

Offshore

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

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Sydney to Hobart

race reports:

- Race record slashed
- Yes to Yendy's
- Last but not least
- Safety first

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1999 Telstra Sydney to Hobart

A TIME TO REMEMBER

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In the fastest race in 55 years, the Volvo 60 *Nokia*, a Danish/Australian entry, slashed the record for the Telstra Sydney to Hobart Yacht Race while 15 other yachts also broke *Morning Glory's* time.

YES TO YENDYS

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IMS Overall winner of the 1999 Telstra Sydney to Hobart, the Farr 49 *Yendys*, had raced for only nine days, including the Hobart, when she crossed the line on the Derwent River to clinch victory for owner/skipper Geoffrey Ross.

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LATE NEWS..... CYCA TO RUN MOOLOOLABA RACE 45

The CYCA has announced that, in conjunction with Mooloolaba Yacht Club, it will conduct a pre-Easter race from Sydney to Mooloolaba, starting on April 15.



A time to r

The Danish/Australian entry Nokia slashed an extraordinary 18 hours off the race record in taking line honours in the 1999 Telstra 55th Sydney to Hobart Yacht Race with the Sydney maxi Brindabella close astern. Peter Campbell reports on a time to remember.

On the morning of Boxing Day, December 26, 1999, prominent Sydney sailor Michael Spies looked at the weather forecast for the Australian east coast south of Sydney for the next two days and boldly predicted that the yacht he was co-skippering, *Nokia*, would slash half a day off the race record.

Geoff Cropley, an experienced crew member of *Brindabella* also read the forecast and bet me a jug of rum that the Sydney maxi would be in Hobart between four and five o'clock in the afternoon of December 28, ten hours ahead of the record.

The forecast for strong northerly winds of 20 to 30 knots, gusting to 45 knots in Bass Strait, for the next 24 to 36 hours, offered the most favourable conditions for a race record since 1975 when the American maxi ketch *Kialoa* set a benchmark time for the 630 nautical mile race of 2 days 14 hours 36 minutes 56 seconds.

That time stood for 21 years until the German maxi *Morning Glory* in 1996 clipped 29 minutes off *Kialoa's* time with a record of 2 days 14 hours 7 minutes 10 seconds - a time that was the result of technology advances in boat and sail design rather than favourable weather.

Then came 1999, the 55th Sydney to Hobart race of the 20th century, with the right weather and the right boats to not just break, but to slash the times of *Kialoa* and *Morning Glory*. CYCA Race Director Phil Thompson summed up the 55th race: "Last year was a 100 year storm and this year was a 100 year

wind."

Nokia, a water-ballasted Volvo 60 skippered jointly by Michael Spies and Danish Olympic yachtsman Stefan Myralf, crossed the Telstra race finish

line off Battery Point at 08.48.02 am on December 28, 1999, heralded by an Army cannon on Castray Esplanade. Her elapsed time of 1 day 19 hours 48 minutes 2 seconds, slashed *Morning Glory's* time by an extraordinary 18 hours and 19 minutes.

George Snow's Jutson-designed IMS maxi, *Brindabella*, finished less than a hour later, closing the gap in the early hours of the morning as the two big boats sailed across Storm Bay.

Neither Spies, Cropley or myself had predicted the extraordinary boatspeed both yachts would achieve and maintain on the surfing spinnaker run and hard two-sailing reaching that took the big boats south to Tasman Island in 36 hours before the wind finally died away. After a lull of a couple of hours the northerlies were replaced by a freshening south-easterly front that carried the leaders up the Derwent River, but was also the start of 48 hours of boat and body battering headwinds for the rest

of the 80 boat fleet.

In effect, this turned the event into two races with many of the smaller yachts showing prudent seamanship by running for



remember!



As a result, apart from several broken booms, the most serious damage sustained was one broken mast.

Crews were not so lucky. More than a dozen yachtsmen ended up in hospitals in Tasmania with injuries ranging from broken wrists and ribs to dislocated shoulders and back injuries. One man ended up in the Launceston General Hospital suffering severe shock after being knocked overboard from the Papua New Guinea yacht, *Hi Flyer* - he was recovered within a matter of minutes in a co-ordinated crew effort. He was taken ashore by the Tasmanian police launch Van Dieman which played a key role in bringing other injured crew ashore.

Five crew from the Queensland yacht *Esprit de Corps* were taken to St Helens Hospital, as were three crew from the Sydney yacht *Hogsbreath Witchdoctor* and three from the Victorian boat *Amaya*. The Tasmanian yacht *Mirrabooka* also dropped an injured crew ashore at Triabunna, an ill crewman was picked up from the PNG boat *Phillip's Foote* off Port Arthur and another man was taken to Hobart General Hospital with suspected spinal injuries after the Tasmanian yacht *Interum* finished.

Nokia, the former *Swedish Match* which finished third overall in the last Whitbread Race, sailed the 630 nautical mile course with a VMG of 14.39 knots, probably one of the fastest average speeds every achieved in a long ocean passage race in the world.

The next 15 boats to finish, including four 40-footers, also broke *Morning Glory's* record, but the final boat to cross the line, the 33-footer *Berrimilla*, took 7 days 10 hours 4 minutes 48 seconds, resuming the race after sheltering for 18 hours in Skeleton Bay north

of St Helens on the Tasmanian east coast.

The Australian IMS maxi yacht *Brindabella*, George Snow's Jutson 76, again finished second, less than an hour astern of *Nokia*, also slashing the record, with the third boat to finish being Grant Wharington's *Wild Thing*, a Murray, Burns & Dovell designed 76-footer from Melbourne, half an hour astern.

Then came the radical-looking, twin-ruddered Open 60, *Magna Data*, skippered by Sydney skiff sailor and marine maintenance operator Sean Langman.

Each of these yachts had at one stage led the fleet in the highspeed dash to Hobart, but *Nokia* took control as the fleet swept past Jervis Bay on the first evening of the race and was never headed. Twenty-four later, maintaining a boat speed of 20 to 25 knots, surfing down waves at 30 knots, *Nokia* was south of Flinders Island.

At this stage, *Nokia* had elected to drop her spinnaker, as did most other yachts astern of her. Aboard the Lyons

43, *Atara*, skipper Roger Hickman reported that the boat was sailing under a reefed mainsail and poled out headsail, and was still surfing down waves at 22 knots. "We haven't been under 14 knots since we have dropped the kite," Hickman told the Telstra Media Information Centre in Hobart, using a Telstra Minisat satellite telephone.

The weather was not only the most favourable for a race record since 1975, but the conditions were ideal for *Nokia*. The crew of the Volvo 60 made full use of her water ballast, pumping water into the aft tanks to lift the bow for the surfing dash across Bass Strait. Despite *Nokia's* advantage, the IMS maxi *Brindabella*, sporting a new Doyle Fraser Mainsail sailed an excellent race to finish so close, closing the gap as the winds lightened near Storm Bay.

The superyacht, *Mari-Cha III*, sailing as a demonstration yacht, had earlier been the first boat to cross the finish line, with the huge ketch completing the course one hour and 16 minutes earlier, her VMG being 14.82



Heavily reefed, the Melbourne yacht Challenge Again, skippered by Lou Abrahams, battles to windward off the Tasmanian East Coast (pic - Richard Bennett).

knots.

Unlike the sombre arrival of *Sayonara* after taking line honours in the tragic 1998 Sydney to Hobart, *Nokia's* victory was highlighted by the firing of an Army cannon, day pyrotechnics and a jazz band afloat, with thousands packing the dockside to cheer the winning crew and watch the colourful presentation of the JH Illingworth Trophy for line honours and Telstra medallions to each crew member.

Nokia co-skipper Spies told the media and public that the 60-footer had reached a peak boatspeed of 30 knots surfing downwind across Bass Strait and had logged between 415 and 420 nautical miles over a 24 hour period.

"At one stage we thought we were going to better *Silk Cut's* world record 24-hour run of 449.5 miles in the last Whitbread Race," an elated Spies said.

"We were going too fast under spinnaker so we decided to drop it and sail under full main and jib - and we still were hitting 25 knots and more down the waves," he added.

Nokia, skippered jointly by Michael Spies and Danish yachtsman Stefan Myralf, later survived a protest by two rival maxi yachts, *Brindabella* and *Marchioness*, lodged on the grounds that she had carried more crew than was permitted under Whitbread class rules, the rules under which the Cruising Yacht Club of Australia allowed her to compete and use water ballast.

An International Jury rejected the protest as lodged invalid, but went to the extent of advising the parties that in any case their claims on crew numbers would not have been upheld.

As the big boats were sailing across Storm Bay and the Derwent, their crews elated at their record-breaking times, the Bureau of Meteorology forecast tough conditions in southern Bass Strait and down the Tasmanian east coast for the remaining 71 yachts.

A low just south of Eddystone Point (on the northeast tip of Tasmania) deepened and moved slowly southwards with the winds reaching gale-force along the Tasmanian East Coast and in southern Bass Strait and maintaining their intensity for 48 hours, battering many yachts into submission.



South Australian yacht Doctel Rager leaps out of a sea as she reaches down the Tasmanian East Coast. She placed 3rd in PHS overall. (pic - Richard Bennett)



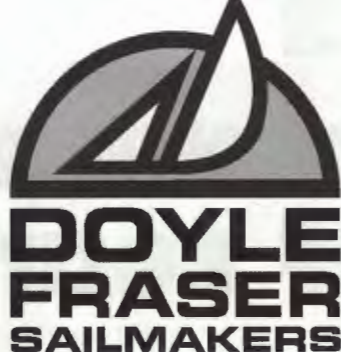
Elated record slashing Co-Skipper of Nokia, Stefan Myralf (Left) from Denmark and Michael Spies from Sydney. At Hobart. (pic - Ian Mainsbridge)

Many took shelter, others retired with injured crew, sail and rig damage, with the retirement list reaching 30 boats out of the 80 starters.

As thousands of Tasmanians, and visitors, celebrated the end of the 20th Century and the beginning of the new Millennium at parties around Hobart's

Constitution Dock, the crews of seven yachts were still at sea, or sheltering from the southerly gale.

The last boat to finish was the 33-footer *Berrimilla* which crossed the line shortly before midnight on January 2, 2000 - taking 7 days 10 hours 04 minutes 48 seconds to sail the course.



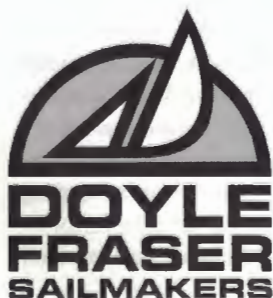
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Yendys wins tough test of seamanship

The 1999 Telstra Sydney to Hobart Race, the 55th conducted by the Cruising Yacht Club of Australia in conjunction with the Royal Yacht Club of Tasmania, underlined the fact this will always be a tough ocean race, requiring the best in boats and the most experienced of crew to achieve success in the 630 nautical mile ocean classic. Peter Campbell reports on the IMS Overall and other winners.

The sail number for *Yendys* - IMS Overall winner of the 1999 Telstra Sydney to Hobart Yacht Race - is 1836, representing a year of significance to the family of *Yendys* owner and skipper, Geoffrey Ross.

That was the year the family matriach - Geoffrey's great-great-great grandmother, Isabella Urquhart - sailed into Hobart with 186 other female convicts aboard the HMS *Westmoreland*, as a 22 year-old banished to the colonies for seven years.

One hundred and sixty three years later, her descendant voluntarily headed for Hobart carrying the 1836 sail number with the idea of taking some silver back home. And 1999 became another year of significance to the Ross

clan.

After battling through the storm-swept 1998 Sydney to Hobart with his rather luxuriously appointed ("we had three bathrooms and a stateroom") Beneteau 50, also named *Yendys*, Ross decided to commission a new boat. This time it was to be an out-and-out grand prix racer, spartan in accommodation, the ultimate in ocean racing performance. "A boat to beat Syd Fischer and Ragamuffin," he declared.

Ross' quest bore fruit with his new *Yendys*, a Farr 49 representing the latest IMS grand prix racing concept from Farr International, superbly built in carbon fibre by Boatspeed of West Gosford, NSW, powered by the latest North Sails, and with a complete Lew-

mar lightweight deck pack.

In a colourful ceremony on the Telstra Barge, moored alongside Hobart's Constitution Dock, and not far from where Isabella Urquhart, and her husband-to-be Frederick Ross, first landed, the Vice Commodore of the Cruising Yacht Club of Australia, Hans Sommer, and the Commodore of the Royal Yacht Club of Tasmania, John Sherman, named *Yendys* as the winner of the prestigious Tattersalls Cup for the first placed yacht on corrected time in the grand prix IMS handicap category.

Yendys won first Overall IMS, first in IMS Division A, collected a swag of silverware - the Tattersalls Cup and replica, the RORC plaque, the Government of Tasmania Trophy and replica, the Marine Board Trophy and replica, and the Sir Arthur Warner Trophy and replica. Navigator Danny McConville won the Bill Owen Memorial Trophy while designer Bruce Farr will receive the Alan Payne Memorial Trophy and replica.

Illingworth Medallions went to the winning crew - Bruce Clarke, Tristian Eldershaw, Mark Elkington, Julian Freeman, George Johnston, Danny McConville, Neil McDonald, Andrew Pryer, Geoff Ross, Peter Seary, Grant Simmer and C.Simpson.

"It's a bit spooky isn't it, but still it's a great feeling," said Bendigo-born Ross, nursing three broken ribs courtesy of being thrown overboard from *Yendys* as conditions switched from "surfing" north-easterlies to struggling southerlies.

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Yendys, Overall IMS winner of the 1999 Telstra Sydney to Hobart Yacht Race. (pic - Ian Mainsbridge)

with the southerly front moving across Tasmania as *Nokia* swept up the Derwent River to take line honours in record-smashing time, put an end to any hopes of the 40-footers taking top handicap honours. As *Nokia*, *Brindabella*, *Wild Thing* and *Magna Data* finished in that order, the computer had the Sydney 40 *Sword of Orion*, skippered by 1998 race survivor Rob Kothe, progressive overall leader from *Atara*, *Ausmaid*, *Young Australia*, *Yendys* and *Terra Nova*.

By the next "skéd" all that had changed as the sou'easter built into a ferocious gale along the east coast of Tasmania and into southern Bass Strait, a gale that was to last for 48 hours. *Yendys* jumped to the top of leaderboard on progressive, provisional corrected times, the Jutson maxi *Brindabella* second, *Ausmaid*, a Farr 47, third and the Farr 50, *Ragamuffin*, fourth.

And that is how the order remained for the rest of the race as the smaller boats tacked back and forth, many down to stormsails, with many skippers showing prudent seamanship by seeking shelter in bays along the Tasmanian coast or in the lee of islands in Bass Strait.

Runner-up in the IMS Overall was George Snow's *Brindabella*, the Scott

Jutson designed 76-footer which had also finished second to *Nokia* on line honours. Third place went to *Ausmaid*, a Farr 47 and past overall IMS winner of this race in 1996, now sailed by South Australian Kevan Pearce.

Ross, a Hong Kong-based successful Australian businessman, operates SecureNet, a leading edge telecommunications and information technology security provider, specialising in e-commerce.

His winning journey south in the 1999 Telstra Sydney to Hobart race was his most successful of six races to Hobart. He steered *Yendys* across the line in seventh place behind line honours winner *Nokia*, to be eight hours inside the race record set by the German 80-foot maxi *Morning Glory* in 1996.

Vice Commodore Sommer acclaimed the efforts of Ross and his crew, and their continued support of the Telstra Sydney to Hobart race.

"Conditions this year have delivered trials and tribulation for all the 80 skippers and crews which started this year and after such a dream run south who could have foreseen the tough conditions that at least a third of the fleet is negotiating its way through now.

"Crews which have already reached Hobart, and the competitors still at sea

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"The spirit of Geoffrey Ross and his crew aboard Yendys as overall race winners reflects the spirit of all sailors and competitors in this great Australian and international bluewater event, Vice Commodore Sommer said.

Big boats dominated overall results in the other handicap categories, IRC and PHS, although the smaller boats that eventually reached Hobart picked up divisional trophies in the IMS category.

Nokia, the record-breaking line honours winner, sailed by a Danish/Australian crew skippered jointly by Stefan Myralf and Michael Spies, placed first overall in the IRC category, winning the Volvo 60 trophy.

Trophy for first place in IRC Division 1 went to *Wild Thing*, Grant Wharlington's Murray, Burns, Dovell designed 76-footer which had been third to finish, also in record time. The Farr 40 One Design, *Leroy Brown*, skippered by Warren Wieckmann, placed second and Charles Curran Sydney 60, *Sydney*, third.

Leroy Brown sailed an exceptional race, finishing 12th across the line after a remarkable spinnaker ride for the first 40 hours of the race to be the first 40-footer to finish, comfortably ahead of rival Farr 40 ODS, *Terra Nova* and *Young Australia*, which chose to race under IMS.



Escorted by the ABC helicopter and a fleet of powerboats, Nokia sweeps up the Derwent River to take line honours in record time. (pic - Ian Mainsbridge)

The Open 60, *Magna Data*, at one stage race leader in the dash down the NSW coast, and ultimately fifth to finish, won PHS Overall and Division 1. Skippered by Sydney skiff sailor and marine maintenance operator Sean Langman, the radical-looking, twin-ruddered sloop was originally designed by Andy Dovell of the MBD group as a solo round-the-world racer for Kanga Birtles.

Last year she sailed around Australia in record time and despite the fact that she was prevented from using water ballast, she sailed an outstanding race.

Marchioness, the maxi owned by four Sydney lawyers, Michael Cranitch, Des Kennedy, Pail Markos and Steve Smart, finished fifth across the line, also breaking the record, but had to be con-

tent with second in PHS to *Magna Data*. Third place went to the South Australian 50-footer, *Doctel Rager*, skippered by Gary Shanks.

PHS Division 2 saw an historic win by 20-year-old Liz Wardley, skippering her Elliott 36, *Phillip's Foote*. Her win was the first division win by a yacht from Papua New Guinea and the first by a woman. She also won the Jane Tate Memorial Trophy for the first woman skipper.

Phillip's Foote won PHS Division 2 from *Alien*, a Lidgard 35 skippered by Victorian yachtsman Michael Welsh, third place going to the Tasmanian yacht *Grand Chancellor*, a Northshore 38 skippered by Mark Ballard, the 46th yacht out of the 50 to complete the 1999 Sydney to Hobart.

Nokia crew donate \$10,000 prize to Youth Sailing

The crew of the Danish/Australia yacht, *Nokia*, the record-breaking winner of the Telstra Sydney to Hobart Race, donated their \$10,000 prize for breaking the overall race record back the Cruising Yacht Club of Australia to promote its Youth Sailing Academy.

Nokia was one of four boats to collect a cheque for \$10,000 for setting new class records, which are based on length overall, at the official prize giving at the Royal Yacht Club of Tasmania in Hobart.

In taking line honours, *Nokia*, skippered by Michael Spies and Stefan Myralf broke the Open Record set by

German maxi *Morning Glory* in 1996 by an incredible 18 hours 19 minutes, setting a new race record of 1 day 18 hours 27 minutes 10 seconds.

In the class for yachts less than 18.5 metres LOA, the Open 60 *Magna Data* (Sean Langman), sliced 20 hours off the previous record set in 1975 by the Miller 57, *Apollo*, with a new time of 2 day, 1 hour 37 minutes and 21 seconds.

Overall IMS winner Geoffrey Ross added a cheque for \$10,000 to his collection of trophies with his newly launched Farr 49, *Yendys*, setting a new record for yachts less than 15.5 metres of 2 days 5 hours 57 minutes and 30

seconds. Ray Roberts' Corel 45 *BZW Challenge* set the previous record in 1996.

In the class record for yachts less than 12.5 metres, Sydney yacht *Leroy Brown* (Warren Wieckmann), a brand new Farr 40 One Design, shattered the previous record set by Peter Packer in his Miller 40 *Rampage* in 1975. The record now stands at 2 days 11 hours 24 minutes and 50 seconds.

The only records still standing from 1975 are those for yachts under 11.0m, held by American Ted Turner with One Tonner *Pied Piper*, and for yachts under 9.0m, held by the Ted Thomas with the Bob Miller designed *Plum Crazy*.



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Tailending the fleet?

The last yacht to finish the 1999 Telstra Sydney to Hobart was the little sloop *Berrimilla*, skippered by Alex Whitworth from the Royal Australian Navy Sailing Association in Sydney, crossing the line less than hour before midnight on January 2, 2000.

Berrimilla's skipper and crew displayed prudent seamanship in sheltering from the southerly gale that battered the smaller boats in the fleet, but with grit and determination they resumed racing to finish the 630 nautical mile rhumbline course. But it took them 920 miles of sailing and seven days 10 hours and 6 minutes to do so.

Here is *Berrimilla*'s story of the 55th Sydney to Hobart:

Just south of St Helen's on New Year's Day, 2000, the captain of a small merchant ship, the *Iron Sturt*, called us up on channel 16 and asked us, very politely, if we were tail-ending the fleet to Hobart.

"Well yes, actually, we are," we replied and after exchanging New Year greetings, we both continued on our voyages. Our's was on to Hobart, still many miles away. As we signed off, we agreed that the fact *Berrimilla* and her crew were still competing in the 1999 Telstra Sydney to Hobart Yacht Race was no small achievement, all things considered.

Berrimilla is a Brolo 33 designed by Australian Peter Joubert in 1964 and built in 1977. She has done nine Hobart races including the very rough 1984 and 1998 races, and this hard race of 1999, at least for the second half of the course. In the 1998 race, *Berrimilla* won PHS in



Alex Whitworth, owner/skipper of *Berrimilla*, bruised and battered but happy to finally reach Hobart. (Pic - courtesy "The Mercury", Hobart)

both the Hobart and the Lord Howe races which is a unique double.

Onlookers at Hobart's Constitution Dock, where we finally berthed around midnight on January 2, may well have described *Berrimilla* as looking rather daggy beside all the modern high-tech hardware in and outside the Dock. So she does, but get up close and you may get a feel for the passion, dedication and care that has gone into getting her ready for the big races over the past six years. She is enormously strong, seaworthy and quite basic and she goes to windward as fast as much bigger boats, particularly in a blow. We have tried out everything in the boat in atrocious weather and it works.

The regular crew is a loose bunch of eight or ten people who sail the boat all the time. We are all friends, we know and trust each other and we have confidence in the boat. Who is on or off for any race depends on family, work and other commitments, but the maxi-

mum for a Cat 1 race is six.

This year, we were better prepared than ever before when we motored to the start and relieved that at last we were away. We worked the start and, for us, got a beauty, just to leeward of *AFR Midnight Rambler* and with relatively clear air.

This was ruined later by spectator boats all over the course near South Head and out to the sea-mark.

The first two days were just like last year, chasing the big kite downwind at close to *Morning Glory*'s record pace of 1996 Routine, except that we found the only hole on the entire east coast just off Eden and almost parked for a couple of hours.

Several sail changes later we opened our celebratory Cascades at half way, almost exactly two days out. *Nokia* had finished and we were waiting for the forecast 40 knots from the south. A final meal of chilli prawns and we watched the change move in. It came at first at 35 knots, directly up the rhumbline, then 40, then 50 by nightfall!

At this point, with three reefs and the #4, the boat was going very fast and pounding into a short steep breaking sea. We decided to go for the storm gear. The tri-sail slowed the boat from about 8 to 7 knots and the storm jib should have completed the job, but Alex got his face wrapped around the inner forestay while setting it and we decided to stick to the tri-sail and reassess the situation.

Alex's face looked a mess and we sent him below to his bunk, but he seemed OK. "Absolutely no helicopters please and bloody well keep racing" came the order, so we set the storm jib on the inner forestay and took a long tack westwards into the lee of Flinders and Cape Barren Islands where the seas were a bit easier and we could make a little better progress.

A night and a day and a night later, about 45 short tacks through the shoals around Cape Barren and North Eastern Tasmania down to Eddystone Point and we were abeam of St Helens

around midnight. We had lost our ability to charge the batteries a day or so earlier because water had got in through a partially open mushroom vent left open to accommodate the aerial lead for the Comsat 2, as a last minute compromise to avoid drilling the deck.

From St Helens we tried a long tack out to sea and came back in at Scamander with minimal gain. At midday on New Years Eve we used the handheld VHF to get a forecast from Scamander Coastal Patrol - 36 hours more of 35 to 50 knots from the south. A short discussion and we agreed that the mathematics did not add up. We had three people with more or less serious injuries, no charging ability, intermittent problems with the engine starter and the prospect of another two days bashing into the gale. We needed to stop and fix things and get some rest.

The alternatives were Bicheno, about a day upwind, or Skeleton Bay, about 14 miles astern. No choice really and we surfed back to Skeleton Bay with 50 knots apparent at times in 8 metre seas and dropped anchor.

With everything hung out to dry, we fixed the electrics, which was simple in calm water with no green ones breaking over the boat.

New Year's eve in Skeleton Bay. Appropriate for a millennium sleepover. We had some lamb curry given to us by Jack Kristofferson after his brave attempt to get away in time to make Cape Horn before the window closed, and just a little OP rum to round it off. Several replays of Monty Python, a passable imitation of Pete and Dud doing Jayne Mansfield's lobster and everyone was asleep by 10. Bugger the millennium!

At 0700 on New Year's Day we were off again, into a 20 - 30 knot southerly which at least allowed us to move south down the coast. We reached the point at which we had turned back the day before exactly 21 hours after turning back and the last three boats had sailed past us while we were anchored.

This was when the *Iron Sturt* called us up and asked us how we were going. Happy New Year all round.

The rest was routine. Calm, blow, furious sewing of a huge tear in the #1 while the kite was up at Tasman Island and the usual busters at the Island.

And the opportunity for the definitive photo of the race: as we rounded TI. *Mari-Cha III* was at Cape Raoul on her way back to Sydney a week or so after she had finished and we crossed south of Port Arthur. They were estimating Sydney in one day and 19 hours. Isn't technology wonderful?

So up the Derwent in the dark in a dying breeze, the first time we have finished at night and into a very quiet Constitution Dock. About eight other boats and some backpackers who shared their fish and chips with us.

We had sailed 920 miles to get there, 600 odd since passing half way, into a constant southerly from Bass Strait to the Hippolytes. The Brolga was undamaged but the crew were exhausted, battered, thirsty and exultant - we were in Hobart, later than usual but with honour intact.

In relative terms this race was harder than 1998, but maybe not as hard as 1977. In 1998 we had 60-70 knots full on for 12 hours and the rest was easy. In 1977 we had six days of southerly winds reaching 60 knots, with an 80 knot gust at Tasman Island.

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Best from the West

The only two Western Australian entries in the 1999 Telstra Sydney to Hobart Race, *Red Jacket* and *Impulse* each won their respective handicap divisions in the tough 630 nautical mile race.

According to the skipper of *Red Jacket*, Ron Lally, the previous best performance by Western Australian yachts were in 1975 when Peter Packer's 40-footer *Rampage* finished first overall and first in division and in 1981 when Alan Bond's *Apollo V* placed first in its division.

Red Jacket, a Graham Radford-designed 40-footer from Hilary's Yacht Club, won IMS Division C from the Tasmanian yacht *Mirrabooka* (John Bennetto) from the Royal Yacht Club of Tasmania. The third place went to *Aurora* (Jim Holley) from the Lake Macquarie Yacht Club in NSW.

Impulse, a Holman & Pye 34 skippered by Lance Woods from Royal Freshwater Bay Yacht Club in Perth, did not finish the gruelling race until less than an hour before the end of the

20th century. The crew received a huge welcome from New Year's Eve revellers at Constitution Dock.

Impulse won IMS Division D by more than 24 hours on corrected time from the second last yacht to finish, Martin Power's Swanson 36 *Breakaway* from Sandringham Yacht Club in Melbourne. *Breakaway* was one of several yachts to resume the race after sheltering in the lee of Deal Island, an excellent example of prudent seamanship.

Lally's success was particularly deserving as he had spent three years building *Red Jacket*, launching it in 1995, then in 1998 driving the yacht on the back of a truck from Perth to Sydney to compete in the Telstra Sydney to Hobart race that year.

Red Jacket retired to Eden after 22 hours battling the storm, with Lally packing up the yacht and driving it back to Western Australia.



The crew of *Impulse* with their trophies and their winning boat at the Royal Yacht Club of Tasmania following the trophy presentation for the 1999 Telstra Sydney to Hobart Race. (Pic - Peter Campbell)

This year Lally again made the 3,000km trip across the continent to complete "unfinished business" with the 40-footer finishing a most creditable 17th across the line, beating many similar sized and bigger boats to the Derwent River.

According to designer Graham Radford, Lally has built and campaigned *Red Jacket* for less than a third of the outlay on most grand prix 40-footers - and come out a winner.

"I believe that Ron deserves a lot of praise for the personal efforts he has put into building a yacht and twice bringing it east with his crew for the Sydney to Hobart Race," Radford told OFFSHORE.

Tasmanian duel in IMS B Division

One of the closest contests of the 1999 Telstra Sydney to Hobart Race was the duel for line and handicap honours in IMS Division B, between fellow Tasmanians and Derwent River club racing rivals, *Interum* and *Valheru*.

After seldom being more than a few miles apart throughout the race of just under three days (for them), *Valheru*, an Elliott 43 skippered by Beaconsfield-based, Royal Yacht Club of Tasmania member Tony Lyall, finished first Tasmanian yacht, 23rd in the fleet.

Interum, the Lyons 41 which, as *Cuckoo's Nest*, won the Sydney to Hobart in 1993, finished only 34 minutes astern giving owner Craig King first place on corrected time in IMS Divi-

sion B, in only his third Sydney to Hobart race.

King, from the Bellerive Yacht Club on Hobart's eastern shore, beat *Valheru* by a comfortable margin, with third place going to one of two New Zealand entries in the race, *EZ Street* (Bruce Lund).

The first two Tasmanian boats crossed the line after battling galeforce southerly winds off the Tasmanian East Coast which were to subsequently force 30 boats out of the race and see the tailenders emerge from shelter to finish on January 2.

It was in similar stormy conditions that *Interum*, then sailing as *Cuckoo's Nest*, finished second over the line in

1993 and announced as overall winner that year. She has since raced to Hobart as *Rapsallion*.

Designed by former Tasmanian naval architect David Lyons and built in 1993 specifically for the Hobart race, *Interum* is especially suited to reaching and running, the sort of conditions that sped the fleet down the Australian east coast during the first 36 hours of the race.

For *Valheru's* owner/skipper Tony Lyall, the second placing was an improvement on his divisional third in the 1998 race, while *EZ Street's* third placing was a good reward for the first-ever entry from Timaru Yacht Club on New Zealand's South Island.

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From the Commodore

What a fabulous outcome to the 1999 Telstra Sydney to Hobart Race after the tragedy of 1998! I, and I am sure most of you also, had hoped for a

nice uneventful race to put some distance between this event and the disaster that overcame the fleet in 1998. Whilst we did not get an "uneventful" race - what we got was as good as any scriptwriter could possibly have come up with. Every aspect of the race was spectacular and more than lived up to the public's expectations for this ocean classic.

I cannot remember the last time there were as many spectator craft on the harbour at the start; the record breaking conditions (at least for the front end of the fleet) provided some of the most spectacular television footage ever produced during the Sydney Hobart Race; the inclusion of water ballast for the first time; the participation of the magnificent *Mari Cha III*; records smashed overall and in four divisions; the gale force southerlies that battered the back half of the fleet; and most significantly, Telstra's tracking technology and web site.

Each of these positive factors contributed to reinforcing the rich tapestry that is the Sydney to Hobart Race and making the last race of the millenium one that will not quickly be forgotten. Congratulations to all who participated.

Thus, it was disappointing, given all the aforementioned positives, to read Alan Kennedy's very negative article in the Sydney Morning Herald on 29/12/99 titled "Stunts and gags: Has the CYCA lost the plot?" The article set out to undermine a number of major initiatives undertaken by the CYCA to ensure that the Sydney to Hobart Race continues to hold it's place as the premier ocean racing event in the world.

Whilst Alan Kennedy's clear lack of understanding of our sport (and lack of research) is a matter for him to address, it occurred to me that the Board and the Sail-

ing Committee of the CYCA may possibly not have communicated clearly enough to our constituents the Club's objectives regarding the initiatives criticised in his article.

Let me address one of these issues - that of water ballast - in this article. I will write about the issues of super yachts, "media gags" and "abandoning the battler yacht owners" in subsequent issues of Offshore.

The first issue: Why did the CYCA let *Nokia* enter the 1999 Sydney to Hobart Race as the only boat permitted to sail with water ballast and thereby hand them Line Honours and the Race Record on a plate?

The Sailing Committee has for quite some years been contemplating the inclusion of water ballasted boats in the Sydney to Hobart Race but has struggled with the issue because, whilst it is clear that water ballasted boats are becoming more and more common internationally and clearly display many desirable ocean racing features; there are not many of them in Australia.

The CYCA has over the last three or four years had many individual requests to participate in the Sydney Hobart Race from owners of water ballasted boats, but has always rejected them on the basis that it did not wish to compromise the integrity of the event by catering to the wishes of any one individual entrant. Instead, the Sailing Committee resolved four years ago to allow entry of any class of ocean racing yacht, provided the yacht complied with an internationally recognised set of class rules and that not less than 5 yachts of that class entered the race, and that the predicted speed of the class of yacht was not faster than the ILC Maxi Class VPP envelope (the traditional upper speed limit for the Sydney Hobart Race - at least since the introduction of IMS). This provision did not exclude water-ballasted boats and has been in the Notice of Race since 1996.

In 1998 the New South Wales Government (through Waterways) approached the CYCA to assist them with securing Sydney as a stopover port for the 2001 Volvo Ocean Race (formerly known as the Whitbread Round the World Race). Volvo Ocean Race organisers had made it clear to the NSW Government that allowing the Volvo fleet to participate in the Sydney to Hobart Race would significantly boost Sydney's chances

as a stopover port over competing bids from Melbourne and Perth.

Both the Sailing Committee and the Board strongly supported this approach on the basis that:

1. The predicted speeds of Volvo Ocean 60's (under the IRC measurement rule) over a range of wind conditions are not greater than ILC Maxi's. Under normal Hobart Race conditions (if there is such a thing) one would not expect a Volvo Ocean 60 to beat a well-sailed ILC Maxi to Hobart.

2. Volvo Ocean 60's (and in fact many other water ballasted boats) already participate in many other major ocean races (Fastnet Race, Bermuda Race, etc);

3. Combining these two world-class events would clearly benefit the Sydney to Hobart Race and NSW generally in terms of international and local exposure.

Once Sydney was confirmed as a stopover point for the Volvo Ocean Race (and consequently that a fleet of Volvo 60's would participate in the Sydney Hobart Race in 2001), the Sailing Committee considered it logical that Volvo 60's be included as a separate division within the IRC category forthwith.

As it turned out, the conditions were tailor made for the Volvo Ocean 60 to take Line Honours and demolish the existing race record. Had conditions been different, the result would have been different and no one would have cared less. It is interesting to note also that there was no objection voiced about the inclusion of Volvo Ocean 60's by any of the non water ballasted line honours contenders until after the event!

The issue now before the Sailing Committee is where to take water ballast vis a vis the Sydney Hobart Race and what to do with the "traditional" upper speed limit. My personal view is that water ballast should be more widely permitted within the fleet and that the "traditional" upper speed limit should be increased to reflect current international trends. The Sailing Committee would be pleased to hear your views on these matters.

I hope you all had enjoyable sailing holidays and wish you safe boating in 2000.

Hugo van Kretschmar
Commodore
Cruising Yacht Club of Australia

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SAILING



TAHITI

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The 1999 Telstra Sydney to Hobart could not have been a better race from the Cruising Yacht Club of Australia's point of view. The record times took the focus away from the tragic race of 1998 while at the same time another tough race emphasised the practical value of the new safety measures and crew experience requirements. Offshore editor Peter Campbell assesses the 55th race.

The stunning times set by line honours winner *Nokia* and 15 other boats in slashing the benchmark boatspeed for the Sydney to Hobart Race saw the 55th annual race to Tasmania conducted by the Cruising Yacht Club of Australia end on an exciting and colourful note, attracting positive media coverage worldwide.

Added to this was the very positive response from the owner of the superyacht *Mari-Cha III* whose comments auger well for a good fleet for the Superyacht Division of the 2000 Telstra Sydney to Hobart.

However, from the CYCA's specific point of view, the real success of the 55th bluewater classic has been that another tough race produced some very positive and practical results from the additional safety equipment and rules and from the crew training introduced in the wake of the 1998 race.

The 1998 Sydney Hobart Review Committee, chaired by Peter Bush, should indeed be praised for recommending the changes and CYCA Race Director Phil Thompson for implementing them, a tough administrative task. Telstra, too, must be commended for meeting the cost of installing on each yacht a Satcom C unit which proved a significant adjunct to the CYCA safety equipment requirements as well as a great source of public information through the official website.

To this must be added the extra

CYCA safety rules pay big dividends

effort that the vast majority of owners put into preparing their yachts and crews and the prudent seamanship so many skippers showed in coping with the southerly gale that battered the smaller boats along the Tasmanian East Coast and in south-eastern Bass Strait.

- Carol Turnbull, skipper of the Papua New Guinea yacht *Hi Flyer*, described the rescue of a man overboard as "...so easy because the crew had been to the safety seminars and we all knew what to do in that situation. They (the seminars) were crucial in getting him out of the water...it happened very professionally, there was no drama."
- The report of an MOB situation came through to Race Control during the 1405 hours "sked" on December 28 and within minutes the CYCA's carefully planned Crisis Management Situation Committee had been alerted. However, 10 minutes later came the radio call from *Hi Flyer* that the man had been successfully recovered.
- The one yacht dismasted during the race, the Navy entry *Tenix*, lost its normal radio communications but used its handheld waterproof VHF radio (introduced as a compulsory safety feature for the 1999 race) to communicate with water police and, through other yachts, to Telstra Control aboard *Young Endeavour*.
- Other yachts with power problems also used the VHF handheld radios to get forecasts and information about entering and anchoring in sheltered bays.
- When the yacht *Innkeeper* failed to come up for the third successive "sked", Race Control not only tracked the yacht's position using the Telstra website but also sent a message to the yacht via the Satcom C weather fax download feature requesting it to fire a white parachute flare to indication its wellbeing.
- Yachts in the vicinity of *Innkeeper*

quickly observed the white parachute flare (another new compulsory safety feature).

- Wearing a safety harness enabled Geoffrey Ross, owner/skipper of Overall IMS winner *Yendys*, to climb back aboard after being tossed over the stern in a wild broach.
- As the strong to galeforce southerly winds continued unabated, battering smaller yachts, race officials were able to upgrade the two weather skeds each day to full position reporting skeds, providing four fullscale skeds.
- The new exclusive radio frequency, 4603.6 kHz provided much greater clarity, according to Telstra Control chief radio operator Lew Carter.
- Carter commended the new safety rule requiring all yachts to report their status at latitude 37° 15' S (abeam of Green Cape). "It appears that most skippers had carefully assessed whether the boat and crew were in satisfactory condition to continue across Bass Strait before checking in," Carter said.
- Skippers and navigators praised the accuracy and simplicity of weather forecasts throughout the race, in particular, the additional weather skeds and availability of forecasts by fax through the Satcom C units.

IMS certificate mandatory

All yachts competing in the 2000 Telstra Sydney to Hobart Race will be required to hold a current IMS rating certificate, whether entering to race under IMS, IRC or PHS handicap categories, CYCA Race Director Phil Thompson has announced.

"The IMS Stability Index will be the only number used in assessing a yacht's stability eligibility to compete," Thompson said.

Peugeot Regatta 1999 Beneteau Cup

Held at the Cruising Yacht Club of Australia over two days, 34 Beneteau yachts participated in the annual Peugeot Regatta-1999 Beneteau Cup.

The first day, Thursday 21 October, was, as is tradition, owners day where owners and their crews competed in two races, in either spinnaker or non-spinnaker divisions.

Taking a clean sweep of the prizes on day one was Martin Pisani, on his Oceanis 351, 'Sirocco', who won each of the non-spinnaker races, the divisional award, overall award and the Beneteau Cup. The central cockpit boats performed well, with Paul Daniel's Oceanis 40cc 'Tir Na Nog' finishing in second place, while an Oceanis 44cc 'Mandala', skippered by Paul's son John Daniel, was close behind in third place.

The Spinnaker division certainly was owned by the smaller boats with overall first and second places, after handicap, going to John Bradshaw's First 285 'Le Transit Lane' and Ron Jaensch on 'Jingaro', a First 325. This division also saw great rivalry between the 40.7's with one of the 42s7's beating them all over the line and on handicap! Congratulations to Ian Trealevean



Martin Pisani, centre, overall winner on day 1, collecting his prize from Brendan Hunt, left, Beneteau Vicsail, & Christophe Duday, right, FACC!

on 'Windicator', who finished in overall third place after handicap.

As always, one of the highlights of the event was the festivity after the racing. All of the skippers and crews had a drink (or two) on the deck at the Cruising Yacht Club, while the numerous prizes were awarded.

On Friday, 22 October, many owners took crew from French businesses aboard for the single race of the day. All enjoyed the day, but none more than the group from Skynet who, sailing on Dean Harrigan's,



Skynet on board Dean Harrigan's First 53f5 'Big Kahuna'

First 53f5 Big Kahuna, won the prize for the happiest crew. And not to be forgotten is the winner of the event on day two, Paul Daniel on his Oceanis 40cc, Tir Na Nog, who had on board a group from Pioneer Plasterboard.

Again late in the day the emphasis turned from sailing to 'enjoying' yourselves at the Cruising Yacht Club. The Jamison cocktails rolled on, as did the fun, with music and dancing from a Brazilian band and an impromptu race in Jamison blow up seats across the CYCA pond.

This years event was a great success, as always, and we, at Beneteau Vicsail, look forward to the event



The Fleet

being bigger and better in 2000. It is important to mention those that help to make the event such a success: the French Australian Chamber of Commerce and Industry, who organise the event; Peugeot, the major sponsors of the event; all other sponsors and suppliers of prizes; and, of course the owners who enter the boats.



BENĒTEAU

2000 promises to be another big year for Beneteau Vicsail. With the introduction of 2 new Beneteau models and a new Lagoon model, into Australia, it indeed will be a busy year. Add to this the interest expressed in the First 40.7 given the excellent recent racing performances of this model worldwide, it is going to be a great start to the new millennium.

New Developments

Beneteau are always endeavouring to improve and build safer, more reliable, faster, more comfortable boats; in short, to live in closer harmony with the sea...

In this endeavour developments are continually being made.

Development of new Technologies

Beneteau are pursuing several areas of research. These include:

- Improvements to make the boat hulls tougher, which is being achieved now by highly developed GRP stratification techniques and a greater level of skill.
- Using infusion and injection processes. The infusion process has been used many times on racing prototypes. The injection process has been applied for about twelve years in the construction of rudders, where this process has proved to be superior to traditional methods. Given the success of this process it is now used by Beneteau on all of the smaller parts of the boats and the First 211 (which is built entirely using an injection process developed by Beneteau).

Safety is a Constant Priority

As Beneteau believe that safety starts on the drawing board, they work with the best Architects; Jean Berret, Bruce Farr and Jean-Marie Finot. The techniques being used are constantly evolving, which has seen the First 31.7 approved for the navigation category A (open sea, no boundary restriction).

Centreboard Boats

Beneteau have extended their range of centreboard boats. This range now includes - the Oceanis Clipper 331 and 361, which have joined the First 211, First 260 and Oceanis Clipper 311, who have successfully used the centerboard mechanism since their introduction.

Beneteau's Commitment to Competition

The First 40.7, which bears the signature of the Farr Yacht Design and has already exceeded a production of 300 worldwide, regularly takes the top places at major sailing events against one-off designs from around the world. This has included the victories of 'Fruit Machine' and 'Smile' in IMS divisions of Hamilton Island and Hayman Island Race weeks respectively.



New Models for 2000

First 47.7

The new Farr designed flagship yacht has finally arrived on Australian Shores, with two now making Sydney their home. These are the first of the five ordered in Australia and are the first of the racing models made by Beneteau. The performance of these boats is eagerly anticipated given the success of the First 40.7.

The 47.7 is the ultimate marriage of performance and comfort. It has all the deck features of the successful 40.7, a long graceful coach roof and a notably more slender rigging with a keel stepped mast and three sets of aft swept spreaders.

The interior is classical First style with natural and halogen lighting that enhances the atmosphere of each of the versions; two, three or four cabins.

Specifications -

Overall Length: 14.50m

Max Beam: 4.49m

Berths: 6 - 10 people



Oceanis Clipper 331

Aboard this 10m yacht are all the characteristics that make the Oceanis range so successful.

Designed by Group Finot, the Oceanis 331 offers generous volume and stability without neglecting performance.

Maneuverability on deck is an important design feature, and a removable helmsman's seat offers easy access to the sea.

The interior finish is a rich cherrywood, and 1.95m headroom adds considerably to your comfort.

The 331 is offered in two and three cabin versions, and the first is due in Australia in January 2000. We eagerly await this special arrival given the success of its predecessor, the Oceanis 321.

Specifications -

Overall Length: 10.35m

Max Beam: 3.42m

Berths: 6 - 8 people



Lagoon 380

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The Winners

IMS OVERALL & DIVISION A

1. YENDYS, Farr 49 (Geoffrey Ross, CYCA, NSW).
2. BRINDABELLA, Jutson 76 (George Snow, CYCA, NSW).
3. AUSMAID, Farr 47 (Kevan Pearce, CYC of SA, SA).

IMS DIVISION B

1. INTERUM, Lyons 41 (Craig King, Bellerive YC, TAS).
2. VALHERU, Elliott 43 (Anthony Lyall, RYCT, TAS).
3. EZ STREET, Warwick 45 (Bruce Lund, Timaru YC, NZL).

IMS DIVISION C

1. RED JACKET, Radford 40 (Ron Lally, Hillary's YC, WA).
2. MIRRABOOKA, Frers 47 (John Bennetto, RYCT).
3. AURORA, Farr 40 (Jim Holley, LMYC).

IMS DIVISION D

1. IMPULSE, Holman & Pye 34 (Lance Woods, Royal Freshwater Bay YC, WA).
2. BREAKAWAY, Swanson 36 (Martin Power, Sandringham YC, VIC).

IRC OVERALL:

1. NOKIA, Volvo 60/Farr (Michael Spies, Stefan Myralf, Royal Danish Yacht Club, DEN/CYCA, NSW).
2. WILD THING, Murray, Burns, Dovell 76 (Grant Wharington, Mornington YC, VIC).
3. LEROY BROWN, Farr 40 OD (Warren Wieckmann, RPAYC, NSW).

IRC DIVISION 1

1. WILD THING.
2. LEROY BROWN.
3. SYDNEY, Sydney 60 (Charles Curran, CYCA, NSW).

PHS OVERALL & DIVISION 1

1. MAGNA DATA, Open 60/MBD (Sean Langman, SASC, NSW).
2. MARCHIONESS, Lavranos 76 (Cranitch, Kennedy, Markos, Smart, CYCA, NSW).
3. DOCTEL RAGER, Elliott 56 (Gary Shanks, CYCA of SA, SA).

PHS DIVISION 2

1. PHILLIPS FOOTE, Elliott 36 (Liz Wardley, Royal Port Moresby YC, PNG).
2. ALIEN, Lidgard 35 (Michael Welsh, Sandringham YC, VIC).
3. GRAND CHANCELLOR, Northshore 38 (Mark Ballard, Derwent SS, TAS)

ALAN PAYNE MEMORIAL TROPHY FOR DESIGNER OF WINNING YACHT

Bruce Farr, Yendys.

BILL OWEN MEMORIAL TROPHY FOR NAVIGATOR OF WINNING YACHT

Danny McConville, Yendys.

TELSTRA SOUTHERN CROSS CUP

Australia (Atara, Roger Hickman, NSW; Ausmaid, Kevan Pearce, SA; Bumblebee 5 (John Kahlbetzer, NSW).

JANE TATE MEMORIAL TROPHY FOR FIRST FEMALE SKIPPER

Liz Wardley, Phillips Foote.

FIRST SUPER YACHT

MARI-CHA III, Briand 44.5m superyacht (Bob Miller, Royal Yacht Squadron, GBR). Elapsed time: 1 day 18 hours 37 minutes 4 seconds.

LINE HONOURS

1. NOKIA, 1 day 19 hours 48 minutes 2 seconds. (Race record)
2. BRINDABELLA, 1 day 20 hours 46 minutes 33 seconds.
3. WILD THING, 1 day 21 hours 13 minutes 37 seconds.



IMS Overall Results

HCP POS	LINE POS	NAME	OWNER / SKIPPER	STATE C'TRY	IMS DIV	ELAPSED TIME	IMS TCF	IMS CORR TIME
1	7	Yendys	Geoff Ross	NSW	A	2-05-57-30	0.8256	1-20-32-53
2	2	Brindabella	George Snow	NSW	A	1-20-46-33	0.9975	1-20-39-50
3	10	Ausmaid	Kevan Pearce	SA	A	2-07-29-10	0.8093	1-20-54-18
4	9	Ragamuffin	Syd Fischer	NSW	A	2-07-01-08	0.8285	1-21-34-59
5	13	Atara	Roger Hickman	NSW	A	2-12-15-16	0.7666	1-22-11-28
6	6	Bumblebee 5	John Kahlbetzer	NSW	A	2-02-56-05	0.9080	1-22-14-55
7	16	Sword of Orion	Rob Kothe	NSW	A	2-13-08-38	0.7586	1-22-23-02
8	15	Young Australia	Lawrence Shannon	VIC	A	2-13-02-39	0.7827	1-23-46-45
9	14	Terranova	Shane Tyrrell	VIC	A	2-12-39-13	0.7893	1-23-52-26
10	17	Red Jacket	Ron Lally	WA	C	2-16-12-33	0.7927	2-02-53-55
11	18	Terrafirma	Peter Bartels	NSW	A	2-20-26-45	0.7604	2-04-02-46
12	23	Interum	Craig King	TAS	B	2-23-49-16	0.7664	2-07-02-37
13	22	Valheru	Anthony Lyall	TAS	B	2-23-15-18	0.8046	2-09-19-54
14	25	Ninety Seven	Graham Gibson	NSW	A	3-02-07-30	0.7903	2-10-34-52
15	26	EZ Street	Bruce Lund	NZL	B	3-12-11-00	0.7394	2-14-14-43
16	27	Mirrabooka	John Bennetto	TAS	C	3-17-15-49	0.7499	2-18-56-20
17	33	Aurora	Jim Holley	NSW	C	4-03-24-38	0.6953	2-21-07-13
18	36	Summit Bacardi	Graeme Ainley/John Williams	VIC	C	4-04-45-30	0.7047	2-23-00-16
19	32	Hurricane	Tony Ray	NZL	B	4-00-09-17	0.7440	2-23-32-21
20	41	Impulse	Lance Woods	WA	D	5-10-04-20	0.6214	3-08-49-37
21	44	Epsilon	Michael Tromp	SA	C	5-14-04-54	0.6791	3-19-03-17
22	42	Emirates	John Duffin	VIC	C	5-10-06-07	0.7017	3-19-17-33
23	48	Breakaway	Martin Power	VIC	D	7-03-35-00	0.6194	4-10-16-43
24	46	Komatsu Blue Lady	Shane Kearns	NSW	C	6-19-16-46	0.6670	4-12-54-27

IRC Overall Results

HCP POS	LINE POS	NAME	OWNER / SKIPPER	STATE C'TRY	IMS DIV	ELAPSED TIME	IMS TCF	IMS CORR TIME
1	1	Nokia	Stefan Myralf/Michael Spies	DEN/NSW	V60	1-19-48-02	1.486	2-17-05-15
2	3	Wild Thing	Grant Wharington	VIC	1	1-21-13-37	1.505	2-20-04-00
3	11	Leroy Brown	Warren Wieckman	NSW	1	2-11-24-50	1.180	2-22-06-30
4	8	Sydney	Charles Curran	NSW	1	2-06-40-23	1.351	3-01-51-48
5	28	Challenge Again	Lou Abrahams	VIC	1	3-18-05-10	1.150	4-07-35-57
6	35	Loki	Stephen Ainsworth	NSW	1	4-04-42-31	1.056	4-10-20-54
7	38	Tilting at Windmills	Thorry Gunnerson	VIC	1	4-19-39-18	1.082	5-04-03-24
8	40	By Order of the Secretary	Rex Billing / John Porter	VIC	1	5-06-01-13	0.991	5-04-53-10
9	39	Hi Flyer	Carol Turnbull	PNG	1	5-01-035-37	1.156	5-20-33-44

PHS Overall Results

HCP POS	LINE POS	NAME	OWNER / SKIPPER	STATE C'TRY	IMS DIV	ELAPSED TIME	IMS TCF	IMS CORR TIME
1	4	Magna Data	Sean Langman	NSW	1	2-01-37-21	1.4594	3-00-25-09
2	5	Marchioness	Michael Crannich	NSW	1	2-02-48-43	1.4747	3-02-55-57
3	12	Doctel Rager	Gary Shanks	SA	1	2-11-29-50	1.2910	3-04-48-39
4	21	Alstar	Alby Burgin	NSW	1	2-23-03-45	1.1288	3-08-12-55
5	24	Alaska Eagle	Brad Avery	USA	1	3-00-25-30	1.1550	3-11-39-03
6	19	Pipe Dream IX	Scott Piper	USA	1	2-21-22-50	1.2450	3-14-22-44
7	20	Innkeeper	Peter Schultes	NSW	1	2-21-37-21	1.3516	3-22-06-06
8	30	Phillips Foote	Liz Wardley	PNG	2	3-20-13-15	1.0900	4-04-31-15
9	31	Allen	Michael Welsh	VIC	2	3-22-46-48	1.0680	4-05-13-30
10	29	Wide Load	Warren Anderson	NSW	1	3-19-02-09	1.1164	4-05-37-57
11	34	Bright Morning Star	Hugh Treharne/ Kerry Goudge	NSW	1	4-04-13-39	1.0692	4-11-09-48
12	37	Wildcard	Richard Edmunds	TAS	1	4-04-47-10	1.1750	4-22-25-25
13	45	Grand Chancellor	Mark Ballard	TAS	2	5-16-01-59	0.9850	4-13-59-33
14	43	Midnight Rambler	Dennis Millikan	VIC	1	5-11-27-52	1.0650	5-20-00-35
15	47	Lady Penrhyn	Greg Stewart	NSW	2	6-20-49-41	0.9216	6-07-54-20
16	49	Berrimalla	Alex Whitworth	NSW	2	7-10-04-48	0.8664	6-10-17-19

RETIRED (in order): Cruz Control, Chutzpah, Not Negotiable, Sows Ear, Fun 'n' Games, Impeccable, Team Tenix, Amaya, Sannyasin, Boomaroo Morse Fans, Antuka, Brindabella II, Secret Mens Business, Magic, Esprit de Corps, Shala V, Long Shot, AFR Midnight Rambler, Anduril, Mark Twain, Pippin, Sea Eagle, Simply Red, Hogsbreath Witchdoctor, Allusive, Zeus II, Tumbleweed, Big Wednesday, Adagio, Raffles.

Fastest Time: Nokia (Den/NSW) 1 day 19 hours 48 minutes 02 seconds. (In total, 16 boats broke the previous record time set in 1996 by Morning Glory).
Demonstration Superyacht Mari-Cha III (GBR) 1 Day 18 hours 32 minutes 9 seconds.

The challenger - **Prada** or **AmericaOne?**



As OFFSHORE went to press, AmericaOne from the USA and Italy's Prada were due to fight out the final of Louis Vuitton Cup to decide the Challenger for the America's Cup to meet New Zealand in the best of nine races Match starting February 19, 2000. Bob Fisher reports from Auckland.



AmericaOne skipper Paul Cayard.



Prada skipper Francesco de Angelis.

One fascinating race decided the finalists of the Louis Vuitton Cup. When *America True* beat *Stars & Stripes*, against the run of play in the race held over because of the repair to *Stars & Stripes*' stern, the contest was over and the much promoted sudden death sail-off between *Stars & Stripes* and Prada's *Luna Rossa* did not happen.

It could not have been much closer, and all because Team Dennis Conner lost a point for an illegal rudder and maybe also because *Luna Rossa* broke her mast.

The Hauraki Gulf is "sailors' waters", it rewards those with talent and forward thinking. It is more important to choose the right side of the course to take advantage of the first shift than to have a slightly faster boat. Every one of the skippers is agreed on that and it has been amply demonstrated in the second half of the semi-final round.

Paul Cayard was emphatic. "Of the eight races we won, each time we had the first shift right," he said, without having to draw attention to his failure to obtain the correct side in the final

race, against *Stars & Stripes*.

Dennis Conner headed the early leaderboard after three days of racing, although he simply was not expected to last the distance with a single-boat campaign that was reputedly cash strapped.

Those with two boats were able to leap-frog their development programs whereas those with a single boat are left without a yardstick by which to judge whether or not the changes they have made are successful at least until they meet an opponent, and then there is no going back until the end of the round.

The changes made to *Stars & Stripes* were described by her navigator, Peter Isler, as "subtle but significant - there are a whole number of things which produce an edge."

The pace, however, had quickened

with the overriding knowledge that only two of the six boats progress to the challenger final, and this crystallised the focus of them all.

Certainly, in her third race, *Stars & Stripes* showed some vulnerability to Bertrand Pace's *Le Defi BTT* on the downwind legs in 12-13 knots. Pace had earlier spoiled his chances by being penalised for entering the starting area too early and again at the end of the second leg by being penalised once more when *Le Defi* collided with *Stars & Stripes*.

Stars & Stripes was damaged in the collision with *Le Defi* and Conner asked for a 48 hour delay to his racing to repair the boat. The International Jury visited the boat and granted 24 hours, with the option to extend if

the boat could not be properly

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Conner lost race on technicality

Dennis Conner's *Stars & Stripes* was penalised the point she won when she beat Peter Gilmour's *Asura* on the opening day of the semi-final round robin. Conner admitted that the rudder he had used on that day had been made by McConaghy Boats in Sydney.

The International Jury and the Arbitration Panel found that this had breached Article 19 of the Protocol of America's Cup XXX, which allows appendages, subsequent to the ones imported by the challengers from their home country, to be manufactured to designs by nationals of their country in New Zealand.

Conner had approached the two best known Kiwi carbon fibre boat builders, Cooksons and Marten Marine, but neither had the capacity available. Instead, he went to McConaghy with materials and designs from the United States and this was deemed illegal.

- Bob Fisher.



The Kiwi's training hard to defend the America's Cup

(pic - Allsport)

repaired.

However, it was the Prada team that faced the biggest repair when the mast of *Luna Rossa* (ITA-45) snapped in two after just two miles into her race with *AmericaOne*. The tip cup on the starboard side third spreader gave way and the mast broke immediately above that spreader.

Luna Rossa's second day defeat by *Stars & Stripes* was almost certainly the big upset of the semi-final round. Ken Read wanted the left hand side of the course and won it at the start, and soon bounced *Luna Rossa* away. A shift to the left gave *Stars & Stripes* a 15 second lead at the first mark and from there on the dark blue boat romped away to a 1:07 victory.

On the previous day, *Luna Rossa* had beaten *America True* by a minute.

America True's blistering downwind advantage appeared to have gone and *AmericaOne* was leading comfortably after four legs in their race. However, shortly after rounding the leeward mark, the jib halyard snapped and the new loading on the jib tore the sail from the headfoil, breaking a large section of it away.

Unable to hoist another jib, *AmericaOne* sailed the third beat with only a mainsail which allowed *America True* to lead by almost four minutes at the final turning mark.

The Nippon Challenge's decision to revert to *Asura* (JPN-44) came into question on the first day when Peter Gilmour met Ken Read and lost by almost a minute. *Asura* had seemed less lively than *Idaten* (JPN-52), but Gilmour denied this and proved it the following day by defeating the French, even after a broken jib halyard on the second beat had allowed the French to close the gap. Her match against *America True* in 13-14 knots was a one-way affair which had Gilmour saying, "Those conditions are our sort of conditions."

The rest of the first half of the semi-finals passed almost unnoticed and race day six was remarkable only for the clash between *Stars & Stripes* and Nippon's *Asura*, the team which had instigated the protest about *Stars & Stripes*' rudder. Ken Read took on the match racing might of Peter Gilmour and blocked out the left with three minutes to go. At 1:30 to go, Read was

almost dead in the water and Gilmour went to gybe round and come up beneath him, but found the committee boat in his way and had to tack. Read bore off and hit the line at speed.

It was a close race, but *Stars & Stripes* still had 10 seconds in hand at the finish.

On day eight, *Luna Rossa* faced up to *AmericaOne*. *AmericaOne* coming in from the pin, applied the brakes by backing the headsail as they dialled up. Eventually Cayard was able to



The Italian yacht Prada is quick downwind. (pic - Allsport)

get behind *Luna Rossa* and force her out to the right hand side. A left hand shift saw Cayard leading back towards the pin. Di Angelis tacked to port on the gun and Cayard went a minute later and soon began to lift off his opponent and streaked away to lead by 1:02 at the weather mark.

It might have been considered all over but *Luna Rossa*

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came back downwind to halve the distance and the fight was on. Cayard stretched to 58 seconds upwind but once again di Angelis closed on the run.

On the final beat, *Luna Rossa* struck back - Cayard said that he had made the wrong choice of jib. When the Italians were allowed the right hand side, it proved terminal for Cayard when they came back on starboard tack and put the American boat around close to the windward mark and led there by six seconds.

On the run, both boats went for a gybe-set as the wind had shifted and they could lay down to the finish on starboard. Cayard established an out-



AmericaOne skippered by Paul Cayard is the other Louis Vuitton finalist (pic - Allsport)

side overlap and a battle of wits and voices over "proper course" began.

Eventually the yellow flag (*Luna Rossa's*) was raised for a windward/lee-ward infringement (Cayard said that he saw it in the umpire's hand twice earlier but green flags had been flown) and the tempo was raised.

Di Angelis went for a quick double gybe and somewhere amid the fast and violent moves, the penalty ball was removed from the umpires' boat when *AmericaOne's*

spinnaker brushed *Prada's* backstay. But Cayard had moved into the lead and now claimed that in steering for the pin end of the line he was on proper course. He made it to the line with eight seconds to spare.

When *Luna Rossa* met *Le Defi BTT*, the Italians led by 20 seconds at the first mark and seven at the next, but *Le Defi* had managed to turn the mark inside and with the spinnaker still stuck halfway up *Luna Rossa's* rig, the French went ahead.

Luna Rossa played the left hand side on the next beat and went back in front. *Le Defi* closed again downwind and held on to be 32 seconds behind at the final turn. They closed again and were oh so close, but the French lost the drive from their spinnaker as they were about to roll *Luna Rossa* who went on to win by nine seconds, just keeping the Italians in the competition.



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Off-water battle in 49ers

A major controversy has emerged over the Australian Yachting Federation's nomination for the 49er skiff class for the Sydney 2000 Olympic Games. Amanda Lulham assesses the position.

Australia's glut of talent in the 49er skiff class has made it the envy of every other sailing nation in the world since the class was accepted onto the program for the Sydney 2000 Olympic Games.

On the flip-side this deep well of talent has resulted in one of the biggest controversies in the sailing world since the Tornado skipper Mitch Booth and rivals Darren Bundock and John Forbes went to the Supreme Court to fight for selection in the catamaran class prior to the last Olympic Games in Atlanta.

Despite winning the Australian Olympic selection trials, Sydney boat-builder Adam Beashel and his crew, Teague Czislawski, were overlooked in favour of rivals Chris Nicholson and Daniel Phillips when the Australian Yachting Federations nominations for the Olympic Games were made public.

The AYF nominates athletes to the Australian Olympic Committee (AOC) which then ratifies these selections and formally announces the team to represent the host nations at the 2000 Olympic Games in September.

In December athletes in nine of the 11 classes were nominated with the Tornado catamaran and Europe women's single-handed classes delayed as Australian sailors were due to compete in World Championship regattas.



Neville Wittey and his crew have been nominated for the Soling Class at the Sydney Olympics. (pic - Thierry Martinez).

In all but the 49er skiff case, all crews nominated by the AYF had won national Olympic selection trials.

The AYF went to great pains to emphasise that the Olympic selection trials were not the be-all and end-all but would play a part in who was nominated for the Sydney Games.

Even so, the omission of Beashel and Czislawski from the list caused shockwaves around the waterfront.

"When I was told there was just disbelief," said a shell-shocked Beashel. "We did everything possible to be considered a medal prospect."

For a number of years Beashel and Czislawski sailed in the long shadow cast by Nicholson, the first Australian ever to win three consecutive world titles in an Olympic class.

A two-time world champion in the International 505 dinghy class who then moved into 18-footer skiffs and became a dominant force, Nicholson set a benchmark of excellence in 49er racing which took the world a long time to match.

But in December 1998, Beashel and Czislawski broke through to beat Nicholson for the first time in a major regatta by winning Sail Brisbane.

The pair - just a month later - finished a close second to Nicholson and his old crewmate Ed Smyth (who sailed with the Young Australia team in Amer-

ica's Cup trials in 1999) at the world championships in Melbourne.

Rejoining forces with Phillips soon after, Nicholson then headed to Europe for the first of three Australian Olympic selection trials at the famous Kiel Week Regatta in Germany in June.

It was there that Beashel and Czislawski stole a major slice of the lime-light by winning the regatta, while Nicholson and Phillips finished ninth.

Soon after, Beashel and Czislawski secured the ISAF (International Sailing Federation) world number one ranking in the 49er skiff class for the first time.

In the second Australian trial - restricted only to local competitors in October on Sydney Harbour - Beashel and Czislawski again bested their rivals by winning the event. Nicholson and Phillips finished second.

In the third and final trial at the Sydney International Regatta in December, Nicholson and Phillips won their first selection event with Beashel and

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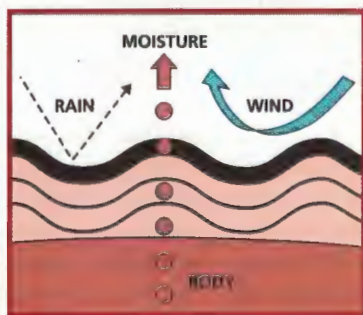
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Czislowski finishing seventh.

The cumulative pointscore for the trials had Beashel and Czislowski ahead of Nicholson and Phillips and appeared to indicate it would be the former, rather than the latter, who would win the Olympic nomination.

In late December, however, the AYF announced Nicholson and Phillips as their choice with Beashel and Czislowski immediately appealing the decision.

The 49er skiff is the first Australian designed class ever to gain Olympic acceptance with the host nation an early tip to dominate the Games regatta - whichever crew is out there on Sydney Harbour representing Australia.



Chris Nicholson (right) whose nomination by the AYF as the 49er skiff skipper for the Sydney 2000 Olympic Games is being challenged by Adam Beashel. (Pic - Thierry Martinez).

Footnote: The Tornado catamaran and women's single-handed Europe nominees will be made at the conclusion of the 2000 World Tornado and 2000 World Europe championships.

AYF nominations for the 2000 Olympic Games, which must be ratified by the Australian Olympic Committee, are as follows:

49er skiffs: Chris Nicholson and Daniel Phillips (NSW).

Finn: Anthony Nossiter (NSW).

Laser: Michael Blackburn (NSW).

Star: Colin Beashel and David Giles (NSW)

Soling: Neville Wittet, Josh Grace and David Edwards (NSW).

Mistral women: Jessica Crisp (NSW).

Mistral men: Lars Kleppich (NSW)

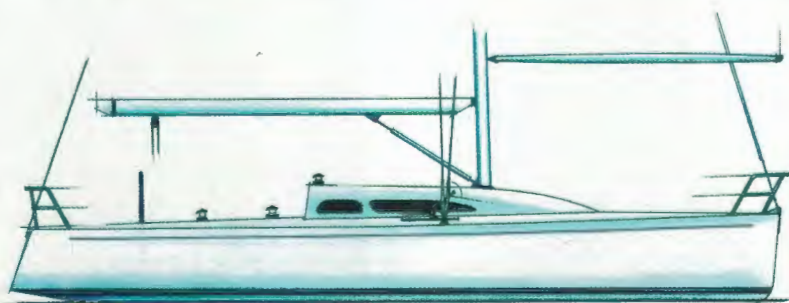
470 men: Tom King and Mark Turnbull (Vic) - Also under appeal by Nathan Wilmot and Dan Smith (NSW).

470 women: Jenny Armstrong and Belinda Stowell (WA).

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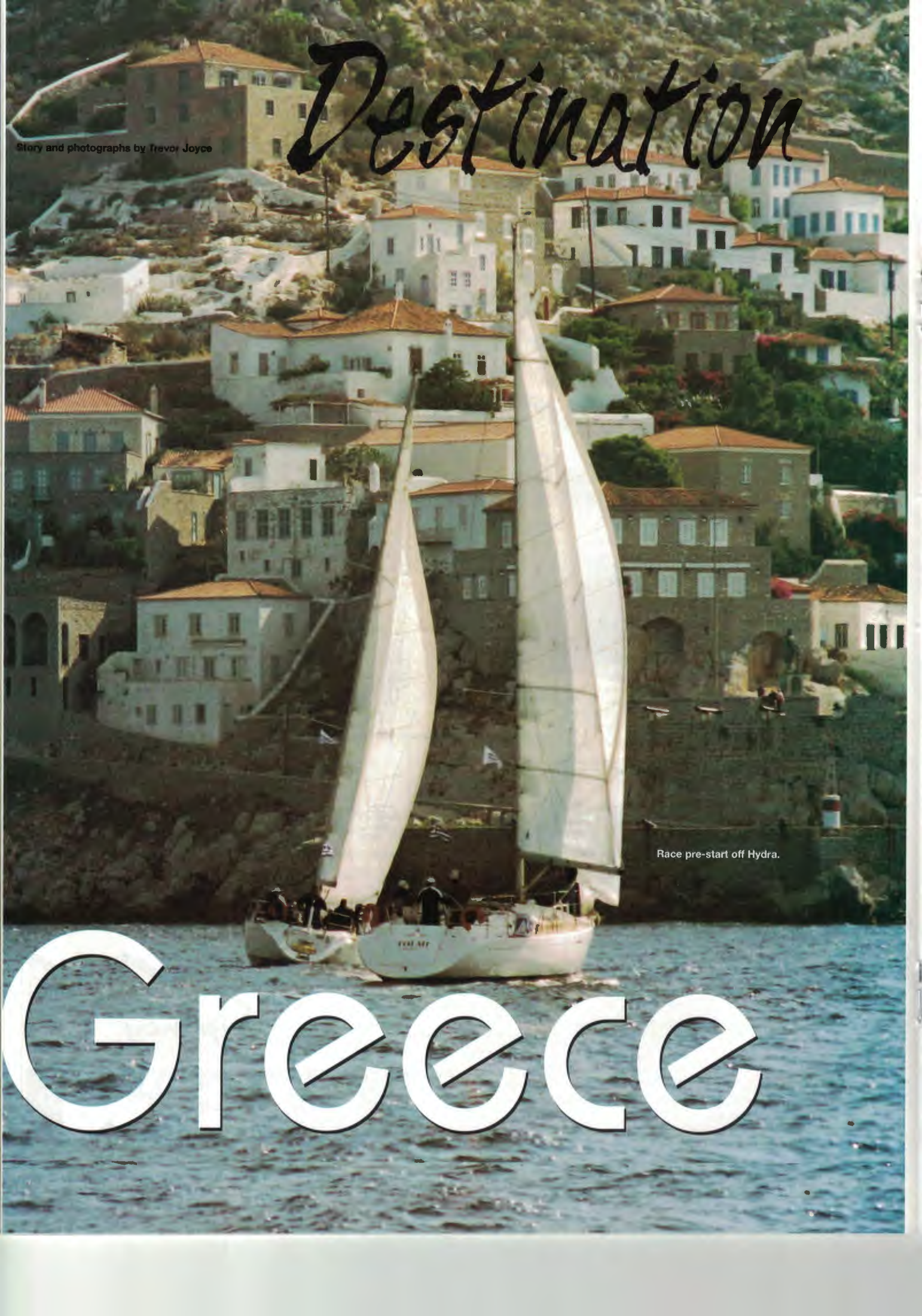
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Story and photographs by Trevor Joyce

Race pre-start off Hydra.

Greece



Beneteau Regatta in The Greek Islands - soft-core yacht racing at its very best

Vernicos Yachts, the Beneteau importer in Greece, have run their end of season island-hopping regatta for nine years now, and the formula is a proven winner. In 1999, 42 yachts with crews from 14 countries competed during a week of easy passage races among the islands of the Saronic Gulf near Athens.

Six Australian crews, from Sydney, Launceston, Adelaide and Perth entered the regatta, four in the racing division in First 42s7's and two in the cruising division in Oceanis 461's. Ian Bradshaw and his regular race crew from the Parramatta River Sailing Club finished a close second in the racing division, and Brendan Hubble from Perth came in a creditable fifth in the cruising division.

When the last party was over several of the crews then took off to France for a stay in Paris, two nights in a chateaux in the Loire Valley and then a visit to the Beneteau factory near St.Gilles Croix de Vie on the Atlantic coast.

Sydney based country music aficionado and owner of the distinctive Oceanis 461 "Boardroom on the Water", John Clinton was very enthusiastic in his response to the event. "The only problem", he said "was that I think the factory visit is going to cost me a new boat. That First 47.7 is quite something".

The travel and race package was put together and run by Sydney sailing holiday specialist Mariner Boating, working with the Australian Beneteau importer Beneteau Vicsail. Managing director Brendan Hunt said "the feedback we got was excellent and the whole concept fits our aim to broaden the appeal of Beneteau ownership by offering fringe benefits such as this regatta. We already have our own well established event on Sydney Harbour and are also involved in the inaugural



Adelaide crew skippered by Grant Pember...looking for wind shifts.

Tahiti Offshore Cup, being organized by Mariner next June", he concluded.

The regatta program in Greece starts with a shake down cruise from the Vernicos charter base in Athens to the island of Aegina, about 20 miles to the west. This was after the Vernicos staff had comprehensively briefed and completed charter formalities with 40

crews.

During the June to September season Aegina is inundated with day-trippers from Athens, but with the main season finished in late October the island was like its normal self and very receptive to the 300 sailors from the regatta yachts. The start of race 1 was, however, something of an anticlimax



John Bradshaw being presented with the Beneteau Vicsail trophy for the highest scoring Australian Yacht (2nd overall).



Quiet, sunny conditions for the start of Race 1 off Aegina.

The ubiquitous Greek taverna...best appreciated with lots of time.

with the fickle breeze dying just before the start. Temperatures hovered comfortably in the mid 20's as the fleet inched its way toward Poros, but when the five-hour time limit for the 17-mile race expired so did race 1.

Poros is also a very busy place in summer but not so during the first days of November. The mayor officially welcomed everyone in the civic centre and then it was off to dinner in a magnificent outdoor seafood restaurant for the mouth-watering kalamari, red mullet, octopus, Greek salad and grilled snapper.

Race 2 to Hydra saw a stiff southeasterly squirt the yachts past Cape Tselvinia into the Hydra channel toward one of the best of all of Greece's islands. The town of single story

dwelling clings precariously to the steep slopes that plunge into the key-hole harbour, which was

never designed to accommodate a 40-yacht race-fleet. In spite of the difficult situation the Vernicos boys again orchestrated the scene so there was a minimum of fuss.

Once again the mayor welcomed us all, taking great pains to explain the links between his island, the sea and the history of the maritime world. Adelaideans, Grant and Wendy Pember met a young Greek girl in one of the jewelry shops, and finished up in the lounge room of her mother's house, exchanging views in a mixture of sign language, broken English and unintelligible Greek. You can't orchestrate this type of exchange but they happen all the time in Greece and the participants remember them forever.

After two more races to Ermioni and

then Porto Kheli on the mainland the regatta concluded with a gala dinner and some serious Greek dancing in a very elegant resort hotel. The crews then sailed their yachts back to Athens over the next couple of days to conclude the 8-day program.

The dates have been set for 2000 and Mariner Boating will again offer a package to Beneteau owners. Two of the new First 47.7's have been chartered, along with three First 42s7's and two new Oceanis 461's for the cruising division. The year 2000 itinerary will also include an optional add-on to France highlighted by the Beneteau factory visit, the chateaux in the Loire Valley, or the three nights in Paris depending on your preferences.

For more information about the Beneteau regatta call Trevor Joyce at Mariner Boating on 99669014, fax 99665888, Email trevor@marinerboating.com.au or call in at the office on level 6, 33 Chandos St. St Leonards.

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Fruit Machine cracks the jackpot

The Telstra Cup has now become a significant part of the Cruising Yacht Club of Australia's December regatta of inshore and offshore racing leading up to the Telstra Sydney to Hobart ocean race. This summer's regatta incorporated the inaugural Australian championship for the Farr 40 One Design class yacht.

Neill Whiston, named by the Cruising Yacht of Australia "1999 Ocean Racing Rookie of the Year" in December, rose well above the rookie status when his Beneteau First 40.7 cruiser/racer, *Fruit Machine*, comfortably won the prestigious 1999 Telstra Cup on Sydney



CYCA Commodore Hugo Van Kretschmar presents the Telstra Cup to division winners, Neill Whiston (IMS) Marcus Blackmore (IRC owner/driver. (pic - Peter Campbell)

Harbour in the lead-up to the Telstra Sydney to Hobart.

In a remarkable regatta, *Fruit Machine* won five of the



Marcus Blackmore and Sandra Nori, NSW Minister for Tourism, who presented the Farr 40 OD trophies. (pic - Peter Campbell)



Young Australia contesting the Farr 40 OD Nationals.

(pic - Peter Campbell)

nine races on IMS corrected times against many of the best purpose-built grand racing yachts, crewed by Australia's top sailors. *Fruit Machine's* worst place was a fifth in the final race.

With Barcelona Olympian Michael Mottl at the helm and 49er champion Adam Beashel also in the crew, *Fruit Machine* was well sailed in every race to take full advantage of the favourable IMS rating enjoyed by the Bruce Farr-designed, French-built, luxury cruiser-racer.

The fleet sailed its final two races within Sydney Harbour, with the first race seeing some spectacular broaches in the gusty 20-25 knot southerly. Ray



Ninety Seven leads Atara around the windward mark in the Telstra Cup.

(pic - Peter Campbell)

1999 Telstra Cup Pointscore

IMS Division:

1. Fruit Machine, Beneteau First 40.7 (Neill Whiston, CYCA) 1-5-1-1-3-1-4-1-5, 436.5 pts;
2. 2. Smile, Beneteau First 40.7 (Simon Whiston, MHYC) 2-1-2-2-4-3-6-2-8, 427 pts;
3. Yendys, Farr 49 (Geoffrey Ross, CYCA) 3-14-7-6-2-4-1-3-1, 423 pts;
4. Sword of Orion, Sydney 40 (Rob Kothe, CYCA) 4-5-3-6-7-9-8-12-4, 402.9;
5. Loco, Sydney 40 (David Lowe/David Coe, CYCA) 7-21-8-5-8-6-5-8-9, 395 pts.

IMS Owner/Driver:

1. Atara, Lyons 43 (Roger Hickman, CYCA) 432 pts;
2. ABN Ambro Challenge, Sydney 46 (Ray Roberts, CYCA) 429 pts;
3. Capria, Beneteau First 40.7 (Paul Hyland, CYCA) 427 pts.

IRC 2000 Division:

1. Emotional Hooligan, Farr 40 OD (Marcus Blackmore, RPAYC) 1-1-3-1-6-2-3-1-2, 438 pts.
2. Leroy Brown, Farr 40 OD (Warren Wieckmann, RPAYC) 3-3-1-4-5-5-1-5-3-5, 425 pts.
3. Sharp Clarity, Farr 40 OD (Brian Northcote/Greg Russell, RPAYC) 2-3-6-7-1-4-2-9-1-9, 424 pts.

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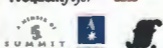
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Roberts, owner/helmsman of the Sydney 46, *ABN Amro Challenge*, was thrown out of the boat, gashing his forehead and eye on the safety rails.

"*Ninety Seven* lost control on the first spinnaker run and came spearing towards us," Roberts said back at the Cruising Yacht Club as he nursed a sore head. "We had to crash gybe to avoid them. I got thrown across the boat into a staunchion and out under the rail, but I hung on and the crew hauled me back on board."

Despite his injuries, Roberts elected to continue the race and also contest the last race, in which *ABN Amro Challenge* finished sixth on corrected time.

Fruit Machine won race eight to clinch the series, and to cap the Beneteau success, Neill Whiston's brother, Simon sailed his First 40.7, *Smile*, into second place overall with a second in race eight. *Fruit Machine* finished the Telstra Cup with 436.6 points, while *Smile* ended the series on 427 points.

The newly launched *Yendys*, a Farr



Jockeying at the start of a Telstra Cup race on the Harbour.

(pic - Peter Campbell)

points.

The 1998 Telstra Cup winner, *Loco*, with Olympic sailing manager Glenn

offshore and within Sydney Harbour. Unfortunately, one of the casualties was *AFR Midnight Rambler*, the Hick 35 which won the 1998 Telstra Sydney to Hobart. She broke the tip of her mast in a starting line collision in the first race and missed the rest of the regatta, later having further mast troubles which forced her out of the Sydney to Hobart.

The Telstra Cup is without doubt the premier IMS regatta in Sydney. The 1999 regatta saw the introduction of an owner/driver competition within the IMS division as well as in the Farr 40 One Design class' inaugural Australian championship which was sailed as part of the Telstra Cup series.

CYCA director Roger Hickman, helming the Lyons 43, *Atara*, won the IMS owner/driver trophy while in the Farr 40 OD class, the winning owner and helmsman was wellknown RPAYC member Marcus Blackmore, steering *Emotional Hooligan*.

Several of the Farr 40 OD yachts also entered the IRC 2000 division, filling the top three placings, with *Emotional Hooligan* winning from *Leroy Brown* (Warren Wieckmann) and *Sharp Clarity* (Brian Northcote and Greg Russell) with the veteran Melbourne yachtsman Lou Abrahams sailing *Challenge Again* into fourth place.



Spectacular gybe and broach by *ABN Amro Challenge* to avoid being speared by *Ninety Seven*. (pic - Peter Campbell)

49 owned by Hong Kong-based, CYCA member Geoffrey Ross, sailed an impressive first-up series to place third overall, winning the final race on corrected time. This gave *Yendys* a final pointscore of 423, with *Sword of Orion*, Rob Kothe's Sydney 40, next on 402.9

Bourke on the helm, finished fifth overall but never figured in the top placings.

Competition in the Telstra Cup again proved close, sometimes too close, with several collisions in early races and some spectacular sailing both

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Emotional Hooligan Wins Farr 40 OD Australian title

The inaugural Farr 40 One Design class held its inaugural Australian championship in December as part of the 1999 Telstra Cup, heralding a new era in one-design offshore racing.

Prominent Sydney yachtsman Marcus Blackmore achieved a career best when he won the inaugural Australian championship for the Farr 40 One Design. Blackmore steered *Emotional Hooligan*

to a convincing victory in race eight, his fourth win of the nine-race series, to clinch victory with one race to sail.


A wellknown member of the Royal Prince Alfred Yacht Club on Pittwater and prominent businessman, Blackmore steered the boat with great skill and, backed up by excellent crew work, finished with a scorecard of 1-1-4-2-5-1-5-1-4 for a net 24 points.

Despite two mediocre races on the final day of the regatta, fellow RPAYC member Warren Wieckmann took second place overall with *Leroy Brown*, finishing with 32.4 points from a scorecard of 3-3.4*-1-4-4-5-1-6-5 (*average

points) while American Phillippe Kahn finished third overall with 36 points from a score of 2-6-2-1-7-7-6-3-2, sailing the chartered yacht, *Orion*.

Kahn has already indicated he will be back in 2000, possibly with other American owner/skippers, and the class association is working towards the World championship being sailed in Australia in 2001.

A dozen Farr 40 One Design class yachts have been built in Australia in the past year, more than 80 in the world, the attractions being its one design concept and the strict class rules that requires owners to steer the boat,



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plus a limit on professional sailors in the crew.

"The one design rule is significant but the Farr 40 OD is all about looking after the owner and having fun on the water," quipped Australia's first national champion in the class at the trophy presentation at the Cruising Yacht Club of Australia.

"Steering the boat is much more attractive for an owner than sitting on the windward rail writing cheques to meeting the running costs of the boat and crew.

"The Farr 40 OD is an exciting boat to steer, but it requires good team work and tactics - and I think our tactics in the first race today gave us that vital edge in the competition."

Blackmore prepared the boat well for the series, including engaging Olympic coach Mike Fletcher for a day's coaching. Blackmore himself is a good helmsman, getting excellent starts in most races, but what made *Emotional Hooligan* stand apart from the opposition was the consistently good sail handling.

Close racing in the Farr 40 Nationals with *Terra Nova* crossing tacks with *Leroy Brown*.



Farr 40 One Design Australian Championship

1. **Emotional Hooligan** (Marcus Blackmore, RPAYC) 1-1-4-2-5-1-5-1-4, 19 pts;
2. **Leroy Brown** (Warren Wieckmann, RPAYC) 3-3.4*-1-4-4-5-1-6-5, 26.4 pts;
3. **Orion** (Phillipe Kahn, USA) 2-6-2-7-7-6-3-1, 29 pts;
4. **Sharp Clarity** (Brian Northcote/Greg Russell, RPAYC) 3-4-6-6-1-4-4-8-3, 31 pts*;
5. **Terra Nova** (Dean Wilson/Shane Russell, Sandringham YC, Vic) 7-7-7-3-2-3-2-5-6, 35 pts.

* average points.



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Brothers win with their sisterships

Middle Harbour Yacht Club's annual short ocean racing championships, the Ord Minnett Regatta, once again attracted a big fleet and keen competition. Peter Campbell reports.

Brothers Neill and Simon Whiston, each sailing Beneteau First 40.7 sisterships caused their first major upset the state-of-the-art IMS grand prix racing yachts in the 1999 Ord Minnett Regatta sailed in Sydney over the first weekend in December.

Neill Whiston, a member of the Cruising Yacht Club of Australia, skippered his well-handicapped and well-crewed yacht, *Fruit Machine*, to an overall victory with placings of 1-4-3 in the regatta which was cut from three to four races. The Race Committee was forced to abandon the scheduled race three off Sydney Heads because of threatened protests against the positioning of the weather mark.

Simon Whiston, who sails out of Middle Harbour Yacht Club, won the second day's only completed race with *Smile* to take second place overall with a scorecard of 4-7-1. *Smile* finished just ahead of the first of the purpose-built IMS racers, the Sydney 40 *Sledgehammer*, skippered by Pittwater yachtsman Ron Jones, with placings of 9-1-4.

The success of the Whiston's and their Beneteau 40.7s, designed and built in France as luxury cruiser/racers, is a repeat of their performances at the Hayman Island Island Big Boat Series and later at Hamilton Island Race Week.

Sledgehammer, which represented Australia at the 1999 Admiral's Cup in





Sponsor's man Chris Gorman sailed a competitive series with his J44, *Adria*. (pic - Ian Mainsbridge)



Getting ready for the spinnaker hoist.



Fruit Machine goes for a leeward start with *Wind Thing* in the Ord Minnett Regatta. (pic - Ian Mainsbridge)

England, was the only IMS grand prix racer to win a race over the weekend, with the newly launched *Bumblebee 5*, skippered by designer Iain Murray for owner John Kahlbetzer, having a disappointing regatta.

Bumblebee 5, an all carbon fibre 62-footer mentioned as the IMS favourite to win the Telstra Sydney to Hobart, ended up fifth overall in the IMS division.

The Farr 40 One Design class, which started first in Race 3, completed the course satisfactorily with Pittwater yachtsman Marcus Blackmore steering *Emotional Hooligan* to victory from the Melbourne yacht *Young Australia*, steered by Laurie Shannon, third going to *Corinthian Doors* with owner Richard Perini on the helm.

Shannon clinched victory by winning the fourth race by just 21 seconds from *Corinthian Doors*, ending the regatta with a consistent scorecard of 1-3-2-1 for a net 7 points.

Corinthian Doors with a 2-3-4-2 score finished second overall on 11 points, *Emotional Hooligan* third on 15 points from a 5-6-1-3 score.

The PHS division saw a win for the little Currawong 30, *Katinka*, skippered by veteran yachtsman Des O'Connell, while the Super 30 division went to Rod Skellett in his Bull 9000, *Wild Bull*, with the JOG division going to *Smooth as Bimbadgen Estate*, skippered by Gary Bremner from the Parramatta Sailing Club.

Brindabella disqualified after Wild Thing clash



A storm looms over Sydney Harbour before the start of the 1999 Canon Big Boat Challenge. (pic - Ian Mainsbridge)

The Canon Big Boat Challenge always seems to provide something newsworthy - the 1999 event ended in a spate of protests.

The annual Canon Big Boat Challenge, the traditional clash of the maxi and pocket maxi yachts on Sydney Harbour leading up to the Telstra Sydney to Hobart Yacht Race, ended with a spate of protests and disqualifications after a day of frustrating winds and a boat bumping spinnaker finish.

In an extraordinary finish, the first eight boats crossed the line under spin-

naker with only 35 seconds between them, several with protest flags flying.

Back at the Cruising Yacht Club of Australia, six of these boats were involved in protests with two of them being disqualified, including George Snow's 75 foot maxi yacht *Brindabella* which had earlier crossed the line first by a mere five seconds in front of Martin James's *Infinity III*.

This would have been *Brindabella's* fifth consecutive line honours victory in the Big Boat Challenge.

Also disqualified was fourth boat to finish, *Nokia*, skippered by Stefan Myralf and Michael Spies, but a further protest by Marchioness against *Infinity III* was dismissed, leaving *Infini-*

ty III to collect the magnificent Canon trophies for both line and handicap honours.

The disqualification of *Brindabella* resulted from a protest by Grant Wharlington at the helm of his 70 footer *Wild Thing* against *Brindabella*, following an on-water incident as the maxi rounded Fort Denison at the end of the second leg of the race.

Brindabella sailed into these marks with her bow just in front of *Wild Thing*, only to be involved in the mark rounding infringement which saw *Wild Thing* holed and *Brindabella* disqualified.

After the incident at Fort Denison, *Wild Thing* grabbed the lead but on the final leg to the finish in the shortened course the Melbourne maxi came to a standstill only 300 metres from the finish in the fading winds.

In an exciting turn of events, the fleet, mostly flying spinnakers, passed *Wild Thing* with only a couple of hundred metres to sail to the finish.

At the finish, *Brindabella* made a last minute surge to the finish line crossing five seconds in front of *Infinity III*. The rest of the fleet converged on the finish line almost simultaneously. The recently launched *Bumblebee 5* crossed the finish line three seconds later.

Final results:

Line Honours:

1. *Infinity III* (Martin James)
2. *Bumblebee 5* (John Kahlbetzer)
3. *Wild Thing* (Grant Wharlington)

Handicap:

1. *Infinity III* (Martin James)
2. *Magna Data* (Sean Langman)
3. *Sydney* (Charles Curran)

CYCA to run race to Mooloolaba

The Cruising Yacht Club of Australia, in conjunction with Mooloolaba Yacht Club, will conduct a Sydney - Mooloolaba Race, starting on Saturday, April 15, thus ensuring the continuity of the traditional autumn long race up the New South Wales North Coast to the Sunshine Coast of Queensland.

The CYCA has agreed to requests from Mooloolaba Yacht Club and ocean racing yachtsmen to run the race which, apart from being a classic event in its own right, will be the final race in the prestigious CYCA Blue Water Pointscore for 1999-2000.

The scheduled pre-Easter Sydney to Mooloolaba Race had been in jeopardy following an announcement by the founder of the event, Middle Harbour Yacht Club, that the race would be "rescheduled for later in 2000."

At the same time, MHYC announced a joint venture with the Coffs Coast Yacht Club to conduct the Coffs Coast Sail Week, including Australian IMS and IRC championships, from April 7-15, starting with a passage race from Sydney to Coffs Harbour. The race will start at 3pm on Friday, April 7, thus ensuring two nights at sea for the fleet. Coffs Coast Sail Week will also include the Premier's Cup, with the regatta also having divisions for Performance Handicap, Cruising and Sportsboats.

The CYCA's 469 nautical mile Sydney - Mooloolaba race will be the longest offshore race sailed on the Australian east coast outside of the 630 nautical mile Telstra Sydney to Hobart.

Announcing the CYCA decision, sailing manager Phil Thompson said the club had been concerned that the loss of the Mooloolaba race further reduced the opportunity for sailors to gain vital experience in long offshore passage racing.

"And this at a time when we and other clubs are placing great emphasis on crew training and experience as a prerequisite of competing in Category 1 races such as the Sydney to Hobart and Lord Howe Island races, as well as in major Category 2 events," he said.

"Another reason we wish to maintain this race is to cater for the strong fleets of PHS and non-grand prix IMS yachts within the CYCA and in other club fleets," he added.

Middle Harbour Yacht Club's Sydney-Mooloolaba Race (it finished at Brisbane for the first few years) started in 1964 as a feeder race to the Easter Brisbane to Gladstone Race and over the years has attracted most of the best ocean racing yachts in Australia.

Although a coastal passage race, the race to Mooloolaba has always been a real test of seamanship and navigation skills. The hospitality of the Mooloolaba Yacht Club places the Sunshine Coast resort high on the "most enjoyable" destinations list of yachties.

Fastest time in the 36 races conducted by MHYC is held by George Snow's maxi yacht *Brindabella*, setting a time of 44 hours 01 minutes 43 seconds in 1994.

Notice of Race for the CYCA's 2000 Sydney - Mooloolaba Race will be available in early February direct from the CYCA or on the CYCA website - cyca@cyca.com.au

- Peter Campbell

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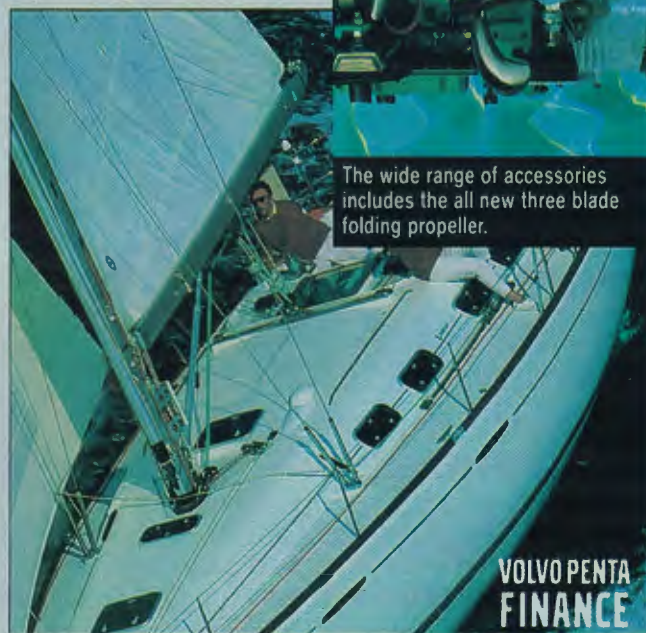
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Offshore Racing Council

David Lyons, Australian councillor of the Ocean Racing Council, member of the ORC International Technical Committee, and a member of the Cruising Yacht Club of Australia's Sailing Committee, reports on the Offshore Racing Council Annual meeting held in Sydney.

The Offshore Racing Council made some significant headway on at least two main fronts at its annual meeting held in Sydney this past November.

In the political arena, the Council voted with an overwhelming majority to finalise plans to become the Offshore Racing Committee under the umbrella of the International Sailing Federation (ISAF). This process is expected to be finalised by the time the peak governing body for the sport of sailing meets for its next annual meeting in Edinburgh next year.

The ORC will continue to be responsible for the international administration of offshore handicapping rules that are used worldwide, namely the IMS and ORC Club. It will continue to be responsible for the funding of its activities from its own operations, and will present its budget for approval by the ISAF Council. Similarly, its recognised expertise in the areas of Special Regulations and offshore race management, measurement and classes will continue. These functional areas will operate as ISAF sub-committees, as will the International Technical Committee (ITC), which will retain its name and membership.

Recognising that we are all "sailors" first and foremost, this development

will finally unite the administration of the entire sport under one management. Provided the ORC continues to be the self-professed "World Leader in Rating Technology", it will continue to enjoy autonomy in its operations.

In the technical arena, the ORC made significant advances with the equity of its premier offshore handicapping rule, the IMS. Furthermore, a high priority has been the implementation of the final stages of ORC Club, and the Special Regulations Committee had to deal with a raft of submissions, many of which arose from the 1998 Sydney Hobart Race Review.

The ITC pressed on with a full agenda. A summary of agreed changes to the IMS follows:

- There was continued strong evidence that in spite of VPP changes made last year, the IMS still encouraged low righting moment, particularly, but not exclusively, in light-medium air venues. Last year, the ITC developed a revision to the upwind sail aerodynamics code which, based substantially upon Wolfson Unit wind-tunnel data, simulated the effect of sail twist to effectively lower the centre of effort of the mainsail/jib combination.

This clearly mirrored contemporary sailing practice on the race course.

However the Committee fell short of introducing changes at that time to the so-called "dynamic righting moment" (RMV) term in the IMS VPP, which was originally intended to express the perceived reduction in righting moment that a yacht was considered to experience once it picked up speed and developed a wave trough around the midships area, thereby reducing waterline beam. Although the VPP is called upon to deal with all hull forms - a very tall order indeed - it

was definitely felt that contemporary designs, which place the most pressure on the rule, do not in fact experience a significant reduction in dynamic righting moment. After several test runs on the revised World Test Fleet, a revised mix of 65% of the original "Twist" function, combined with a two-thirds reduction in RMV was agreed. This had the effect, in isolation, of speeding up yachts that had undergone, say, a reduction in physical righting moment of 15%, of between one and three seconds a mile when sailing upwind in light to moderate air. When taken in combination with other agreed changes as detailed below, the general fleet trends were found to satisfactorily address observed performances.

- A perennial on the ITC agenda is the treatment of residuary, or wave making drag assessment. Changes to the model set composition used in the regression underpinning the residuary drag polynomial, whilst leaving the terms of the polynomial unchanged, have been made. The thrust of this re-sorting of the model set is to take into greater account the contribution of the behaviour of more contemporary design shapes, including the resistance data derived from the very large 26 foot models so generously tested free-of-charge for US Sailing at the Institute for Marine Dynamics (IMD) in St. John's, Newfoundland, Canada. As ITC Chairman David Pedrick reflected in the ITC Minutes: "there appears to be a rational and orderly sorting of the overall fleet, providing global improvement in the assessment of residuary drag". Late-model production designs such as the Beneteau First 40.7 and X-362-Sport have been sped up as a result, but a caution that needs to be sounded is that there may, in the judgement of IMS

designers, be somewhat of a shift in the overall IMS-optimal design target in favour of reduced displacement and a shift forward in the longitudinal centre of buoyancy. Such effects are, however, felt to be very mild and not unduly upsetting to Grand Prix design programs, particularly in a non-CMAC year.

- The effect of mast weight on sea-keeping was the subject of several submissions, where it was felt that yachts with heavier masts, sailing in higher wind strengths, but predominantly flatter seas, may enjoy an unwarranted advantage due to the VPP's "one-size-fits-all" sea-state model.

A decision was taken to reduce the pitch effect of all so-called gyradius-treated items by 20%. This will not, however, excite a headlong rush to strip weight (and strength) from spars, as the contribution of the mast in isolation is diluted in the mix of contributory items.

- Two years ago in Gothenburg, the ITC implemented a revised treatment of rig windage in the VPP. This was in response to the plethora of large section, thin-walled masts which were seeking to receive an unwarranted attribution of excessive drag. Whilst this capped the trend at the time, recent design research, some of it at the America's Cup level, sought to continue the use of large chord masts, in combination with section twist designed to minimise frontal area and smooth the airflow over the mainsail.

As a result, it was agreed to implement a scheme that places a hard limit on the mast diameters assessed in the mast windage routine, basing the derivation of these limits on the yacht's righting moment at 25 degrees of heel and the height of the fore-triangle. Unstayed wing masts which twist, such as that stepped on the French IMS50 *Krazy K-Yote 2* will be treated in an identical manner - in terms of rating - as was found appropriate at the last CMAC. Very few of the remainder of the fleet will notice any significant change.

- So-called "Scandicap" type-formed spinnakers, which are very popular in

Northern Europe, will find much better treatment in the VPP as their typically short-foot, large girth sail shape will be measured in such a way as to recognise the loss of low-down area.

- On the subject of spinnakers, asymmetric spinnakers that are tacked on the centreline, such as the sprit-mounted sails popular on some J-boats, will also be more fairly treated, recognising the more inefficient nature of these sails at broader downwind angles.
- As a result of the popularity of the ID35-style rig in the US which features an adjustable headstay on a fractional rig, with swept spreaders but no backstay, this rig will now be permitted in IMS, provided that any stays abaft the mast, should they be fitted, are not adjustable.
- So-called "simplified rigs", made popular by the absence of running backstays or check-stays will continue to be treated for the time being as they presently are. The competitiveness of Innovision 7 at the IMS Worlds at Sardinia, and that of the First 40.7s did not add up to a reason to change, considering the effect of all other changes, and the feedback of crews that have sailed on these types of yacht, where the consensus seems to be that the current treatment is reasonably equitable. This topic will doubtless remain under review.
- It has been known for some time that inconsistencies in the way the sterns can be legally measured in IMS can lead to variations in the determination of rated length 'L'. A new scheme was agreed that would bring about enhanced repeatability and consistency internationally.
- A US submission dealing with the issue of tanks and their effect on righting moment was dealt with in a very practical way. Partly as a result of the pressure to gain back some of the righting moment foregone in the rush to a lower rating, race-course pressure to sail with full tanks was becoming widespread. Cruiser-racers will in future be permitted to measure with full tanks provided the weight of the fuel is recorded at time of measurement.

- There is no current and maintained hull scantlings guide for IMS yachts.

Independent assessment to such a guide has not been available since the American Bureau of Shipping withdrew its Plan Approval service for yachts less than 24m in 1996. The ORC emphasised the importance of compliance with a scantlings guide for IMS yachts racing under Special Regulations Categories 0, 1 and 2, and indicated the desirability of adopting an up-to-date scantlings guide as soon as possible. The ITC will take a pro-active role in monitoring the development of the new International Standard ISO12215 with regard to its applicability to IMS yacht scantlings.

This may be done with some support from the R&D Fund for technical programming and analysis. It is envisaged that part of this effort will include the development and release of a spreadsheet in beta-format to interested subscribers of the IMS Designer VPP. This would facilitate scrutiny and comment in a contemporary design environment, and hopefully the early finalisation of a fully updated scantlings standard for use within IMS. Whether a cost-effective independent approval service becomes available again remains to be seen, although this would be of great benefit. The Sydney Hobart Race Review drew particular attention to the issue of deck scantlings and these will be addressed in this process.

- Limited use of carbon fibre in frame cappings will be permitted without incurring a carbon gyradius assessment provided its use is limited to the middle 40% of the yacht.
- The limit of ultimate intact stability will become a new focus as a result of the Australian Government investigations into the Sydney Hobart Race. The ORC will be responsive in its approach to these investigations as they unfold.

David Lyon's report on the ORC is also published regularly in Seahorse magazine, the official magazine of the Royal Ocean Racing Club.

Sydney 38

hits OD interest

Since its release at the 1999 Hamilton Island Race Week, interest in the new Sydney 38 One Design racer has jumped dramatically, both in Australia and in the United States.

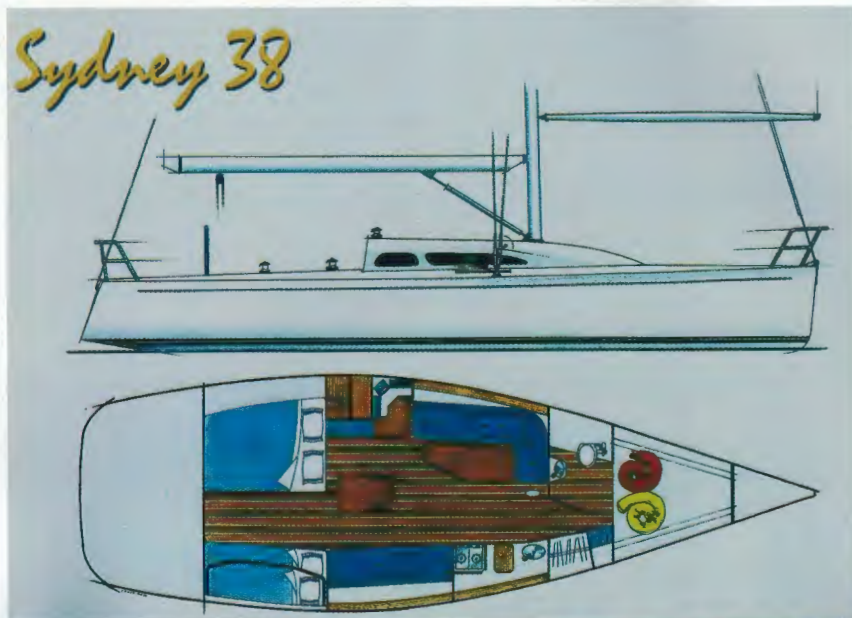
The Sydney 38 received an instant boost at its launch when the chairman of Sydney Yachts, Charles Curran, and the CEO of Hamilton Island Ltd, Wayne Kirkpatrick, announced the planned introduction of five Sydney 38s to Hamilton Island.

These yachts will be available to their owners during Race Week and will be open for charter for a series of special regattas during the year, to be contested by club members from Australian and overseas yacht clubs.

Since then, several Australian yachtsmen have ordered their own Sydney 38s, but the big news as OFFSHORE went to press was a bulk order of six boats by a group of yachtsmen in Chicago. They had looked at various OD concepts and have elected to buy the Sydney 38 for one design racing on Lake Michigan.

The Sydney 38, designed by Murray, Burns and Dovell, has a LOA of 38' 6" and features a sweptback spreader rig, with non overlapping headsails. The hull shape is derived from the successful Sydney 40, which was the middle boat for the 1999 Admiral's Cup.

Obviously, the Sydney OD has come at the right time to fill the need in the market for an easy to sail yacht with excellent performance and strict,



Line plans of the Sydney 38 One Design yacht...quick seller in Australia and overseas.

affordable one-design racing.

According to Performance Boating Services, who are marketing the Sydney 38, market research has clearly shown the need for such a boat but with an appealing interior to deliver strong resale value and also appeal to twilight racers using the yachts for corporate and social sailing. In this regard, say PBS, the Sydney 38 is the yacht to own.

The Sydney 38 is orientated towards the IRC rule (formerly CHS) as well as class racing but has the potential to do well under other handicap systems.

MBD have designed a very stiff yacht with high righting moment and moderate sail area. It will carry all of its ballast in the keel rather than as internal ballast which previous Sydney yacht designs have required. The keel features their latest aerodynamic America's Cup style of bulb.

The hull is laminated with vynlester and polyester resin using E-glass unidi-

rectional and biaxial abrics. The hull and deck is fully cored with PVC foam and end grain balsa. The boat features a GRP moulded structural grid incorporating unidirectional fibres to carry rig and keel loads.

The class will have strict rules regarding sail limitations and prohibit hull or keel alterations aimed at limiting costs to the owner.

Sydney 38 specifications

LOA	11.6m (38' 6")
Beam at deck	3.75m (12' 4")
Draft	2.65m (8' 8")
Displacement	5250kg (11,500 lb)
Sail area	87 sq m (936 sq ft)
Designers	Murray, Burns & Dovell
Builders	Bashford International

Bavaria 42 - a genuine cruiser

A good, solid, well priced cruiser.

That's Larry Jamieson's view after sailing the Bavaria 42.

It is refreshing to review a yacht that is not a compromise in design from the start. The Bavaria 42 is NOT a race boat. It does not even pretend to be a cruiser/racer. This boat is a solid cruising yacht.

It seems that every second boat these days is promoted as a cruiser/racer. The very term screams compromise to me. Surely one either races - where the sporting objective of the game is to win, OR you cruise.

A cruising yacht should be solid, reliable, easy to sail efficiently by one or two people and comfortable. The 42 is all of these. The highest level this boat should be raced at is the afternoon club races - and only for fun! That is not to say that it doesn't get along, it does. But style, handling, security and comfort are its forte.

First impressions of the Bavaria 42 is that it is a big boat. Certainly bigger than I'd expect of your usual 42 footer. The boat is beamy with a high freeboard which gives it huge internal volume. Enough to house three or four good sized cabins and two heads.

Somehow the Bavaria 42 manages to escape the usual ugly "floating caravan"

look that this design combination often provides. Look at the photo of the boat next page - quite stylish really.

The Bavaria rep in Australia, Ralph Hogg, and I took the yacht out for a sail on a beautiful Sydney summer day. It was a sunny midweek day with a 15 knot easterly blowing across an uncrowded harbour.

We easily hoisted the fully battened main with its efficient sliding system. A flick of a jammer unfurled the headsail. As we tacked out of North Harbour I was all set for a nice reach up the harbour until Ralph suggested we go out through Sydney Heads and "give her a workout". Oh, oh! There was a 1-2 metre southerly swell left over from a front pushing up the coast. Beautiful day but very soft and bumpy around the Heads.

The famous "Sydney slop", as it has been called, will bring to a halt any yacht with the slightest bit of excess weight in the ends and/or under powered. The Bavaria 42 literally has cabin loads of weight in the ends. It didn't like going to windward in soft, bumpy conditions but then, nor do "gentlemen cruisers" and I voted to reach away.

In truth Ralph probably wanted to bounce the boat off a few waves and say "see - tough hey". There is little doubt that the yacht is solid. Bavaria is based in the same country that gives us the BMW and Mercedes. The teutonic

influence is certainly seen in the Bavaria 42. A solid fibreglass H frame is moulded directly into the hull which is comprised of solid fibreglass below the waterline and divyncell foam core above the waterline. There are Kevlar inserts in the hull around the waterline up forward primarily to act as "crash pads".

I personally like the idea of a mono-coque construction rather than a separate H frame and hull. It was not widely reported that the latter construction nearly brought the maxi "Sayonara" undone during the very tough 1998 Sydney - Hobart race. The cause was an alloy frame twisting inside a carbon fibre hull. According to crew members

Technical Specifications

Choice of Three or 4 cabin version.	
Length Overall	13.40m
Length of Hull	12.95m
Length at Waterline	11.15m
Beam	3.95m
Draught (Steel Cruising Keel)	1.95m
(Lead Performance Keel)	2.2m
Ballast (Steel Cruising Keel)	2,800 kg
(Lead Performance Keel)	3,400 kg
Engine	Volvo MD 22L37 kw
Water tank capacity	360 litres
Fuel Tank capacity	210 litres
Fully Battened Mainsail	42.20m
Furling Genoa	50.80m
Mast Height	17.54m



onboard it started to get ugly- but that's another story!

The Bavaria 42 is quite a seaworthy yacht. "Club Sail", based at Pittwater, use them as offshore sail training vessels. In short, the Bavaria 42 is a solid, comfortable, well priced cruising yacht. It is big enough to get you any where you want to go and, importantly, looks reliable enough to get you back.

Standard Equipment Includes:

Furling genoa on Furlex reefing system, fully battened mainsail, Seldon RCB Sliding system with lazy jacks, Seldon single line mainsail reefing system, Raytheon ST60 Tridata (speed, distance, depth), plough anchor 21kg and 50m pf 10mm chain.

Refrigeration: 12v compressor to ice box, hot and cold pressure water system, shower in marine head, cockpit shower with hot and cold water, water level indicator, shore power and third battery.

Leather covered steering wheel, anti-fouling, launching and commissioning, fenders and warps, backstay tensioner, 50 hour engine service, 50 hour rig tune and check up, 4 fire extinguishers.

Bavaria boom cover with Bavaria logo, Simpson Lawrence electric anchor windlass.

Solid mahogany joinery and natural timber veneers, Lloyd certification,

Osmosis protection, teak on cockpit seats and sole, guard rail openings both sides, bow fitting with self stowing anchor roller.

Self tailing genoa winches, self tailing halyard winches, lines and jammers lead aft to cockpit, eight Lewmar hatches, ten opening windows, electric and manual bilge pump.

Walk through transom, boarding ladder, deck light and navigation lights, wheel

steering with pedestal, compass and instrument panel on pedestal, blue stripe on hull in series, twin batteries, 12v socket, voltmeter, ammeter.

Curtains to windows and blinds to hatches, cockpit table.

Price (Exclusive of GST)	\$293,000
GST at 10%	\$29,300
Price (Inclusive of GST)	\$322,300



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Tactical navigating to Hobart

International navigator Adrienne Cahalan joined the crew of the new 62-footer Bumblebee 5 for the 1999 Telstra Sydney to Hobart. This is her report for Offshore.

The morning of December 26, 1999 at the Cruising Yacht Club of Australia was strangely calm.

I think it had a lot to do with the weather forecast. Normally you can detect little signs of nervousness amongst competitors. The same questions are going through each person's mind. When will the southerly hit? How hard? How long will that Christmas lunch stay down?

The fact that it was forecast for northerlies for at least the first 36 hours set everyone's mind at rest and had the effect of a comparatively relaxed departure.

Launched in October, *Bumblebee 5* was listed as a favourite to win on IMS this year, an opinion the crew shared.

The first decision of the race was to decide whether to chase maximum current or whether to sail the best gybe or angle. Our strategy was to sail on the port gybe out to the shelf, keeping as close to the rhumbline as possible but never to sacrifice boat speed or the best angle. As it happened, we were able to get to the shelf relatively easily. In fact, we did not gybe until abeam of Maria Island on the Tasmanian coast.

We also wanted to make as much gain on latitude (southing) in order to try and position ourselves on the south side of the low that was forecast to form over south-eastern Victoria. To track the development and movement of the low centre within the trough line was crucial to avoid the softest winds. Therefore, a key part of our strategy was to remain on the east side of the trough line in northerlies and to decide when and where to cross the

trough on our approach to Tasman Light. On the other side of the trough were, of course, headwinds.

The impression of the navigator of the 90's has been that of a pen pusher/office worker who rarely is spotted on deck. Not so this year - enter the on-deck computer! This allows the navigator to actually see some of the day outside of the nav station.

We were operating a Racevision computer, which is a screen on the end of a long cord, a little smaller than a computer screen which is a fully submersible, waterproof screen with the processor box below decks. The computer runs Windows 98 and displayed on the computer screen on deck are electronic charts linked to the GPS and B & G data. On the screen we also ran the Deckman performance program together with weather fax.

All features are operated on deck via a touch screen. Therefore I was able to sit on deck and collect weather information and navigate. I did cross-reference with paper charts but this was during radio scheds and other times.

The great advantage is being able to liaise with, and be easily accessible to the deck watches to provide weather information, tactics, position and performance.

The 1999 Telstra Sydney to Hobart Race unfolded as forecast for us. We made as much southing as possible, keeping offshore on the seaward side of the shelf in maximum current. Across Bass Strait the wind increased into the mid 30s and to make some ground on the yachts behind who seemed to be keeping up, we kept our spinnaker up while the majority of the



Bumblebee 5 heading for Hobart. (Pic - Peter Campbell)

fleet elected to sail under jib.

This allowed us to sail average speeds of around 20 knots. We were, however, forced to take the spinnaker down abeam of Flinders Island. The combined factors of increasing wind speed and the wind shifting slightly to the east (050) had the effect that we were closing the Tasmanian coast too quickly. Our plan was to be offshore when approaching Tasman Light. It wasn't until we were confident on the weather forecast further down the coast that we again hoisted the spinnaker and headed straight at Tasman Light.

Unfortunately for us on the morning of the 28th, the northerly breeze ran out about 30 miles from Tasman Island. We were becalmed for over six hours. This allowed the maxis to round the island before the wind died while at the same time allowing our main competition astern to sail up to us in the dying northerly.

As we sat becalmed awaiting the new SE-SW front we listened with frustration to the skeds as the miles we had worked so hard for under spinnaker were slowly eaten away.

After a lot of soul-searching we decided that we would not have sailed the race in a different way and that the end result was just the luck of the game. Hard luck at that! Maybe next year!

Millenium "masterstroke"

The decision of the Royal Prince Alfred Yacht Club to delay the start of its annual coastal passage race from Pittwater to Coffs Harbour until early January 2000 resulted in a new record line-up and certainly the best quality fleet ever.

In its 19 year history, the Royal Prince Alfred Yacht Club's 226 nautical mile race up the New South Wales North Coast from Pittwater to Coffs Harbour has always attracted a good size fleet, reaching a record 110 one year.

But apart from a few grand prix boats, it has generally attracted club boats or yachts with owners and crews anxious to build up offshore experience before tackling the obviously much tougher and longer ocean races.

This year's race not only came close to the record fleet, but attracted the best calibre of entries in the race's history, including an excellent IMS and IRC line-up.

The key factor was the decision by race organisers to postpone the start from the traditional December 27, 1999 to January 2, 2000 to enable yacht owners to enjoy the spectacular New Year's Eve festivities on Sydney Harbour. The quality of the fleet certainly was reflected in the closeness of competition throughout the four race series that included the passage race from Pittwater to Coffs Harbour.

Admiral's Cup team captain and IMS overall winner of the Strathfield Pittwater to Coffs Harbour, Bob Steel, described the RPYC decision as a "masterstroke. Other skippers echoed his comments.

Steel's powerful Nelson/Marek 46, *Quest*, was declared overall winner of the race to Coffs Harbour after a confusing earlier announcement naming Ray Roberts' Sydney 46 *ABN Amro Challenge* as provisional winner on corrected time.

The explanation given hours later was that *ABN Amro Challenge's* provisional first place had been calculated on progressive time on time, whereas the final result used the correctly applied course construction. Roberts was not impressed and indicated he might appeal the result when saw a provisional winning margin of more than 17 minutes changed to a losing margin of about 5 1/2 minutes.

However, the overall Pittwater and Coffs Harbour Series, which included the Pittwater-Coffs Harbour passage race, went to another Sydney 46, Nigel Bramwell's *Hawk*.

Hawk took early control of the IMS Series by winning the first two short offshore races off Pittwater, ahead of 1999 Admirals Cup team yachts *Quest* and *Sledgehammer*; Ron Jones' Sydney 40. *ABN Amro Challenge* missed those two

races and finished fourth in the series.

The equally prestigious and competitive IRC Division saw tight competition between the new Farr 40 One Designs, *Emotional Hooligan*, Marcus Blackmore's newly crowned Australian champion and the brand new *Truant* (Michael and Bill Quinn). These two boats fought out the top placings with Bill Meiklejohn's fully-refurbished Jutson 50 *Braveheart* and Col Crawford's speedy new Sydney 36 *Pamela C*.

The race began from Pittwater with the 102 starters struggling to fill spinnakers on the half mile long starting line. The race then became a 30-hour test of navigation and tactical skills as skippers faced continual choices between staying inshore with lighter winds to avoid a strong southerly current or moving further offshore into more constant south east to easterly breeze.

ABN Amro Challenge moved inshore at two o'clock the following morning, just as the favourable westerly drainage breeze filled in north of Newcastle. At the early morning sked she was alongside the IMS division leaders *Quest*, *Vanguard* and *Hawk* and the IRC leader *Braveheart* as the light westerly faded to nothing north of Crowdy Heads. These yachts sat becalmed as a light south-easterly brought into sight the Sydney 40's *Sledgehammer* and *Loco* and the Farr 40 ODs, *Emotional Hooligan*, *Truant* and *Corinthian Doors*.

Saved by a light to moderate nor'easter that filled in around 11am and



Quest, Bob Steel's Nelson Marek 46, IMS Winner of the Strathfield Pittwater to Coffs Harbour Race.
(pic - Ian Mainsbridga)

blew throughout the second day , the larger yachts finished before midnight, to hold their time over 40 footers which finished in the early hours of the morning.

Infinity III, steered by Atlanta Olympian Matt Hayes, led the race from start to finish and took Line Honours with great fanfare at 8pm with an elapsed time of 31 hours 0 minutes 33 seconds. Two hours 19 minutes later came Stan Edwards' Frers 65 *Margaret Rintoul V*, only four minutes ahead of Geoff Lavis Inglis/Murray 50 *Wild Thing*.

Infinity III took a race double of Line Honours and first under PHS handicaps, a result that delighted owner Martin James who had put in a considerable effort in reconfiguring the rig and repairing his Farr 65 after its battering in the 1998 Sydney to Hobart.

IMS Overall winner Bob Steel said the battle for the first five corrected time placings was so close and so intense that he was glad the race went no further than Coffs Harbour. "Because of the high-tech nature of these yachts, we needed to have every crewmember on the rail for the final 24 hours of the race. It was exhausting!"

IRC leader *Braveheart* crossed the finish line at 1.20am, an hour ahead of the first of the Farr 40's, *Emotional Hooligan*, giving her an overall handicap win of 43 minutes. Skipper Bill Meiklejohn had high praise for the newly-introduced IRC handicapping system, replacing the old CHS. "The IRC gives the opportunity to for older boats that are well-maintained and well-sailed to remain competitive. It's also great to be able to mix it with the grand prix boats", he added.

Not far astern of *Braveheart*, the Farr 40's *Emotional Hooligan* and *Corinthian Doors* enjoyed stunning match-racing for the entire race, with Blackmore gradually pulling back Perini's early lead until they were sailing boat-for boat off Tacking Point in only 1.7 metres of water. Blackmore broke Perini's cover to cross the finish line only nine minutes ahead with a further 27 minutes to their sistership, *Truant*. They finished 2nd, 3rd and 5th respec-



Racing aboard *Infinity III* to the Coffs Harbour Series.

(pic - Lee Gladman)



Braveheart the Jutson 50 which won the IRC Division of the Pittwater to Coffs Harbour race (pic - Lee Gladman)

tively on corrected time.

The larger yachts dominated the PHS results, with *Wild Thing* second to *Infinity II*, Coffs Ex-Services Club *Titan Ford* third and Lake Macquarie-based Adams 50' *Collex Onyx* (Alyn Ovenden) fourth.

The final two races of the Series off Coffs Harbour brought out the true potential of this event - grand prix tactical racing at its best. In a fleet of 50 yachts, leading race crews drew on their best round-the buoys and tactical skills to provide spectacular close racing from start to finish.

In race four *ABN Amro Challenge* crossed the line 20 seconds ahead of *Quest*, with 49 seconds to *Vanguard* and another 33 seconds to *Hawk*. Only two minutes astern of *Hawk* came Sydney

40 *Sledgehammer*, taking IMS overall handicap honours from *Quest* and *Hawk*.

ABN Amro Challenge led sistership *Hawk* by only a boat length around the buoys in the final race until the last mile of the course , when the slightly faster *Hawk* broke *ABN Amro's* cover to slip away to a two minute line honours win. *Hawk* also won on handicap from *Sledgehammer* and *ABN Amro Challenge*.

Braveheart looked set to win the overall IRC series with another win in the 15-mile Race 4 around Split and South Solitary Islands , but some stunning match-racing between the Farr 40's in the final race around the buoys race gave *Emotional Hooligan* the overall IRC series.

19th Strathfield Pittwater and Coffs Harbour Offshore Series:

IMS OVERALL & DIVISION A:

1. Hawk (Nigel Bramwell, GBR).
2. Quest (Bob Steel, CYCA).
3. Sledgehammer (Ron Jones, RPAYC).

IMS Division B: 1 Wahoo (Brian Emerson, CYCA), 2 Love & War (Simon Kurts, CYCA), 3 Starfire (Brian Jones, RMYC).

IRC OVERALL: 1 Emotional Hooligan (Marcus Blackmore, RPAYC), 2 Braveheart (Brian Meiklejohn, RSYS), 3 Truant (Bill and Michael Quinn, CYCA).

IRC Division A: 1 Braveheart, 2 Emotional Hooligan, 3 Truant.

IRC Division B: 1 Adria (Chris Gorman, CYCA), 2 Pamela C (Col Crawford, RPAYC), 3 Murphy & Nye Dictator (Bruce Mead, LMYC).

IRC Division C: 1 Stairway to Heaven (Jeffrey Matthes, RPAYC), 2 Haupia (David Kennedy, RPAYC), 3 Showdown (Ian Downing, RPAYC).

PHS Division: 1 Infinity III (Martin James, CYCA), 2 Collex Onyx (Alyn Ovenden, RMYC, Toronto), 3 Isabella (John Nolan, RPAYC).

PHS Division A: 1, Infinity III, 2 Collex Onyx, 3 Gonenumbyet (John Lockwood, RMYC).

PHS Division B: 1 Force Eleven (Ian Eddleston, LMYC), 2 Bullrush (Bob Southerton, RPAYC), 3 She's Apples II (Max Prentice, SASC).

PHS Division C: 1 Hot Chili (Alan & Linda Cox, SASC), 2 Prima Donna (Jerry Nelson, CYCA), 3 Antipodes (Greg Newton, RSYS).

PHS Division D: 1 Dreamtime (John Woodruff, CYCA), 2 Isabella (John Nolan, RPAYC), 3 Too Impetuous (Sue & Neville Watson, RPAYC).

19th Strathfield Pittwater to Coffs Harbour Race:

IMS Overall & Div A: 1 Quest, 2 ABN AMRO Challenge, 3 Hawk.

IMS Div B: 1 Love & War, 2 Pendragon (Andrew Cochrane, CYCA), 3 Veninde III (Chris Browne, RPAYC).

IRC Overall & Div A: 1 Braveheart, 2 Emotional Hooligan, 3 Corinthian Doors (Richard Perini, RSYS).

IRC Div B: 1 Adria (Chris Gorman, CYCA), 2 Pamela C (Col Crawford, RPAYC), 3 Crossing (Simon May, CYCA).

IRC Div C: 1 Haupia, 2 Stairway to Heaven, 3 Barking Mad (Martin Booker, MHYC).

PHS OVERALL: 1 Infinity III, 2 Wild Thing (Geoff Lavis, CYCA), Coffs Ex-Services Club Titan Ford (Coffs Syndicate).

PHS Div A: 1 Infinity, 2 Wild Thing, 3 Coffs Ex-Services Club Titan Ford.

PHS Div B: 1 Bullrush (Bob Southerton, RPAYC), 2 Force Eleven (Ian Eddleston, LMYC), 3 Kidnapped (Peter Bush, CYCA).

PHS Div C: 1 Sagittarius (Phillip Rowe, MHYC), 2 Antipodes (Greg Newton, RSYS), 3 Farr Horizons (Ivan Resnokov, SASC).

PHS Div D: 1 Too Impetuous, 2 Isabella, 3 Rum Beat (Geoff Henderson, SYC).

Teams:

IRC: 1 RPAYC (Emotional Hooligan, Showdown, Haupia).

IMS: 1 Combined RPAYC/CYCA (Hawk, Sledgehammer, Quest)

PHS: 1 SASC (Hot Chili, She's Apples II, Farr Horizons).



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New "end caps" for life line cushions

Titan Australia, the world's premier winch handle manufacturer, has developed a simple but clever idea that dramatically extends the durability of life-line cushions - "End Caps".

Titan's Ends Caps are an ingenious device containing a PVC inner tube which takes the load away from the soft PE outer tube of lifeline cushions, effectively maximising cushion durability.

The quality finish and design style of the Titan End Caps are not only functional, but also boast visual appeal. With the end caps screwed into place, the assembly is neat, strong and will allow racers to "hike" hard.

Titan End Caps can be purchased in packs of four or, alternatively, as a complete 2 metre pack with the inner PVC, outer PE tubing and matching End Caps, from most yacht chandlers.



Neat arrangement of the Titan Ends Caps which extend the durability of lifeline cushions.

Economical forward scanning sonars

Designed for the smaller boat (and the smaller budget), the new Interphase Visa and Outlook bring forward-scanning technology within reach of more recreational boat owners. Using revolutionary array technology - similar to medical ultrasound - the Interphase range of scanning sonars operate like underwater radar.

The Outlook is a forward-scanning depth sounder, scanning up to 180m (600 ft) in front of the boat to see what's ahead. The Outlook scans vertically from straight ahead to the bottom, showing shallowing, obstructions

and submerged obstacles ahead.

The Vista is a forward-scanning fish-finder and navigational aid. It scans 90° (from side-to-side up to 189 m (600 ft) forward of the boat to help target schools of fish and bait, or to help navigate shallow channels, and show bottom conditions ahead on either side.

The complete range of LCD scanning sonars and depth sounders for recreational boats manufactured by Interphase Technologies Inc is now available in Australia from Coursemaster and their Australia-wide network of dealers. For further information contact Ian Briggs or Paul Garske on phone (02) 9417 7097, fax (02) 9417 7557 or email:sales@coursemaster.com

The new Interphase Vista makes forward-scanning fish finding navigation affordable for small boats. Scanning horizontally up to 180 m ahead, the Vista helps you see fish before they see you, and is an aid to navigating shallow channels.



Biodegradable cutlery

Yachties who enjoyed the excellent food and drink at the recent Taste of Tasmania in Hobart perhaps did not realise they were eating and drinking using a new product called Cornstarch Cutlery.

It is ecologically and environmentally friendly disposable cutlery made from Mater-B. Its appearance and performance is similar to conventional thermoplastics but being based on corn starch it is completely biodegradable in a biologically active environment.

During the 1998-99 Taste of Tasmania some 140,000 items were used, including knives, forks and spoons, and yachties who entertain on board might well consider using Cornstarch Cutlery in keeping with the need to keep our water clear of plastics and trash.

Further information: Biocorp Asia

Pacific Pty Ltd, phone (02) 4620 9248 or fax (02) 4620 9958.



Cornstarch cutlery is completely biodegradable.

Sailors are hard on mobile phones.

Unfortunately none of the mobiles have been taught to swim yet but there is a new Ericsson phone which is great news for the boating world.

In a first for mobile phones, the Ericsson R250s is water, dust and shock resistant.

It can be used in the rain, in salt spray on the rail, and it even survives a swim in the bilge when the boat is hard on the breeze.

A rugged casing and sturdy frame is the secret behind the strength of the Ericsson R250s. Sealed against the elements and with its amazing water resistance, salt, dust and grime can simply be washed away, and should the phone be accidentally dropped, the R250s will keep on talking. The battery is even equipped with a special locking mechanism, so even if you knock it or drop it, the battery stays put!

Use it with your sailing gloves on, switch to loudspeaker phone when the wind is howling and never worry about not hearing a call again - the vibrate alert means you can 'feel' the phone when it is ringing. Even comes with an extra long range aerial, so you can call home during offshore races.

"I've been using an R250 for the last three months and it's taken everything I can throw at it" said Andrew Crowe, America's Cup and Ragamuffin crew member.



For what sake limits?



Brindabella, the conventional IMS maxi yacht owned by George Snow, also broke the race record for the Sydney to Hobart Race in finishing second to the water-ballasted Nokia in conditions which could never have been better for the Volvo 60. (Pic - Ian Mainsbridge)

Having had the privilege of designing one of the few ILC maxis in the world I have always been a keen follower of the line honours/race record issues. In general, these are issues for the yachting community only as the mainstream media takes little interest in these matters outside of the Sydney to Hobart period.

However, as Boxing Day rolls around this aspect of the sport garners huge and arguably disproportional attention as Joe Public sits up for his annual dose of yachting. The only comparable analogy is the Melbourne Cup. I have been told this is a second rate event to the aficionado, but for some reason it sucks us all in. I watch, I have a flutter, and then I forget about horse racing for the rest of the year. So it is with the general public and sailing.

I believe that for a record to have any meaning it needs to have a context. For human physical endeavours the answer is easy - we all have the body we were given. With technical sports the equipment is the issue and as a result we have different types of motoring events, different types of sailing events and so on. Why would an 18 ft skiff enter an Etchells race? It would be somewhat akin to an F1 contesting the Bathurst 1000. What would be the point? Would it be interesting? I think we all know the answer to that one.

The Sydney to Hobart race record has been based on vessels that have a de facto speed limit which is based on the upper limit of the current ORC managed international handicap formula. When *Kialoa III* set the record way back when it was the IOR rule.

When IMS took over in the early 90s (here at least) the structure essentially remained intact and it is indicative of how smoothly the baton was passed that we had such a great fight for the line in the 50th running of the Hobart between *Tasmania* (as the final development of the IOR rule) and *Brindabella* (representing the new rule).

I think seven minutes separated the boats at the finish and the second and third fastest times to date were established.

Since then, there is no doubting that faster boats have been created and are sailing. These vessels and the events they were developed around are superb craft and capable of amazing turns of speed. However, whether they be water ballasted monohulls or large multihulls the actual technology is real-

ly nothing new or exciting. Rather it has been repressed in the main stream of ocean racing for one primary reason and it is the same reason that handicap rules exist : to insure that the existing fleet is not made obsolete overnight.

Some would argue that this thinking is obsolete and that we will be swamped by the rising tide. However, that view belies the ongoing reality of our sport and that is that it is still an amateur one peopled by individuals spending their hard-earned after tax dollars on something they love.

That is the beauty of the Sydney to Hobart and also its main attraction to competitor and spectator alike. That this fact seems to have been lost under the weight of marketing and media is a concern.

The other argument for opening the gates is equally misplaced in that it suffers from logical fallacy. If one argues for the sudden inclusion of water ballasted yachts and so-called super yachts in the contention for line honours and course records on the basis of progressive thinking, then where do you stop?

If the owner of *Mari-Cha III* does as he suggests he will and builds a 100 foot plus super racer to enter the 2000 Super Yacht division, should we be concerned? If technology is to be embraced should we be concerned if *Sony Playstation* fronts up? Have we thought beyond short sighted, self serving considerations to where we might be in two years time when the circus has left town as opposed to simply one? Will the Law of Unin-



Mari-Cha III sailing off the Tasmanian East Coast in the 1999 Telstra Sydney to Hobart Yacht Race, in which she was a demonstration superyacht, not eligible for line honours or a race record. (Pic - Richard Bennett)

tended Consequences come into play? Has it already?

So a few suggestions for the future:

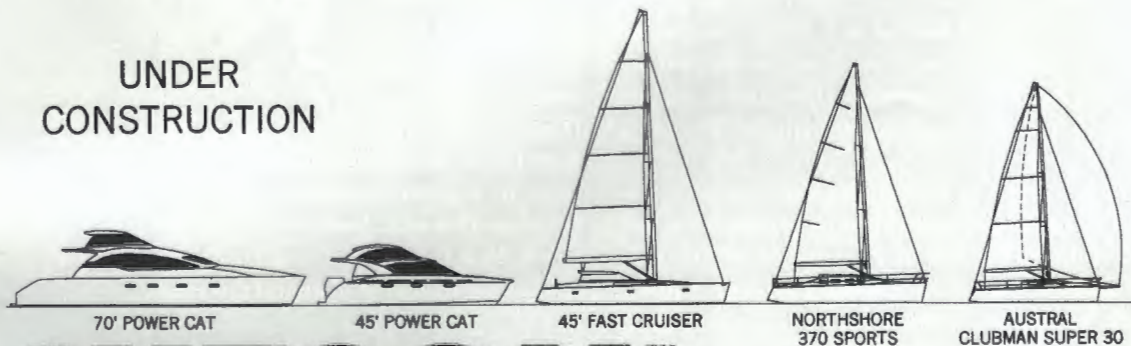
1. Let's recognise who the race is for. The answer is clearly the Australian yachting public that has supported it since day one.
2. Let's accept that being one of the last great handicap ocean races in the world is not such a bad thing. Maybe it's better than good, bordering on unique. Maybe it is why

the race has such a great media profile which is the only reason the sideshows want to ride on its coat tails?

3. Let's insure that every category of the event has meaning in relation to the history of the event. Continuity creates history and history motivates us to be a part of something bigger.

Somehow I am hoping Gordon Marshall will approve!

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Harken opens new showroom

Olaf Harken, President of Harken Inc., one of the world leaders in the design and manufacture of high tech deck and sail control gear, officially opened Harken Australia's new warehouse and showroom in the Sydney suburb of Dee Why in December.

At the same time he announced that Carl Crafoord, managing director of Harken Australia Pty Ltd, would be joining the team at Harken Inc. in Pewaukee in the United States in the role of International OEM sales manager. Carl's responsibilities will include liaison with boat builders around the world and managing the sales through the Harken worldwide distribution network.

Meanwhile, Carl's intention is to have the Australian company managed and run by the existing team, with a couple of minimal changes. Julian Plante is sales and marketing manager, Angela Shaw the operations manager, Stuart Fahey is retail sales manager.

Like Carl Crafoord, sales and marketing manager Julian Plante is an active sailor.

Carl Crafoord has overseen a significant expansion of Harken Australia since he joined the marine distributors in 1993. The new Dee Why premises incorporates the main administration offices as well as modern split-level warehouse and show room.

The company's product range now includes Edson steering systems, Forespar plumbing and spinnaker pole fittings, Airguide compasses, Liros rope, Gebo hatches and ports, Oceanair flyscreens and blinders, Witchard shackles, Nofil Headsfoil systems, Hallspars vang, poles and spinnaker ends, along with the core Harken, Spinlock and Plastimo product ranges.

Harken Australia is located at 6/224 Headland Road, Dee Why, NSW 2099. The telephone number is

(02) 9905 9400 while the informative web site is: harken@deckware.com

Brisbane-Gladstone race on schedule

The Queensland Cruising Yacht Club's 2000 Carlton and United Brisbane to Gladstone ocean race will go ahead as scheduled over the Easter weekend in April following a revamp of race safety rules and the appointment of professional administrators to plan and conduct the event.

The QCYC will require skippers to involve their crews in an educational program leading up to the race, including safety seminars, man overboard exercises and demonstrations of the location and use of all safety equipment on the yacht. Sail requirements and age restrictions have also been changed.

Overseeing these changes will be the new principal race officer, David Brookes, Vice-President of the Queensland Yachting Association and an Olympic yachting official, and Karen Somerville, the newly appointed race

Audemars Piguet, CYCA raise funds for Safety of Life at Sea Trusts

Audemars Piguet, master Swiss watchmakers since 1875, was proud to be the Official Timekeepers of the 1999 Cruising Yacht Club of Australia and the Telstra Sydney to Hobart Yacht Race.

Over the years the company has produced a number of sophisticated world first timepieces and established a loyal, affluent clientele. As part of their support for the CYCA Sydney Hobart Safety of Life at Sea Trusts, Audemars Piguet donated one such timepiece, valued at \$16,000, to the Cruising Yacht Club of Australia. The club was able to raise significant funds for this trust through the sale of raffle tickets.

The raffle was drawn by the Governor of Tasmania, His Excellency Sir Guy Green AC KBE, in Hobart on the January 2, 2000 at the official trophy presentation for the Sydney to Hobart Race. Sydney yachtsman Christopher Jones was the lucky winner of this timepiece.

Commodore Hugo Van Kretschmar took this opportunity to "...thank Audemars Piguet for their support of the Safety of Life at Sea Trusts, established after the tragedies

of last year's race, and for again being the Official Timekeepers of the Sydney to Hobart".

Audemars Piguet would like to extend their congratulations to Christopher Jones and thank all whom participated in the raffle.

Sir James Hardy, Patron of the Trust, and Martin Bachmann, Managing Director of Audemars Piguet Australia, presented the winner with his timepiece in a private ceremony held at the Cruising Yacht Club on Thursday, January 13. Martin James and Alan Green, Rear Commodore and Treasurer respectively of the CYCA were delighted to attend this event.

For further information, please contact Audemars Piguet/S.A. Desco, toll free on 1800 069 582 - <http://www.audemarspiguet.com>



manager. They will be supported during the race by a Jury with international experience.

QCYC Commodore Ian Gidlow says the Club has thoroughly evaluated the findings from the tragic 1998 Sydney to Hobart Race and appropriate steps had been taken for the 2000 Brisbane to Gladstone Race.

Safety procedures will include close scrutiny of the safety record of yachts, their skippers and crew, before applications to enter are accepted. "Traditionally, the race has been primarily a safe and friendly event for 51 years, but the Hobart experience has put all officials and sailors on notice not to underestimate mother nature," Commodore Gidlow said.

Applications to enter the 2000 Brisbane to Gladstone Race, which starts from Moreton Bay on Good Friday, are now available from the QCYC, phone (07) 3269 4588 or email qcyc@bigpond.com

Bermuda Race follows CYCA

The 2000 Newport to Bermuda Race is another event in which race organisers have followed the lead of the Cruising Yacht Club of Australia. The famous race down the East Coast of the USA is ranked by most yachting experts as one of the three major ocean passage races in the world, along with the Sydney to Hobart and the Fastnet Race.

New rules for the 2000 race, which starts on June 16, require that 25% of the racing crew, including at least two of the captain, navigator and port and starboard watch captains, must attend a sanctioned safety at sea seminar within three years of the start of this year's event.

The Royal Bermuda Yacht Club conducted a major safety at sea seminar in December, with a specific session on Sydney to Hobart "lessons learned". The Cruising Club of America is holding a similar one at Newport, Rhode Island, over the weekend of March 11-12.

Runners looking for Three Peaks berths

Tasmanian organisers of the 2000 Aus-

tralian Three Peaks Race report a number of potential competitors for the Easter sailing and marathon running event around the north and east coast of Tasmania. Runners in particular are looking for berths.

Most teams from 1999 appear likely to be competing in 2000, but one who will be missing is Hobart yachtsman John Saul, winner of the 1999 race with *Computerland*.

He has kept good to word to spend more time with his family at Easter and has bought a Clipper 34 motor cruiser.

Overseas enquiries to race director Alistair Douglas include a team from the UK looking for a yacht and runners from Spain and Canada.

Locally, Paul Herron, who sails aboard *Ericsson*, has now reached the acclaimed level of having competed in 10 Three Peaks. He joins the small elite group of Nick Edmunds, Richard Edmunds, Jeff Cordell, David Wright and the late Bruce Guy.

The Examiner Three Peaks Race has a new web site:

www.threepeaks.org.au

BYRA's 50th birthday bash

Exactly 50 years after a race around Lion Island in Broken Bay, members past and present joined with sailors from other clubs to celebrate the golden jubilee of BYRA (the Bayview Yacht Racing Association) - with another race around the island.

BYRA came into being when K.C. Dalton, skipper of the yacht *Owen Davern*, challenged Cedric Williams, skipper of *Christina*, to a match race down Pittwater and around Lion Island which marks the entrance to the Hawkesbury River, north of Sydney.

The race aroused so much interest and enjoyment that it was decided to form a sailing club, and so the Bayview Yacht Racing Association was born.

Today BYRA is a family orientated club with an atmosphere of camaraderie and competitive fun. Members range from under 10 to over 80 years.

One of BYRA's strengths is its tradition of coaching junior sailors and over the years members have won many State, National and World champi-

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The 50th anniversary Lion Island Race was won convincingly by Bruce Staples, the immediate Past Commodore of the Royal Prince Alfred Yacht Club, sailing his 45-footer, *More Witchcraft*, while the dinghy division went to Robert Roel, sailing his Contender dinghy, *K9*.

AYF conference for Sydney

The 2000 annual conference of the Australian Yachting Federation is planned for Sydney over the weekend of July 21-23 to coincide with the 2000 Sydney International Boat Show.

The conference provides an excellent opportunity for those involved in the sport of sailing to attend sessions and put forward their ideas on the future direction of the sport. There will be small workshop sessions as well as keynote presentations covering the major issues facing sailing in Australia.

Volvo Youth Sailing Worlds

Sydney will play host to the prestigious Volvo/ISAF World Youth Sailing Championships next summer, from December 28, 2000, through to January 6, 2001.

Held annually since 1971, the World Youth Sailing Championships have twice previously been hosted in Australia - in Perth in 1978 and on Botany Bay in 1988. Since then, the event has grown substantially in size and stature and is now recognised world wide as the "Youth Olympics" for the sport of sailing.

For the 2000-2001 series the classes to be sailed will be the single-handed Byte dinghy, the double-handed 420 dinghy and the Mistral sailboard, with teams made up of boys and girls.

The championships will be sailed on the Olympic courses on Sydney Harbour with Manly Yacht Club the official headquarters.

Sea, Food & Sail at Wollongong

Wollongong Harbour will come alive in a flurry of sails and onshore festivities when thousands of locals and visitors enjoy February's Novotel Northbeach Sea, Food and Sail Festival.

The historic harbour location will be transformed from a base for fishing trawlers into a haven of gourmet foods and entertainment on February 19 and 20, with many of the best ocean racers in Sydney heading south in the annual Sydney to Wollongong and Wollongong to Sydney races.

The fleet, headed by maxi yachts *Brindabella* and *Marchioness*, will start from Sydney Harbour at 8pm on Friday, February 18. The festival kicks off on Saturday with breakfast for the fleet from 6am and continues through the day with jazz and blues bands, seafood, fine wines and beers - and Mount Gay rum.

The race back to Sydney starts Sunday morning, with the Novotel Northbeach Sea, Food & Sail Festival, supported by Mount Gay Rum, continued through the day.

Australian team for Kenwood Cup

The Australian Yachting Federation is expected to issue invitations in early February to yacht owners to form at least one Australian team for the 2000 Kenwood Cup in Hawaii, the Pacific region's first major international offshore regatta of the 21st century.

The AYF will make its team selection based on performances in December's Telstra Cup after recalculating results based on the new 2000 version of the IMS rule.

Among the yachts expected to be considered for the team (or teams) are *Ausmaid*, *Brindabella*, *Yendys*, *Bumblebee*

5, *Ragamuffin*, *Quest*, *Sword of Orion* and the Beneteau 40.7s, *Fruit Machine* and *Smile*.

Australia won the Kenwood Cup in 1996 and finished a close second to the New Zealand team in 1998. While it is the policy of the AYF to nominate one team, Australia is entitled to have three teams racing in the "waters and winds of Paradise."

Race Director Ken Morrison, organising his 12th Hawaii International Offshore Series, says the regatta is shaping up to again be the pivotal event of racing in the Pacific this year.

More than 10 Farr 40 ODs are expected in Hawaii, while the event itself has been nominated the 2000 Pacific Region championship for the class. Entries are expected from Australia, New Zealand, Japan and the United States.

While the Kenwood Cup remains the main international offshore handicap series in the Pacific region, it has always attracted the interest of European owners drawn by the big seas, warm steady breezes and fabulous sailing conditions in the Hawaiian Islands. This coming regatta will be no exception with the current IMS world champion *Innovation 7*, a Dutch Judel/Vrolick design, expected to be shipped to Honolulu following the 2000 IMS worlds at Newport, Rhode Island.

Geoff Stagg of Farr International expects two new Farr 60s from Carrol Marine to be at the Kenwood Cup



Australians Michael Spies (left) and Iain Murray at the 1998 Kenwood Cup in which the Aussie team finished a close second to New Zealand. (Pic - Ian Mainsbridge)



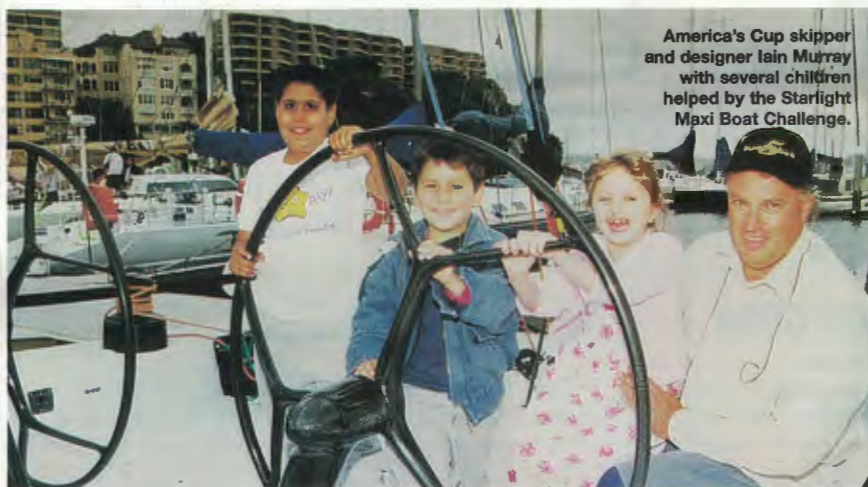
Racing at the 1998 Kenwood Cup in Hawaii. Australia will send a strong team again this year for the 10 race offshore series. (Pic - Ian Mainsbridge).



World IMS champion Innovision 7 leads a group of big boats during the 1999 Rolex IMS offshore world championship in Sardinia. She is expected to contest the 2000 Kenwood Cup in Hawaii. (Pic - Koa/Strategic)

along with a pair of Farr 52s also building there. One Farr 60 already making plans for Hawaii is Irvine Laidlaw's *Hi Fling*, the IMS star of the 1999 Key West

Race Week. Then there is likely to be John Kahlbetzers's 62-footer, the Murray, Burns and Dovell designed *Bumblebee 5*.



America's Cup skipper and designer Iain Murray with several children helped by the Starlight Maxi Boat Challenge.

Sailing for seriously ill children

On Friday, February 25, some 20 of Australia's fastest big boats will race around Sydney Harbour to raise money for the Starlight Children's Foundation.

Sydney to Hobart veterans *Ragamuffin*, *Condor of Bermuda*, *Future Shock* and *Brindabella* are some the boats lining up for the starter's gun. At the helm of these yachts will be sailing icons Iain Murray, David Adams, Sir James Hardy and Ian Kiernan.

In order to help brighten the lives of seriously ill children, companies and individuals have the opportunity on this day to "own and skipper" one of these yachts for the day and feel the excitement of maxi boat racing.

Bids are still being accepted and all monies will go to the Starlight Children's Foundation - call Jim Brumwell on (02) 9437 4311.

Safe Boat Harbour for Blairgowrie

The Blairgowrie Yacht Squadron at the southern end of Port Phillip has received written advice from the Victorian Government that it will issue a planning permit for the construction of a safe boat harbour at the club.

The harbour is an initiative of the Yacht Squadron and does not involve any commercial developer. The issuing of a permit is the culmination of six years work by Squadron members to provide a safe mooring area and a destination point for the Victorian boating community in the southern shores of the bay.

The Blairgowrie Safe Boat Harbour will provide mooring berths for 162 boats of various size, plus public access for up to 45 berths for visiting craft. It will also provide a safe haven for vessels in distress and ready access for at least four rescue craft. All of the 1623 berths have been sold, with the proceeds financing the construction.

The Blairgowrie Yacht Squadron sees this development as providing a secure future for the Squadron and will enable it to develop its highly regarded sail training program, keelboat and off-the-beach sailing activities.



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- 5 Milson Cup Short Ocean Race, RSYS.
- 12 Short Ocean race, CYCA.
- 18-20 Wollongong Weekend, 26th Trade Winds Trophy and 51st Flinders Trophy, CYCA.
- 25 Starlight Maxi Boat Challenge fund-raising regatta, CYCA.
- 26 Short ocean race, MHYC.
- 27 Sail for Cancer Research.

MARCH

- 4-5 Combined Clubs Regatta, off Pittwater, RPAYC.
- 10 Sailability Regatta.
- 11 Short Ocean Race, CYCA.
- 18 Short Ocean Race, RSYS.
- 24 50TH Adelaide to Port Lincoln Race, Port Lincoln Yacht Club,
- 25 Short Ocean Race, CYCA.

APRIL

- 1 Short Ocean Race, CYCA.
- 7 Premier's Cup incorporating Australian offshore championship for IMS and IRC yachts, Coffs Coast Yacht Club and Middle Harbour Yacht Club.
- 15 Sydney - Mooloolaba Race, CYCA.
- 21 Brisbane - Gladstone Race, QCYC.

JULY-AUGUST

- 29 15th Sydney - Gold Coast Race, CYCA.
- tba Hayman Island Big Boat Series, Hayman Island YC.
- tba Hogsbreath Cruising Race Week, Airie Beach SC.
- tba Hamilton Island Race Week, Hamilton Island YC.

DECEMBER

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

INTERNATIONAL & OLYMPIC CLASSES

FEBRUARY

- 10-12 Mistral 2000 sailboard world championship, Buenos Aires, Argentina.
- 15-17 New Zealand Millennium Superyacht Cup, RNYS.

MARCH

- 29-5 Acura SORC, Miami, USA, Southern Ocean Regatta.
- 13-25 Laser 2000 world championship, Cancun, Mexico.
- 14-24 49er 2000 world championship, Guyamas, Mexico.
- 24-6 Princess Sofia Trophy, Sydney 40 world championship, Palma Majorca, Spain.

28-29

Infanta Christina Trophy/Soling match racing, Cadiz, Spain.

28-2

Sun Microsystems Australia Cup, Perth, WA, RPYC.

APRIL

- 2-8 Soling match racing world championship, Murcia, Spain.
- 15 China Sea Race, Royal Hong Kong Yacht Club.
- 18-24 Congressional Cup, Long Beach, California, USA.
- 21-23 Rolex International Cup, St. Thomas, Bahamas.
- 21-24 Sail Sydney Regatta, Olympic and International Youth Classes, YANSW.
- 30-6 Antigua Week.

MAY

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

JUNE

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

JULY-AUGUST

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

AUGUST

- 10-17 Sardinia Cup, Port Cervo, Sardinia.
- 12-19 Rolex Commodore's Cup, Cowes, UK, Royal Ocean Racing Club.
- 20 RORC 75th anniversary Round Britain Race, RORC.
- 21-7 Etechells 2000 world championship, San Diego, California, USA.
- 28-02 One Ton Cup and Corel 45 world championships, Marseille, France.

SEPTEMBER

- 2 Millennium Regatta, Cowes, UK, RORC.
- 10 BT Global Challenge leg one starts, RORC/BT.
- 10-17 Sardinia Cup, Porto Cervo, Sardinia, Italy.
- 15-1 2000 Sydney Olympic Games, Sydney, ISAF/SOCOG.

NOVEMBER

- 5 Vendee Globe solo around the world.

DECEMBER

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

America's Cup 2000

Best-of-nine Match begins February 19, 2000.

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1999 Sydney to Hobart

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

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

Line Honours: 1st (Race Record)

1999 Telstra Cup

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

IRC: 1st, 2nd

1999 Farr 40 Nationals

1st, 2nd, 3rd

1999 Ord Minnett

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

1999-2000 Strathfield Pittwater & Coffs Harbour Series

Overall Results

IMS: 1st, 3rd, 4th*

IRC: 1st

* Partial Inventory

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