCA in the mid 1960s.

After leaving the CYCA in 1973, Capt Watson worked in Western Australia before settling in the Whitsundays. A memorial service was held at the Whitsunday Sailing Club and his ashes scattered in Pioneer Bay.

• CYCA Life Member David Goode has passed away suddenly in Adelaide, bringing to an end his all-consuming interest in yachting, including many years as the official starter for the Club's offshore races. (Complete obituary in this issue of ONSHORE).



Young Australian sailor James Spithill made his European match racing debut in the recent Royal Lyngington Cup on The Solent, competing impressively against some of the world's best sailors and placing ninth out of the 12 competitors. Victory for the second year went to Britain's Chris Law who won the final in four straight races against France's Bertrand Pace, ranked number three in the world. Spithill is pictured above in a close encounter with Britain's Andy Green. (Pic - Steve Munday, Allsport).

Musket Cove."

Musket Cove is one resort in the South Pacific that goes out of its way to welcome cruising sailors. The yacht club's "Two Dollar Fifty" Bar is famed among cruising sailors. It is a Fijian hut located on a small, palm tree fringed island that can be easily accessed from the resort.

For more information on Fiji Regatta Week at Musket Cove contact Dick Smith on telephone 679 - 662 215. Fax 679 - 662 633. Address: Private Mail Bag NAP 0325, Nadi Airport, Fiji Islands.

New AYF courses for safer boating

The Australian Yachting Federation has granted a license to three times America's Cup navigator Jack Baxter and his company, Oceans Pty Ltd, to act as a provider for a series of new AYF boating courses being launched throughout Australia.

The new Basic Sailing and Small Power Boat Handling Courses, accredited by the Australian National Training Authority (ANTA) will be available from the start of the 1998-99 summer season.

Baxter commented: "This is an exciting development for small boat training. The courses are devised in such a way that prior knowledge is recognised and time is not wasted reinventing the wheel. Changes in technology effecting boats mean that even experienced people can be surprised at what they don't know."

Further information from Kristen Kosmala at the AYF (02 9922 4333) or Jack Baxter at Oceans (08 9842 5144). ▲

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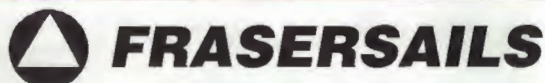
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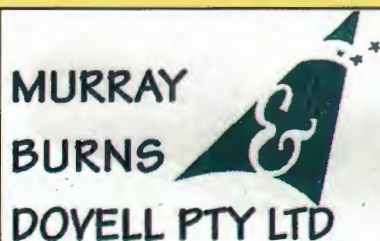
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CYCA Offshore Racing Calendar

MAJOR OFFSHORE AND INSHORE EVENTS IN AUSTRALIA AND OVERSEAS

AUSTRALIA

JULY

25 Perkins Shipping Darwin to Ambon ocean race, Darwin SC.

AUGUST

- 1 13TH Sydney-Gold Coast Race, CYCA. (First race of CYCA 1998-99 Blue Water Pointscore.
2 ORCV Winter Series, Port Phillip, Race 3 & 4.
7-9 XXXX Gold Coast Winter Regatta, Southport Yacht Club, Qld.
10-15 XXXX 24th SCOR, Mooloolaba Yacht Club, Qld.
16 ORCV Winter Series, Port Phillip, Race 5.
16 Hogsbreath Mooloolaba to Airlie Beach Race, Mooloolaba Yacht Club, Qld.
15-20 Joico-TAG Heuer Hayman Island Big Boat Series, Whitsundays, Hayman Island Yacht Club. Qld.
22-29 XXXX Ansett Hamilton Island Race Week, Whitsundays, Hamilton Island Yacht Club, Qld.
30 ORCV Winter Series, Port Phillip, Racen 6.

SEPTEMBER

- 6-12 Hogsbreath Cruising Race Week, Whitsunday Sailing Club, Airlie Beach, Qld.
10 Great Whitsundays Fun Race, Whitsunday Sailing Club, Airlie Beach, Qld.
12-13 Whitsunday Vista Gold Cup Maxi Yacht Challenge, Whitsunday Sailing Club, Airlie Beach, Qld.
12-17 Mirage Resorts Regatta, Port Douglas, Port Douglas Yacht Club, Qld.
12 ORCV Winter Series, final race, Portsea-Hastings.
13-19 Volvo Coffs Coast Sail Week, Coffs Harbour.
17-23 First Pre-Olympic 2000 Regatta, Sydney Harbour and offshore, Sydney Organising Committee for the Olympic Games (SOCOG).
26 Sydney offshore racing season opens, CYCA, MHYC, RSYS, RPYAC.
25 Sydney Harbour inshore racing season opens, RSYS, RPEYC, MHYC, SASC.

OCTOBER

- 24 Fujitsu 25th Gosford to Lord Howe Island Race, Gosford Sailing Club.
31 Melbourne-Stanley ocean race, Bass Strait, ORCV.

NOVEMBER

- 28 Apollo Bay Race, Bass Strait, ORCV.
28-29 Ord Minnett Regatta IMS/TPHS/JOG short ocean racing championship regatta, MHYC.

DECEMBER

- 16-20 Telstra Cup IMS/TPHS/JOG regatta, Sydney Harbour and offshore, CYCA.
18 Canon Big Boat Challenge, Sydney Harbour, CYCA.
26 Telstra 54th Sydney to Hobart, 630 nm, CYCA/RVCT
25 Cock of the Bay Race, Port Phillip, ORCV.
27 Melbourne to Hobart "West Coaster", ORCV.
26 Melbourne to Devonport Bass Strait Race, ORCV.
27 Strathfield Car Radios Pittwater to Coffs Harbour Race, RPYAC

INTERNATIONAL

AUGUST 1998

- 1-14 Kenwood Cup, Hawaii, Royal Hawaiian Ocean Racing Club.

SEPTEMBER 1998

- 24-27 San Francisco Big Boat Challenge, St Francis Yacht Club.

DECEMBER 1998

- 16-20 Telstra Cup, Sydney Harbour and offshore, CYCA.
18 Canon Big Boat Challenge, Sydney Harbour, CYCA.
26 Telstra 54th Sydney to Hobart, 630 nm, CYCA/RVCT.

JANUARY 1999

- 2-19 1999 World Sailing Championships, Port Phillip, Melbourne. Olympic classes, Victorian Yachting Council.

APRIL

- 16 Melbourne to Osaka double-handed race, Nippon Ocean Racing Club, Japan.

JULY

- 12-26 Champagne Mumm Admiral's Cup, Royal Ocean Racing Club, UK.

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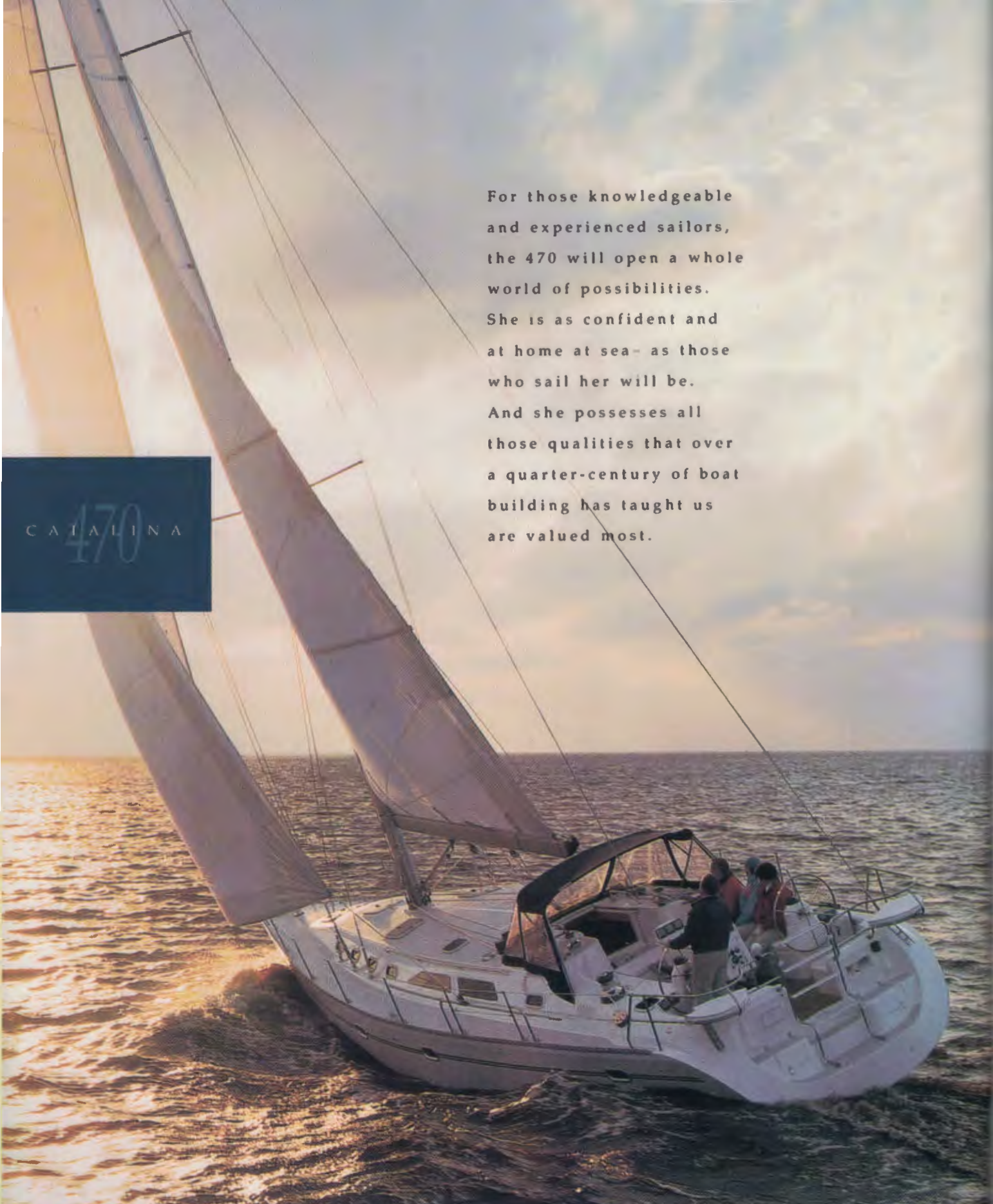
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