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PUBLISHED BY: Jamieson Publishing
PO Box 197, Cronulla, NSW. 2230 Phone: (02) 9544 1501
Fax: (02) 9544 1502 Subscriptions: (02) 9544 1501.
Net address: <http://www.merlin.com.au/offshore/>

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Phone (02) 9544 1501 Fax (02) 9544 1502.

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

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* The cover price of \$4.95 (NZ \$5.95) is the recommended maximum charge for this publication.

PRINTED BY ROTARY OFFSET PRESS

Telstra 54th Sydney to Hobart

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The 1998 Telstra Sydney to Hobart web site attracted an amazing 5.8 million "hits"

Credits

COVER: AFR Midnight Rambler, battling through huge seas in Bass Strait on her way to a remarkable IMS Overall victory in the Telstra 54th Sydney to Hobart. Young Hobart photographer Alice Bennett took this graphic picture which epitomises the storm-wreaked and tragic 1998 Hobart race.

ABOVE: Dramatic picture of the dismasted yacht Stand Aside in huge seas as the crew prepare to be rescued by helicopter. These pics were taken by Peter Sinclair from the ABC helicopter piloted by Gary Ticehurst which helped locate several yachts in distress. More pictures in main story from page 4.



A race of sadness and seamanship

The 1998 Telstra Sydney to Hobart Yacht Race fleet sailed out of Sydney Harbour on Boxing Day, December 26, in a festive mood. Five days later the last boat limped into Hobart after the fleet had been battered, indeed decimated, by the worst storm in the history of this ocean racing classic. Editor **Peter Campbell** assesses the drama of those few days, the losses and hopefully, the lessons to be learned by all who go down to the sea in small boats.

A race of great sadness as six yachtsmen died at sea, of heroic bravery in the rescue of some 50 others, yet a race of remarkable seamanship and courage by those who sailed their boats through the most devastating storm encountered in Australian ocean racing history to finish safely in the Derwent River.

This is how we will all remember the Telstra 54th Sydney to Hobart Yacht Race and the great trauma of those days and nights in late December 1998. It is an event that remain etched in the minds of:

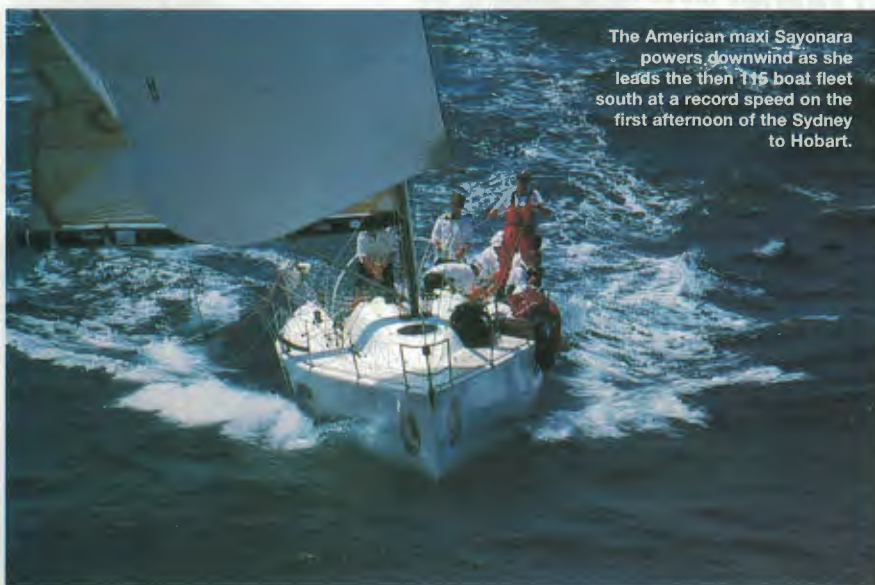
- Those many officials and members of the Cruising Yacht Club of Australia

and the Royal Yacht Club of Tasmania who worked around the clock without sleep to obtain accurate information of dramas unfolding so rapidly and to keep anxious relatives informed, some with sad news, others with glad news.

- The gallant CYCA radio team of Lew Carter, Michael and Audrey Brown and the captain and crew of the Radio Relay Vessel *Young Endeavour* who seldom left the radio room as they handled up to a dozen distress calls at a time, and helped co-ordinate the search and rescue operations through the Australian Maritime Authority headquarters in Canberra.
- The heroic crews of the helicopters



(pic - Ian Mainsbridge)



The American maxi Sayonara powers downwind as she leads the then 115 boat fleet south at a record speed on the first afternoon of the Sydney to Hobart.

who put their own lives at risk in some of the most hazardous rescue operations they have ever undertaken, as 10 metre seas and near 80 knot winds turned the Tasman Sea, south-east of Gabo Island into a cauldron. In all, they and surface vessels rescued 55 sailors through from the evening of Sunday, December 27 to the afternoon of Monday, December 28.

- Ian – following is an addition to the lead story on the Sydney to Hobart. Please insert after the pinpointed paragraph starting "The heroic crews of the helicopters"; ABC helicopter pilot Gary Ticehurst and other media crews in helicopters who assisted in several rescue operations.



Australian maxi Brindabella powers over a wave in Bass Strait during the severe storm which hit the fleet in the Telstra 54th Sydney to Hobart.

- Sam Hughes and his team at the Australian Maritime Safety Authority who worked so closely with the CYCA's operations team in Hobart and its representative at Eden.
- The small team who staffed the Telstra Media Centre 24 hours a day for three days keeping media from around the world informed of the latest accurate information available from Race Headquarters and the Australian Maritime Safety Authority.
- But most of all the 54th Sydney to Hobart race will be remembered forever by those 1135 sailors who left Sydney Harbour in a festive atmosphere on Boxing Day, December 26, to find themselves fighting for survival 24 hours later as the fleet of 115 ocean

racing yachts was ripped apart by the awesome power of nature.

In a ferocious combination of winds reaching 78 knots and turbulent seas towering 10 metres and more, boats and bodies were battered into submission. Seven yachts had to be abandoned as they were rolled by huge breaking seas, snapping masts, ripping open decks. In this ongoing turbulence, crew members were swept sprawling against gunwales and bulkheads, smashing their noses, their arms, their legs and ankles, splitting their heads and bruising or breaking ribs.

Some yachts sailed on, sail area reduced to storm trisails, others bore away on a course more for New Zealand far across the Tasman Sea, many gybed

and attempted to seek shelter back on the New South Wales coast at the fishing port of Eden.

In fact, it was those yachts who turned back from the centre of the storm, some 60 to 100 miles south of Gabo Island, who suffered the most severe battering. Huge waves, rearing 10 metres high bore down on the little boats, rolling them over - sometimes twice - snapping their masts like twigs, stoving in the topsides of some, throwing crew overboard or smashing them into bulkheads below with limb and head breaking strength.

Most of those who kept plugging away under storm trisails and storm jibs, sometimes just a storm jib, or who bore under bare poles in the direction of New Zealand, survived to reach Hobart.



Dramatic pictures of the dismasted yacht *Stand Aside* in huge seas as the crew prepare to be rescued by helicopter. These pics were taken by Peter Sinclair from the ABC helicopter piloted by Gary Ticehurst which helped locate several yachts in distress.

Had the Cruising Yacht Club of Australia acted to stop the race at that stage, many more yachts and their crews would quite possibly have been lost as they turned back into what became the worst part of the storm.

Wisely, the CYCA maintained the stance, as it has always done, that under the international racing rules of sailing, fundamental rule 4 states that "a boat is solely responsible for deciding whether or not to start or to continue racing."

At the race briefing on December 24, all competitors were reminded of these responsibilities in official documentation.

Without question, the final decision to continue racing rests with the individual skippers to ensure the safety of their vessel and crew. After all, they are the ones at sea, in or approaching severe weather, and have a far better knowledge of the conditions affecting their boat - not race officials in a clubhouse in Sydney to Hobart.

In the largest search and rescue operation in the history of an Australian ocean yacht race, seven yachts did not make it, being abandoned as their crews were airlifted to safety by Navy, Police and safety services helicopters or taken aboard fish-

ing trawlers.

In all, 55 yachtsmen were rescued in hazardous day and

night operations in horrific sea conditions. For only the third time in the 54 year history of the famous international ocean race, a competitor died of misadventure. Back in the 1980s, a 70-year-old crew member was washed overboard and drowned, several years later another died after suffering severe head injuries from broken rigging.

Tragedy hit the Telstra 54th Sydney to Hobart Yacht Race when six yachtsmen from three of these yachts died at sea.

Britain Olympic Star class sailor Glyn Charles was drowned when swept overboard from the Reichel/Pugh 43, *Sword of Orion*, as the yacht rolled twice in the huge sea.

Owner/skipper Bruce Guy died of a massive heart attack as his Farr 40, *Business Post Naiad*, was rolled twice by successive breaking seas. His friend, sailing mate and next door neighbour in Launceston in northern Tasmania, Phil Skeggs, drowned as he struggled to free himself from entangling sheets as the

yacht lay upturned.

The crew abandoned the veteran cutter *Winston Churchill*, a famous timber yacht built on the banks of Hobart's Derwent River and a competitor in the inaugural Sydney to Hobart in 1945, as she began to take water rapidly, subsequently foundering. Air and sea searched initially failed to locate the two liferafts.

After nearly 24 hours, one liferaft from *Winston Churchill* was located, with four crew members lifted to safety by a helicopter. Several hours later the second five-man liferaft was sighted - but only two were aboard. They told rescuers the other three had been swept from the raft in violent winds and seas.

Hours later, two bodies were recovered, the third man never found. Jim Lawler, Mike Bannister and John Dean, all from Sydney, perished at sea.

In the greatest tragedy in the history of Australian ocean racing, six yachtsmen died in the madstrom created by a storm sweeping through Bass Strait and into

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the Tasman Sea, south-east of Gabo Island on the second day of the 54th Sydney to Hobart and continuing for more than 48 hours.

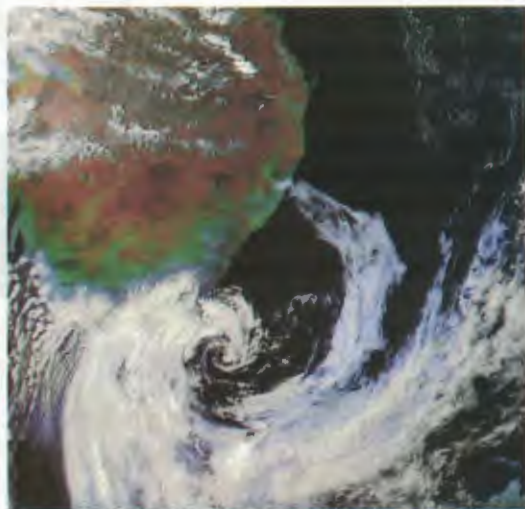
But the race went on, as it should have, and 44 yachts reached Hobart, most of them relatively unscathed by the storm. Their crews told stories of great seamanship, of skilled sailing in the worst weather most crews had ever encountered, of their successful fight for survival in Bass Strait, then as they sailed into the lee of the Tasmanian east coast, of the renewal of the race for line, overall and

divisional handicap wins, victories that also will go down in the history of the Sydney to Hobart:

The Overall IMS win by *AFR Midnight Rambler*, the smallest yacht in a decade to win the race and another victory for an Australian yacht designer.

The Line Honours victory, her second, by the world champion maxi yacht *Sayonara* from the USA after a great dual with Australia's *Brindabella*.

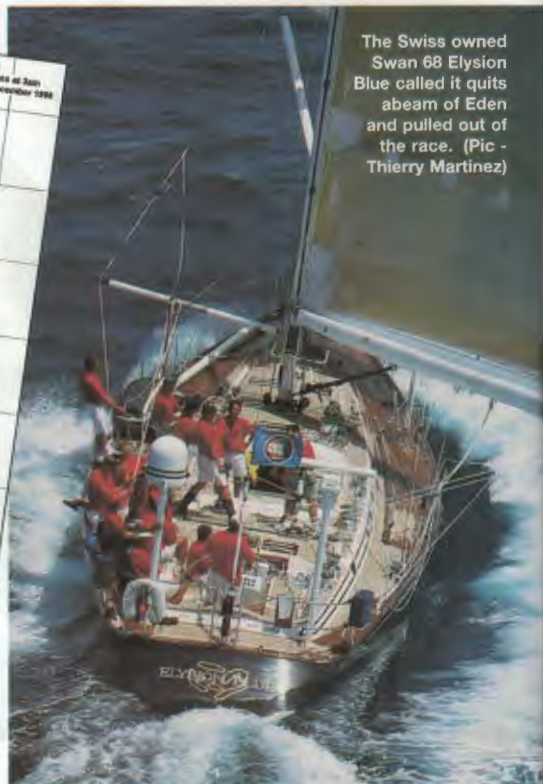
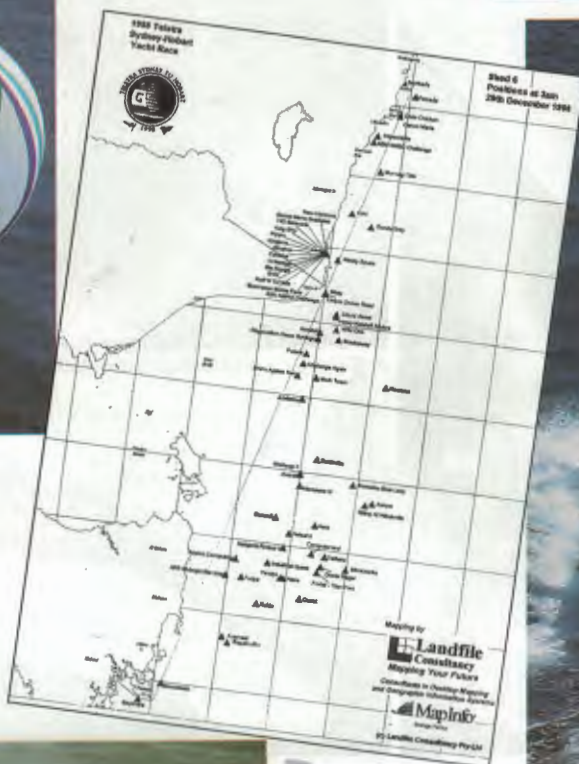
The exceptional divisional win by Sailors with Disabilities with Aspect Computing, a crew that included a blind sailor and the youngest sailor in the race.



Top right: Satellite picture of the severe storm which decimated the fleet in the 1998 Telstra Sydney to Hobart.

Centre: Landfile plot of Sked 10, based on positions of the fleet at 0300 on Tuesday, December 29. Search and rescue operations were still under way at this stage.

Centre left: The Sydney maxi yacht *Marchioness* powers south under her big spinnaker. (Pic - Ian Mainsbridge)



The Swiss owned Swan 68 *Elyson Blue* called it quits abeam of Eden and pulled out of the race. (Pic - Thierry Martinez)



Bottom left: The Queensland pocket maxi *Bobsled* sailing under storm trisail only at the height of the storm. (Pic - Richard Bennett)

Bottom right: *Sayonara* sails up the Derwent River to take line honours in the 1998 Telstra Sydney to Hobart -- again outside the race record. (Pic - Ian Mainsbridge)



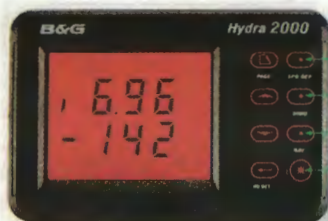
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B & G Winners Roll

Sydney to Hobart '98

IMS Div. A

- 1st Sayonara
- 2nd Brindabella

IMS Div. B

- 1st Ausmaid
- 2nd Ragamuffin
- 3rd Industrial Quest

Channel Handicap

- 1st Area
- 3rd Foxtel Titan Ford

Pittwater to Coffs Harbour '98

Line Honours

- 1st Jarkan
- 2nd More Witchcraft

IMS Overall

- 1st Loco
- 2nd Bit o' Fluff

Sydney to Mooloolaba '98

Line Honours

- 1st Marchioness
- 3rd Sydney
- 4th Morning Mist III

Sydney to Gold Coast '98

Line Honours

- 1st Sydney
- 3rd Marchioness
- 4th Team Jaguar Infinity III
- 5th Morning Mist III

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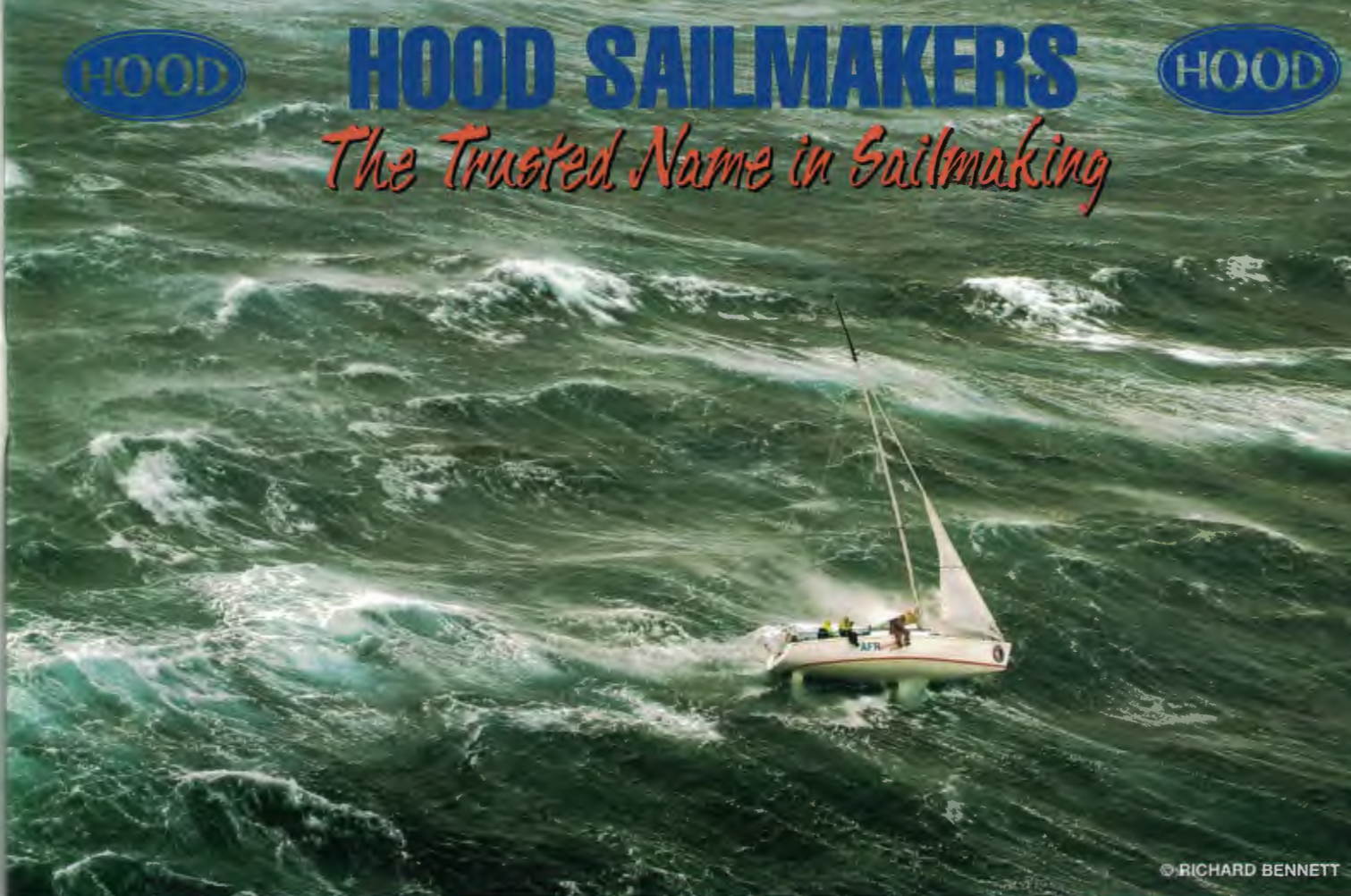
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Ed Psaltis, Owner AFR Midnight Rambler - 1st overall IMS, 1st Div. D

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- Valheru (Tony Lyall TAS) 3rd IMS Div. C • Mercedes IV (Peter Stronach NSW) 3rd IMS Div. E
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mendations. There is one issue however which I will canvas because it falls outside the terms of reference of the Review Committee and is one which the sailing community must reconcile with other sections of the community.

I personally have no difficulty with our sport requiring assistance from search and rescue organisations (both professional and volunteer) on occasions. If these facilities were not available then so many "adventure" activities that people like us enjoy would be severely curtailed. This is a privilege available to the entire community and one to be highly valued.

The criticism, expressed by some, that our activities selfishly and irresponsibly place the lives of rescue personnel at risk does not wash with me either. Firstly, we do conduct our events responsibly and secondly, rescue personnel share the same spirit for adventure as we do - otherwise they would not be in their chosen profession or volunteer activity.

What I am struggling with at present is the question of whether we give enough back to the community in return for the search and rescue services that we draw on on occasions. What is an appropriate level and form of contribution? (It is clearly not a matter of simply paying for a service, as and when provided, as this would open a Pandora's box of complexity - who initiated the call for service, who is liable for the cost and what is the actual cost? Clearly there are some strange anomalies in the system at present - the trip in the helicopter from yacht to shore is free but you pay for the ambulance to hospital as just one example.) Do other sports or activities benefit to a greater or lesser extent than sailing? How are costs dealt with in other search and rescue situations? What other ways are there that we can contribute towards having a highly trained and magnificently equipped search and rescue service always available? Is it enough to say we are tax payers also

and thus entitled to the service?

The way(s) in which we deal with this issue in the coming months ahead, will in my view be crucial to how the public perceives our sport and its participants, and thus ultimately the future of the sport itself.

In closing, we should not lose sight of the magnificent achievement of Ed Psaltis and his crew on *AFR Midnight Rambler* in winning this year's IMS handicap honours - in a 35' version of "one of those light weight under ballasted modern boats that shouldn't be allowed outside the heads" (according to some) which copped the worst of the storm conditions. A truly outstanding achievement and worthy winners!

Hugo van Kretschmar
Commodore
Cruising Yacht Club of Australia

BELOW: South Australian yacht *Secret Mens Business* battles her way back to Eden after retiring at the height of the storm in Bass Strait.
(Pic - Richard Bennett)



Winner of the 1998 Telstra Sydney to Hobart, the 35-footer AFR Midnight Rambler, on her way to taking first place in the IMS overall. Owned by Ed Psaltis and Bob Thomas, the Hick 35 is the smallest yacht in a decade to be Overall winner.
(Pic - Alice Bennett)



less than a month before the start of the Telstra Sydney to Hobart. Psaltis, from Sydney, is the skipper. Thomas, who lives in Cairns, is the navigator.

They had no time to tune-up in the Telstra Cup, hoisting the new Fraser D4 sails as they left Rushcutters Bay for the start on Boxing Day. While their new sails were the key to the yacht's fast spinnaker run down the New South Wales coast and the ultimate hours of sailing down the Tasmanian east coast, it was one of the original sails that got them through the Bass Strait storm - a Hood storm jib.

Ed Psaltis, 38, has been dreaming about winning the Hobart race since he was five years old. He has competed in 15 races while his father Bill, a past commodore of the CYCA, has raced in nearly 20.

Talking to the media in Constitution Dock, the former CYCA director and Sydney chartered accountant admitted it has been a bitter sweet result for his father who, while delighted about his son's result, also lost close friend Jim Lawler off Winston Churchill in the vicious storm in Bass Strait.

A veteran of many ocean racing successes in small yachts, Ed put his victory down to the fact that he read the book "Lessons Learnt from the Fastnet Race", the findings from that tragic race in England in 1979 when 15 lives were lost.

"Unlike the others, we hit the worst when it was still daylight so we could see the waves coming. I then remembered reading that the only way to take on waves of that size was to take them on at a 60-70 degree angle rather than pulling away, risking being swamped and rolled by them".

"In the end, this strategy was a matter of survival as well as good race tactics".

Ed was met at Constitution Dock by wife Sue, who flew to Hobart out for concern over her husband, brother and

Smallest yacht to win in a decade

AFR Midnight Rambler, owned by Cruising Yacht Club of Australia members Ed Psaltis and Bob Thomas, is the smallest yacht in a decade to be the overall IMS winner of the Telstra 54th Sydney to Hobart ocean yacht race. **Peter Campbell** reports on this remarkable effort.

In a remarkable example of sailing skills and seamanship in the worst weather in 54 years, the 35-footer *AFR Midnight Rambler* finished the 630 nautical mile race at 5.04 am on Wednesday, December 30, tenth in the fleet and ahead of many larger yachts.

While the Cruising Yacht Club of Australia did not officially confirm the IMS overall placings until the following day - at a public announcement at

Constitution Dock, it was obvious that *AFR Midnight Rambler* could not be beaten.

At she moored, the lone yacht inside Hobart's historic Constitution Dock, provisional progressive computer calculations placed the little sloop at the top of the IMS grand prix racer division, ahead of the Farr 47 *Ausmaid* and the Farr 50 *Ragamuffin*, which had both finished late the previous evening.

That was how the final top IMS results read:

1st - *AFR Midnight Rambler*, Robert Hick 35, owned by Ed Psaltis and Bob Thomas, Cruising Yacht Club of Australia. Corrected time: 2 days 12 hours 36 minutes 23 seconds.

2nd - *Ausmaid*, Farr 47, owned by Kevin Pearce, Cruising Yacht Club of South Australia. Corrected time 2:14:41:54.

3rd - *Ragamuffin*, Farr 50, owned by Syd Fischer, Cruising Yacht Club of Australia. Corrected time 2:16:18:17.

AFR Midnight Rambler, is a Robert Hick designed 35-footer, the former Victorian yacht *Chutzpah* which Psaltis and Thomas bought from well known Melbourne yachtsman Bruce Taylor

brother-in-law, all of whom were on board.

"It feels funny being the only boat in Constitution Dock", admitted Ed as his small boat took up the first position in an otherwise empty dock.

AFR Midnight Rambler and crew collected a swag of trophies at the Trophy Presentation held at the Royal Yacht Club of Tasmania.

Psaltis and Thomas won the Tattersall's Cup for first place overall, the RORC Plaque, the Government of Tasmania Trophy, the Marine Board Trophy, the CYCA Trophy, while Psaltis also received the magnificent Audemars Piquet Sydney to Hobart watch.

Tattersalls also presented a specially struck medallion to each crew member - Ed Psaltis, Bob Thomas, Arthur Psaltis, Michael Bencsik, John Whitfield, Gordon Livingstone and Chris Rockfell.

AFR Midnight Rambler also won IMS Division D, Bob Thomas won the Bill Owen Memorial Trophy as navigator of the winning boat, and the Alan Payne Memorial Trophy for the designer of the winning boat goes to Robert Hick, the Melbourne yacht



The crew of IMS Overall winner *AFR Midnight Rambler* aboard the little yacht after her arrival in Constitution Dock. (Pic - Lisa Smith)

designer and sailmaker.

The success of *Ausmaid*, the 1996 Telstra Sydney to Hobart overall winner now owned by Adelaide yachtsman Kevan Pearce from the Cruising Yacht Club of South Australia, in winning IMS Division B and finishing overall runner-up, is the best performance in the Hobart race by a South Australian yacht in many years. Pearce bought the Farr 47 mid year and began preparing for a Sydney to Hobart campaign, putting together an excellent crew.

After being "off the air" with no radio communication for two skeds, *Ausmaid* reported in just as CYCA officials were expressing concern - and at number one spot on the progressive computer calculations of overall IMS positions. After duelling with *Ragamuffin* down the Tasmanian east coast, she pulled away in the end to finish third across the line astern of *Sayonara* and *Brindabella*, just nine minutes ahead of *Ragamuffin*.

Third in IMS Division B went to *Industrial Quest*, the Nelson/Marek 43 which represented Australia at the 1996 Kenwood Cup and won the 50th Brisbane to Gladstone race last Easter. New owner Kevin Miller from Brisbane's Royal Queensland Yacht Squadron has continued this success, finishing eighth across the line and third in Division B.

Sayonara not only outsailed *Brindabella* in their duel for line honours, but also beat the Australian maxi on corrected time in IMS Division A.

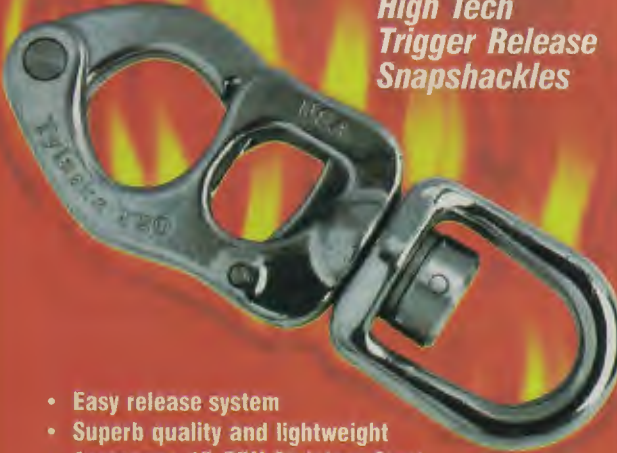
CYCA director Geoff Ross sailed his optimised Farr-designed Beneteau 52, *Yendys* to victory in IMS Division C, the yacht encountering the worst of the Bass Strait Storm. "We were ahead of *Kialoa's* record on the first night before the front hit us," Ross said in Hobart. "On Sunday afternoon we recorded 76 knots true as we ran under bare poles - the entire sea was just white!"

Newcastle yachtsman Jim Holley finished second in IMS Division C with his 14-year-old Farr 40, *Aurora*. This yacht is the former *Witchcraft II*, probably the most successful Farr 40 ever to race in Australia, with wins in the Southport, Moloolaba and Lord Howe Island races.

Third place went to Tasmanian yacht *Valheru*, the Elliott 50 owned by Beaconsfield medico Tony Lyall but sailing out of

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Victory for Veteran

The famous *Margaret Rintoul II*, the original *Ragamuffin* now 30 years old, revelled in the heavy going to win IMS Division E and place eighth overall, also taking out the Veterans Trophy in this, her 22nd Sydney to Hobart.

It has been a great year for owner Richard Purcell and his Sparkman & Stephens designed 49-footer, also winning the IMS division of the 25th Gosford to Lord Howe Island race last October.

Margaret Rintoul II shares the record of 22 Hobarts with another S&S design, Hugh O'Neill's *Mark Twain* from the Sydney Amateur Sailing Club, which finished second in the Veterans Trophy.

Third in the Veterans Trophy went to *Mercedes IV* which, like *Margaret Rintoul II*, is a famous Admiral's Cup of the late 1960s and early 1970s. The Ted Kaufman designed *Mercedes IV* is now owned by CYCA member Peter Stronach, whose crew included veteran Hobart racer Bill Ratcliff, sailing in his 35th race, and his son, Luke, sailing his eighth race.

Mercedes IV finished runner-up to *Margaret Rintoul II* in IMS Division E, with third place going to another veteran yacht, *Bacardi*, owned by Victorian Yachting Council president Graeme Ainslie and John Williams, from the Sandringham Yacht Club. *Bacardi*, a Peterson 44, has sailed in 16 Hobarts.

Only one yacht finished in IMS Division F - the Sparkman & Stephens 34, *Misty*, skippered by Bryan Clague from Mornington Yacht Club in Victoria.

Misty made Sydney to Hobart history by being the last of the 44 yachts to complete the 630 nautical mile race - and win her division. She crossed the line off Hobart's historic Battery Point late in the afternoon of January 1 to a great welcome by the large crowd who traditionally "look at the yachts" on New Year's Day.

Skipper Clague was pleased with the results, except that he and his crew arrived too late to attend the Yachties Farewell service for the six yachtsmen who had died at sea.



Co-owners of AFR Midnight Rambler Bob Thomas (left) and Ed Psaltis after their arrival at Constitution Dock - an overall win was looking good even then. (Pic - Lisa Smith)

the Royal Yacht Club of Tasmania. However, the Port of Hobart Trophy for the first Tasmanian boat on IMS went to *Mirrabooka*, skippered by 73-year-old John Bennett, sailing in his 38th Sydney to Hobart. *Mirrabooka* placed 14th overall, *Valheru* 15th, with the margin just 18 minutes on corrected time.

IMS Overall winner *AFR Midnight Rambler* had a huge winning margin of more than 23 hours in IMS Division D with second placed *Breakaway* crossing the line in 40th place of the 44 finishers. *Breakaway* is a Swanson 36, built 30 years ago and now owned by Martin Power from the Sandringham Yacht Club in Melbourne. She crossed the finish line three minutes before midnight on December 31, 1998.

Third went to the French crew aboard *Noumea*, a Young 11, skippered by Jean Luc Esplaas from the Cercle Nautique Caledonien in Noumea, New Caledonia. Esplaas is a past winner of the Sydney-Noumea race.

Crew with Disabilities show their ability

Without question, one of the greatest efforts of the 1998 Telstra 54th Sydney to Hobart was the performance of the crew of *Aspect Computing*, skippered by bearded Sydney yachtsman David Pescud and his crew of Sailors with Disabilities, plus a few "Abs" - able-bodied crew.

Among the crew was the youngest sailor in the race, 12-year-old Travis Foley from Mudgee in rural NSW who, like skipper Pescud, is dyslexia.

Not only did *Aspect Computing* complete the rugged race, she finished ninth across the line and took out first place in PHS Division A.

Over a beer in a Hobart waterfront pub, Pescud and his crew (Travis had a Coca Cola) celebrated their courageous triumph. They had survived the worst-ever Sydney to Hobart and had shown the able-bodied crews a clean transom.

"I'm very proud of these guys; they did their stuff very well," Pescud said. The most pleasing aspect of finishing ninth across the line, as well as being a

Continued on page 69



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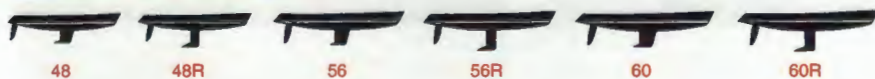
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CYCA Review Committee Work will take months

Cruising Yacht Club of Australia Commodore Hugo van Kretschmar expects that it will be several months before the 1998 Sydney Hobart Race Review Committee's work will be completed and findings announced.

"While we are moving as fast as we can, thoroughness, not speed is what's important now," he said at a press conference at the club in mid-January.

"We are working closely with the

Coroner and respecting his wishes and keeping the details of our Review confidential.

"In the fullness of time our findings and recommendations will be a matter of public record, but until that time it is critical that the Committee get on with the job."

Commodore van Kretschmar dismissed suggestions that the Club would not conduct an objective review on the basis all yachties have a vested interest in the outcome. "Our only interest is to reduce risk and improve safety for not only ocean racing but also every single person who ventures to sea in a boat," he said.

The Committee has already established a Frame of Reference and issued an initial questionnaire to owners of all

yachts which competed in the 1998 Sydney-Hobart Race fleet. The Frame of Reference includes:

- Race Background
- Weather
- Communications
- The ability of yachts and equipment to withstand the conditions
- The ability of Skippers and Crews to withstand the conditions
- Search and Rescue

It is expected to be some weeks before these questionnaires are completed and the results tabled to provide the Committee with a detailed understanding of exactly what the issues are. "Some aspects of our Review are self evident, and we are addressing them immediately. Others are not and will only become clear from the results of the questionnaire and review submissions from other interested parties," van Kretschmar added.

Commodore van Kretschmar confirmed that Peter Bush, the Club's Immediate Past Commodore and vet-

Continued on page 69

FATE OF THE FLEET

The 1998 Telstra 54th Sydney to Hobart Yacht Race

Started:	1300 hours, 26 December 1998
Number of competing yachts:	115
Number of competing crew	1135
Number of retirements	71
Number of finishers	44

Search and Rescue Operations:

Number yachts requiring rescue intervention	12
Yachts abandoned	7
Crew rescued	55

45 civil and defence aircraft - both fixed-wing and helicopters - and three surface vessels were engaged by the Australian Maritime Safety Authority (AMSA) in the rescue operations in which 55 sailors were saved from the turbulent sea. Civil aircraft flew about 500 hours in the rescues while RAN and RAAF helicopters and Orion aircraft were in the air throughout the first two days of the search operation.

Yachts abandoned:

Stand Aside
Miintinta
Sword of Orion
Business Post Naiad
Winston Churchill

Midnight Special

Lost at Sea:

Glyn Charles (Sword of Orion)
Bruce Guy (Business Post Naiad)
Phil Skeggs (Business Post Naiad)
Jim Lawler (Winston Churchill)
Mike Bannister (Winston Churchill)
John Dean (Winston Churchill)

Acknowledgements by the CYCA:

Australian Maritime Safety Authority
Sailing Training Ship Young Endeavour
Royal Australian Navy
Royal Australian Air Force
NSW and Victorian Police, including Victorian PolAir
Royal Volunteer Coastal Patrol, Eden
All aircraft and helicopter crews

- Specific details of the search and rescue operations and, in particular, details of why yachts retired are not available at present as the radio logbooks from the RRV Young Endeavour were taken by police in Hobart, acting on the instructions of the NSW State Coroner.



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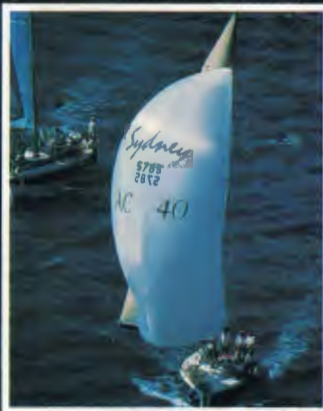
Gordon Maguire said of the Sydney 40
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Sailor's Farewell at Constitution Dock

Some 4000 people, fellow sailors, Hobartians and tourists gathered at Constitution Dock for a Sailor's Farewell to the six yachtsmen lost at sea in the tragic 54th Sydney to Hobart. Peter Campbell was among them on this moving occasion.

For 54 years, historic Constitution Dock on the waterfront of the City of Hobart, capital of Australia's island State of Tasmania, has been the haven and temporary home for thousands of yachtsmen and women who have competed in the annual Sydney to Hobart ocean race.

Here the rivalries and fierce competition and the thrill of the traditional mass start from Sydney Harbour on Boxing Day, December 26, followed by the challenge of the 630 nautical mile race, are quelled.

Here the stories of huge waves, gale-force winds, encounters with whales, of daring deeds at sea are told and retold, always more colourfully with the frequent glasses of beer or rum and coke that are yachties' traditional post-race thirst quenchers.

It is around Constitution Dock, over-

looked by the fine Georgian style red-brick and sandstone buildings of this once colonial outpost, that friendships are rekindled and new ones are forged. Here the city dwellers meet the seafarers as Hobart turns out to "see the boats".

Over the years, a special ownership has developed between the city and the competitors in the annual Sydney to Hobart. It is etched into Hobart's very psyche. With colour, a warm welcome and hospitality, Hobartians embrace the yachties as their own.

In these words, the chaplain of The Royal Yacht Club of Tasmania, Monsignor Phillip Green explained why it was so fitting that a thousand yachties and four thousand more Hobartians and summer tourists gathered at Constitution Dock on this hot summer afternoon to pray for those affected so traumatically when the fleet in the Telstra 54th Sydney to Hobart Yacht Race was ripped apart by the awesome power of nature.

In the greatest tragedy in the history of Australian ocean racing, six yachtsmen died in the maelstrom created by storm force winds sweeping through Bass Strait and into the Tasman Sea, south-east of

Gabo Island on the second day of the 54th Sydney to Hobart and continuing for more than 48 hours.

With a gentle seabreeze blowing up the Derwent on this warm and sunny afternoon, conditions contrasted starkly with the conditions the fleet had experienced earlier in the week, and the storm-force winds and wild seas that millions of television viewers around the world had seen in dramatic television coverage.

As Monsignor Green began the "Yachties Farewell" and many of the surviving crew of *Sword of Orion*, *Business Post Naiad* and *Winston Churchill* joined relatives of the lost sailors, an estimated 5000 people packed around Constitution Dock. Yachts already berthed lowered their forestay "battle flags" in unison as flags fluttered at half mast on the historic former Customs House, a symbol of the city's maritime heritage.

"The tragedy of the 1998 Sydney to Hobart race has affected us all," he said. "That is why we Hobartians have come today in such numbers to show our support to the yachties, to demonstrate the depth of our care, and to give witness to the reality of the unity that has been forged over decades of association.

"We who live by the sea and depend on it know, like the yachties, its beauty, but also its power."

In a moving and emotional eulogy, Commodore Hugo van Kretschmar of the Cruising Yacht Club of Australia, the club that organised and conducted the Sydney to Hobart every Christmas since 1945, said:

"We will miss you; we will remember you always; we will learn from the tragic circumstances of your passing. "May the everlasting voyage you have now embarked on be blessed with calm seas and gentle breezes. May you never have to reef or change a headsail in the night. May your bunk always be warm and dry."

A brave Karen Guy told of the family life with her father Bruce, who died aboard *Business Post Naiad*. "Christmas time for my family is always a sailing time...years of happy memories will always come back at this time of the year and are now more precious to me than ever." The Guy family's nextdoor neighbour, Mrs Stephanie Skeggs, also lost her husband, Phil, aboard *Business Post Naiad*.

Steve Kulmar, helmsman of *Sword of Orion* and a friend of Glyn Charles, swept overboard and lost, spoke of the great skills of this British Olympic yachtsman but also of his great fellowship and acceptance by the Australian crew as "a good bloke." Nine of the crew of *Sword of Orion*, several battered and bruised by their ordeal, flew down from Sydney for the Yachties' Farewell.

Richard Winning, owner/skipper of the sunken yacht *Winston Churchill*, also flew down from Sydney and spoke with great emotion of the loss of three crew members. He told of the sea so vast and the ship so small. He told of three "terrific mates" - Jim Lawler, Mick Bannister and John Dean - whom he had known since childhood, sailing with them and against them.

As the families and fellow crew members of the lost sailors moved to the edge of Constitution Dock to cast rosettes into the still waters, the muted bells of St David Cathedral in this port city tolled their own tribute and many a sailor wept openly as they remembered those who had gone down to the sea and perished in storm and tempest.



This moving photograph says it all Taken by photographer Tony Palmer at the Yachties' Farewell at historic Constitution Dock it was published without a written word on the front page of Hobart's daily newspaper "The Mercury" on January 2, 1999 in a moving tribute to those who died in the Telstra 54th Sydney to Hobart.



Sayonara

foiled in race record bid

The US maxi *Sayonara* took line honours for the second time in the Telstra Sydney to Hobart, but once again the race record eluded her, as **Kevan Wolfe** reports.

Sayonara, owned by Larry Ellison, head of the giant US computer software company, Oracle, crossed the finish line just after eight o'clock on the morning of December 29, 1998, to take line honours in the 54th Sydney to Hobart yacht race.

Although ahead of the race record for most of the race, a damaged mainsail and fading wind down the Tasmanian coast and in the Derwent River ensured that *Morning Glory's* record, set by the German maxi in 1996, was safe.

Unlike the traditional Hobart reception for the line honours winner, *Sayonara* crossed the line off Battery Point to the most subdued welcome in the history of the race.

There was not the boom of the Army gun or the promised fireworks, instead a single shot from a shotgun signalled the end of the 630 nautical mile race for the glamour maxi and its professional crew.

Few local boats had ventured out to greet *Sayonara* as local sailing identity Graeme 'Frizzle' Freeman guided the yacht the last 10 miles up the fickle Derwent River. Those that did were out-numbered by police and media boats.

Hobart was paying its respects to those sailors who had challenged Bass Strait and lost.

Sayonara's owner

Larry Ellison said that the seas in Bass Strait were the biggest he had ever sailed in. "We were beating into 50 knot winds at 16 knots, which meant that there was an apparent wind effect of 66 knots acting on the boat as huge seas swept the deck," he said.

Although *Sayonara* missed the record by some five hours, Ellison said



The US maxi yacht *Sayonara* sails up the Derwent River to take line honours in the Telstra 54th Sydney to Hobart... to a subdued welcome at Constitution Dock as search and rescue operations continued in Bass Strait for missing yachts and their crews. (Pic - Richard Bennett)

that he was not chasing records, he was more interested in holding the boat and crew together. "Things were getting dangerous. Guys were getting knocked over time and time again and kept getting up and going back to work," Ellison said. "It was truly an extraordinary experience for all of us and if I live to be 1000 I don't want to see another Hobart race."

"We are a big boat and a professional crew. This is the best crew in the world and there are a lot of little boats out there, guys who don't go sailing for a living, so we are very, very concerned about other boats that are going to follow us through what we went through," he said.

Ellison said that although *Sayonara* was in the middle of a hurricane in Bass Strait, the worst part of the race was about 60 nautical miles south of the north-east tip of Tasmania. "We

had enormous seas and the boat was going up and just dropping through the seas. We lost our inner forestay and things were breaking right and left."

Sayonara's principal helmsman, Chris Dickson, sailing in only his second Hobart, said that the race was as tough as it gets. "We did it tough and we know that a lot of others did it tougher," said Dickson.

Despite being driven hard, the boat and crew appeared to have suffered remarkably little damage. One crewman had to be helped ashore with a broken foot and others had minor cuts and bruises.

Graeme Freeman, a 25-year veteran

of the race, was almost nonchalant about the conditions. He said that although it was tough, it was not the toughest race he had done. "The 1984 race was tougher," he said. This one was more physical and we were thrown around a lot."

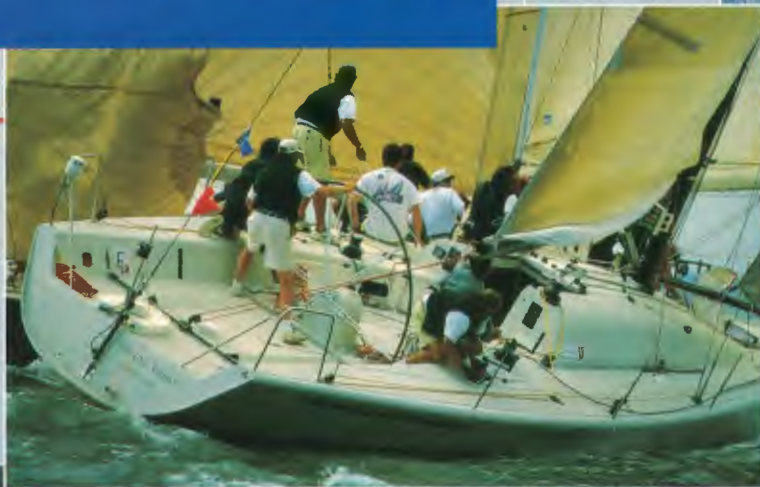
Before the start of the race, Freeman said that it would be his last Sydney to Hobart, "and after this I think I have made my mind up," he said.

Larry Ellison has plans to compete in this year's Fastnet race with friend Ted Turner. It is the 20th anniversary of the storm-swept British race which Turner won and in which 15 sailors died. He is now having second thoughts. "It's going to take a lot of time to put this in perspective.

"This has been a pretty horrible experience," he said.

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Litany of Maritime Mayhem

By Ed Featherston

The chance to do a Telstra Sydney-Hobart race. Wow! This would be an experience of a lifetime for me.

For despite clocking up 33 Bass Strait passages, including 15 Melbourne-Devonport races, with nine of them in my own Swanson 27, I had never set sail from Sydney in the classic race.

And what a race it would turn out to be.

With a leave pass from my family and a ride teed up with Sandringham skipper Peter Hansen's maxi maunder *Fudge* (nee *Future Shock*), I knew I would be in the thick of the action at the front of the fleet.

I had sailed with Peter in race record sprints across Bass Strait to Burnie (*Walk on the Wild Side*) and Stanley (*Future Shock*) and knew of its

Melbourne-Low Head and Melbourne-Hobart records.

The Elliott 56, bought by Peter in 1994, had been given annual upgrades and each year it seemed capable of achieving even faster speeds in long races.

It surprised the fleet with a third across the line in the 1997 Telstra Sydney-Hobart, and had been giving most of Australia's fastest ocean racers a caning in races ranging around the East Coast from Port Lincoln to Hamilton Island.

This season *Fudge* has been sponsored by Sydney hair care products distributor Anton Starling.

The night before the big race, as I stomped across the deck of *Fudge* at the Cruising Yacht Club of Australia, I discovered Austrian Soling sailor Andreas Hahnkamp asleep in his sleeping bag.

Andreas had flown in late from

Frankfurt to join the crew despite his plane being forced to dump fuel and return when they were two hours out, then swapping to another plane to resume the flight.

He was "fitting in" the Sydney-Hobart before heading to Melbourne to contest the World Soling Championships as mainsheet hand for the present world champion.

Our start out of the harbor was nothing to write home about, with another yacht blocking our charge for the line and an exit from the harbor pack at about No 11 yacht out to sea.

Then up with the huge fractional spinnaker and with *Fudge's* designer, Greg Elliott of Auckland, glued to the wheel, we picked off the 60-footers and wore down David Witt's maxi *Nokia* and Grant Wharington's new *Wild Thing*.

The romp along the coast was fantastic, the sort of sailing you dream of:

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But the weather reports didn't look encouraging. We were headed for wind aplenty.

Soon the wind speed indicator was climbing into the 30s, then the 40s, and the ride was becoming hairy.

Asymmetrical kites were long gone, and the crew was working its way through the sail inventory as smaller and smaller sails went on and came off.

We bottomed out after the storm jib came off and left us with a 10-year-old, somewhat baggy trisail..

The first of our five knockdowns was a gentle slide sideways into the trough as a comber caught us up after our boatspeed was clipped off trying to rise over a couple of close, steep seas.

Three more knockdowns followed as the wind inexorably rose, registering first 45s, then 50s, 60s, and 70s. The peak was 80 knots, with the true wind up to 90!

Fudge slashed across the wavetops, the speedo mesmerising me at 14.8 knots.

Helmsman David Haines, of Hamilton Island, a former professional fisherman and Straitsman with more than 6000 Bass Strait passages with his credit, threaded through the bullet-like blasts of horizontal rain and the murderous waves coming at him at express train speed.

Steep, deep waves, close together. Seventy foot down from crest to bottom!

I was one of the many yachties caught up in all this through the fleet inwardly making my peace with my Maker. "Lord, I'm sorry for all the misdeeds of my life, and if my time is up

today, welcome me as a friend and protect all my fellow competitors out here."

I was perched on the starboard aft quarter, safety harness hooked on and a firm two-hand grip on the drum-tight runner sheet.

The big one that caught us lunged up with a 3m wall of foaming fury.

It exploded over the side, hurling us sideways and down.

Fudge skidded on its side, spreaders immersed.

The vertical deck spewed water and crew across it, lifting the boom and dumping it on to the port steering wheel to bend its 1/2in stainless steel spokes like a bent penny.

Deck stanchions were torn away or ripped out.

The torrent swept me off my perch, momentarily flagging me out before my feet regained the deck.

Four other crew, including Haines, navigator Robert Green and Peter Newman, were scythed off their feet, to the end of their harness tethers, and almost overboard.

Down below, top Mornington yachtsman and delivery skipper Gary McCarthy was catapulted across the interior, dislocating his left shoulder as he crashed into the cabin top before landing on a crewman in a leeward bunk.

There were other minor injuries.

Fudge wallowed momentarily as the crew scrambled to regain the helm.

Then the blasting wind had us and we wound up to speed again, allowing us to run off for control as required and pick our way through the vicious seas.

That was the worst of it. Except for the unfolding tragedy the radio skeds revealed as the smaller yachts sailed into the maelstrom.

Yachts rolled, Mayday calls, flare sightings, missing crew, liferafts recovered, sailing friends gone.

A litany of maritime mayhem.

Even as we came out of our predicament and sailed in to the Derwent from 121 miles offshore, our celebrations to mark a torrid passage were tempered with respect for those who did not come back and reassuring calls to our families that we had safely made it.

Would this be my first and final Sydney-Hobart?

Time will tell!

Above: Tasman Island in the distance as *Fudge* sails into a relatively calm Storm Bay on the final leg of the wild Hobart race. (Pic - Ed Featherston)

Below: Melbourne yachtsman and journalist Ed Featherston enjoying the first afternoon of the Telstra Sydney to Hobart as *Fudge* charges down the coast under spinnaker before the freshening nor'easter. (Pic - Ed Featherston)



The worn out crew of *Fudge* relaxing as the Melbourne yacht finally sails in moderating weather down the east coast of Tasmania. (Pic - Ed Featherston)



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Heroic rescues saved many from the sea

Many, many stories have been told about the Telstra 54th Sydney to Hobart race. Here are just a few:

John Campbell (*Kingurra*) - heroic rescue by PolAir

John Campbell is one of many sailors in the race who owe their lives to the heroic search and rescue operations carried out by Police, Navy and civilian helicopters and by surface vessels.

John, an American, was saved after Polair had been alerted by Gary Ticehurst, pilot of the ABC helicopter filming the unfolding drama of the race. Within minutes the PolAir helicopter was in the air from Mallacoota Inlet and had rescued John in a remarkable effort deserving public recognition.

The American had been thrown overboard from Peter Joubert's *Kingurra* after the yacht had been rolled over and dismasted in huge seas 19 nautical miles south of Gabo Island.

Yet the PolAir helicopter had him safely aboard after only 40 minutes in the water in what must rank as the most dangerous rescue effort of the entire operation.

"The sheer size of the sea and wind were incredible. It was atrocious, probably some of the worst conditions I have ever seen," said Senior Constable Darryl Jones, pilot of the helicopter.

With the chopper hovering over breaking waves that at times rose 10 metres high, and in winds of 60 knots, Senior Constable Barry Barclay dropped into the sea on the end of the recovery line to secure Campbell and then was lifted back aboard.

The PolAir rescue was one of many remarkable flights by RAN, RAAF, Police and chartered civilian helicopters who flew hundreds of hours in answer to distress calls.

In all, they lifted just on 50 crew members from six yachts which had been abandoned in an area some 50 to 100 nautical miles south-east of Gabo Island - *Stand Aside*, *Mintinta*, *Sword of Orion*, *Business Post Naiad*, *Winston Churchill* and *Midnight Special*.

A further four crew were taken off by a fishing trawler from *Solo Globe Challenger* - all in heavy seas and continuing strong winds.

Gary Schipper (*Challenge Again*) - saved from the sea

Victoria Police inspector Gary Schipper is a big, big man and when he was tossed overboard just before midnight on Sunday, December 27 from the Melbourne yacht *Challenge Again* he thought "this is it."

Gary is a widely experienced international sailor, repre-

sending Australia at the Kenwood Cup and the Admiral's Cup where he was a foundation member of a band of 18-stone plus crew members dubbed the BMAX Club. This was his 18th Sydney to Hobart.

Two things saved him - he was clutching a Dolphin torch and the crew of *Challenge Again* were most capable seamen, led by the owner Lou Abrahams, a veteran of 35 Hobarts, and sailing master Fraser Johnston, who had sailed in 28 races.

Lou had elected to run back for shelter along the NSW South Coast as the storm worsened in Bass Strait. "We were sailing along quite comfortably when a massive wave reared up out of nowhere, spun the boat into a broach and sent everyone tumbling," a bruised and still shaken Schipper said after *Challenge Again* finally reached Hobart.

"I had just unclipped to move my position on the weather rail when it happened. I was flung across the cabin top and over the leeward side into the sea. When I surfaced in the big seas on a pitch black night, I thought I was gone," Gary continued.

"Then a realised I was still clutching the torch. Nor had I reckoned on the seamanship of the crew of *Challenge Again*.

"In less than 15 minutes they were alongside me, but my problems were not over. They had to get me back on board.

"They used the mainsail halyard clipped to me safety harness, but I was getting weak and every time they tried to hoist me I began lose my grip and also slip out of the harness. Next time I go to sea I will ensure I have a harness with under leg straps.

"But those guys are great seamen and eventually they did get me back on board. Without them I wouldn't be here to sail another day."



Yendys surging south under spinnaker before the fresh nor-easter on the first afternoon of the Telstra Sydney to Hobart. (Pic -Thierry Martinez)

Geoffrey Ross (Yendys) & - reported 76 knots of wind

Geoffrey Ross not only sailed his Beneteau 52 through the worst of the storm, being one of two yachts to report a wind strength reading of near 80 knots - *Sword Orion* was the other - but went on to finish 11th across the line and win IMS Division C.

That in itself was a remarkable effort as *Yendys* had to sail the final 120 nautical miles with just a No 3 headsail as the

boom had been broken.

In Hobart Geoff gave a graphic description of survival and success in a live interview with the CBS television network in America.

"After the first 12 hours at sea, running south under spinnaker, it was an exhilarating sail - imagine hitting 20 knots in the big Beneteau," Ross said. "We were even ahead of Kialoa's record in 1975 that night."

"The first taste of the south westerly change hit us short-

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ly after midnight and the wind, and the seas, built during Sunday.

"When we saw it reach 76 knots we were under bare poles, heading for New Zealand. Even with a storm jib up and two people on the wheel we could not control the boat.

"The sea around us was just a seething mass of white water. For 24 hours we did nothing else but manage the boat and the crew."

Geoff told Offshore of what could have been another life and death incident. Bowman Peter (Pete the Peeler) Seary was trying to get the kite down in 38 knots when the boat heeled wildly and the 35-year-old bowman was sucked through the lifelines under the spinnaker. "Another wave lifted him and deposited him back on the boat," Geoff recalled. "He wasn't clipped on at the time.

"The kit had shredded and before he had time to think about what had happened we sent him up the mast to retain the halyard."

Melissa McCabe (Team Jaguar) - young hero of Eden

Melissa McCabe, 18, will never forget her first ever long ocean race, as one of the Telstra/CYCA youth training students from Eden on the NSW Coast.

She and Peter Wilkinson, from the Eden Marine High School, were chosen to sail in the Telstra Sydney to Hobart. Peter made it to Hobart aboard *Alara*, Melissa got home early - *Team Jaguar* was dismantled and the hull damaged south-east of Eden.

Once ashore and in her home town, Melissa took charge, "they didn't have their mothers there, so I became their mum," she said. She drove several bruised and battered crew members to local doctors, others to the airport and arranged accommodation and meals at friends' homes.

Melissa McCabe aboard Team Jaguar before the Telstra Sydney to Hobart. (Pic; Peter Campbell)

John "Steamer" Stanley (Winston Churchill) resilient liferaft survivor

Still with his broken ankle in plaster and hobbling on crutches, John "Steamer" Stanley is back on the water. Not exactly sailing but enjoying a few days in Melbourne with his old mate, Ken Beashel, aboard Ken and Barbara's cruising boat, *Mother Goose*, as they watched young Adam Beashel win the silver medal in the Olympic 49er class at the 99 Worlds on Port Phillip.

"Steamer" told another old sailing mate, Tom Stephenson, the 99 Worlds sailing director, that it was great to get back on the water although he admitted it might be a while before he was back actually racing yachts offshore.

"Steamer" survived the sinking of the 56-year-old timber yacht *Winston Churchill* and was dramatically rescued by helicopter from the battered liferaft from which three fellow crewmen were

lost at sea.

The crew of nine took to the liferafts as the decks of the famous yacht were awash after the topsides were smashed in by a huge wave. In one liferaft were owner Richard Winning, Paul Lumptin, Bruce Gould and Michael Rynan.

In the other, larger raft were John "Steamer" Stanley, John Dean, Mick Bannister, Jim Lawler and John Gibson. Inside, they interlocked their legs for security, but that proved a bad move for "Steamer". As a big wave picked up the raft, his legs were pinned under the others and the force broke his ankle and disturbed his two artificial hips.

Later on the Sunday night a massive wave flipped the raft.

Trapped underneath, the five had only ten minutes of air left. Perched on the raft's roof beam, they were comfortable, so they decided to cut a hole in the floor, now above them, to let air in.

They floated that way for an hour. "Then we got hit by another wave, it rolled us over again and we were back the right way up," Stanley explained. But the force of their bodies landing on the already slit floor shredded the fabric and they were forced to the hang onto the outer tube.

The five hung on desperately as they drifted in the big seas until about 3am on Monday morning.

Then they were hit and flipped by an "almighty" breaking wave. "I just held on and held on, and finally it stopped and I came up for air on the outside of the raft.

"I yelled out "is everyone here?" and the only answer was John Gibson." The other three had been swept away", "I could see two people with vests on - then they were gone."

Despite vast air and sea searches of the area, it was not until 12 hours later that a plane flew over, sighting both rafts and the six survivors were winched to safety and taken to dry land. John "Steamer" Stanley and John Gibson ended up in hospital, suffering from hyperthermia, Stanley in constant pain from his broken ankle and twisted artificial hips. ▲



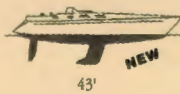
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OVERALL AND DIVISIONAL RESULTS (WITH CORRECTED TIMES):

IMS OVERALL

1. AFR MIDNIGHT RAMBLER, Robert Hicks 35 (Ed Psaltis & Bob Thomas, CYCA, NSW).
2. AUSMAID, Farr 47 (Kevan Pearce, Cruising Yacht Club of South Australia, SA).
3. RAGAMUFFIN, Farr 50 (Syd Fischer, CYCA, NSW).

IMS DIVISION A

1. SAYONARA, Farr 80 (Larry Ellison, St Francis YC, San Francisco, USA).
2. BRINDABELLA, Jutson 75 (George Snow, CYCA, NSW).

IMS DIVISION B

1. AUSMAID, Farr 47 (Kevan Pearce, Cruising Yacht Club of South Australia, SA).
2. RAGAMUFFIN, Farr 50 (Syd Fischer, CYCA).
3. INDUSTRIAL QUEST, Nelson/Marek 43 (Kevin Millar, Royal Queensland Yacht Squadron, Qld)

IMS DIVISION C:

1. YENDYS, Beneteau (Farr) 50 (Geoffrey Ross, CYCA, NSW).
2. AURORA, Farr 40 (Jim Holley, Lake Macquarie Yacht Club, NSW).
3. VALHERU, Elliott 50 (Tony Lyall, Royal Yacht Club of Tasmania, Tas).

IMS DIVISION D:

1. AFR MIDNIGHT RAMBLER, Robert Hicks 35 (Ed Psaltis/Bob Thomas, CYCA, NSW).
2. BREAKAWAY, Swanson 36 (Martin Power, Sandringham Yacht Club, Vic)
3. NOUMEA, Young 11 (Jean Luc Esplaas, Cercle Nautique Caledonie, Noumea, New Caledonia).

IMS DIVISION E:

1. MARGARET RINTOUL II, Sparkman & Stephens 48 (Richard Purcell, CYCA, NSW).
2. BACARDI, Peterson 44 (Graeme Ainley & John Williams, Sandringham Yacht Club, Vic).
3. MERCEDES IV, Kaufman 41 (Peter Stronach, Cruising Yacht Club of Australia, NSW)

PHS Division A winner Aspect Computing battles to weather under storm staysail only. (Pic; Bennett)



IMS DIVISION F:

1. MISTY, S&S 34 (Bryan Clague, Mornington Yacht Club, Vic).

PERFORMANCE HANDICAP DIVISION:

DIV A :

1. ASPECT COMPUTING, Radford 16.5 (David Pescud, CYCA, NSW).
2. AVANTI, Beneteau First 38 (Christopher and John Mooney, Royal Brighton Yacht Club, Vic).
3. FUDGE, Elliott 56 (Peter Hansen, Sandringham Yacht Club, Vic).

DIV B:

1. BERRIMILLA, Joubert Broiga (Alex Whitworth, Cruising Yacht Club of Australia, NSW).
2. WAITANGI II, Jarkan 10 (David Wearn, Royal Sydney Yacht Squadron, NSW).
3. JUBILATION, Farr 40 (David James, Royal Brighton Yacht Club, Vic).

CHANNEL HANDICAP:

1. AERA, Swan 46 (Nicholas Lykiardopulo, Royal Yacht Squadron, UK, sailing under Greek flag)

2. TILTING AT WINDMILLS, Joubert 40 (Thorry Gunnensen, Sandringham Yacht Club, Vic).
3. FOXTEL TITAN-FORD, Farr 50 (Julie Hodder, Peter Sorenson & Stan Zamanek - Middle Harbour Yacht Club, NSW).
4. JUBILATION, Farr 40 (David James, Royal Brighton Yacht Club, Vic).

VETERANS TROPHY:

1. MARGARET RINTOUL II, Sparkman & Stephens 48 (Richard Purcell, CYCA, NSW).
2. MERCEDES IV, Kaufman 41 (Peter Stronach, Cruising Yacht Club of Australia, NSW)
3. MARK TWAIN, Sparkman & Stephens 39 (Hugh O'Neill, Sydney Amateur Sailing Club, NSW)

TWT THOMPSON MEMORIAL TROPHY:

CYCA Radio Relay Ship Crew of Lew Carter, Michael and Audrey Brown.



ALAN PAYNE MEMORIAL TROPHY FOR NAVIGATOR OF WINNING YACHT:

Robert Hick, AFR Midnight Rambler.

NAVIGATOR OF WINNING IMS OVERALL YACHT:

Bob Thomas, AFR Midnight Rambler

LINE HONOURS:

1. SAYONARA, Farr 80 (Larry Ellison, St Francis Yacht Club, San Francisco, USA) ñ 2 days 19 hours 03 minutes 32 seconds.
2. BRINDABELLA, Jutson 75 (George Snow, CYCA, NSW) 2.21.55.06.
3. AUSMAID, Farr 47 (Kevin Pearce, CYC of SA, SA) 3.06.02.29.

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1998 Telstra CYCA Sydney Hobart Yacht Race Honour Roll

On behalf of all competitors, their relatives and the members of the CYCA, the Board of Directors would like to thank the following individuals and organisations for their assistance during the 1998 Sydney Hobart Race.

For their heroic and outstanding actions in saving lives:

Australian Maritime Safety Authority
Lieutenant Commander Neil Galletly
and crew of Young Endeavour
Royal Australian Navy
Royal Australian Air Force
Australian Defence Headquarters
HMAS Newcastle
NSW Police Service
Victorian Police Service
Victoria Police Airwing
Hobart Police Service
Eden Police
Royal Volunteer Coastal Patrol - Eden
Ambulance Service Victoria
NRMA Careflight
Westpac Lifesaver Rescue Helicopter
ACT & SE NSW Aero-medical Helicopter Service
Air Ambulance Service
Gary Ticehurst - G & A Helicopters
Crew of Moira Elizabeth
Crew of Josephine Jean

For providing leadership:

Peter Bush - in Sydney
Greg Halls - in Eden

For their dedication, care and sensitivity in handling communications with anxious and grieving relatives:

Tatiana Lubczyk
Tara Kuznetsoff
Halina Kupczyk
Robyn Royle
Nina McKinnon
Andrea Holt
Paul McTaggart
Ben Muir
Bruce Rowley
Val Mallett
Margot Connors
Geoff & Pip Lavis
Colin & Denise Wilson

For their assistance with radio communications and support services to search and rescue authorities:

Phil & Liz Thompson
Lew Carter
Michael & Audrey Brown
Howard Elliott

Robert Badenach
Mark Robinson
Donald Graham
Jon Meyer
David James and the crew of Jubilation
Jeff Cordell and the crew of Kendell
Lesley Blyth
Jeff Boyes
Chris Brown
Michael Collinson
Bruce Cooley
Edward Downie
Martin Farley
Andy Hay
Georgina Ingles
Michael Jenner
Tom Kirkland
Michael Laing
Stewart Lamont
Ian McLaren
William Reynolds
Barry Scott
Robert Waller

For their outstanding work in co-ordinating the media:

Peter Campbell
Lisa Smith
Kelly Foster
Meredith Gray
Amelia Cater
Craig Macauley

For never hesitating in their support of the CYCA and the event:

Telstra

For their assistance to crews of retired yachts:

Captain Max Saunders - Harbour Master Port of Eden
The communities of Eden, Ulladulla, Merimbula, Pambula and Bermagui

For supportive coverage of the sport of ocean racing and the CYCA race organisation:

Network TEN
Rob Mundie

For what they have taken on in agreeing to be part of the Review Committee:

Peter Bush
Greg Halls
Richard Hammond
Roger Hickman
Grant Simmer
Donald Graham
Howard Elliott

I was approaching land," the tired skipper said as the repair crew got to work.

"At one stage I was heading for the south of Tasmania in the dark and couldn't see a thing. I was doing 12 to 15 knots and I thought 'I hope the radar and GPS are OK'."

Earlier in daylight, to maintain the best course and save time, Autissier sailed between Mewstone Rock and Maatsuyker Island on Tasmania's wreck-strewn south coast.

"It was very impressive," Autissier said with more than a little understatement.

I spoke with her as she had some belated Christmas turkey, a welcome Cascade beer, a fresh fruit salad and some appropriately named 'Roaring Forties' King Island gourmet brie.

The media had not yet found its way to Adventure Bay and Autissier was unaware that the issue of funding rescue missions was again preoccupying some Australians.

"All I can say is that naturally I will always be grateful for the efforts of the Australian Navy in rescuing me," she said.

"The sailors and air crew did a wonderful job in difficult conditions and deserve to be very proud of their successful mission."

Autissier was disappointed when she was told of the re-emergence in Australia of debate over the cost of rescues of sailors such as herself, Tony Bullimore and Raphael Dinelli.

"We are dealing with human life. You cannot put a cost on human life and, even if you do, how much is it?"

Autissier accepts she has a special interest in the issue as her life was saved, but is genuinely baffled that some people would consider the cost before embarking on a rescue mission.

"In France and everywhere else I know, if someone is in trouble you try to rescue them. We don't care where they are from or how much it costs."

Autissier also strongly believes that the heat of competition should not allow yachtsmen to disregard seamanship in the pursuit of speed and success.

"Round the world events involve two separate skills - racing and sailing. You are first a sailor, using the wind to take the yacht from one place to another.



Contrast in styles . . . PRB and Prudence anchored in the mist at Adventure Bay, Bruny Island

"When you are racing and you get into trouble, you must stop racing and go back to sailing. That is what I did this time."

It wasn't the best time to ask, but would France's best-known yachtswoman be passing this way again?

"No, this will be my last round the world race," she said. "So I had better make the most of it."

While overseeing the temporary repairs being made to PRB, Autissier was anxious to rejoin the race.

"I will be two or three days late into Auckland, but we are only halfway through the race and I may be able to catch up. There's still a long way to go. I am still hopeful. Why not?"

Eight and a half hours after she anchored in Adventure Bay, with the sail track repaired, communications restored and keel bolts tightened, Autissier switched back into racing mode.

After a warm hug for all of the repair crew, she sailed away from Bruny Island to join the edge of the storm she came in from.

Within hours, Australia's simmering resentment over the cost of yacht rescues was temporarily forgotten as emergency crews moved in to search for sailors and vessels missing in the Sydney-Hobart race.

The drama that was unfolding in the most tragic of the 54 Sydney-Hobart races soon pushed Isabelle's rescue four years previously into the background.

Ironically, Autissier made the most of the low that savaged the Hobart fleet to make up time and finish third into Auckland to become overall leader in the

Around Alone event.

Despite her unscheduled pit stop at Bruny Island, she had fought back to make up enough ground to snatch a five-hour lead in the race around the world.

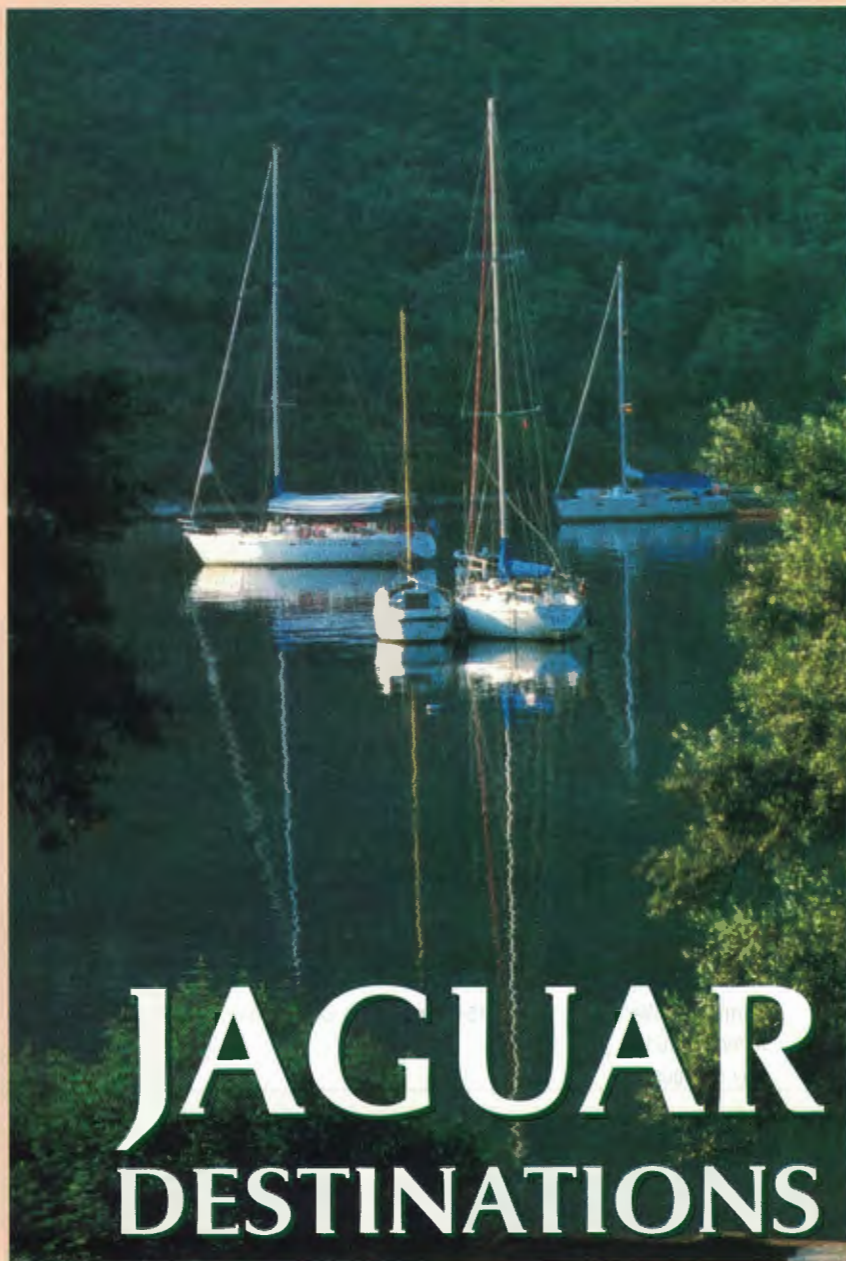
But you cannot help being left with a nagging suspicion. It is just the financial cost of rescues at sea that some Australians are worried about, isn't it? It's much too unpalatable to contemplate that nationality has something to do with it.

Either way, Isabelle Autissier will forever be grateful to her Australian rescuers. Every time she leaves PRB's cabin, she cannot help but see the humble RAN sticker. It's in pride of place, not far from the EPIRB.

* Neville Heydon owns the Hobart charter yacht Prudence, which carried the repair crew to rendezvous with Autissier at Bruny Island.



Wet weather gear on again, Isabelle prepares to hoist the main on its repaired track. Next stop New Zealand to become the new Around Alone race leader.



JAGUAR DESTINATIONS

THE ISLANDS

Although numbering more than 1200, the Greek Islands can be split into five main groups:

1. The Islands of the Ionian Sea between Greece and Italy,
2. The Saronic Islands in the gulf of the same name to the South of Athens,
3. The Sporades group in the Western Aegean,
4. The Cyclades Group in The Central Aegean Sea
5. The Dodecanese Group in the Eastern Aegean.

The classic Greek Island scene that we all imagine can be found in all of these archipelagos. White houses clinging to precipitous rocky slopes, tavernas with vine covered court yards and small square tables with uncomfortable wicker chairs abound. Octopus cooked on the BBQ and enhanced with a Greek salad and a glass of cold dry white wine is standard fare.

But in each of these island groups there are variations on the theme that make them different.

In the Ionian Sea the architecture

The long yacht summer in the Greek islands

Sailing in the Greek Islands is a much coveted exploit and the "travel speak" superlatives have all been done to death!

Thus, travel man Trevor Joyce's objective of this article is to provide a mini-guide to the host of options open to the prospective sailing visitor to the Greek Islands.

has a Venetian influence and the islands are quite fertile, in the Saronic the villages clearly show the signs of Athenian opulence while in The Sporades the rest of the world might as well not even exist. The Cyclades Islands are where you will see the white washed dazzle most commonly associated with Greece. The Dodecanese Islands along the coast of Turkey are all different from each other, let alone the rest of Greece.

The common threads through all of the Greek islands are, of course, the people themselves; a little crusty sometimes and maybe easily misunderstood but under the skin warm, sincere, and adherent to very traditional values. And then there is the history. Every island has its story to tell. In Samos Mark Antony and Cleopatra held a twenty-one day "bash" before their fateful battle with Octavius at Antioch. Modern medicine was born on the Island of Kos, Corfu was the historical stepping stone between Italy and Greece,

and so on.

There is no better way to get at these islands than on a yacht because even the busiest of them have out of the way spots the masses can't reach. If you arrive at an anchorage for lunch and some one else is there then the next one won't be far away. If you want the hustle and bustle of the tourist season then you simply moor stern to the quay, right in the middle of town where the nearest taverna will be a full 50 metres way.

Although Greece is said to be the nearest place to heaven on earth there is a down side for those more passive sailors; it's called the Melte-

mi. The Meltemi is the prevailing Northerly wind which peaks during high summer in the Central Aegean. The Meltemi also cools things down but if you're crossing from Mykonos to Patmos in 30 knots of true wind with a short 2-metre beam sea it's not exactly comfortable, unless your yacht happens to be a 100-ft. maxi. The solution, however, is quite simple; don't go to the Central Aegean during high summer.

In fact, it's possible to grade the islands according to the demands on seamanship, the length of the passages between islands and the typical strength of the wind. The following table is a rough guide:



Name of Island Group	Main Islands in the Group	Prevailing Wind Direction	Length of Typical Passage	Best Months
Ionian (Easy)	Corfu, Levkas Kefalonia, Ithaka & Paxos Zakynthos	West North West from force 2-5 in the afternoons	5-10 miles	June, July & September
Saronic (Easy)	Aegina, Poros, Hydra, Spetses	North East at 4-6 from July to October. Otherwise from the south at force 2-4 in the afternoons	10-15 miles	Late May, June, July and September
Sporades (Easy)	Skiathos, Skopelos, Alonissos & Skiros	North East from June to October peaking at force 5-7 in July	10 miles	Late May, June, early July & September
Cyclades (Difficult in Summer)	Mykonos, Paros, Tinos, Naxos, Ios, & Santorini	North North West up to force 8 during July & August	15-25 miles	Late May, early June and September
Dodecanese (Moderate)	Samos, Patmos, Kalimnos, Kos, Symi, Rhodes	West North West up to force 7 during July	15 miles	Late May, early June & September



**CHARTERING YACHTS
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The yacht charter industry in Greece is these days a very highly developed sector of the tourism industry. In Athens alone there are more than 2000 licensed charter yachts. Parallel with the development of the yacht charter industry has been the evolution of the charter yacht, with Beneteau at the forefront of this development.

The erosion in the value of our dollar may deter some, but a much greater reduction in the cost of air travel to Europe has accompanied the economic demise of Asia. Consequently the cost of a sailing holiday in Greece in Australian Dollar terms has not increased appreciably.

The following example illustrates this point:

Item	Cost in AUD Per Person for Two Weeks
Air ticket: Sydney Athens Sydney (variable & approximate)	\$1,950
Yacht Charter: Beneteau Oceanis 411/6 people/2 weeks	\$1,600
Provisioning 2 meals/day on board (breakfast & lunch)	\$350
One meal a day on shore, (usually dinner)	\$350
Miscellaneous Expenses, fuel etc.	\$35
Total Holiday Cost	\$4,285

This cost compares very favorably with a land-based holiday when you consider that it includes accommodation, car hire, all meals and unlimited access to the swimming pool.

Sydney charter broker Mariner Boating represents an operator in Greece with bases in Corfu, Levkas, Athens, Skiathos, Samos, Kos and Rhodes so there are plenty of options to choose from. One way charters between bases are possible provided the charter period is a minimum two weeks.

Mariner also offer charter rates that are guaranteed in Australian Dollars regardless of the charter



start date so financial plans can be made without fear of the dreaded "currency surcharge".

Greek flag charter yachts can legally cruise in Turkish waters provided they purchase a transit log that provides for multiple entry. Transit logs can only be purchased at official ports of entry.

More information about sailing in the Greek Islands is available from Trevor Joyce at Mariner Boating, 6/33 Chandos Street, St. Leonards, Telephone 99669014, Fax 99665888 and Email getset@one.net.au



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Brindabella

too quick again

The 1998 Canon Big Boat Challenge attracted the biggest fleet since the Challenge leading up to the 50th Sydney to Hobart in 1994.

For the fourth time in the past five years, the Scott Jutson designed 75ft maxi *Brindabella* scored a convincing line honours win in the Canon Big Boat Challenge sailed on Sydney Harbour a week before the start of the Telstra Sydney to Hobart.

An action packed start, spinnaker damage, some close racing calls and two protests against the winner were just part of the on-water excitement for this traditional clash of maxi and pocket maxi yachts in the lead-up to the Telstra 54th Sydney to Hobart Race.

The protests, by second placed *Wild Thing* against *Brindabella* for alleged sailing rule breaches, were both dismissed, giving George Snow a resounding victory from *Wild Thing*, skippered by Victorian yachtsman Grant Wharlington.

Third place went to the former America's Cup challenger *Spirit of Australia*, with designer Iain Murray at the helm.

In a brisk 20 knot southerly, racing kicked off with a spectacular start thanks to David Witt steering the huge maxi ketch *Nokia* into a daring port tack at the leeward end start with close port and starboard calls between *Nokia* and the powered up *Brindabella* and *Wild Thing*.

Other incidents in the blustery conditions included *Marchioness* shredding the top section of their spinnaker and *Spirit* starting late following mainsail problems and later suffering a similar fate to *Marchioness* during a spinnaker

drop at Fort Dennison.

A large fleet of Olympic 49er's crossing the Canon Big Boat course, a flotilla of chasing spectator craft and two huge container ships entering and leaving Sydney Harbour at the same time added colour to the event within Sydney Harbour.

George Snow's *Brindabella* with sailmaker Bob Fraser at the helm, managed to grab the lead after the second mark, leaving *Wild Thing* chasing her stern, to win by 1 minute 43 seconds.

Wild Thing's protests were over two separate incidents as the two maxis duelled for the lead, but the CYCA Protest Committee found there had been no breach of the international racing rules.

First place on handicap went to *Shockwave*, Neville

Crichton's brand new 59-footer designed by Laurie Davidson and launched only on Thursday evening, with *Brindabella* second.

A close encounter between *Brindabella* and *Wild Thing* (below) during the Canon Big Boat Challenge led to a protest - subsequently dismissed. (Pic - Ian Mainsbridge)



Battle of the maxis in the Canon Big Boat Challenge...soon after the start sees Team Jaguar Infinity III just ahead of *Nokia* and *Brindabella*, with *Wild Thing* to leeward. *Brindabella* went on to win her third Big Boat Challenge. (Pic - Ian Mainsbridge)

Conditions for the 18th annual coastal race from Pittwater to Coffs Harbour was in marked contrast to the storm which wreaked havoc in the race south to Hobart. Jeanine Treharne reports.

"You blokes are lucky you're heading north", were the fateful words of meteorologist Kenn Batt at the Boxing Day briefing for the 18th Strathfield Pittwater to Coffs Harbour Yacht Race at the Royal Prince Alfred Yacht Club as he foreshadowed the stark contrast in conditions between this race and the Telstra Sydney-Hobart race that were to unfold in the coming 24 hours.

While the catastrophic storm in Bass Strait took its heavy toll, the 76 yachts racing North enjoyed near-perfect conditions.

The only thing the two races had in common were their spectacular starts and the enormous distances clocked-up on the night following the start, in thrilling downwind sailing. Then, for the Coffs fleet, the winds lightened and all the sailors knew of the tragedy that was taking place in Bass Strait was what little information they could get from their radios.

Line Honours winner Kanga Birtles, skipper of the Open 60ft *Jarkan*, described the race to Coffs as "one of the easiest I have sailed in a long, long time. It was a delightful, easy, lovely race".

Skipper of handicap winner, *Loco*, SOCOG's Olympic yachting manager Glenn Bourke, described the race as "the most delightful ocean-race I have ever been on. It was just superb sailing! We had winds abeam and aft of abeam the whole race!"

This year's Coffs fleet boasted three glamorous new yachts launched this year: line honours winner *Jarkan*, designed by Iain Murray and Associates for Kanga Birtles' assault on the Vendee Globe Around the World Alone Race; the Beneteau first 40.7

Blue Chip (Peter Mason and Karl Stechman) and the Sydney AC 40 *Loco*, launched in early November and a sistership to *Sledgehammer* and *Sharp Hawk V*.

Loco's co-owners, English businessman David Loe and Sydney yachtsman David Coe, never intended to take

the 30 knot reach on the first night of the long race, surfing waves at 16 and 17 knots for several hours that she emerged in the morning, 2nd on line honours with only the 60ft *Jarkan* ahead of her. Skipper Bourke said "we hit a couple of park-ups but only the much bigger boats like *More Witchcraft*,

The contrast of Coffs

Loco to Hobart, planning rather to enter the series of 'lifestyle' regattas which include the Strathfield Pittwater and Coffs Harbour Warmwater Series, Hayman and Hamilton Race Weeks. David Coe, keen to involve his family in *Loco's* racing campaign, took his delighted elder son, Christopher, in all three final races.

Loco looked every inch the glamour yacht with her champion crew including Glenn Bourke, Mark Walsh, Julian Plante, Bill Warne and Kim Sheridan decked out in bright blue Hawaiian shirts. She followed up two stunning wins in the Telstra Cup with victories in her next three races on IMS in the Strathfield Warmwater Series - the 225nm Strathfield Pittwater to Coffs Harbour Race, the 16nm race around South Solitary Island and the 12nm around the buoys race.

Loco performed so brilliantly on

Big Kahuna and *Abracadabra* come down on us."

Loco crossed the line at Coffs fourth



Fresh weather start to the Strathfield Pittwater to Coffs Harbour race conducted by the Royal Prince Alfred Yacht Club. (Pic - Ian Mainsbridge)

behind *Jarkan*, the 46ft *More Witchcraft* (Bruce Staples) and the Lake Macquarie Sayer 40 *GME ElectraPhone Frantic*. (Doug Coulter). *Loco* won the race on corrected time by a massive 23 minutes from the Mackay ICL 40 *Bit O' Fluff* (Warren Brookes) and the Japanese Sayer 40 *Lucky Lady V* (Fuminori Inaba).

A serious threat to *Loco* on IMS, came from Marcus Blackmore's Mumm 36, *Emotional Hooligan*, who had already convincingly won the first two short offshore races of the Warmwater Series off Palm Beach. *Emotional Hooligan*, with Olympians Mitch Booth and Steve McConaghy in its crew had also sailed a brilliant race to Coffs until she was beaten by the fading breeze after the larger yachts had already slipped across the line. Blackmore was 5th on IMS and was 2nd to *Loco* in the next two races, to win the overall IMS series from the Port Hacking NSX 36 *Loose Change* (Clive Gilmour) and the Mackay ICL 40 *Bit O-Fluff* (Warren Brookes).

The PHS division, was dominated by the larger yachts, *GME ElectraPhone Frantic* and *More Witchcraft*. *Frantic* made a brilliant start to the long race with her asymmetrical spinnaker putting her up with *Jarkan* as she rounded Cape Three Points. The winds in the long race were perfect for yachts with asymmetricals such as *Frantic* whose crew of skiff and dinghy sailors relished the strong reaching conditions. They crossed the finish line in 3rd, ahead of *Loco*. *Frantic* won the overall series on PHS with .1,3,1,13,2 from *More Witchcraft* and the Northshore Sports 380 *Isabella* (John Nolan).

A win in the fourth race on PHS for the IOR Holland 42 *Too Impetuous* was a dream come true for her young crewmembers Eric Croker (25) (1996 Young Adventurer of the Year) and his charge, Michael Hunt (18) chosen from Salvation Army's "Oasis" centre and sponsored by Strathfield to race in the complete Coffs Warmwater series. This was the first time a homeless youth has been given the opportunity to race a long ocean race. Michael said sailing in the 5 races of the Strathfield Series on *Too Impetuous* was "the most wonderful experience in my life. I will never be the same again. My whole life has changed." Michael was among 80 teenage to young adults racing in the series.

The newly introduced CHS Division was dominated by the largest yacht, the Tripp 47, *Abracadabra*, with Strathfield executive Trevor Hannah assisting skipper Gavin Ward in the cockpit. *Abracadabra* won races 3, 4 and 5 in the series to accumulate the most points of all the divisions and win the overall series prize of \$5,000.

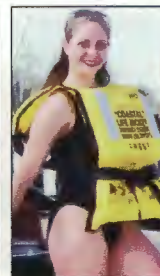
The CHS Division provided the best handicap system for the Super 30's whose top two players, the Bull 9000 *Wild Bull* (Rod Skellett) and the Mount Gay 30 *Maximum Nuisance* (Steve Wilton and Michael Grout) were rarely separated by more than a few minutes in each of the final three races. *Wild Bull*, while trailing *Maximum Nuisance* across the line in most races, enjoyed the more favourable rating to win the Super 30's division narrowly from *Maximum Nuisance*.



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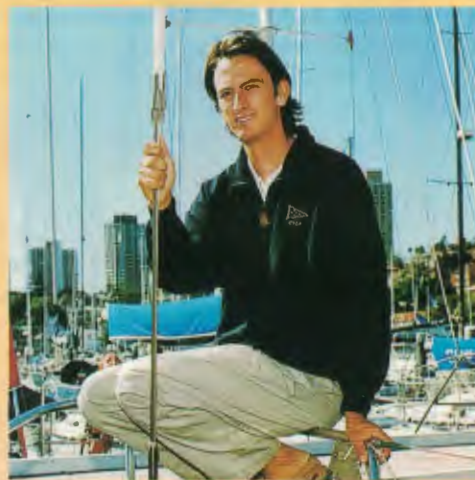
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CYCA CAP - 100% stone-washed cap with contrast peak, adjustable strap. Colour: Navy or Natural. \$20.00

Left: LADIES RUGBY (New Design) - 100% cotton plain crop length. Navy, embroidered with CYCA logo. Sizes S/M/L. \$70.00

MODELS: John Harris (left standing) is a graduate of the CYCA's Youth Sailing Academy. He is currently campaigning a B49er for the Sydney 2000 Olympics. Tony Hearder (at wheel) joined the CYCA in 1976. He was part of the winning Admiral's Cup team in 1979 and Kenwood Cup in 1988 and has sailed in 18 Sydney to Hobart races.

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Shot on location at the CYCA in Rushcutters Bay on board Arthur Byrne's 1970-built Sparkman and Stephens 48, *Salacia II*. (Photos by Ian Mainsbridge)

Above left: CYCA SAILING JERSEY (New Design) - 100% cotton. Long sleeve block stripe. Colour: Navy/Mustard. Sizes: S/M/L/XL/XXL \$75.00

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The King's Cup Regatta is the highlight of the Phuket sailing events each year. Text and photography by Hermann Moll.

King's Cup at Phuket

A fleet of 81 yachts from all over the world participated in the 1998 King's Cup Regatta at Phuket last December, including several from Australia and others built here.

The fleet ranged from classic timber boats through to modern racing yachts, many of them crewed by yachtsmen and women of international status.

The regatta has been held every year for the past twelve under the patronage of King Bhumipul, the King of Thailand, and traditionally starts on

his birthday, December 5.

Phuket is a tropical island situated off the south-eastern shore of mainland Thailand at about 7.50 degrees north and 98.0 degrees east in the Andaman Sea. The regatta has become very popular with Australian yachtsmen and several prominent Cruising Yacht Club of Australia members have competed in recent years.

There was five classes in the 1998 regatta - Racing, Ocean Cruising, Cruising, Classic yachts, Multihulls and the Farr Platu one design class.



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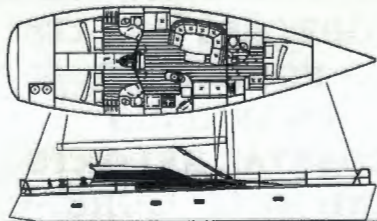
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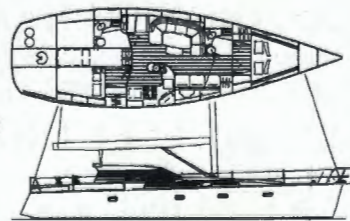
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Hong Kong based sailmaker Neil Pryde won the Racing division in his New Zealand-registered Sydney 46, *Hi Fidelity*, in which he contested the 1997 Southern Cross Cup in Sydney.

Runner-up in this division was *Yo*, a Pacific 50 Bermuda sloop flying the Australian ensign and skippered by Peter Ahern, third going to Kakakoa, skippered by Ray Ordoveza from The Philippines.

Although she did not end up among the top three, Jon Wardill's sloop *Australian Maid* (top right) from Darwin always put on a display of power sailing.

The ocean cruisers took advantage of the 25 knot breezes during the latter part of the regatta, with one of the most spectacular entrants being *Irvmire* (pictured bottom right), a Philippines registered Swan 68. She gained first place in the division with helmsman *Andreas Soriano III* in command.

Not to be outdone by much, Liz Peterson, the only female skipper in the regatta, and her husband Dale, finished a fine second in their beautiful Swan 57 ketch, *Cowrie Dancer*. The Australian designed Adams 13, *Fi Tuen*, finished third overall for British skipper Mike Barker.

Among the fleet was the famous former South African



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yacht *Stormvogel*, a past Sydney to Hobart line honours winner now owned by Adolf Knees, a founding member of the regatta committee.

Stormvogel, now 40 years old, is a 74 foot timber ketch which began her ocean racing career by winning the Fastnet Race in 1961 with Sir Francis Chichester at the helm.

In the Cruising class, Master Blaster from Germany, skippered by Hans Rahmann took out top honours from the Netherlands entry Aquavit (Ben Veree) and the Japanese yacht Simpatico (Naotake Oki).



Sirius

The Classic yacht division included some interesting yachts. One of them, the 62 foot wooden hulled schooner *Sirius*, was designed by Thistlewaite and built in Sydney by J Hayes and Sons in 1935.

Later that year Harold Nossiter set sail from Sydney in what was to be the first circumnavigation of the world by an Australian yacht. The voyage was documented by Nossiter in two books - "Northward Ho" and "Southward Ho".

During the war *Sirius* served as a Navy training ship.

Hermann Moll's more detailed story about the history of *Sirius* will be published in the next issue of Offshore Yachting.

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From the outset Sobstad employed logic. Our sails proved highly successful but still they were costly and crude to produce in today's terms. They were forced to retain biaxially woven cloth and however the cloth was assembled, there still remained the problem of threads running in the wrong direction to the loading of the sail. Sail trimming and tuning still depended on 'on boat' testing, and often sails were cut and re-cut to try to achieve proper configuration - a practice still accepted by the sailmaking industry - a hit or miss technique.

The materials

Sails in cotton and polyester used conventional biaxially woven material. Even the modern high modulus fibre polyester film materials, suffer from the same shortcoming. The material could not accommodate the pattern of load in a sail.

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Sobstad considers this means of construction to be thoroughly illogical in today's technological climate. Cotton, polyester aramid, synthetic film - all materials that have passed through the sailmaking process, are similarly affected. Modern technology allows development but this time and with the fully patented Genesis building system, a sail is an integrated, load-related structure.

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CHS 1, 2*, 3
- '98 Pittwater and Coffs Harbour Series
IMS 1, 3*, 4, 5, 6, 7, 8
CHS 1*, 2*, 3*
PHS 1, 2*, 3, 4, 5
- '98 Pittwater to Coffs Harbour Race
IMS 1
CHS 1*, 2*, 3*
PHS 1, 2*, 3, 4, 5
- '98 Hamilton Island IMS 2, 3*, 4, 5, 6, 8
- '98 Hayman Island
IMS 1*, 2, 3, 4,
PHS 1, 2, 3, 5
- '98 Southport Race IMS 1, 2, 3, 4,
* Denotes Partial Inventory



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www.northsails.com

were used in the Whitbread Round the World Race and sustained no damage in extreme conditions despite constant sail changes and terrific wind strengths. The success of these sails stands as testimony to the precision and depth of Sobstad technology and its unparalleled commitment to continuing excellence in sailmaking.

A Patented Construction Method

Genesis is unique, and has patented its product to retain quality control of this invention.

From Design to Construction

Our understanding of the whole sail starts with plotting the catenaries on the stress map. The eventual Genesis sail will be a reproduction of that map in three dimensions.

Strength

Strength comes from binding materials together in the Georgia USA plant, where development of adhesive systems for sailmaking is, and always has been, a top priority.

Laminated Construction

Genesis sails are made with the following materials: high modulus fibre, polyester and various sophisticated synthetic films. These materials are amalgamated with modern bonding adhesives (Urethane, Polyester and Epoxy) to produce a composite, which will neither crack, nor develop wrinkles.

The lamination process begins with the application of threads to a composite film created by Sobstad. The thread laying machine programmed with load information, plots precisely the right density and type of yarn on to the primary carrier film. This process completed, the raw material is added to the other film to construct the multi layered and immensely strong panels ready for horizontal seam construction.

A Sail With perfect Seams

Genesis sails utilise a perfectly conceived seam construction. The base fibres or yarns are joined within the seam. No stitching is employed, and the result is a virtually continuous fibre from clew to head. No other sail construction allows this establishment of perfect cambers. There is a perfect distribution of forces across the sail. Seams are flexible and permanent, there are no thread holes and thus no movement.

Corners Reinforced

In conventional sails, much extra construction is placed in the corners - the areas of great stress. Genesis laminated sails have more strength and less weight because the fibres which radiate from the corners are again exact and precise in their position and application, therefore no need for over construction, and the special adhesives heat and pressure used maintain and give incredible strength.

Central Production

Sobstad produce all sails in a modern automated plant in Georgia USA, to specific designs from around the world. These designs are received by the central computer, allowing the company to maintain quality control and achieve a level of production associated with technologically sophisticated, automotive and electronics manufacturers.

Sails for all Reasons

Sobstad Agents will advise on the right type of construction for all types of yacht. Genesis is a flexible sail making system and where handicap penalties or class rules prevail, sails can be made using high modulus or polyester fibres. It is truly a versatile system.

Testing and Quality Control

Genesis is rigorously tested and constantly re-evaluated. Every component and characteristic is checked so that the sails last for years.

Genesis Economy

Sails wear out! They lose shape and sewn sails start the process on the first hoist. Finally their loss of shape makes your boat slow. Sails with sewn seams, using conventional materials, experience changes of shape and form from their inception. Genesis sails are the most durable ever made. Their engineering ensures they will provide seasons of efficient service. They will continually maintain their original three-dimensional form.

Perfect Sails

This is Genesis. The result of endless development and thorough research.

No other sail has such construction, no other sail retains its shape as long, and no other sail will provide such consistent service. Genesis sails have raced around the world, won countless local victories and will provide years of service.

Genesis is the logical product for the modern sailor.

For further enquiries please call Sobstad Australasia on Freecall 1800 772 457 or in Sydney 02 9905 6305. Or visit our website at www.sobstad.com.au

North Sails

An update on 3DL

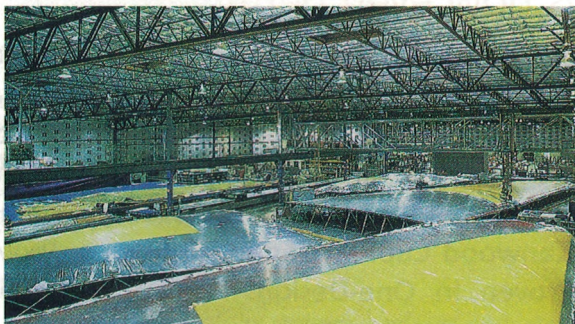
A logical answer to sail design questions.

By Grant Simmer

I had the opportunity to visit the 3DL plant in Minden, Nevada, in November last year. It was my first visit since April 1995 and I was really impressed to see at first hand the expansion of this plant and the many equipment upgrades.

Traditional sailmaking is still really a cottage industry with thousands of small sail lofts around the world employing between one and 30 sailmakers. We consider a loft with 30 sailmakers to be a "big" loft.

3DL leaves traditional sailmaking way behind, not just because of the



Every 3DL sail is heat-set on its mould after fabrication and then cured before shipping.

unique product (i.e. moulding a one piece sail with continuous yarns) but because of the scale of the operation, together with the modern manufacturing techniques used to maintain efficiency and quality.

Firstly the size of the place. The factory floor is approximately 14,000 square metres, employing over 100

D4 DELIVERS



98 Hobart Winner AFR Midnight Rambler

Having just purchased the yacht, Ed Psaltis and Bob Thomas recognised they needed to improve their sail inventory for Hobart, the key criteria being performance and durability.

Fraser Sails recommended D4. Performance had been proven by yachts carrying D4 sails in recent events. Durability was guaranteed using a new development, D4 Taffeta.

The design incorporates a light weight, polyester taffeta to improve U.V., abrasion and chafe resistance without adding excessive weight.

D4 offshore mainsails also incorporate a unique yarn placement at the reefing points to eliminate long term damage often caused by reefing conventional sails.

1998 D4 RESULTS

- 2nd Kenwood Cup
- 1st Hayman Island
- 1st Hamilton Island
- 1st Singapore Straights
- 1st Kings Cup
- 2nd Telstra Cup
- 1st Sydney Hobart

If you'd like to know how D4 can enhance your yacht's performance, contact Fraser Sails. We'll happily send you a brochure or meet with you to discuss your requirements. D4 is also available through other select sailmakers.



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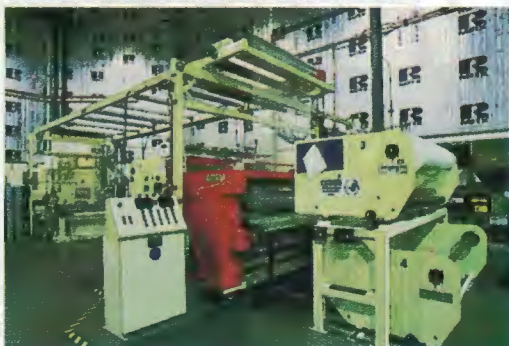
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THE 4TH DIMENSION



TOP: Because structural fibres in a 3DL sail are not woven into a fabric, they can be aligned precisely along predicted load paths in the sail. (In paneled sails, 40% of the yarns don't contribute effectively to shape holding). There are also no limits on how many different fibres can be combined within a 3DL sail. A Hybrid Carbon-Aramid 3DL laminate (above) was used by both 1995 America's Cup finalists.

ABOVE: 3DL's in-house laminator allows precision control over development and production of specialised films used in 3DL lamination.

staff while running 24 hours a day six days a week. It has the capacity to produce 200 average sized sails per week. It regularly manufactures mega boat sails with luff lengths up to 40 metres.

Sails manufactured by 3DL are exported to every continent. It produced sails for eight of the nine Whitbread entrants. The few who started the race without 3DL ended the race with 3DL trying to keep up with the leaders. For the America's Cup in 2000, 10 of the active 11 groups have already committed to 3DL. The product continues to prove itself over and over at the highest levels of sailing.

Product research and development

Product research and development has always been a big part of the 3DL success. 3DL currently employs eight specialist engineers who are engaged in a variety of projects which include:

- New moulds which are faster to adapt to the design shape while

being more reliable and more accurate. Additionally, these moulds have a greater range of adjustment to allow the moulding of one-piece gennakers.

- Improved laminating techniques, including proprietary adhesive development, resulting in consistently reliable lamination.
- In house laminator to manufacture films purpose designed for 3DL.
- Implementation of product tracking and quality assurance procedures throughout the process.

How do the customers benefit from these developments?

All racing sailors are aware of the performance benefits of 3DL sails, but now they can enjoy:

1. Shorter delivery times.
2. Improved durability based on the Whitbread experience and the laminating development.
3. A wider range of products to select from.
3DL is available in:
 - Regatta + polyester
 - Regatta + Pentex
 - Regatta + aramid
 - Regatta + High Modulus aramid
 - Grand Prix High Modulus aramid, PBO and Carbon
 - Grand Prix ocean race with heavy duty specifications

Visit www.northsails.com for more details and photographs or call North Sails Australia on 02 9997 5966 or North Sails Melbourne 03 9534 0363.

Fraser Sails

D4 UPDATE:

After being on the race track for over 18 months, the latest generation D4 sails have been refined further. Initially these sails were launched as a Grand Prix product but with further development we now have products to suit a wide range of applications. Some key reasons that we have this flexibility with D4 are:

- The ability to vary our yarn array and count at any point of the sail.
- Commercial style lamination allows us to use less adhesive. It also allows us to introduce taffeta for applications which require more durability.

All of the above really means in layman's terms that each square foot of sail is custom made.

SO WHAT ARE THE NEW STYLES OF D4?

MAINSAILS WITH REEFS:

The D4 mainsail with reefs offers the ultimate in shape retention when reefed. If you look at the panel layout of a conventional mainsail, the material is aligned as closely as possible to the loads of the sail. If you look at the panel layout of the same sail when reefed, the whole thing goes out the door. This is why paneled sails do suffer from deformation when reefed, it cannot be helped. Now look at the yarn array of the D4 mainsail, because our process allows us to run yarn wherever we need. At each reef the sail practically has another clew section, this stops deformation and makes the sail last longer.

D4 TAFETTA:

Not all of our clients are Grand Prix sailors and some applications require more durability than others. Now D4 is available in single and double sided taffeta. This works well because it offers more protection for the primary load bearing yarns from abrasion as well as U.V. damage. You can now have a sail that has the custom yarn array, excellent lamination, great shape retention and reefability of D4 with the added durability of taffeta.

HOW ARE THEY GOING?:

Yachts carrying D4 have already achieved some fine results this season at the Kenwood Cup, Hayman Island Regatta and Hamilton Island Race Week. Since then Neil Pryde has won the Singapore Straits Regatta and two weeks later won the prestigious Phuket Kings Cup regatta. At the Telstra Cup "Quest" finished second overall. To finish the year, Ed Psaltis and Bob Thomas won the Sydney to Hobart race in *AFR Midnight Rambler* carrying a D4 Taffeta mainsail and D4 scrim genoa as well as Fraser Sails spinners.

WHATS NEXT ?:

We're not resting on our laurels, the development of the D4 process is ongoing. Our aim is to offer a sail with considerable advantages over a paneled sail, at a reasonable price.

What's New

Volvo's 3-blade folding prop for yachts

Volvo has introduced a three-blade folding propeller for yachts which, with its characteristic elliptical blade profile (high skew) is distinguished not only by its design, but above all by its performance.

When it comes to reverse thrust and speed, the folding propeller's performance is largely comparable with that of a three-blade fixed propeller. However, the folding propeller's greatest advantage is its low drag under sail.

Volvo's new three-blade folding propeller has a large area which, with the unique elliptical blade profile, combine to produce an increase in speed of up to 0.6 knot compared with a two-blade folding propeller. It also produces up to 10 times less drag in the water than a three-blade fixed propeller and 4.5 times less drag than two-blade fixed propellers.

The main disadvantage of folding propellers in the past has been poor maneuverability and Volvo claim their new propeller, even though it is a folding prop, has a reverse thrust comparable to that of a fixed prop.

The Volvo three-blade folding propeller is available in 12 different sizes for both Sail Drive and different shaft diameters.

Volvo Penta is represented in Australia (except WA) by Eastern Engine Pty Ltd, phone (07) 3899 1622. In WA, Seapower Australia Pty Ltd (phone (08) 9335 9777) are the agents.

Right: The new Volvo three-blade folding propeller for sailboats is proving highly efficient.



EastSail launches Platinum Collection

EastSail was founded in 1983, when Australia captured the America's Cup and yachting fever swept this country. Since then, a devoted team of directors and staff have worked to make beautiful Sydney Harbour and the sport of sailing accessible to virtually everyone in Sydney. EastSail is now the largest and most highly acclaimed charter company on the Harbour, based at Rushcutters Bay.

EastSail has unveiled its latest additions to its large fleet, featuring the finest yachts and motor cruisers available for charter on Sydney Harbour.

The newest boats in EastSail's fleet include a new Bashford Sydney 36C, the latest Beneteau's, a 42s7, a 461 and a 50, and two luxury powerboats, a Riviera 39 and a Riviera 4000.

The Bashford Sydney 36C is a club or cruiser/racer version of the successful racing Sydney 36.

Lance Ross expands his marine art talent

Melbourne based marine specialist advertising agent Lance Ross is expanding his hobby (apart from sailing) of marine art and is currently marketing a range of yachting products.

These include a yachting international code flag sticker; an ISAF 1997-2001 yacht racing rules sticker, a range of eight greeting cards showing some of his fine yachting paintings, and a



range of three limited edition prints of his paintings of an H28 class yacht, a 12-foot Cadet dinghy and a painting called "Early Morning."

Lance also takes commissions for original watercolour or oil paints of yachts.

Line 7 launch their own lifejackets

Line 7 is well known for their fine range of excellent yachting clothing and wet weather gear. Nor have they compromised when it comes to safety afloat.

Line 7 has launched its own range of Australian approved PFDs and inflatable lifejackets, comprising everything from PFD1, PFD 2 and PFD 3 jackets as well as a Regatta Action vest to be used during the more hectic manoeuvres on the sailing race course. A choice of inflatable lifejackets, both manual and automatic, is also available.

The lifejackets and inflatables are available in child and adult sizes.

Further information from Musto/Line 7, phone (02) 9697 9100 or email at - musto_line7@bigpond.com or look at their web sites:

www.musto.com.au



Three of Line 7's new range of lifejackets and buoyancy vests.

Portable chartplotter from Yeoman Sport

Boat owners can enjoy the best of both worlds in navigation - the speed and convenience of GPS and the accuracy of Admiralty paper charts.

The British made Yeoman Sport is the only unit which delivers this for amateur yachtsmen. It has an electronic, GPS linked mouse running over the traditional paper charts, held within a plastic carry envelope. A textured backing mat ensures the unit is a rigid, portable nav table which you rest on your lap in the cockpit or on a table below.

Either way, it will allow navigators to easily achieve highly accurate results in seconds.

Yeoman Sport is ideal for either yachts or powerboats.

According to Mainstay Marine, the Australian agents, the Yeoman mouse does all the work of a traditional navigator. All you do is

roll into position to fix GPS co-ordinates, upload waypoints.

The mouse (or pluck) contains an illuminated LCD display for your latitude and longitude, derived by the 12-channel GPS. There is also a plotting ring for marking positions on the chart with a pencil.

Major advantages of the Yeoman Sport include the fact that paper charts still carry a lot more information than most electronic maps. This can at times make navigation a lot easier, especially when depth and bottom information is critical.

Further information from Mainstay Marine in Sydney, phone (02) 9979 6702.

Showing how the paper chart is held within the waterproof envelope of the Yeoman Sports portable chart plotter.



www.line7.com.au

Dubarry Commander Boat show from Burke

Burke Accessories has released the latest Dubarry Commander boat shoe, a classic sailing shoe constructed with a leather roll top upper. A feature is the patented Dubarry duo-compound midsole-outsole designed to stick like a barnacle, breathable and waterproof WR-100 Mirapel leather, three-eyelet construction and 50kg breaking strain leather laces.

"Yachting World" magazine voted the Dubarry shoe its "best functional deckshoe" award. They are available

in Australia in mahogany, navy/brown and brown from leading marine stores - call (02) 9638 4333 for dealer listings.



February • March 1999

Sunsail's long term yacht charters

Sunsail has devised a new way to "test the water" of yacht ownership and pay you an income. The Sydney-based charter operator is offering a six month charter on its luxury Jeanneau Sunfast 36 cruiser/racer yachts and its Farr 36 yachts based at Lavender Bay. Both yachts are suitable for club racing and the Jeanneau has an inventory that would allow its entry into offshore racing.

The Jeanneau Sunfast 36 has luxury accommodation for six to eight in three double cabins, plus a spacious saloon.

Further information from Stephen Hobbs at Sunsail on (02) 9955 6400.

Marina stopover or Newcastle

Offshore yachtsmen will soon have a new stopover on voyages along the Central Coast of New South Wales, with the option of a new venue for offshore passage races, with the development of a major marina complex in the port of Newcastle.

Honeysuckle Development Corporation has just released details of their planned development on the harbour including a 200 plus marina with direct access to the Hunter River, Newcastle Harbour and the open sea. The project includes an hotel, residential apartments and a shopping complex.

Further information from Honeysuckle Development Corporation, phone (02) 4926 4778.

International acclaim for Queensland marina

Another new marina attracting international attention is the Scarborough Marina which is also the new Quarantine and Customs inspection point for Brisbane, making it the first port of call for many overseas yachts.

Located on the northern tip of the Redcliffe Peninsula, the marina has excellent access with the final stage providing a 220 berth marina.

Further information from Bob McKay at Scarborough Marina on (07) 3880 0300.

Simrad release new chart sounder

Quinn Marine of Port Adelaide, the Australian distributors of the long established Simrad range of electronics, has introduced the CE32 Chart Sounder, adding to the range of Simrad products.

Simrad recently provided the marine electronics for the Norwegian entrant in the Whitbread Round the World race, *Innovation Kvaerner*, and as a result the Simrad CE32 DGPS chart sounder was launched at the London Boat Show.

The Simrad CE32 provides the option of a four tone monochrome or full colour screen and is suitable for both sail and power boats. Offering the three major functions in one attractive, waterproof unit, the CE32 provides an in-built DGPS for pinpoint accuracy, the latest colour electronic plot charter and a high perfor-

Simrad CE32 chart sounder from Quinn Marine of Port Adelaide.



Audemars Piquet Sydney to Hobart timepiece

Audemars Piquet, the official timekeepers for the Telstra Sydney to Hobart ocean race, have produced a limited edition Royal Oak timepiece to commemorate the event. Only 20 hand-assembled steel pieces have been produced by the Swiss luxury watch maker.

The limited edition timepiece has been specially modified for the ocean classic with its dial painted in the colours of the Cruising Yacht Club of Australia. The 21ct gold rotor inside the movement bears the words "Audemars Piquet - Official Timekeepers - Sydney to Hobart" as well as the CYCA burgee.



Audemars Piquet Royal Oak offshore watch in stainless steel.

mance, twin frequency fishfinder.

In DGPS mode, the CER32 gives a highly accurate position using the in-built, two channel differential beacon receiver which automatically locks on to the two strongest land-based stations to enable a stunning accuracy of between two and five metres.

Further information: Quin Marine on 1800 811 303.

Low-profile hatches From Lewmar

Lewmar Marine has launched a new range of low profile hatches to replace the current Coastline range.

The product has been developed

with two key principles in mind:

First to provide a strong robust low profile unit styled to fit in with today's modern boat lines;

Secondly, to address boat owners requests to safely replace the acrylic lens if damaged or crazed.

The hatch also features re-style external handles and a more substantial lower frame with a higher lip and stronger hinges to withstand accident damage, such as trapping lines as the lid is closed.

Further information: Peter Shipway at Barlow Distributors (Australia) on (02) 9318 2128.



The new line of low profile hatches produced by Lewmar and available in Australia through Barlow Distributors.

Telstra Cup

Victory to newest Sydney AC 40

The rising stars of Australian yacht design and building, the Sydney AC 40 One Designs, showed outstanding form in the 1998 Telstra Cup, in the lead-up to the major Christmas ocean races. Peter Campbell reports.

The spectacular looking *Loco*, owned by David Lowe and David Coe, and steered by SOCOG Olympic sailing manager and former three times world Laser dinghy champion Glenn Bourke, won the Telstra Cup after a consistent seven race series in which she placed 7-4-2-1-4-3-3.

Ron Jones' *Sledgehammer*, helmed by young former world dinghy champion Roger Perrett, finished equal fourth but won two races to recover from a mediocre start to the seven race regatta off Sydney Heads.

While *Sledgehammer* headed south in the 630 nautical mile Telstra 54th Sydney to Hobart, *Loco's* skipper David Coe elected to sail north in the 225 nautical mile Strathfield Pittwater to Coffs Harbour race. *Loco* went to win the Coffs Harbour race, scoring five straight IMS victories, *Sledgehammer* was an early retirement from the

Hobart race with rudder problems.

Loco and *Sledgehammer* are Sydney AC 40 One Designs created by the Australian design team of Iain Murray, Ian Burns and Andy Dovell and built by Bashford International at Nowra on the NSW South Coast.

Loco finished third in the final 19

Brian Saunders, also winning the PHS division, which included all yachts in the Telstra Cup fleet. Runner up in the PHS division was *Dixie Chicken*, the Papua New Guinea entrant skippered by 19-year-old Liz Wardley, the youngest skipper in the Telstra Sydney to Hobart fleet and one of only two

Loco, the new Sydney AC 40 owned by David Lowe and David Coe from the Royal Prince Alfred Yacht Club and steered by SOCOG Olympic yachting manager Glenn Bourke, won the 1998 Telstra Cup in the lead-up to the Hobart race. (Pic - Peter Campbell)



nautical mile Telstra Cup race to give her a two-point winning margin from *Quest*, skippered by 1998 Ocean Racer of the Year Bob Steel, which won the last race.

Veteran Sydney yachtsman Syd Fischer sailed his Farr 50 *Ragamuffin* into third place overall, recovering from missing the start in the final race to place second on corrected time.

Former Telstra Sydney to Hobart winner *Ausmaid*, now owned by Adelaide yachtsman Kevan Pearce, sailed a fine series to share fourth place overall with *Sledgehammer*. Veteran Melbourne yachtsman Lou Abrahams won the new CHS division in his BH41, *Challenge Again*, with the first Greek entry in the Sydney to Hobart, the Swan 46 *Aera*, winning today's final race.

Another Victorian success came from Bruce Taylor steering his new Andy Dovell designed 36-footer *Chutzpah* to take out the IMS owner-driver's trophy.

The Super 30 division went to the Farr 31 *Wildfire*, skippered by Sydney yachtsman

women skippers this year

The Scott Jutson-designed 75-footer *Brindabella* convincingly got the gun in each of the seven races of the Telstra Cup. In every race, she comfortably



outpaced the new Melbourne maxi, *Wild Thing*, the 70-footer owned by Grant Wharington and sporting the towering mast designed and built originally for America's Cup challenge oneAustralia.



The Telstra Cup winning crew of *Loco* receive the historic trophy at the CYCA at the end of the hard fought regatta. (Pic - Peter Campbell)

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MOJO TCR0759

Sailing the Web

Sailing websites are among the most popular sporting Internet sites in the world, with huge interest being generated in Australia by the Telstra Sydney to Hobart and the 99 World Sailing Championships.

The 1998 Telstra Sydney to Hobart web site recorded a remarkable 5.8 million "hits" in the lead-up to and during the dramatic ocean race. This is more than double the 1997 race when the 2.2 million "hits" were recorded

The site was the 22nd most visited site by Australians and proved to be a popular destination for visitors from the United States (30,000) followed by Germany, Canada, the Netherlands, Sweden, Great Britain and New Zealand.

The Telstra Sydney to Hobart site not only provided lead-up news features, the complete list of competitors and notes on their past performances, reports on the Telstra Cup and Canon Big Boat Challenge, but during the race a fast update of accurate race information.

Position reports and handicap placings were updated as soon as the Cruising Yacht Club of Australia completed the twice daily "skeds" with the fleet.

With high drama in Bass Strait as the

Web Sites for sailing boom

storm battered the fleet, the web site was being regularly updated with retirement lists and news stories as the huge search and rescue operation continued.

As the maxi yachts *Sayonara* and *Brindabella* approached the Tasmanian coast, their positions were being updated every 15 minutes by "polling" them through Telstra's Satcom C units on these yachts.

Brindabella was out of radio communication for much of the race, but race officials were able to be assured of her safety through the Satcom C position polling.

In all, Satcom C units were aboard 20 yachts in the fleet and it is likely that most yachts in the 1999 race will have Satcom C units.

In addition to the Telstra official website, the Internet public was kept up to date through a Sydney to Hobart website supported by the Tasmanian government and the ABC. This provided audio as well as visual coverage of the race, as well general tourism information about Tasmania.

Other websites in Australia, including the popular Sailing-online and Boating OZ, carried regular news reports, while major international sailing websites such as the International Sailing Federation and Compuserve, along with the Scuttlebutt site, carried all news releases sent out by the Telstra Sydney to Hobart Media Centre.

Compuserve also carried the drama of the Around Alone race, with its high-

ly informative site, which includes pictures from the solo yachts and outstanding graphics.

The other major sailing event in Australia this summer has been the 99 World Sailing Championships on Melbourne's Port Phillip, with the ISAF's skillful webmaster, David McCreary, coming to Australia to set up and operate the site.

With 1800 competitors from 58 nations competing in 16 world championships, seven of them for the Olympic classes, the website

<http://99worlds.org>

was running hot with full results from each of the championships on the website, along with outstanding action photographs of each day's racing, taken by French yachting photographer Thierry Martinez, along with news releases on each class each day.

Midway through the final week of the three week long 99 Worlds, more than 3 million "hits" had been recorded.

In addition, Sailing-online, ran a "mirror" site, also attracting a large following.

Aside from the sailing news web sites, many marine companies now have their own web sites, as do leading yacht designers such as Scott Jutson, Off-shore Yachting's technical columnist.

His site is well worth a visit - www.jutson.com

Sailing web sites are among the most popular sports sites in the world, with at least two permanent sailing news web sites in Australia, plus a vast range of international web sites to keep sailors informed around the world - without getting wet or windswept. - Peter Campbell. ▲

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OFFSHORE



SOUTHERLY

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- Fleece lined hand warmer/cargo pockets
- External and internal storm flap with drainage gutter
- External and internal wrist seals
- Stowaway lined hood with peak and drainage gutter

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Australia's foremost range of offshore wet weather gear has earned its reputation by delivering dry, durable, comfortable garments that perform in all conditions and look great.

Southerly Offshore features 100% water proof, taped seams and breathable lining. The trousers have Cordura seat and knee patches, 2-way zip (waterproofed with an internal gusset and external storm flap), ankle seals and elastic braces.

Made in Australia and sold around the world

BURKE

Farr 40 Worlds

Australia's John Calvert-Jones 2nd

Australian John Calvert-Jones came within a whisker of winning the inaugural world championship of the International Farr 40 class sailed off Miami. Bob Fisher reports.

Victorian yachtsman John Calvert-Jones finished with a breathtaking score of 2,1,1 in the eight race, no discard series to be just five points behind Jim Richardson, the leader after the second day. It was that day when Calvert-Jones and his *Southern Star* fell from grace, placing 10,5,11 in the 19 boat fleet. "We went walkabout," was how he described it.



Southern Star in action at the Farr 40 world championships. (Pic - Bob Fisher)

True to the philosophy and indeed the rules of the class, Calvert-Jones steered his own boat, and had the benefit of Grant Simmer as tactician. "It is quite the best regatta I have sailed in years," he said, "I like the idea of all of the owners being required to steer, it gives us better value for our money."

There was no doubting that he was not alone, judging by the smiles of the owners, and even from the professionals who sailed with them - each boat was limited to a maximum of four of the Group 3 category, and there was no doubt that the best were there - the crew lists read like a who's who of sailing.

Racing was off Government Cut over windward/leeward courses, some with upwind and some downwind finishes, all with two mile legs. An easterly airstream which backed with the sea-breeze throughout the day provided the tacticians with enough problems and it was always banging the left hand corner that paid dividends. Use of the shifts was important.


John Kilroy, whose father Jim had been winning races



here 25 years earlier with his famous maxi *Kialoa*, had the best opening day with his *Samba Pa Ti* scoring a 1,4, to be two points clear of Richardson's *Barking Mad* with 1,6. Calvert-Jones scored 12,2. Then came his bad day, but after that, there appeared to be no one to match the pace of *Southern Star*.

Richardson still led by seven points from Steve Garland in *Wired* with the Australians a further four points behind after the day when *Southern Star* had scored 2,1. By this time, there had been seven different winners of the seven races. There was just too much for Calvert-Jones to do, as Richardson had not been lower than seventh in any of the races, but he set to the task and led shortly after rounding the first mark, passing John Thomson's *Solution* on the run. At one time, *Barking Mad* was twelfth and that would have given Calvert-Jones the title on a count-back, but she too gained on the run and finished seventh to take the championship.

Final World Championship standings:

1. *Barking Mad* (Jim Richardson) 6,1,3,4,7,4,7,7, 39 points;
2. *Southern Star* (John Calvert-Jones) 12,2,10,5,11,2,1,1, 44;
3. *Wired* (Steve Garland) 3,8,12,7,3,1,5,8, 47;
4. *Hissar* (Edgar Cato) 10,10,5,12,2,3,4,3, 49;
5. *Solution* (John Thomson) 4,7,13,3,8,9,10,5, 59;
6. *Samba Pa Ti* (John Kilroy) 1,4,14,9,4,15,2,13, 62. 



1998 Telstra 54th Sydney to Hobart Yacht Race - Official Results

Finishing Times and Retirements

PLACE	SAIL NO.	NAME	SKIPPER	DATE	FINISHING TIME	ELAPSED TIME
1	US17	Sayonara	Larry Ellison	29-Dec	08 03 32	02 19 03 32
2	C1	Brindabella	George Snow	29-Dec	10 55 06	02 21 55 06
3	YC1000	Ausmaid	Kevan Pearce	29-Dec	19 02 29	03 06 02 29
4	AUS70	Ragamuffin	Syd Fischer	29-Dec	19 11 29	03 06 11 29
5	COK1	Nokia	David Witt	29-Dec	22 19 00	03 09 19 00
6	SM1	Fudge	Peter Hansen	30-Dec	00 00 26	03 11 00 26
7	6606	Quest	Bob Steel	30-Dec	03 41 28	03 14 41 28
8	9090	Industrial Quest	Kevin Miller	30-Dec	03 58 45	03 14 58 45
9	4826	Aspect Computing	David Pescud	30-Dec	04 28 24	03 15 28 24
10	8338	AFR Midnight Rambler	Ed Psaltis/Bob Thomas	30-Dec	05 04 10	03 16 04 40
11	1993	Yendys	Geoff Ross	30-Dec	05 09 33	03 16 09 33
12	IRL8000	Atara	Roger Hickman	30-Dec	05 33 04	03 16 33 04
13	YC560	Doctel Rager	Gary Shanks	30-Dec	06 51 40	03 17 51 40
14	M250	Foxtel Titan Ford	Hodder/Zemanek/Sorenson	30-Dec	07 01 45	03 18 01 45
15	125	Computerland	John Saul	30-Dec	08 19 57	03 19 19 57
16	SA 93	Helsal II	Keith Flint	30-Dec	08 21 26	03 19 21 26
17	2170	Margaret Rintoul II	Richard Purcell	30-Dec	12 13 57	03 23 13 57
18	1195	Valheru	Anthony Lyall	30-Dec	12 44 54	03 23 44 54
19	SM377	Bacardi	Ainley/Williams	30-Dec	12 54 01	03 23 54 01
20	GRE49040	Aera	Nick Lykiardopulo	30-Dec	13 37 46	04 00 37 46
21	A8	Mirrabooka	John Benetto	30-Dec	15 21 03	04 00 52 06
22	2006	Spirit of Downunder	Lawrence Ford	30-Dec	17 55 36	04 02 21 03
23	1224	Mercedes IV	Peter Stronach	30-Dec	20 34 35	04 04 55 36
24	SM2	Challenge Again	Lou Abrahams	30-Dec	22 35 46	04 07 34 35
25	4057	Aurora	Jim Holly	30-Dec	23 05 30	04 09 35 46



1998 Telstra 54th Sydney to Hobart Yacht Race - Official Results

26	Sm 117	Tilting at Windmills	Thorry Gunnersen	30-Dec	23 07 04	04 10 05 30
27	B409	Avanti	Chris/John Mooney	31-Dec	00 18 33	04 10 07 04
28	5588	Rapsallion Team Syntegra	Dick Vooderhake	31-Dec	06 56 44	04 11 18 33
29	4527	She's Apples Two	Max Prentice	31-Dec	11 05 06	04 17 56 44
30	5527	Polaris	John Quinn	31-Dec	11 07 44	04 22 05 06
31	371	Berrimilla	Alex Whitworth	31-Dec	11 20 40	04 22 07 44
32	A113	Mark Twain	Hugh O'Neill	31-Dec	13 00 25	04 22 20 40
33	B116	Jubilation	David James	31-Dec	13 52 06	05 00 00 25
34	265	Waitangi II	David Wearne	31-Dec	13 53 11	05 00 53 11
35	Sm 1995	Wild One	Gary Walker	31-Dec	14 10 09	05 01 10 09
36	4168	Kendell	Jeff Cordell	31-Dec	16 30 57	05 03 30 57
37	N11	Noumea	Jean Luc Esplaas	31-Dec	16 48 09	05 03 48 09
38	5669	Komatsu Blue Lady	Shane Kearns	31-Dec	17 03 55	05 04 03 55
39	6074	Henry Kendall Akubra	Patrick Wilde	31-Dec	21 32 44	05 08 32 44
40	Sm596	Breakaway	Martin Power	31-Dec	23 57 00	05 10 57 00
41	5275	Unipro Ocean Road	Kenneth Simpson	1-Jan	04 58 47	05 14 58 47
42	D34	Liquid Asset	Maurice Contessi	1-Jan	05 53 31	05 15 53 31
43	407	Allusive	John Smith	1-Jan	08 37 16	05 18 37 16
44	M678	Misty	Bryan Clague	1-Jan	18 39 04	06 05 39 04
45	8887	ABN AMRO Challenge	Ray Roberts	-	Retired	-
46	9999	Assassin	van Kretschmar/Crawford	-	Retired	-
47	5785	Sledghammer	Ron Jones	-	Retired	-
48	6070	Sydney	Charles Curran	-	Retired	-
49	5462	Innkeeper	Innkeeper Syndicate	-	Retired	-
50	317	Kickatalong	Mike De Berg	-	Retired	-
51	4966	King Billy	Phillip Bennett	-	Retired	-
52	SA999	Maglieri Wines	Brian Graves	-	Retired	-
53	9431	Marchioness	Marchioness Syndicate	-	Retired	-
54	HY1220	Red Jacket	Ron Lally	-	Retired	-
55	M180	Ruff N Tumble	Peter Heanly	-	Retired	-
56	5474	Team Jaguar Infinity III	Martin James	-	Retired	-
57	YC4882	VC Offshore Stand Aside	James Hallion	-	Retired	-
58	A16	Wide Load	Warren Anderson	-	Retired	-
59	M10	Wild Thing	Grant Wharington	-	Retired	-
60	588	Adiago	Peter Williams	-	Retired	-
61	3807	Alexander of Creswell	Warren Hellwig	-	Retired	-
62	WS91	Antuka	Raymond Semmens	-	Retired	-
63	8889	B52	Wayne Miller	-	Retired	-
64	RQ23	Bobsled	Paul White	-	Retired	-
65	1987	Bright Morning Star	Hugh Treharne	-	Retired	-
66	5466	Business Post Naiad	Bruce Guy	-	Retired	-
67	780	Canon Maris	Ian Kiernan	-	Retired	-
68	5090	Cyclone	Stephen Keal	-	Retired	-
69	PNG6	Dixie Chicken	Liz Wardley	-	Retired	-
70	6812	Elyson Blue	Dominic Barbat	-	Retired	-
71	PNG 1888	Hi Flyer	Carol Turnbull	-	Retired	-
72	2557	Hogsbreath Witchdoctor	Rum Consortium	-	Retired	-
73	MH106	Impeccable	John Walker	-	Retired	-
74	M19	Indian Pacific	Wayne Reynolds	-	Retired	-
75	3838	Jack Guy	Gordon Ketelby	-	Retired	-
76	9000	Midnight Special	Peter Baynes	-	Retired	-
77	5838	Miintinta	Brian Emerson	-	Retired	-
78	9797	Ninety Seven	Graham Gibson	-	Retired	-
79	5521	Not Negotiable	Michael Dorphin	-	Retired	-
80	RQ2000	Ocean Designs	Stephen Bean	-	Retired	-
81	533	Pippin	David Taylor	-	Retired	-
82	4000	Sagacious V	Peter Davis/Hamilton	-	Retired	-
83	242	Sea Jay	Scott Wheelhouse	-	Retired	-
84	SA3300	Secret Mens Business	Geoff Boettcher	-	Retired	-
85	99	Siena	Iain Moray	-	Retired	-
86	M2000	Solo Globe Challenger	Tony Mowbray	-	Retired	-
87	38	Southerly	Don Mickelborough	-	Retired	-
88	2006	Sword of Orion	Rob Kothe	-	Retired	-
89	A55	T42 Solandra	Craig Escott	-	Retired	-
90	2919	Tenacious	Selwyn Enoch	-	Retired	-
91	3946	Trust Bank Hummingbird	Errol Pyke	-	Retired	-
92	27	Winston Churchill	Richard Winning	-	Retired	-
93	327	Zeus II	James Dunstan	-	Retired	-
94	5444	Boomaroo Morse Fans	John McIntosh	-	Retired	-



1998 Telstra 54th Sydney to Hobart Yacht Race - Official Results

95	R33	Chutzpah	Bruce Taylor	-	Retired	-
96	7314	Forzado	Geoff Phillips	-	Retired	-
97	C2	Gundy Grey	Robert Green	-	Retired	-
98	GBR4640R	Sharp Hawk V	Nigel Bramwell	-	Retired	-
99	M762	Inner Circle	Dennis Pomfret	-	Retired	-
100	B23	Kingurra	Peter Joubert	-	Retired	-
101	3809	Lady Penryhn	Ian McPherson	-	Retired	-
102	3144	Loki	Stephen Ainsworth	-	Retired	-
103	5488	Morning Tide	Alan Fenwick	-	Retired	-
104	1999	Nattel Adrenalin	David Bennett	-	Retired	-
105	M236	New Horizons	Michael Kelaher	-	Retired	-
106	R17	Outlaw	Alan Quick	-	Retired	-
107	4337	Relish IV	Bill Bailey	-	Retired	-
108	SA98	Renegade	Robert Francis	-	Retired	-
109	4100	Terra Firma	Nieman/Bartels	-	Retired	-
110	R133	Vagrant	Arch Waters	-	Retired	-
111	5643	Veto	Graham Brown	-	Retired	-
112	5659	Antipodes Sydney	Geoff Hill	-	Retired	-
113	7633	Bin Rouge	Darryl Hodgkinson	-	Retired	-
114	4924	She II	Peter Rodgers	-	Retired	-
115	3846	Tartan	Mark Ballard	-	Retired	-

IMS Over	Hcp Div	Sail No	Name	IMS Div	PHS Div	CHS Div	Status	Date	Time	Elapsed Time	PHS TCF	PHS Corr Time	IMS TCF	IMS Corr Time	CHS TCF	CHS Corr Time
-all																
1	1	8338	AFR Midnight Rambler	D			FINISHED	30-Dec	5:04:40	3 16:04:40			0.6881	2 12:36:23		
2	1	YC1000	Ausmaid	B			FINISHED	29-Dec	19:02:29	3 06:02:29			0.8034	2 14:41:54		
3	2	AUS70	Ragamuffin	B			FINISHED	29-Dec	19:11:29	3 06:11:29			0.8224	2 16:18:17		
4	3	9090	Industrial Quest	B			FINISHED	30-Dec	3:58:45	3 14:58:45			0.7649	2 18:31:49		
5	1	US17	Sayonara	A			FINISHED	29-Dec	8:03:32	2 19:03:32			1.0000	2 19:03:32		
6	4	IRL8000	Atara	B			FINISHED	30-Dec	5:33:04	3 16:33:04			0.7628	2 19:32:48		
7	5	6606	Quest	B			FINISHED	30-Dec	3:41:28	3 14:41:28			0.7881	2 20:19:17		
8	1	2170	Margaret Rintoul II	E			FINISHED	30-Dec	12:13:57	3 23:13:57			0.7212	2 20:40:54		
9	2	C1	Brindabella	A			FINISHED	29-Dec	10:55:06	2 21:55:06			0.9882	2 21:05:36		
10	2	SM377	Bacardi	E			FINISHED	30-Dec	12:54:01	3 23:54:01			0.7243	2 21:27:38		
11	1	1993	Yendys	C			FINISHED	30-Dec	5:09:33	3 16:09:33			0.7957	2 22:08:54		
12	2	4057	Aurora	C			FINISHED	30-Dec	23:05:30	4 10:05:30			0.7012	3 02:23:29		
13	3	1224	Mercedes IV	E			FINISHED	30-Dec	20:34:35	4 07:34:35			0.7193	3 02:30:09		
14	4	A8	Mirrabooka	E			FINISHED	30-Dec	15:21:03	4 02:21:03			0.7631	3 03:03:05		
15	3	1195	Valheru	C			FINISHED	30-Dec	12:44:54	3 23:44:54			0.7871	3 03:21:49		
16	5	5669	Komatsu Blue Lady	E			FINISHED	31-Dec	17:03:55	5 04:03:55			0.6217	3 05:07:53		
17	6	A113	Mark Twain	E			FINISHED	31-Dec	13:00:25	5 00:00:25			0.6626	3 07:31:00		
18	7	5527	Polaris	E			FINISHED	31-Dec	11:07:44	4 22:07:44			0.6832	3 08:42:20		
19	2	Sm 596	Breakaway	D			FINISHED	31-Dec	23:57:00	5 10:57:00			0.6397	3 11:46:07		
20	6	5588	Rapsallion-Team Syntegra	B			FINISHED	31-Dec	6:56:44	4 17:56:44			0.7647	3 15:08:03		
21	4	4527	She's Apples Two	C			FINISHED	31-Dec	11:05:06	4 22:05:06			0.7380	3 15:08:48		
22	3	N11	Noumea	D			FINISHED	31-Dec	16:48:09	5 03:48:09			0.7283	3 18:09:55		
23	1	M678	Misty	F			FINISHED	1-Jan	18:39:04	6 05:39:04			0.6083	3 19:01:58		
1		4826	Aspect Computing		1		FINISHED	30-Dec	4:28:24	3 15:28:24	1.1728	4 06:35:19				
2		B409	Avanti		1		FINISHED	31-Dec	0:18:33	4 11:18:33	1.0300	4 14:31:42				
3		SM1	Fudge		1		FINISHED	30-Dec	0:00:26	3 11:00:26	1.4215	4 21:59:41				
4		125	Computerland		1		FINISHED	30-Dec	8:19:57	3 19:19:57	1.3000	4 22:43:56				
5		YC560	Doctel Rager		1		FINISHED	30-Dec	6:51:40	3 17:51:40	1.3264	4 23:11:30				
6		COK1	Nokia		1		FINISHED	29-Dec	22:19:00	3 09:19:00	1.4800	5 00:20:55				
7		SA 93	Helsal II		1		FINISHED	30-Dec	8:21:26	3 19:21:26	1.3388	5 02:18:33				
8		R1200	Spirit of Downunder		1		FINISHED	30-Dec	17:55:36	4 04:55:36	1.2200	5 03:07:50				
9		S275	Unipro Ocean Road		1		FINISHED	1-Jan	4:58:47	5 15:58:47	1.1500	6 12:22:36				
10		Sm 1995	Wild One		1		FINISHED	31-Dec	14:10:09	5 01:10:09	1.3000	6 13:31:12				
11		407	Allusive		1		FINISHED	1-Jan	8:37:16	5 19:37:16	1.2300	7 03:44:02				
1		371	Berrimilla		2		FINISHED	31-Dec	11:20:40	4 22:20:40	0.8376	4 03:07:31				
2		265	Waitangi II		2		FINISHED	31-Dec	13:53:11	5 00:53:11	0.8590	4 07:50:29				
3		B116	Jubilation		2		FINISHED	31-Dec	13:52:06	5 00:52:06	0.9900	4 23:39:35				
4		D34	Liquid Asset		2		FINISHED	1-Jan	5:53:31	5 16:53:31	0.8750	4 23:46:50				
5		4168	Kendell		2		FINISHED	31-Dec	11:30:57	4 22:30:57	1.0113	4 23:51:18				
6		6074	Henry Kendall Akubra		2		FINISHED	31-Dec	21:32:44	5 08:32:44	0.9913	5 07:25:38				
1		GRE49040	Aera		1		FINISHED	30-Dec	13:37:46	4 00:37:46					1.0660	4 07:00:25
2		Sm 117	Tilting At Windmills		1		FINISHED	30-Dec	23:07:04	4 10:07:04					1.0840	4 19:01:54
3		M250	Foxtel - Titan Ford		1		FINISHED	30-Dec	7:01:45	3 18:01:45					1.3150	4 22:23:18
4		SM2	Challenge Again		1		FINISHED	30-Dec	22:35:46	4 09:35:46					1.1480	5 01:13:28

News from all Ports

33 yachts to sail to Osaka

A fleet of 33 yachts from five nations, 18 of them from Australia, is scheduled to line up on Port Phillip on April 17, 1999 for the Osaka Cup 99, the 5500 nautical mile south to north race from Melbourne to Osaka in Japan.

The marathon double-handed race has also drawn eight entries from Japan, five from New Zealand and one each from Russia and Papua New Guinea.

An entry from the host club in Melbourne, Sandringham Yacht Club, is Nick Moloney (30) who is teaming up with Daniel Fong (28) from New Zealand. Both sailed in the 1997-98 Whitbread Round the World Race. Another Melbourne entry is boat-builder Mal Harty who won his class in the 1995 Osaka Cup aboard *Priscilla*, with Sydney sailor Paul Scholten.

This year they are sailing in separate boats, Hart with Ian Walker aboard *Longitude*, Scholten with round-the-world woman sailor Adrienne Cahalan on a yet-to-be-named yacht.

The race has attracted quite a number of women participants. Tokuko Niwa (62) who, with her late husband, finished fourth in the Racing Division A in the inaugural Osaka Cup in 1987, is competing with 26-year-old Tomoko Terakawa.

Youngest skipper will be 19-year-old Elizabeth Wardley, representing Papua New Guinea in *Dixie Chicken*. Liz sailed *Dixie Chicken* in the recent Telstra Sydney to Hobart, but retired into Eden after standing by another yacht in trouble in the stormy weather. When Offshore went to press, she had not finalised her crew.

Oldest skipper will be Alby Burgin,

now aged 83, and skipper his much travelled *Alstar* with John Duncan (36) as his crew. During his sailing career of 71 years, Alby has raced for 420,000 nautical miles and enjoyed cruising a further 350,000 nm. This is his third challenge for the Osaka Cup.

Father and son, Bill (66) and Will (32) Oxley have competed in every Melbourne to Osaka race since 1987 and will once again be sailing their Davidson-designed cruiser/racer *Knots*.

Australians and their yachts entered are:

Alstar, Alby Burgin and John Duncan, Lake Macquarie.

David Hannah, Joshua and Victoria Jones, Adelaide.

Rangoon, Norbert Klotz and Alwyn Nosedo, Sydney.

TBA, Simon Kellett and Peter Bland, Melbourne.

Brindabella II, Roger Sayers and Murray Jacob, Melbourne.

Knots, Bill and Will Oxley, Sydney.

Spirit of Downunder, Laurie Ford and Peter de Lange, Melbourne.

Yoko, Robin Hewitt and Simon Dryden, Melbourne.

Aurora, Teresa Michell and David Pryce, Sydney.

Sayernara, Rob Drury and Jon Sayer, Brisbane.

Longitude, Malcolm Hart and Ian Walker, Melbourne.

Ant Eater, Phil and Joshua Hearse, Melbourne.

TBA, Nick Moloney and Daniel Fong, Melbourne.

TBA, Paul Scholten and Adrienne Cahalan, Sydney.

Two-up, Richard White and John Thompson, Melbourne.

Flying Colours, Peter Schultes and Kevin Lacey, Sydney.

Carmen, Michael Wignall and crew to be named, Sydney.

Rampant, Bob Dickens and crew to be advised. Melbourne.

The competing yachts will initially gather at Sandringham Yacht Club but on Friday, April 9 they will move to Melbourne Docklands in a parade of sail and festival of food and wine entitled "Around the World in 80 Dishes" over the weekend.

Syndicates start building for America's Cup

Syd Fischer's new challenging yacht



The Swiss America's Cup 2000 training yacht sailing on Lake Geneva and at right, on a container ship in Sydney, on her way to New Zealand.

for America's Cup 2000 will be built by the internationally renowned Sydney boatbuilder, John McConaghy, with construction starting in February at the Newport complex.

Extensive tank testing of models and other detailed research is well under way to achieve the optimum performing yacht under the International America's Cup Class rules.

"The design team is working under the direction of Grant Simmer as design co-ordinator," Fischer told Offshore Yachting.

"We are going into this with a distinct advantage in design research as we bought all the OneAustralia syndicate data information, all their drawings and other technical resources.

"We are already a long way down the track and John McConaghy will start building in February. He has built all my previous challengers; in fact, he has built every recent Australian challenger.

McConaghy is internationally renowned for his skills with composite exotic materials and carbon fibre for hull construction, having not only built America's Cup challengers, but also Whitbread round the world racing yachts and some famous IMS maxis, including Sydney to Hobart record holder *Morning Glory*.

Fischer will use his previous America's Cup challenger, *Sydney 95*, for initial crew training.

"We are not rushing into that; there are plenty of good sailors around and we don't want to take up their time too early," the veteran ocean racing and America's Cup challenger added.

Meanwhile, Fischer's co-directors of the Australia's Quest for the Holy Grael challenge through the Cruising Yacht Club of Australia are reported to be well advanced with a major sponsorship deal to lift the funding of the syndicate.

In the United States, Dennis Conner has re-entered the fray with Team Dennis Conner effectively taking over the US Virgin Islands syndicate headed by Peter Holmberg.

Conner has invited Holmberg to remain in the crew as mainsail trimmer and TDC planned to start building almost immediately a new boat designed by Reichel/Pugh.

Meanwhile, negotiations are ongoing in England between the British syndicate and potential sponsors.

High level talks were under way in mid January between syndicate chairman Andrew Graves, operations manager Angus Melrose and the secretive sponsor represented by Tim Bell who was one of Maggie Thatcher's favourite "spin doctors."

The talk is of a sponsorship package totalling 9 million pound (\$19AUS million) to span two campaigns.

However, with no firm commitment when Offshore went to press, the syndicate was already about six weeks behind in its building project. The yacht has been designed by Ian Howlett with former Olympic, Whitbread and Admiral's Cup yachtsman Lawrie Smith as director of sailing.

Gold and bronze for Australia at the 1998 Volvo Youth Sailing ISAF World Championship

Brisbane's Lisa Charlson and Sarah Roberts-Thomson have won a gold medal in the 420 Class at the 1998 Volvo Youth Sailing ISAF World Championship. The event, which concluded yesterday in Simonstown, South Africa, also saw Sydney sailor Jo Dikkenberg win a bronze medal in the Laser Radial girls competition.

Conditions on the final day of racing were tough, with a strong southeaster gusting up to 28 knots blowing in over

False Bay. In the strong conditions, the Mistral were the only class to take to the water, with racing in all other classes abandoned.

Charlson and Roberts-Thomson had a very successful regatta overall. With a scorecard of 4, 1, 2, 3, 1, 10, 2, 1, 1, 3 the girls finished the regatta with only fourteen points after two discards, eleven points ahead of their nearest rivals, the team from the Netherlands.

Meanwhile, Dikkenberg also maintained a strong position throughout the regatta, finishing with a scorecard of 5, 3, 3, 9, 2, 6, 5, 3, 5, 3, 4, finishing the regatta on 33 points.

Sydney's Dan Corlett and Brad Cox in the Open Hobie 16 Class have also had a great regatta. Whilst their overall position has not yet been confirmed, it is believed that the boys finished within the top four, and may in fact have taken a medal. This is their best result at this level of competition.

With these strong results, Australia has finished in fourth place in the Nautica Cup, a great improvement on last year's results of fourteenth.

France has won the Cup for the second year running by beating Great Britain by 92 points. Israel took third position.

Laser Boys representative, Josh Beaver finished the regatta in sixth position overall, whilst in the Mistral, Allison Shreeve finished the Girls competition in eleventh place, and Michael Lancey finished the Boys competition in twelfth.

In other results, our 420 boys Adam Garnaut and Bjorn Nielson finished the regatta in thirteenth place overall.

Volvo Ocean Race To start from Southampton

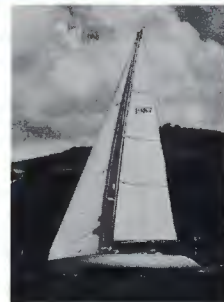
The Volvo Ocean Race, formerly the



Whitbread Round the World Race, will start from Southampton in September 2001, it has been announced by Helge Alten for Volvo in Southampton.

Suggestions that the race start would be from a Swedish port have been rife since Volvo purchased the race, and there was a rival bid from Portsmouth City Council to host the

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Sydney to Mooloolaba Yacht Race - March 27	\$800
Brisbane to Gladstone Yacht Race - April 2	\$700
Gladstone to Mooloolaba to Southport Cruise - April 5-11	\$400
Southport to Lord Howe Island via Elizabeth Reef - April 13	\$900
Lord Howe Island to Sydney Cruise via Port Stephens - April 21	\$900
<small>(Round Trip including twin share accommodation at the Island is \$1850)</small>	
Coffs Harbour to Fiji Race - May 15	\$1600
Cruise the Fiji Islands - May 29-June 5	\$1500
Presidents Cup Denerau, Fiji - June 8-12	\$600
Fiji to Noumea Cruise - July 11-21	\$1500

NOTE: All prices include meals on board



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News from all Ports

next start. However, the race organisers have elected to retain a similar opening to the race as that held in 1997, with the assembly of the fleet in Ocean Village.

Alten, the managing director of Volvo Events Management UK, added significantly that this would be a two event deal, and confirmed that the start of the following race in 2005 would also be based in this port. It is part of a tie-up with the Southampton International Boat Show, which is regularly held in September.

A slightly later start had been one of the talking points about the next race, but Alten shrugged these off, not by reference to the timing of the race - at the peak of the Southern Ocean summer - but that it would be wrong to take the race to the United States when there was snow on the ground. It is a pointer, perhaps, to an early stop-over in the USA, possibly in New York, on the way to Cape Town.

There were no other indications of where the organisers were planning the stop-overs of the 2001/2 race, but they have been examining several South American harbours, including Ushuaia, close to Cape Horn, during recent months.

It is known that a reduction from eight to seven is likely, with one of the two Australian ports likely to be axed. Melbourne is making a strong bid for the stopover to be there, eliminating Fremantle and Sydney which had been stopovers in the last Whitbread Race.

Market forces, for Volvo cars and trucks, will be seriously considered before the final choice of course is made, and France and Germany are high on the list of priorities. It is unlikely that the race will finish in Southampton, but more likely at Gothenburg, Sweden, where Volvo is head-quartered. - Bob Fisher.

Race to Paradise - Coffs Harbour to Fiji 1999

The organisers of this year's 1800-mile Coffs Harbour to Fiji race will consider changes to safety standards following the lessons being learned for the tragic Sydney to Hobart classic.

The Chairman of the Cruising Yacht Club of Australia's committee reviewing the Hobart disaster, former Commodore Peter Bush, has already contacted Fiji Race Director Rob Mundle and arranged for any relevant information to be passed on once the review and coronial inquiry are complete.

Bush is a potential starter in "The Race to Paradise" which will start in Coffs Harbour on May 15.

"It is becoming apparent from the Hobart tragedy that some international standards that have been seen as being acceptable will need to change," Rob Mundle said. "The safety of competitors in the Coffs Harbour to Fiji race is paramount so if there are any new safety standards that we feel should apply to this race then they will be implemented. The Fiji race should see very pleasant sailing conditions in balmy weather, but one should always be prepared for the possibility of some tough times at sea.

"We had already scheduled special sea safety and weather briefings prior to the start. These will now take on an even greater significance for all competitors."

Organisers are expecting a fleet of more than 20 yachts following a remarkable response from yacht owners to news of the race. More than 50 inquiries had been fielded from potential entrants before the Notice of Race was issued this week.

The honour of being the first official entry went to Sydney's Michael Thurston and his 15.4 metre ketch, *Drina*.

"The owners of some of the biggest and best yachts in Australia have indicated a desire to compete," Rob Mundle said. "We have also had inquiries from the South Pacific, America, England and Chile.

"There is obviously a big need for a race into paradise from Australia's east coast."

The fleet will race in three divisions - IMS, Performance Handicap and two-handed - to Suva, the capital of the Fiji Islands. Once celebrations are complete at Royal Suva Yacht Club the crews will have the opportunity to compete in the President's Cup Series - a fun regatta in the western island region - or cruise to Savu Savu Yacht Club and the famous Copra Shed to the north.

The race's principal sponsor, Air Pacific, in conjunction with the Coffs

Harbour Regional Airport, is offering special travel packages to Fiji so family, friends and visitors can share in the fun of the finish. Coffs Harbour's Pacific Bay Resort, the Fiji Visitor's Bureau and Fiji's Musket Cove Resort are also supporting the event. Coffs Harbour International Marina will be race headquarters.

For more information contact Rob Mundle Promotions, 24 Clarke Street, Crows Nest, NSW, 2065, Australia. Email: rmundle@ozemail.com.au. Telephone 61+2 9901 4311, Fax 61+2 9901 4233.

Inaugural Bundaberg Rum Coral Coast Race

The inaugural Bundaberg Rum Coral Coast Overnight Yacht Race will start on March 6.

There will be an 80 nautical mile inshore race for trailer sailers, small keelboats and multihulls, with the fleet sailing along the Bundaberg coast from Bargara in the sheltered waters of Hervey Bay.

At the same time there will be an offshore course for monohull and multihull yachts of around 140 nautical miles, starting in the sheltered waters of Hervey Bay, continuing on a blue-water course to Lady Elliott Island and returning to Burnett Heads.

Marina berths will be available free of charge at the Port Marina and trailer sailers will be accommodated at the Bundaberg Sailing Club.

More information from the Bundaberg Sailing Club commodore Les Routledge on 07 4159 2519 (after hours) or mobile 0419 654 540.



Typical holiday resort in the Fiji Islands...destination for this year's revived race from Australia to Suva, starting from Coffs Harbour on May 15.

strong prospect for an overall PHS win, was that key members of the crew were disabled.

"That was the best thing about this effort that most of our experienced sailors are disabled," the CYCA member added. "We had some good Abs on board but they were new chums, and the disabled guys were the ones doing most of the work."

Disabilities among the crew of *Aspect Computing* including hearing impairment, partial sight impairment, one blind man, an arm amputee and two crew with dyslexia.

For Travis Foley the race was a baptism of fire. "I was frightened a little," admitted the young lad from Mudgee who has already sailed several long races aboard *Aspect Computing*. "At the start and on the first day I was OK, but when we were going across Bass Strait it was scary.

"They (the crew) looked after me well. They told me what to do, made sure I was in my harness - and told me to hang on tight!"

David Pescud and his crew had another reason to celebrate next day when the CYCA named them overall and divisional winners at a public announcement on the Telstra barge alongside Constitution Dock - the *Radford 50* had been named winner of PHS Division A of the Telstra 54th Sydney to Hobart.

Runner-up in PHS Division A was the Victorian yacht *Avanti*, a Beneteau First 39 owned by brothers John and Christopher Mooney from Royal Brighton Yacht Club. This was the first Hobart for the yacht but the 26th for John Mooney.

Also in the crew were Robert and Christopher Case, sons of former America's Cup and Admiral's Cup yachtsman Bernie Case who was aboard the maxi yacht *Marchioness*, one of the 71 retirements from the race.

Third in PHS Division A was *Fudge (Future Shock)*, Peter Hansen's Elliott 55 from Sandringham Yacht Club which was sixth boat to finish the race.

In PHS Division B, first place on corrected time went to *Berrmilla*, a Peter Joubert-designed Brolga 10m sloop owned and skippered by CYCA

member Alex Whitworth.

Incidentally, designer Joubert, whose own yacht *Kingurra* was disabled in the storm, was still in Bega hospital in mid January after suffering a pierced lung in a severe knockdown. American John Campbell was rescued by helicopter after being thrown into the sea in the incident.

Runner-up in PHS Division B was David Wearn's *Waitangi II*, a Jarkan 10 named after the famous Waitangi built in 1922 and owned by the Wearn family from 1933 to 1986. *Waitangi II* sails from the Royal Sydney Yacht Squadron.

Third place went to *Jubilation*, a Farr 11.6 skippered by David James from Melbourne's Royal Brighton Yacht Club. As one of the tailenders in the fleet, *Jubilation* played a vital role in relaying radio messages to the *Young Endeavour*.

The Telstra 54th Sydney to Hobart also saw the inclusion of a CHS (Channel Handicap) division for the first time, but it attracted a relatively small number of entries with only four finishers.

CHS winner was the first Greek entry in the Hobart race, the Swan 46 *Aera*, skippered by London based shipping company owner Nicholas Lykiardopuli. The yacht was one of three Swans in the CHS division but the only one to finish.

Second place went to *Tilting at Windmills*, Thorry Gunnerson's Joubert-designed 12.8m sloop wooden hulled sloop, third to *Foxtel-Titan Ford*, the powerful Farr 50 which previously raced as *Morning Mist III*. The yacht is now owned by Julie Hodder, Stan Zemanek and Peter Sorensen, with Zemanek, a well known Sydney radio presenter continuing his regular reports during the storm - despite suffering two broken ribs.

The only other finisher in CHS was *Challenge Again*, Lou Abrahams' Sydney 41 which sought shelter from the storm which saw the yacht broach severely, hurling experienced crew member Gary Schipper overboard. In an outstanding feat of seamanship on a dark and stormy night, Abrahams and his crew rescued Schipper, who had been holding a Dolphin torch, from the sea within 20 minutes.

eran of 14 Sydney-Hobart Races will chair the Committee.

Additional Committee Members are:

GREG HALLS:

33 Years in Offshore Surveying/Marine Geophysical Field Consultant to Offshore Engineering & Oil Companies' Survey/Geophysics/Safety
13 Sydney-Hobart Races amongst a vast Ocean Racing Career

RICHARD HAMMOND:

40 Sydney-Hobart Races, 7 Fastnet Races including the 1979 race which included 19 fatalities
Civil Engineer and on the Board of St Vincent's Private Hospital for more than 10 years

ROGER HICKMAN:

Master Mariner- 20 years of Merchant Navy experience
21 Sydney-Hobart Races including finishing three of the toughest races on record 1977, 1993 & 1998.

GRANT SIMMER:

Mechanical Engineer
Director Australian Yachting Federation
4 Admirals Cup Races, 4 America's Cup Races, 8 Sydney-Hobart Races
Director North Sails (Australia)

DONALD GRAHAM:

Senior Officer NSW Police Service
Former CYCA Safety Inspector
Emergency Management Specialist
3 Sydney-Hobart Races, vast ocean racing experience

HOWARD ELLIOTT

More than 30 years sailing, 20 years offshore racing
5 Sydney-Hobart Yacht Races
Telecommunications Consultant
Race Management, Judge, Umpire (1993 through 1998)

The Committee is interested in receiving submissions in writing by mail, fax or e-mail from parties directly involved in the race. Correspondence should be directed to:

The Chairman

1998 Sydney Hobart Race Review Committee
Cruising Yacht Club of Australia
New Beach Road
DARLING POINT NSW 2027
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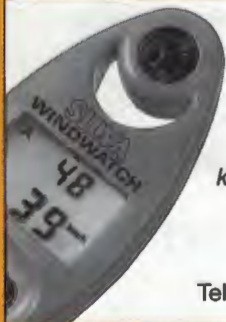
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AUSTRALIA

FEBRUARY

- 5 Milson Cup, short ocean race, RSYS.
- 11 Short ocean pointscore, CYCA.
- 12 Sail for Cancer Research, Leo & Jenny Leukaemia and Cancer Foundation/CYCA.
- 19 Sydney-Wollongong, 26th Trade Winds Trophy, 51st Flinders Trophy, CYCA.
- 20 Wollongong-Sydney, 52nd Founders' Cup, 2nd Solo Trophy, CYCA.
- 26 LSA Maxi Boat Challenge, Leo & Jenny Leukaemia and Cancer Foundation/CYCA.
- 24 Short ocean race, MHYC.

MARCH

- 6 Short Ocean Race, CYCA.
- 12 Sailability Regatta, CYCA.
- 13 Short ocean race, CYCA.
- 25 Short ocean race, RSYS.
- 25 Sydney-Mooloolaba ocean race, MHYC.

APRIL

- 2 51st Brisbane to Gladstone ocean race, QCYC.
- 11 BMW Sydney Winter Series, CYCA, opens with Ladies' Day (NPS)
- 18 BMW Sydney Winter Series, CYCA, Harbour Points Score 1.
- 26 BMW Sydney Winter Series, CYCA, HPS 2.

May

- 2 BMW Sydney Winter Series, CYCA, HPS 3.
- 7 CYCA Summer prize presentation.
- 9 BMW Sydney Winter Series, CYCA, HPS 4.
- 16 BMW Sydney Winter Series, CYCA, HPS 5.
- 23 BMW Sydney Winter Series, CYCA, HPS 6.

JUNE

- 6 BMW Sydney Winter Series, CYCA, HPS 6
- 13 BMW Sydney Winter Series, CYCA, HPS 8.
- 20 BMW Sydney Winter Series, CYCA, HPS 9.
- 27 BMW Sydney Winter Series, CYCA, HPS 10.

JULY

- 04 BMW Sydney Winter Series, CYCA, HPS 12.
- 11 BMW Sydney Winter Series, CYCA, HPS 13.
- 18 BMW Sydney Winter Series, CYCA, HPS 14.
- 25 BMW Sydney Winter Series, CYCA, Ladies Day
- 23 BMW Sydney Winter Series Prizegiving.
- 31 14TH Sydney-Gold Coast Race, CYCA.

INTERNATIONAL

APRIL

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

MAY

- 15 Coffs Harbour - Fiji, Coffs Coast Yacht Club.

JULY

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

OCTOBER

- 18 America's Cup Challenger Trials, Royal Auckland Yacht Club, NZ.

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