

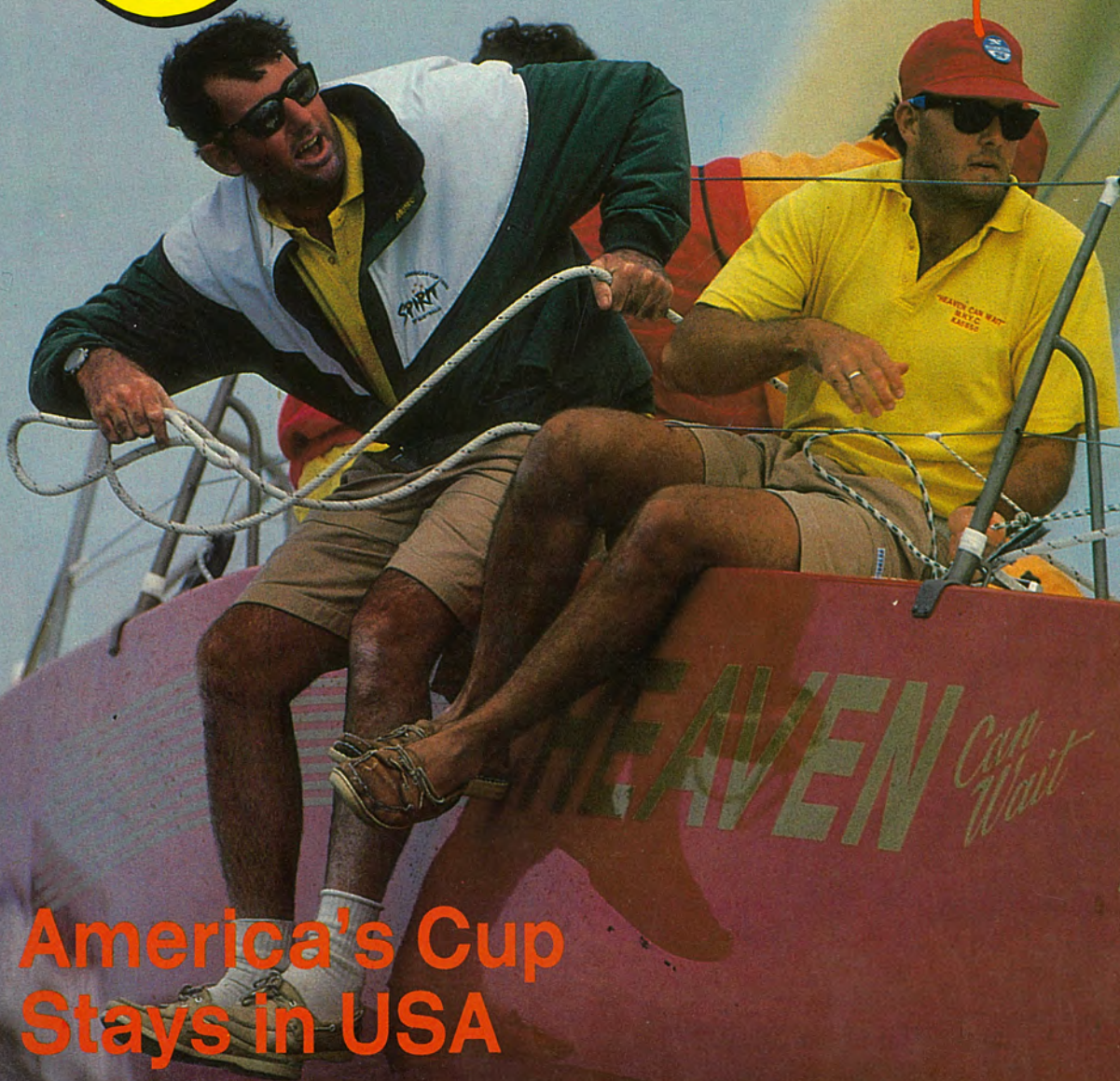
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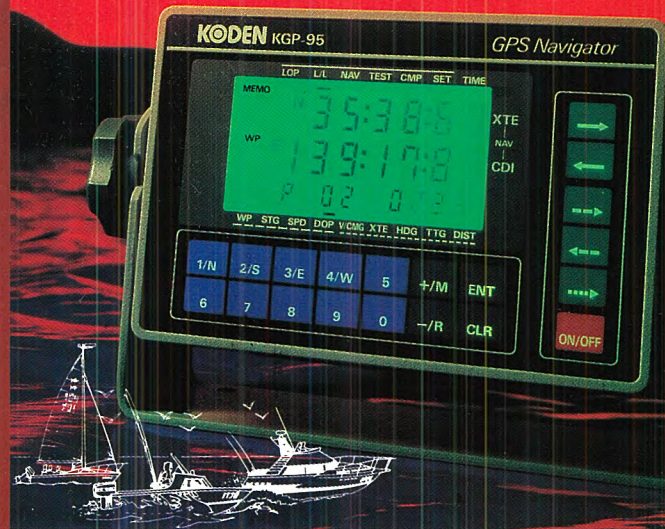
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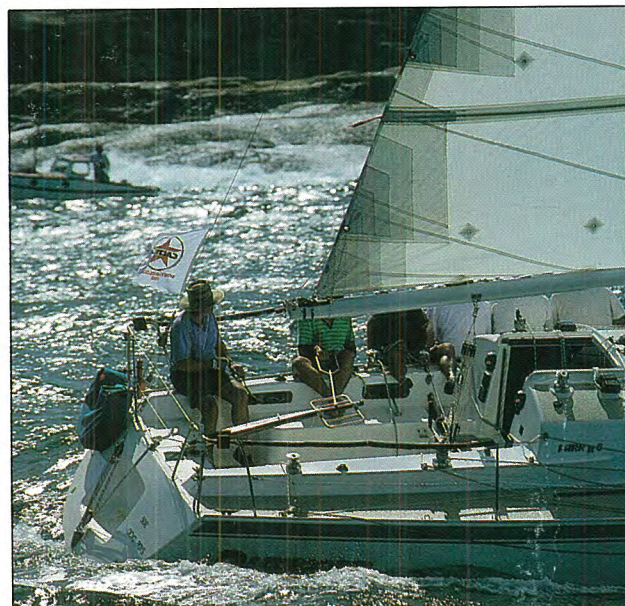
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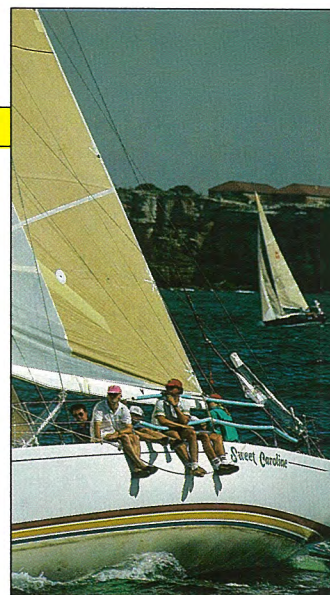
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COVER: Sydney sailors Steve Jarvin and Tony Header ride the gunwale of Australian yacht *Heaven Can Wait*, skippered by Warren Johns and steered by Jamie Wilmot, in the International 50-Foot Regatta sailed off Miami Florida. Picture by J.H. Peterson Marine Photographics, Newport, USA.

NEXT ISSUE:

Complete preview to 1992 Jupiters Yacht Classic; Kenwood Cup preview; More on Yacht Maintenance – Masts, Sails, Winches.



The Cup Stays In San Diego



AMERICA³ winner of America's Cup XXVIII, against the Challenger, *Il Moro di Venezia*, 4-1 off San Diego in May 1992. *America*³ was skippered by syndicate head Bill Koch and the veteran Olympic gold medallist and many times world champion Buddy Melges. (Pic - Philippe Schiller)

THE America's Cup will remain in the San Diego Yacht Club for at least another three years following the resounding 4-1 victory by Bill Koch's *America*³ over the Italian challenger *Il Moro di Venezia* off San Diego.

It was a remarkable result for Koch in his first America's Cup, but equally so for his helmsman, the 64-year-old Buddy

Melges, adding the America's Cup to the huge string of Olympic and international honours in yachting that he has achieved in over half a century of racing. He is the first Olympic gold medallist also to win an America's Cup Match, picking up the gold in the Soling class at the 1970 Munich Games.

Australia II in 1983 thus still remains the only foreign yacht to have won the Auld

Mug from the Americans in 141 years of competition.

Nevertheless, that statistic is poor compensation for the fact this was the only time since 1962 that an Australian yacht had not been the challenger - excluding 1964 when the British were the only challengers and the controversial New Zealand challenge of 1988.

However, the superiority of American money, technical expertise and just plain sailing skills at San Diego in 1992 have obviously not deterred future challenges. Within hours of *America*³ crossing the finish line in the fifth and deciding race of America's Cup XXVIII two challenges - from Spain and France - had been lodged with the San Diego Yacht Club.

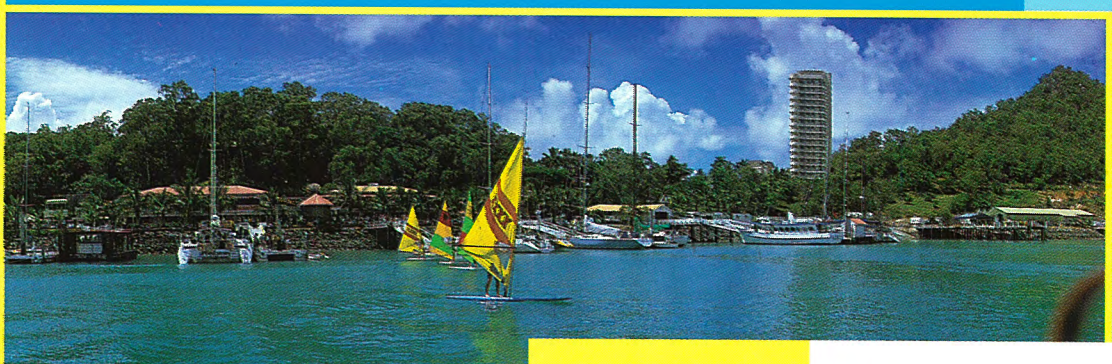
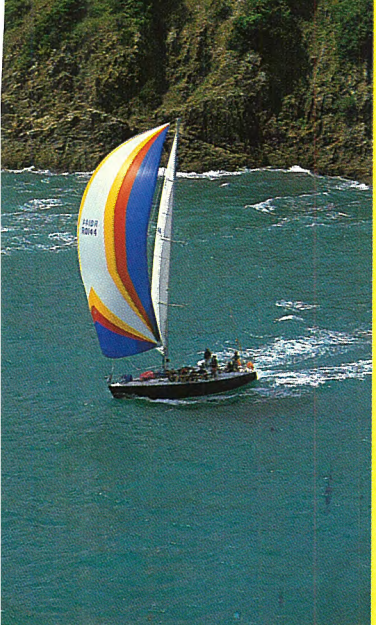
The Club has already set the date for the next defence to start on May 1, 1995, and with 60 days to lodge challenges at least 10 bids are expected.

Among these is certain to be at least one Australian challenge - possibly two. John Bertrand, who skippered *Australia II* to victory at Newport, Rhode Island, in 1983, has thrown his hat in the ring after being a keen observer of the action off San Diego. Iain Murray has said he plans to mount another challenge and the Royal Sydney Yacht Squadron is also understood to be keen to lodge a formal challenge. Syd Fischer said after the disappointing showing of *Challenge Australia* that was his last challenge but his ongoing enthusiasm for yachting may still see him heading a syndicate.

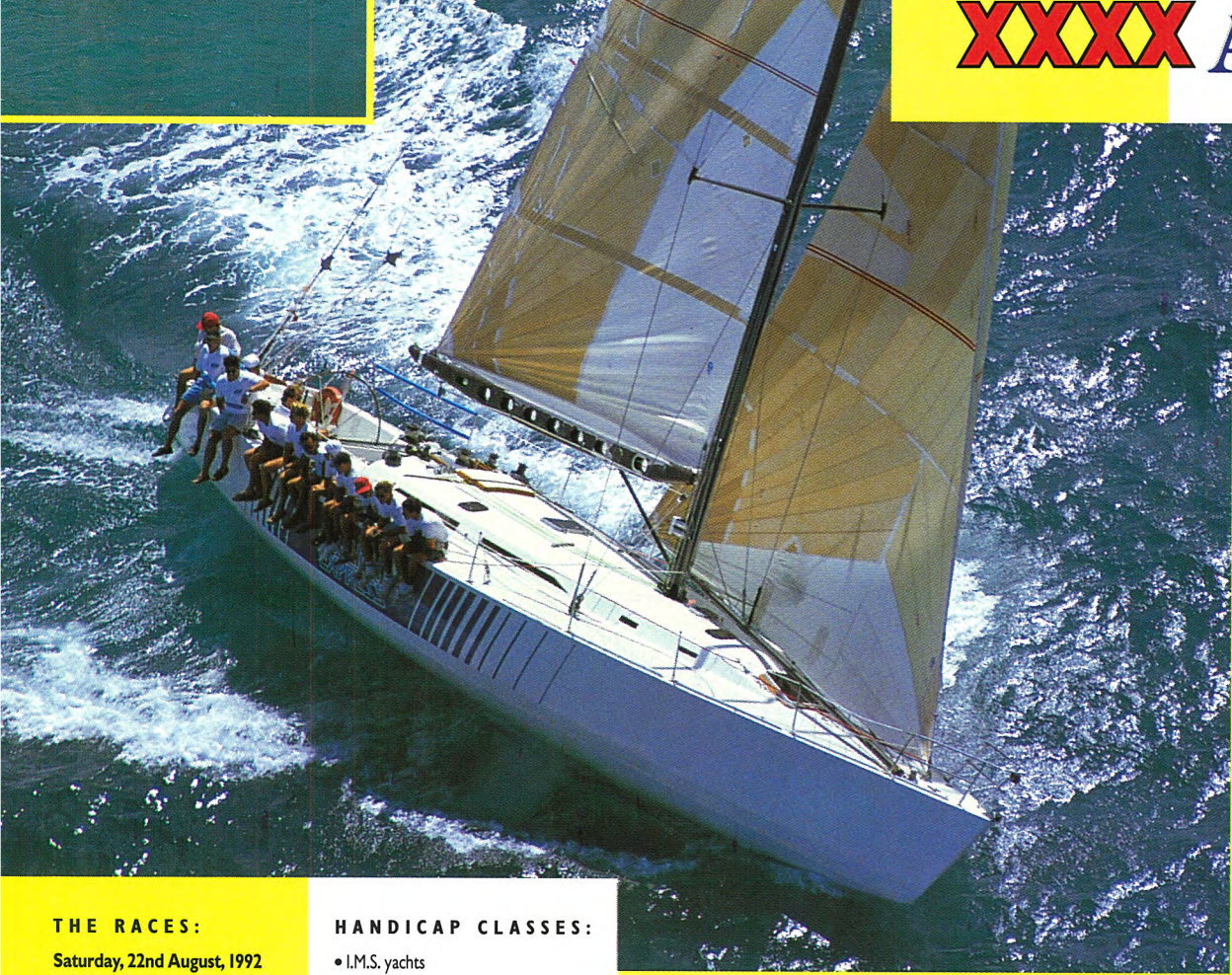
However, Bertrand and others are pushing strongly for just one Australian challenge in 1995 to avoid a repeat of the fund-raising problems faced by Murray's *Spirit of Australia* challenge.

The 28th America's Cup regatta will be remembered as not only attracting the largest number of overseas challengers but being by far the most costly event in the history of the Cup with the Italians alone reported to have spent more than \$US100 million on building an extraordinary five International America's Cup Class (IACC) yachts. Their massive effort, headed by

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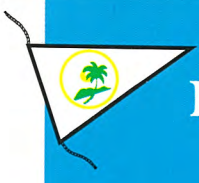
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25 miles around triangular course.

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 - XXXX Ansett Race Week at Hamilton Island



Star Ferry Surfs to Success

By Peter Campbell

Longtime Middle Harbour Yacht Club member John Conroy notched up his most important ocean racing victory yet with *Star Ferry* when the Davidson 34 won the heavy weather 1992 Caltex Sydney-Mooloolaba Race.



STAR Ferry, IOR overall winner of the 1992 Caltex Sydney-Mooloolaba Race, surfs to victory before a 30 knot south-easter off Point Cartwright on the Queensland Coast (Pic – Mike Kenyon). **INSETS:** Top left, Canberra-owned *Brindabella* powers to windward of container ship on Sydney Harbour. Top right, Mooloolaba yacht *Coconut Express* heads north, going on to win PHRS division. Bottom left, Sydney yacht *Ragor* and Lane Macquarie's *Ozfire*, hard on the wind off North Head. Bottom right, Helicopter with Caltex flag added colour to the start. (Pics – David Clare).

In some ways, however, the win was an anticlimax for Conroy as, first of all, he had hoped to be at that time racing *Star Ferry* in the China Sea Series in Hong Kong, and secondly, he was not aboard in its fine win in the wild weather race northwards to Mooloolaba on Queensland's Sunshine Coast.

Star Ferry would have been in Hong Kong but for a last-minute hitch with a Russian shipping deal and then, when Conroy found himself shore-bound with business commitments, the internationally experienced yachtsman Stuart Broome took over as skipper.

Broome and his young crew sailed an outstanding heavy weather race in which 16 of the 43 boats were knocked out with broken masts and booms, rigging damage, ripped sails and broken steering.

Star Ferry surfed northwards close inshore off the NSW Far North Coast, running before the 35-40 knot sou'easterly front which had kicked up a steep sea

on the heavy swell as it was sucked northwards by a Coral Sea low. In a remarkable final 10 hours of sailing the 34-footer carried her heavy weather spinnaker and reefed mainsail to average more than 8 knots to snatch victory from the powerful Farr 43 *Wild Oats*, the 1992 Asia Pacific champion and 1992 Sydney-Southport winner for owners Bruce Foye and Roger Hickman.

It was certainly a great test for the new tapered mast designed for *Star Ferry* by Scott Jutson, using the cold drawing method with high yield aluminium tubing to provide the designed mast taper. Goldspar provided the basic tubing, large diameter with a thin wall, with the detailing by Whalespar. According to Jutson, who also designed a new rudder and re-ballasted the boat, the end result was the lightest rig of its kind for a Three-quarter Tonner but at the same time incorporating a high safety factor.

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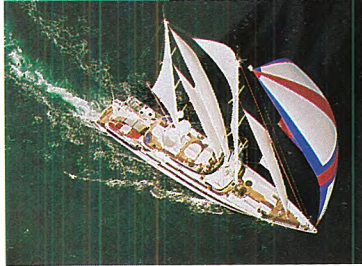
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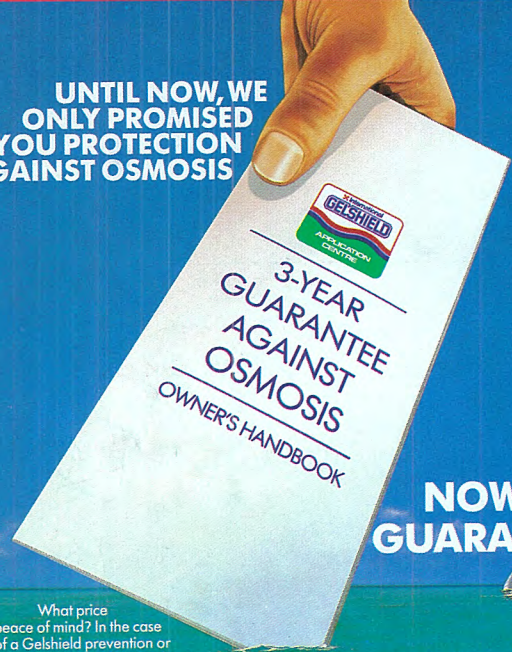
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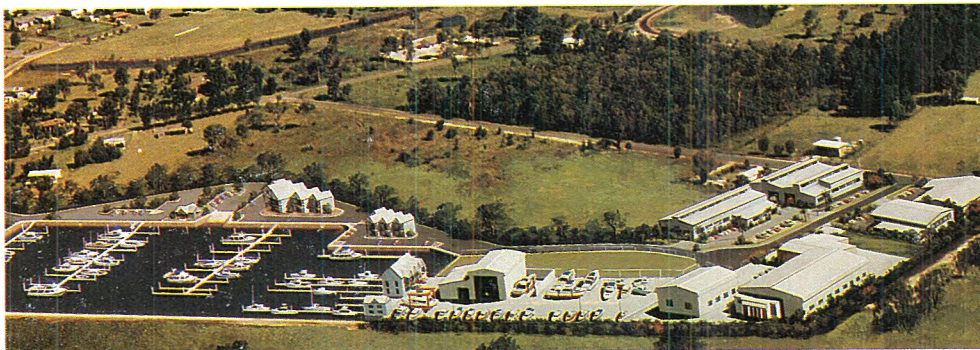
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Jupiters Classic Start To South Pacific Series

THIS year's Jupiters Yacht Classic, from Sydney to Southport and starting Saturday, August 1, will be the opening long race in the inaugural South Pacific Offshore Championship for IMS rated yachts, ending at Hamilton Island at the end of August.

The final races will be a highlight of the 1992 XXXX Ansett Hamilton Island Race Week, now set down for August 22-29 instead of the usual timeslot of late autumn.

The attraction of a month of highly competitive offshore racing northwards in winter is expected to boost entries for the Jupiters Classic and ensure a strong fleet throughout the series of three ocean passage races and 14 short to medium offshore races.

Already at least two New Zealand yachtsmen have indicated their intention to contest the Jupiters Classic and the South Pacific Offshore Championship, including Ian Margan with his highly competitive Elliott 17m sloop, *Future Shock*. Another likely NZ entry is *Flo Jo*, an Elliott 12 from Wellington, and others following the selection of NZ's team for the Kenwood Cup, which clashes with the Jupiters Classic and the South Pacific Offshore Championship.

Prominent Sydney-based big boats *Amazon*, *Rager* and *Brindabella* are expected to compete, along with the now Mooloolaba-owned *Bobsled*, which took line honours in the recent Caltex Sydney-Mooloolaba and Australian Airlines Brisbane to Gladstone races.

Famous maxi yacht *Apollo*, with her new mast fitted (she was dismantled returning from Hobart in January), is a likely starter, too.

Conrad Hotel and Jupiters Casino are again sponsoring the race to the Gold Coast, which last year attracted 71 starters. Cruising Yacht Club of Australia sailing secretary Bob Brenac is confident of a similar sized fleet this year, with last year's overall winners *Wild Oats* (IOR) and *Brindabella* (IMS) expected to defend their victories of 1991.

The Jupiters Yacht Classic will be sailed in three divisions, IOR, IMS and PHS, with overall winners in both IOR and IMS. The limits for IMS will be a minimum sailing length (L) of 7.10m and an upper limit under a General Purpose Allowance of not less than 460 sec/mile – the equivalent to an IOR maxi yacht.

This upper limit for IMS racing, set by the CYCA, has also been adopted by US Sailing (formerly USYRU) for its current season.

The South Pacific Offshore Championship is being organised on an overall basis by the Hamilton Island Yacht Club, which conducts the XXXX Ansett Hamilton Island Race Week, but the CYCA, Southport Yacht Club and Mooloolaba Yacht Club will all be part of the series with their major winter events.

"The aim is to establish the best-performing IMS yacht in the racing circuit up Australia's East Coast each winter," Race Director Warwick Hoban said. "By scoring points according to placings in each race the best overall performer will be determined and rewarded accordingly. A trophy for the winner of the IOR division will also be awarded."

Race 1 will be the 385.9 nautical mile Jupiters Yacht Classic, conducted by the Cruising Yacht Club of Australia, and starting on Saturday, August 1, from Sydney. Races 2-5 will be Southport Yacht Club's Gold Coast Winter Regatta on August 6-9.

Race 6 will be the 84 mile Southport to Mooloolaba race, first race of the XXXX SCOR, conducted by Mooloolaba Yacht Club. Races 7-10 will be four short races off Mooloolaba in the SCOR series.

Race 11 will be a 490 mile passage race from Mooloolaba to Hamilton Island, starting Sunday, August 16, and conducted by Hamilton Island Yacht Club and Mooloolaba Yacht Club.

Races 12-17 will be five short races and one medium length race comprising the XXXX Ansett Hamilton Island Race Week, from August 12-17, and conducted by Hamilton Island Yacht Club.

The scoring system will be 100 points for first, 98 for second, 97 for third on IMS corrected time in each race. Each yacht will be able to discard her worst result of the three passage races (Races 1, 6 and 11) and her worst result in each of the series of races at Southport, Mooloolaba and Hamilton Island.

The winner will be the yacht with the highest total of points. While no separate entry is required, yachts must signal their intention to contest the South Pacific Offshore Championship to either the CYCA (02 363 9731) or Southport YC (075 326 960) before August 9.

Apart from IOR and IMS rated yachts, the XXXX Ansett Hamilton Island Race will include divisions for Performance Handicap yachts, trailable yachts, cruising yachts, IOMR multihulls and Performance Handicap multihulls.

Further information on Race Week from Hamilton Island Yacht Club, phone (079) 46 9444.

— Peter Campbell

Aussies Charter Ship For Kenwood Cup Team

AUSTRALIAN yachtsmen have chartered a small freighter to ship at least seven yachts to the Kenwood Cup in Hawaii in August. The move will enable Australia to field two highly competitive teams in both the IOR and IMS handicapping categories of the six race regatta sailed in the Pacific tradewinds.

A strong performance by the IOR team of three yachts will give Australia an excellent chance of winning not only the prestigious Kenwood Cup but also the 1992 Champagne Mumm World Cup, based this year on performances in the Southern Hemisphere.

Seven owners have advised the Ocean Racing Club of Australia of their intention to send their boats to Hawaii on the chartered freighter *Cape Don*.

They are Lou Abrahams (*Ultimate Challenge*) and Grant Wharington (*Ronstan Wild Thing*) from Melbourne, Tasmanian John Fuglsang (*Salamanca Inn*), Doug Coulter (*Ozfire*) from Lake Macquarie, NSW, West Australian Alan Brierty (*Once A Jolly Swagman*) and Queenslanders Stephen and Cyndy Everett (*Phoenix*).

Ultimate Challenge and *Salamanca Inn* have been nominated for selection by the Australian Yachting Federation for the IOR team to contest the Kenwood Cup, along with Syd Fischer's newest *Ragamuffin*, which is already in the United States.

Ultimate Challenge and *Salamanca Inn* (ex *Sagacious V*), both One Tonners, are past-IOR overall winners of the Sydney-Hobart race, while Fischer's latest *Ragamuffin* is the Farr 50 which previously raced as *Will*.

Will was a member of the Japanese team which just beat the Australian team to win the 1990 Kenwood Cup and is currently being refurbished in Fort Lauderdale.

Fischer, who is returning to ocean racing after his disappointing tilt at the America's Cup, planned to prepare his crew for the Kenwood Cup by chartering the 1990 *Will* to sail in the International 50-Foot World Cup races in the Mediterranean in late May and early July.

Fischer plans to ship his latest *Ragamuffin* back to Australia after the Kenwood Cup in a bid to win IOR overall first place in this year's Kodak Sydney-Hobart Yacht Race; while he has had two line honours victories with his maxi *Ragamuffin*, he has never taken out overall first place on corrected time.

Also competing in the 50-Foot Regatta is another Sydney yachtsman, Warren Johns, skippering *Heaven Can Wait*, which won two races on the one day during the 50-Foot Miami Cup in Florida last month. (See OFFSHORE cover pic)

Johns will have an all-Australian crew, led by helmsman Jamie Wilmot, aboard *Heaven Can Wait* at the first regatta at the French resort of St Tropez, followed by regattas at Palma de Mallorca in Spain and at Costa Smeralda on the Italian island of Sardinia.

— Peter Campbell

CORUM CHINA SEA SERIES

Aussies Still Lead in World Cup

Although marred by very light winds and a measurement controversy, the 1992 Corum China Sea Series was a success for Australia, with Western Australian skipper Ted Matthews gaining enough points to keep us at the top of the Champagne Mumm World Cup points ladder. Matthews skippering *Tara*, a Farr 36 built by his Fremantle-based company Hitech Yachts, was second of the World Cup yachts, beaten only by Brunei yacht *Rama Rama*, a J35 owned by Klaus Lienau.

However, the somewhat convoluted method of scoring World Cup points does not reflect the real outcome of the regatta, which saw Hong Kong yachts dominate the series, taking the first four places on IMS and four of the top five on CHS. The significance of this event in World Cup terms was that it was the first time a regatta on the Champagne Mumm circuit has been scored on results in an IMS division.

It was unfortunately a rating controversy in the IMS division that soured the regatta. This and a lack of genuine international entries must surely make the sponsors, Corum, question the regatta as a vehicle for publicity.

While the organisers, the Royal Hong Kong Yacht Club, must carry their share of the responsibility for the rating problems, the lack of visiting yachts was the result of a combination of factors. Probably the main contributing factors were the world-wide recession, the near clash of dates with the Japan Cup, and the lack of direction within the world of offshore racing, with a number of owners and potential owners not knowing whether to go IMS or IOR.

There was not much the RHKYC could do about the world economic climate; indeed they probably don't even know there is a problem, as the recession seems to have passed Hong Kong by. It is difficult to know how the Corum China Sea Series and the Japan Cup came to be so close together that it was impossible for a yacht to do both events. If regatta organisers who are part of a supposedly high profile circuit like the Champagne Mumm World Cup don't get their act together and make it a genuine circuit then they can expect to lose sponsors.

Under pressure from Ken Morrison of

the Royal Hawaiian Ocean Racing Club and the RHKYC Mumm, with support sponsorship from Corum and Kenwood, changed the format of their World Cup from a two-year circuit to two one-year circuits, alternating between the Pacific and the Atlantic.

The idea was that owners could bring their yachts to the Pacific and travel from the Southern Cross to the China Sea Series, then to the Japan Cup, finishing off with the Kenwood Cup.

When a sponsor changes a tried and tested formula for a new one, it is surely the responsibility of those who have advocated the new format to ensure that it works and has some meaning. With Japan currently the leading ocean racing country in the Pacific, it would seem irresponsible to hold a regatta that yachts from that country can't attend without forfeiting the chance to sail in their own series.

The rating controversy was quite simply the direct result of employing a measurer to do the inclinations who was very obviously unsuitable for the task. The problem was compounded by further poor decisions when the discrepancies were discovered. It was encouraging that it was an Australian IMS measurer, Kim Swarbrick, who was flown in to help sort out the problem. Swarbrick is rapidly gaining a reputation around South-East Asia as a knowledgeable and reliable source of opinion on the rule.

The epicentre of the controversy was the Thailand yacht *Buzzard*, a Humphreys 40, that has won the last three Phuket King's Cups on CHS and came to Hong Kong for her first-ever IMS regatta. She ended up winning the CHS division of this regatta, but was sixth under IMS.

Boats from Danish builder X-Yachts, which have a strong hold in Hong Kong, took first and second places on IMS, with the well worn X-199, *Lethal Weapon*, taking the top spot from the brand new X-512, *X-Rated*, runner-up. Also putting up a good show were a pair of J35s, one in the hands of Hong Kong sailmaker Neil Pryde, who finished second in the CHS division and took third place under IMS. The other, *Rama Rama*, was sixth and fifth respectively.

Australia was represented by Ted Matthews, Colin Smith's Adelaide-based Kaufman 48 *Rapid*, and two boats owned by Hong Kong residents: David Bonney's *Authority*, a Dubois 43 and *Fuzzy Duck*, an M&W 32 owned by Les McKenzie. For Matthews the regatta was part of the delivery trip from Fremantle to the yacht's owner, a Kiwi living in Manila.

Although scheduled as a five race series, the 650 mile Corum China Sea race from Hong Kong to Manila was the second slowest on record, and consequently one

of the two 24 mile inshore races on Manila Bay had to be cancelled. The race that was sailed in Manila turned out to be the best of the series, with winds of up to 28 knots breaking the mast of Dr Ian Nicolson's Banner 41, *Intrigue* and robbing her of the overall IMS trophy.

Intrigue, another Danish-built production boat, had won the first race of the regatta, the 90 mile Kenwood trophy race in Hong Kong, finishing third in the second race, an Olympic type triangle that had to be shortened due to lack of wind. A second place in the high-scoring China Sea Race gave her a seemingly safe points lead – safe until her mast crashed, and handed the race and the series to *Lethal Weapon*.

RESULTS:

Corum China Sea Series – IMS

1. *Lethal Weapon* (Henry Kaye – HK), X-119, 139.5 pts; 2. *X-Rated* (Rick Strompf – HK) X-512, 135 pts; 3. *Sky Song* (Neil Pryde – HK) J35, 134.5 pts; 8. *Tara* (Don Watkins – Australia), Farr 36, 105 pts.

CORUM CHINA SEA SERIES – CHS

1. *Buzzard* (Bill Gasson – Thailand), Humphreys 40, 268 pts; 2. *Sky Song*, 263.5 pts; 3. *Jelik* (Frank Pong – HK) modified Castro 40, 263 pts; 9. *Tara* 238 pts.

CHAMPAGNE MUMM WORLD CUP '92

National Scores for series:

1. Hong Kong 1723 pts; 2. Australia 1414 pts; 3. Philippines 1365.5 pts; 4. Ireland 919 pts; 5. Brunei 527.5 pts; 6. Russia 503 pts; 7. Switzerland 487 pts; 8. Thailand 444.5 pts; 9. Germany 4 pts.

Individual yacht scores

1. *Rama Rama* (Klaus Lienau – Brunei), 527.5 pts; 2. *Tara* (Don Watkins – Aust), 519 pts; 3. *Island Fling* (Paul Winkelmann – Ire), 515.5 pts; 4. *Merkano* (Azelio Beano – Philippines), 506.5 pts; 5. *Bugis* (Mikhail Petriga – Russia), 503 pts; 6. *Gale Force* (Peter Bauer – Switzerland), 487 pts.

National scores after two regattas:

1. Australia 200 pts; 2. Ireland 196 pts; 3. Hong Kong 101 pts; 4 = Philippines 98 pts; 4 = France 98 pts.

— John Roberson

Celestial Navigation Skills Needed For 1992 Lord Howe Island Race

Gosford Sailing Club will make "back to basics" ocean navigation skills a pre-requisite of entering a yacht for the 1992 Fujitsu Gosford to Lord Howe Island Yachting Classic.

Each of the exclusive fleet of 26 yachts sailing across to tiny Lord Howe Island, the "Pearl of the Pacific", will need to have aboard a navigator skilled in the use of a

sextant and celestial navigation.

Details of the race plans were announced at a cocktail party at Gosford Sailing Club to launch Fujitsu's sponsoring of the 1992 and subsequent races to Lord Howe Island.

The 19th annual race across the Tasman Sea to the World Heritage listed tropical island 408 nautical miles north-east of Gosford will start on Saturday, October 31. It has long been known as the most exclusive yacht race in Australia because the fleet is limited to 26 ocean racing yachts as part of the environmental protection required for the World Heritage listed island, 420 nautical miles north-east of Sydney.

One of the instigators of the move to revive "back to basics" celestial navigation is one of the founders of the Gosford to Lord Howe Island races, prominent yachtsman Peter Rysdyk.

"For some considerable time it has become apparent that the abundance of accurate, easy-to-operate satellite position fixing systems, at continuously lower prices, is threatening obsolescence to the art of celestial navigation," Rysdyk said this week.

"We at the 70-year-old Gosford Sailing Club, together with our new sponsors, Fujitsu, have therefore decided to make navigation by conventional means part of the rules for our 19th race to Lord Howe Island.

"It means that each yacht must carry a qualified navigator and it will be compulsory to submit a minimum of three complete celestial observation workouts with the race declaration at the finish of the race.

"However, there will be no restriction on the use of electronic satellite navigation systems during the race."

Rysdyk said that accurate navigation had always been a key factor in successfully competing in the Gosford to Lord Howe Island Yachting Classic and it had certainly been made easier since the advent of satellite navigation and, more recently, by the highly sophisticated GPS (Global Positioning System).

"We at the Gosford Sailing Club are concerned that the beautiful and exciting art of celestial navigation could be lost forever – yet it is an art which could save lives if onboard power failed or electronic equipment was affected by moisture or seawater," added Rysdyk, a celestial navigator of more than 30 years standing.

"Our sponsor, Fujitsu, and the Gosford Sailing Club are proud that we have taken this positive step towards maintaining the art of celestial navigation in yacht racing, a step we hope will cause widespread interest among yachtsmen.



SYDNEY Lord Mayor Ald Frank Sartor presents the City of Sydney Sesquicentenary Trophy to winner Robyn Morton from the CYCA, who skippered her yacht *Follo* to victory in the Australia Day ocean race from the Harbour to Botany Bay and return. (Pic – David Clare)

"We hope that this example will be followed by other yacht clubs in Australia and overseas," Rysdyk added.

Many past competitors and prospective entrants for the 1992 Fujitsu Gosford to Lord Howe Island Yachting Classic were present at the launching cocktail party, hosted by Gosford Sailing Club President John Turner, Club Commodore John Rigg, and the National Manager of Fujitsu's Volume Products Group, John McInerney.

The support by Fujitsu, through its Volume Products Group and Fujitsu General, will bring new national marketing and promotion expertise to the event, which has been organised and conducted so ably by Central Coast yachtsmen for the past 18 years.

Gosford Sailing Club, with more than 70 years experience behind it, conducted the race without a major sponsor last year, following the end of the sponsorship contract with the local company, Chickadee Chicken.

Fujitsu Australia Limited is a wholly owned subsidiary of Fujitsu Limited, Japan's leading manufacturer of computer and telecommunications equipment. In Australia and New Zealand the company markets computers and telecommunications equipment under the Fujitsu label.

Fujitsu Australia was established in 1972 and following its recent merger with ICL now employs more than 1800 people with

offices in all States and Territories in Australia and New Zealand.

The 19th Fujitsu Gosford to Lord Howe Island Yachting Classic is being sponsored by Fujitsu's Volume Products Group which markets disk storage products, image scanners and printers, and by Fujitsu General, which supplies white goods and facsimile units.

Race Director for the 19th Fujitsu Gosford to Lord Howe Island Yachting Classic will again be prominent Gosford Sailing Club member Roger Walton.

CYCA Women Challenge New Zealand

THE Royal Akarana Yacht Club hosted the third NZI Life Women's National Keelboat championships on Auckland Harbour contested by 20 teams, including entries from the USA and Australia, in fleet racing events utilising the Farr MRX yachts.

A Sydney team, representing the CYCA, successfully competed in this regatta winning the Bruce Farr Sportsmanship Award. The team consisted of skipper Elaine Fowler and crew Lindsey Marwood, Lori Wilson, Denise Richards, Christine Smith, Felicity Links, Justine Mathews and Melanie Hargreaves.

The establishment of this competition in 1990 satisfied a demand by the competitive yachswomen of New Zealand and further encouraged teams to compete on the



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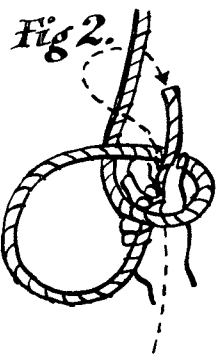
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has been proven time and time again, in everything from local club events to single handed transatlantics.

In last year's Sydney to Hobart, for example, **J44** 'Phoenix' picked up a first in Division A IMS and Second Overall IMS, as well as Top Scoring Yacht for Australia in the Champagne Mumm World Cup and 2nd in Division 1 IMS of the 1992 Sydney to Mooloolaba.

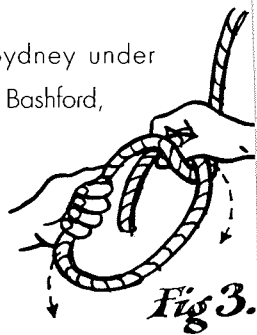
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international yachting scene. This regatta consists of preliminary and final series involving Olympic and windward/leeward courses. All teams comprise eight crew.

Expatriate New Zealander Bruce Farr – arguably the world's most successful yacht designer – was engaged to create the ideal boat for ultimate match-racing performance and the result was the Farr MRX. Since its launch, this fleet has been active in the Steinlager Cup and the Mazda World Championships of Match Racing, won by Peter Gilmour. The yachts have won praise from international competitors in these regattas and have been selected for major match and fleet racing events for the next three years.

The CYCA team would like to thank the following people and companies for their support and kindly donating their time and products whose assistance made it possible for us to compete: Abbey Embroidery, Bariant, Boomalacha crew, Brad Stephens, Countryroad Clothing, Cruising Rangoon Restaurant, Cruising Yacht Club of Australia, David Lee, Forresters Hotel, Fraser Sails, Grace Bros. Broadway, Hair Headquarters, Jan Scholten (Cloggs), Jeanneau One Design Yachts, Lamrock Cafe, Louis Vuitton, Peter Messenger, Mount Gay Rum, Musto, Robbo Robertson/Robertson Yachts, Ronstan, Royal Prince Alfred Yacht Club, Sega, Technoprint-North Sydney, Thrifty Car Rental and Virgin Records.

The winner of the raffle was the legendary Tony Cable.

SKYWEST FREMANTLE TO ALBANY RACE

Bird On A Wire Flies to Albany

A change of name and configuration has not stopped one of Western Australia's top ocean racers from continuing to collect a good proportion of the state's silverware. The latest victory for John Gaunt's *Bird On A Wire* was in the Skywest Fremantle to Albany race in which she took the IMS division.

Formerly the IOR racer *Finisterre*, a Farr 40 owned by Bunbury yachtsman Stan Best, she has been reconfigured to suit the IMS rule with some success. WA's leading racing yacht designer Kim Swarbrick, who also sails as navigator on the boat, organised the change to IMS.

"Basically we took out the internal ballast and put it on the keel," commented Swarbrick. This involved a completely new keel which he designed using a new computer programme that he has just added to his arsenal. Both the keel and a new rudder have what Swarbrick

describes as "lamina-flow" profiles. The hull remained unchanged.

In a race that involved mostly close two-sail reaching *Bird On A Wire* won her division from Albany yachtsman Jack Baxter's Ben Lexcen-designed *Sidewalk Cafe*, with Stan Best in his new *Finisterre*, a Davidson 50, third. "The only time we hoisted the spinnaker was for the run up King George Sound to the finish," said Swarbrick after the race. The only real windward work was as they beat into a light easterly before rounding Bald Head for the leg to the finish.

The IOR division trophy also went to an old boat, Rob Baker's 1985 vintage *Fremantle Doctor*, a Frers-designed One Tonner. Second was the much newer Davidson 36 *Ground Zero*, with *Sidewalk Cafe* also taking third place in this division.

RESULTS – SKYWEST FREMANTLE TO ALBANY RACE '92

IMS: 1. *Bird On A Wire* – John Gaunt; 2. *Sidewalk Cafe* – Jack Baxter; 3. *Finisterre* – Stan Best.

IOR: 1. *Fremantle Doctor* – Rob Baker; 2. *Ground Zero* – John Harry; 3. *Sidewalk Cafe*.

Major boost for Western Port Marina Classic

THE Ocean Racing Club of Victoria is to admit Performance Handicap Division yachts for the first time to its prestigious Western Port Marina Classic, which starts in July on almost the coldest Sunday of the year.

The move by the ORCV is expected to prove popular and is certain to create a real boost in entries because for a number of years many performance handicap yacht owners have been seeking admission to the regatta.

Commodore of the Ocean Racing Club of Victoria, Robin Hewitt said: "The ORCV expects by adding the performance handicap division, which includes yachts such as *Ronstan Wild Thing* and *Mobile Net Fast Forward*, that an extra 35 to 40 boats will be attracted to the Classic, which begins on Port Phillip on Sunday July 5."

Three handicap divisions will be raced this year, IMS as the premier division with CHS and PHD also available. Keel boats from every major yacht club in Victoria are expected to race.

However, measurement rated boats competing in either the IMS and CHS Divisions may also elect to be scored for information purposes in an IOR Report for the six race Classic Series and the Western Port Cup.

The magnificent 127-year-old Lord Warden's Cup, which is the perpetual trophy for the Classic, will be won by the

boat scoring the highest number of points from either IMS, CHS or PHD divisions. Last year 64-year-old Ron White from Sandringham in *Shenandoah II* won the trophy in its inaugural year by one point.

The Western Port Cup Series promises five races (Portsea-Hastings race on September 12th then two races on Sunday, September 13, and two the following Saturday, September 19), where the emphasis will be boat handling skills, avoiding protestable situations and the crews' ability quickly to reach top gear out of frequent tacks and after lots of exciting mark roundings.

The Western Port Cup was first awarded in 1989 when three boats – *Chutzpah*, *Mercedes III* and *Shenandoah II* – tied for 1st place. Last year Lou Abrahams' *Ultimate Challenge* from Sandringham swept home to a clear victory and claimed the trophy with four straight wins.

Trailable yachts will be invited to race in the Western Port Cup Series for their own trophy. The Series opens with a 21 miler, the Flinders-Hastings Race, first up on Saturday, September 12.

NSW Yachting Awards, Olympic Luncheon

THE NSW Yachting Foundation's 1992 Yachting Awards and Olympic Luncheon will be held at the Royal Sydney Yacht Squadron on Wednesday, June 24. Hosted by Norman May, this prestigious event gives yachtsmen an opportunity to recognise and further NSW's yachting ambitions and achievements.

Olympic coach Ian Brown will give an update on Australia's yachting prospects at Barcelona while Rod McGeoch will speak on Sydney's bid to the 2000 Olympics.

The luncheon will also see the naming of the winners of the 1992 NSW Yachting Awards – last year's winners, Tornado catamaran sailors Mitch Booth and John Forbes, and boardsailor Natasha Sturges – have since then become World champions for the second time. Booth and Forbes as well as being in the Olympic team for Barcelona, are the current Tornado World champions while Sturges has retained her World Youth Championship in sailboards.

A donation of \$70 per head will go towards the NSW Yachting Foundation's funding for sailors competing in Australia and overseas and tables of 10 are available. Further information from the YANSW, telephone 660 1266 or fax 552 6159.

Sponsors of the Awards and Olympic Luncheon are J.Farren-Price, Radisson Hotels, Pickels Auctions and EastWest Airlines.



from the commodore's desk

My Final Term

THE end of this month, Tuesday, June 30, will see the completion of my two years as Commodore of the Cruising Yacht Club of Australia, an enriching experience for me personally.

As the Commodore of Australia's premier ocean racing club, indeed one of the leading yacht clubs in the world, it has been a privilege to be associated with so many sailors of international status who are members or visitors at the CYCA and who have raced in our major events.

In the sport of yachting – and that is the prime reason that this club was formed nearly 50 years ago and for which it still exists – we have seen two years of magnificent sailing out of Rushcutters Bay. They have indeed been years of change, afloat and ashore.

The past 12 months, in particular, have been difficult ones for the club and its members, as Australia moved into a deep recession that has affected us all. However, due to the sound management by the club's staff in implementing the policies set by the board, the CYCA is still in a sound financial position.

AMONG Commodore Les McClean's more pleasant duties has been the presentation of the annual Australian Ocean Racer of the Year Awards at the CYCA, pictured here handing a magnum of Champagne Mumm for Veteran Ocean Racer of the Year Peter Mounsey from Mooloolaba Yacht Club in Queensland. (Pic – David Clare)



Heartening for management, members and yacht racing competitors is the fact that the quality and status of offshore and inshore events run by the CYCA continues to attract ongoing major sponsorship so vital in meeting the cost of professionally organising, conducting and promoting national and international races and regattas.

Digital has maintained its sponsorship of the current CYCA Winter Series, Australia's most popular series of its kind with fleets of 120-130 boats enjoying the highly competitive Harbour racing each Sunday. Conrad Hotel and Jupiters Casino continue their support for the CYCA and Saturday, August 1, will see the start of the Jupiters Yacht Classic, the sixth successive race to the Gold Coast sponsored by Jupiters.

Westpac have indicated they will again sponsor the 1992 Australia to New Caledonia ocean race across the South-West Pacific.

Most significantly, Kodak have reached an agreement with the CYCA to sponsor the Kodak Sydney-Hobart Yacht Race not only this year but also through to the 50th Race and Golden Jubilee of the Club in 1994. The effort the company put into promoting last year's Kodak Sydney-Hobart at such short notice was absolutely superb and we look forward to a long and rewarding association with Kodak.

These past two years have been hard work for me as Commodore, but they have been years of immense satisfaction in overseeing the development of the CYCA as a club of people with a common interest in yachting, along with the expansion of the CYCA's internationally renowned ocean racing events, and the remarkable growth in popularity of our Sydney Harbour events, the Winter Series and the Twilights.

They will be years on which I will look back with the finest of memories, notably of the lovely people with whom I have been associated as your Commodore. In conclusion I would like to thank the Flag Officers, Directors of the Board and office and staff who have loyally supported me throughout my term.

Les McClean
Commodore
Cruising Yacht Club of Australia

Leading Sports Administrator Joins CYCA

ONE of Australia's most successful national and international sports administrators, Brian Emery, has joined the Cruising Yacht Club of Australia as its General Manager.

His task will not only be to streamline the overall administration and operation of Australia's major ocean racing club but to seek and service sponsors for the events conducted by the CYCA.

Emery comes to yachting from one of the world's major sporting codes, soccer football. But he brings with him a philosophy that is applicable to every participant sport – "My sole position in sport is to push the competitor rather than the individual," he said in an interview with OFFSHORE. "Officials should not be seen, not be heard."

A director of the Confederation of Australian Sport and the sole Australian member of the sports management and administration panel of FIFA, the world governing body of soccer, Emery has for the past five years been general co-ordinator of international soccer events.

These have included the 1986 World Cup in Mexico, the 1988 Olympics in Seoul, the 1990 World Cup in Italy and the 1991 World Cup for women in China. Some idea of the magnitude and drawing power of soccer is that a television and signage package for the World Cup in 1990 (in Italy) and 1994 (in the United States) was sold by FIFA for \$US 900 million.

In Italy, press accreditation for the World Cup was limited to 5000 – the largest media contingent in any international sporting event.

After a decade of being constantly away from home, of visiting 60 countries, of having personal bodyguards, even food-tasters, as part of his life, Brian Emery has decided to hang up his boots.

The 1986 winner of the Confederation of Australian Sports award for Administrator of the Year saw the position of General Manager of the Cruising Yacht Club of Australia as a new challenge in a different sport, and one that would keep him mostly in Sydney.

"The strategic plan for the CYCA over the next 10 years is one of stability and long-term planning for the Club," Emery said in an interview with OFFSHORE. "I hope to bring to the CYCA and yachting the expertise of sports management I have gleaned over the years in various countries.

"In administration there is no difference between the sports that Australians play and there are 6.6 million registered sporting

participants in this country.

"Sport is a growth industry – one that is not yet fully recognised. But I am concerned with the changing influence on sport of sponsorship and television, concerned that this influence does not detract from the value of the sport to the competitor."

Emery said he saw five major points in the activities of the Cruising Yacht Club of Australia:

- 1 – The competition.
- 2 – Equipment and facilities.
- 3 – Technical aspects – the skill factor and the safety factor.
- 4 – The media – if the club did not publicise what they were doing they would not attract

people to that club or sport.

5 – "The rest of us – from the guy who cleans the yard to the Commodore – who are there to support the competitor.

"Yachting has an excellent name as a good clean sport, respected as a 'gentleman's' sport, and it is important that all us do our best to maintain that status," Emery added.

"The Cruising Yacht Club of Australia has an international reputation as a leader in ocean yacht racing in the technical and race organisational sides of the sport – and we intend to keep it that way, to maintain and expand the CYCA as the centre of ocean racing in the Southern Hemisphere."

The Commodore and Board of Directors of the Cruising Yacht Club of Australia

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She's Apples II Takes Big Byte

By Peter Campbell

COMPUTER company chief executive David Strong completed an outstanding summer of offshore yachting with his powerful ocean racer She's Apples II when he won the Cruising Yacht Club of Australia's IMS Summer Point Score.

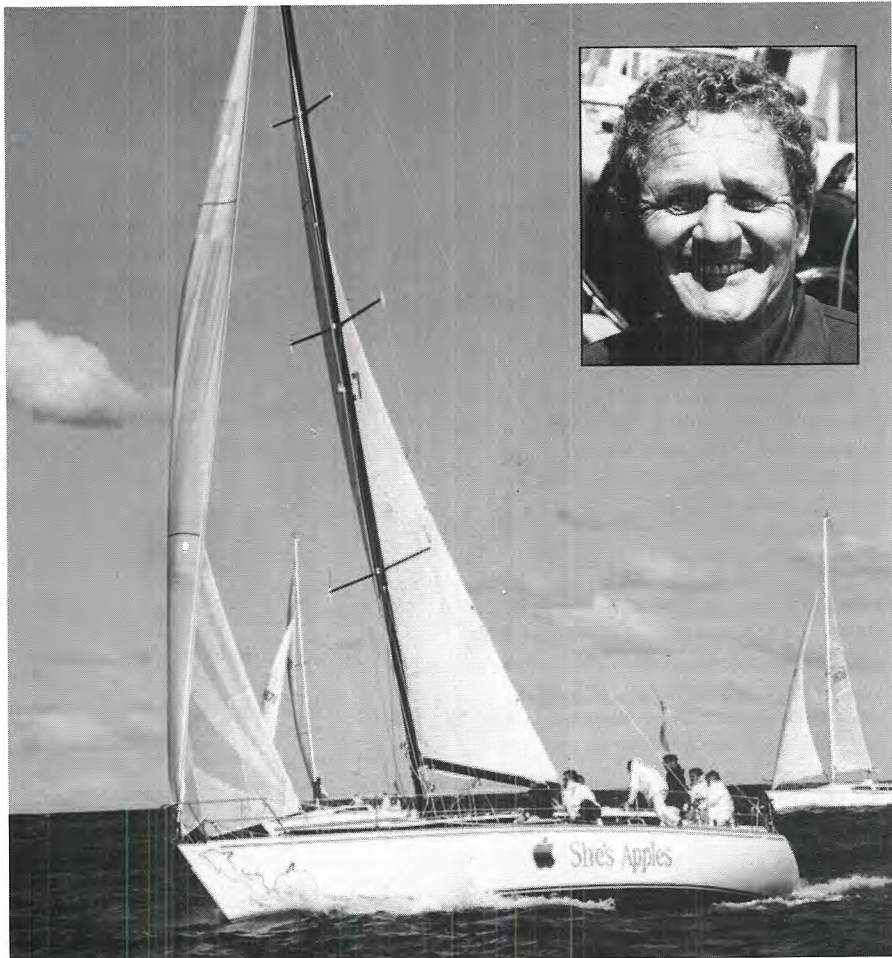
Strong, who sails out of the CYCA, skippered his Jarkan 12.5m to a fourth place in the final race of the summer offshore season to clinch overall victory. In a season of consistent sailing Strong also won the IMS overall and IMS Division A of the Kodak Sydney-Hobart Race and finished third overall in the six-race Asia Pacific IOR championship.

She's Apples II was designed by John King and built by BOC Challenge solo round the world sailor Kanga Birtles at Nowra on the NSW South Coast to replace the similar She's Apples which sank during a delivery voyage back from Queensland last year.

She won the IMS pointscore with a total of 1,522 points from the 10-year-old Carter 33 Firetel, skippered by Bob Lawler from Sydney Amateur Sailing Club, on 1,497 and the Cape 31 S/Cape, sailed by Andrew Bristow from MHYC, on 1,155 points.

Strong, chief executive of Apple Computers in Australia, also sailed She's Apples to first place in the CYCA's Performance Handicap pointscore for Division 1 yachts.

The prestigious Blue Water Championship for IOR-rated yachts was decided in the last race, when Middle Harbour yachtsman Ray Stone steered



WINNER of the IMS summer pointscore conducted by the CYCA was John King-designed *She's Apples II*, owned and skippered by computer company chief David Strong (inset). (Pics - Peter Campbell)

Kings Cross-Sydney into third place, just 13 seconds ahead of his main rival, CYCA yacht Nuzulu, owned by Ed Psaltis and Peter Ward.

This was the second successive Blue Water Championship win by Kings Cross-Sydney, a Davidson 36 optimised by Scott Jutson, but it was right down to the line against the Steinmann Half Tonner, Nuzulu, the 1991 Caltex Sydney-Mooloolaba race winner.

The final pointscore was Kings Cross-Sydney (MHYC) 1,505 points, Nuzulu (CYCA) 1,498.5 with the much-travelled Peterson 34 Impeccable (John Walker, MHYC) on 1,475. Nuzulu also won the PHS overall pointscore, beating Impeccable and She's Apples II.

Provisional results for the CYCA Short Ocean Pointscore saw Kings Cross-Sydney take the IOR Division from Nuzulu and Impeccable.

The IMS Division 1 went to S/Cape sailed by Andrew Bristow, with She's Apples II second and the Jutson 31 Chesapeake (Robert Williams) third. IMS

Division 2 went to Vacluse yachtsman John Kirkjian and his son, Sean, sailing Lady Ann, with Firetel second and Stormy Petrel II (Graham Day) third overall.

PHS Division 1 also went to Kings Cross-Sydney, with She's Apples II second and Matangi (John Bleakley) third. In PHS Division 2 the winner was S/Cape by just five points from Chesapeake, Impeccable and Stormy Petrel II, which finished equal second. PHS Division 3 went to Firetel from The Millennium Falcon (John Messenger) and Nuzulu.

The CYCA Shorthaul division saw the Summer pointscore go to Sommerbreeze (Hans Sommer) from Invincible (Dick Smidlin) and Cherana (John Keelty). The Autumn pointscore was won by Invincible from Sommerbreeze and Cherana.

Success story of the season must be that of S/Cape, the Andrew Cape designed 31-footer with 11 IMS wins in CYCA events, not to mention the 31' regatta and the Australia Day City of Sydney Cup. Since being launched in 1990 she has also taken line honours 25 times.

SOME famous Sydney-Hobart ocean racing yachts of 30 and 40 years ago returned to the competitive scene on Sydney Harbour for the Cruising Yacht Club of Australia's annual Great Veterans' Race, which also marked the opening of the CYCA's Digital Winter Series pointscore racing.

Open to past Sydney-Hobart racers built before 1966, the Race attracted a fleet of 16, including six past winners of the 1950s. A freshening sou'wester which reached 20 knots suited the heavy displacement, timber-hulled veterans with line honours going to *Fare-Thee-Well*, skippered by former Admiral's Cup yachtsman Peter Hemery, now the Secretary/Manager of the Royal Sydney Yacht Squadron.

In close handicap results first place went to *Camille*, sailed by the Docker family, by just 27 seconds from Margaret Rintoul, skippered by Bruce Gould, with only 30 seconds to *Struen Marie* (Brian Wherry).

Camille was designed and built by the late Ron Swanson who sailed her into second place behind the Halvorsen brothers' famous *Freya* in the 1964 race. The following year these two yachts were joined by *Caprice* of Huon to form Australia's first team to challenge for the Admiral's Cup at Cowes, England, in 1965 where they finished a remarkable second to Great Britain.

Margaret Rintoul was first to Hobart in 1950 and 1951 and is now skippered by Bruce Gould, who sailed the yawl to Hobart in 1990 to mark the 40th anniversary of her first victory.

Struen Marie, which won the 1951 Sydney-Hobart on corrected time, also

Sydney-Hobart Old-timers Back for Veterans' Race



CYCA's Great Veterans Race on Sydney Harbour saw some fine oldtimers competing again, including the 1952 line honours winner *Nocturne*, now owned by a group headed by Anne-Marie Foord.

(Pic - Ace Marine Photography)

BELOW, winning crew of *Blue Water Champion* yacht *Kings Cross-Sydney* at the CYCA Trophy Presentation. Sailing master Glenn Stone, second from right, stood in for his father Ray, who was overseas.

(Pic - Annette Brennan)



sailed to Hobart again last year to mark 40 years since her win.

Fourth overall in the Great Veterans' Race was 1952 line honours winner *Nocturne* (Anne-Marie Foord), with line honours winner *Fare-Thee-Well* fifth on handicap. Other past winners competing were *Nerida* (Sir James Hardy) and *Cherana* (John Keelty).

A fleet of more than 125 yachts contested the opening day of the Digital Winter Series, which will continue each Sunday until the end of July. The previous Sunday saw more than 50 women at the helm for the opening of the Digital Winter Series with the Ladies' Day race for the Jill McLay Trophy.

Overall winner of the Jill McLay Trophy was Caroline Curgenvin, who skippered *Stormy Petrel II* to first place in the Non-Spinnaker Division A. In the Non-Spinnaker Division B the winner was Sue Marshall at the helm of *Jellicle*, while in the Spinnaker group Division A went to Kerry Hallinan, steering *Never A Dull Moment*, and Division B to Donna Foley, on *Jagged Edge*. ●

CALTEX SYDNEY – MOOLOOLABA RACE

continued from page 9

Star Ferry's overall IOR victory was thrown in jeopardy when *Wild Oats* lodged a protest against the Race Committee, claiming that the manner of the weigh-in procedure for the crew of *Star Ferry* had materially prejudiced *Wild Oats'* chance of winning.

There were two aspects to the protest, both of which were dismissed after a six-hour hearing by the Queensland Yachting Association protest committee.

A claim that dry clothing was offered to the crew to weigh in, and that advice was given on how to lose weight (ie, by going to the toilet), was not accepted as outside assistance to the crew under the racing rules. Further claims on the technical compliance of the skippers' written declarations were not proven to the protest committee's satisfaction.

In dismissing *Wild Oats'* protest the QYA protest committee added that the protest had been lodged in the best spirit of the sport and highlighted a new and important area of these rating rules, that needed the attention of administrators, clubs and competitors.

A further change to the overall IOR results came when third-placed *Nuzulu*

(last year's winner) was penalised three placings for having used her engine to hold station while the crew repaired a broken tiller.

The end result was *Star Ferry* winning IOR overall from *Wild Oats* (Bruce Foye and Roger Hickman) and *Singapore Girl*, skippered by MHYC vice-commodore Tony Hill, sailing his first long ocean race with the *Davidson 34*.

The overall IMS results also were not officially finalised until the last yacht finished the race, as MHYC used the Ocean Race IMS configuration with a Performance Curve Scoring method. Under this method, yacht positions vary as the computer assesses performances in various ranges of wind. In this race the wind speed figure increased as the race progressed, from 14 knots to a final wind speed figure of 20 knots, and saw overall results alter dramatically in the final stages of the race.

In the final results the much-sailed Farr 40 from the Royal Prince Alfred Yacht Club, Bruce Staples' *Witchcraft II*, won IMS overall by just nine seconds from the Brisbane Farr 11.6, skippered by Ross Perrins of the Royal Queensland Yacht Squadron. Third overall was another RQYS boat, Stephen and Cyndy Everett's *Phoenix*.

Both *Witchcraft II* and *Outsider* were optimised by Scott Jutson for IMS racing. While the work for *Witchcraft II* was a standard conversion of a proven IOR boat

to the IMS rule, the optimisation of *Outsider* was a significant upgrading of the general performance of a stock Farr 11.6.

Jutson modified the keel section and added internal ballast to *Outsider* while skipper Ross Perrins shortened the spreaders and moved the sheeting angles inboard, lifting the Farr 11.6 from being an uncompetitive racer to the top level of Australian IMS competition. "It shows there is a prescription to make almost every yacht competitive," commented Jutson.

The PHRS division saw an overall win for Queensland, with the Mooloolaba-designed and built *Coconut Express* (John Donovan) winning from Hugh Treharne's *Bright Morning Star* and Kim Williams' *Rock n' Roll*. Designed by Jon Sayer, who was on board as sailing master, the 11.9-metre light displacement flyer finished fifth across the line, less than seven hours astern of the 20.5-metre pocket maxi *Bobsled*.

Line honours saw a magnificent finish by *Bobsled*, sailing her final race under the command of co-owner Geoff Bush as the Steinmann 67 has been bought by two Mooloolaba yachtsmen.

From 30 miles astern off Byron Bay *Bobsled* hooked into the southerly front and surfed past Peter Walker's *Amazon* and George Snow's *Brindabella* to snatch line honours by 27 minutes, with *Amazon* just holding *Brindabella* to take second place by 36 seconds, or just a couple of boat lengths.

QUEENSLAND yacht *Outsider*, skippered by Ross Perrins, heads down the Harbour with crew in relaxing mood. *Outsider*, an optimised Farr 11.6 won IMS Division 2, losing IMS overall victory by just nine seconds to Pittwater sloop *Witchcraft II*. (Pic – Peter Campbell).





CREW of Brisbane boat *Phoenix* would have won best dressed award at the start of the Caltex Sydney-Mooloolaba Race. Tactician Bernie Case from Melbourne is standing in the stern, with skipper Stephen Everett on the wheel, his wife and co-owner, Cyndy, working the mainsheet. (Pic – Peter Campbell).

With winds gusting to 40 knots and sometimes 50 knots, *Bobsled* sailed the final leg from Cape Moreton in darkness, under mainsail and poled out No 2 headsail. With Andrew Short at the helm for the final 12 hours, *Bobsled* sailed a remarkable 330 nautical miles in 23 hours, averaging just

under 15 knots but at times surfing at speeds of up to 27 knots. *Amazon* was forced to complete the final 30 miles under mainsail alone, with a spinnaker wrapped around the forestay. Her mast was also inverted in the incident, and she did exceptionally well to hold out *Brindabella* right on the line.

For the first time Queensland won the Caltex State of Origin with a team comprising *Corroboree* (Peter Messenger),

Outsider (Ross Perrins) and *Freight Train* (Damien Parkes) while the Cruising Yacht Club of Australia won the Rum Bucket teams trophy with *Wild Oats*, *Rager* and *Bobsled*.

The race was not without its drama, with 16 yachts withdrawing with damage that

ranged from broken masts and boom to broken steering, ripped sails and general gear damage.

Among the early retirements were IOR handicap leaders *Kings Cross Sydney* and *Sanctuary Cove Queensland Maid*, while the last to go was the Gosford yacht

Mistress Mercy, dismasted in heavy winds only 30 miles from the finish.

The most dramatic retirement, however, was that of 1990 IOR winner and 1991 runner-up *Pemberton III*, with a broken rudder, between Ballina and Cape Byron.

Skipper Richard Hudson and his experienced crew rigged an emergency steering using a spinnaker pole and floorboards, to sail the yacht clear of the coast, but this also broke in the early hours of the

“THIS is the way we covered *Spirit of Australia* when I steered *Challenge Australia* to that one win in the America’s Cup racing” says Hugh Treharne at Caltex cocktail party at Middle Harbour Yacht Club on eve of race to Mooloolaba. With him is Caltex’s Michael Brown and Queenslanders Bill Crisp and Peter Bloemer who crewed aboard Treharne’s cruiser/racer, *Bright Morning Star*, on the race northwards. (Pic – Peter Campbell)





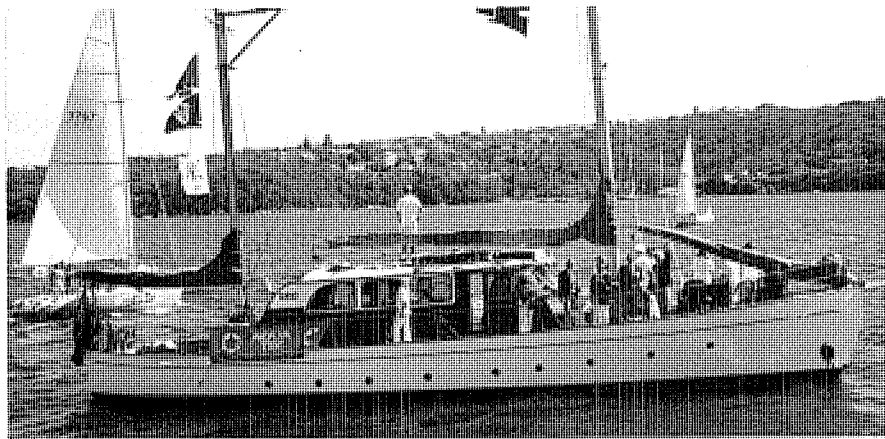
TART of the 1992 Caltex Sydney-Mooloolaba Race with *Outsider* getting the perfect break at the leeward end of the line, with ultimate line honours winner *Bobsled* on her quarter. (Pic – Peter Campbell)

second day of drifting at sea.

Because the big winds and heavy seas had closed all river bars on the NSW Far North Coast, *Pemberton II* was forced to remain at sea for more than 30 hours until a trawler from Brunswick Heads was able to go to sea in safety and tow the disabled 30-footer into the lee of Cape Byron, with Water Police and North Coast airsea rescue and coast guard group co-operating in the final communications link.

Despite their uncomfortable and frustrating ordeal, all crew members came

OFFICIAL starting boat for the Caltex Sydney-Mooloolaba Race was the classic motor-ketch *Lauriana* which nearly 50 years ago was the first patrol vessel to spot the Japanese midget submarines entering Sydney Harbour. (Pic – Peter Campbell).



ashore well and in good spirits to be met by a representative of sponsors Caltex, who had also flown their dry clothing down from Mooloolaba to Ballina.

**1992 CALTEX SYDNEY-MOOLOOLABA RACE, 470nm
FINAL RESULTS:**

IOR Div 1: 1 *Wild Oats* (Bruce Foye/Roger Jackman, NSW); 2 *Brindabella* (George Snow, ACT); 3 *Freight Train* (Damien Parkes, Qld).

IOR Div 2: 1 *Star Ferry* (John Conroy, NSW); 2 *Singapore Girl* (Tony Hill, NSW); 3 *Impeccable* (John Walker, NSW).

IOR Overall: 1 *Star Ferry*; 2 *Wild Oats*; 3 *Singapore Girl*.

IMS Div 1: 1 *Witchcraft II* (Bruce Staples, NSW); 2 *Phoenix* (Stephen & Cyndy Everett, Qld); 3 *Pilgrim* (Desmond Quirk).

IMS Div 2: 1 *Outsider* (Ross Perrins, Qld); 2 *Corroboree* (Peter Messenger, Qld); 3 *Hummingbird* (John Quinn).

IMS Overall: 1 *Witchcraft II*; 2 *Outsider*; 3 *Phoenix*.

PHRS Div 1: 1 *Coconut Express* (John Donovan, Qld); 2 *Rock 'n Roll* (Kim Williams, NSW); 3 *Ruthless* (Peter Hill, NSW).

PHRS Div 2: 1 *Bright Morning Star* (Hugh Treharne, NSW); 2 *Bobsled* (Geoff Bush, NSW); 3 *Blind Panic* (Peter Bush).

PHRS Overall: 1 *Coconut Express*; 2 *Bright Morning Star*; 3 *Rock 'n Roll*.

Line honours: 1 *Bobsled*, elapsed time 2 days 9 hours 14 min 42sec.

Caltex State of Origin: 1 Queensland White (*Corroboree*, *Outsider*, *Freight Train*) 43pts; 2 Queensland Maroon (*Phoenix*, *Coconut Express*, *Sanctuary Cove Queensland Maid*) 36; 3 NSW Orange (*Rager*, *Impeccable*, *Blind Panic*) 32.

Interclub teams: 1 CYCA Blue (*Wild Oats*, *Rager*, *Bobsled*) 39; 2 MHCY White (*Spirit*, *Bright Morning Star*, *Singapore Girl*); 3 CYCA White (*Fiction*, *Ruthless*, *Witchdoctor*) 29.

SIGMA 35

Stylish Cruiser-Racer from UK

By Peter Campbell

STANDING on the Esplanade at Cowes on the Isle of Wight during Cowes Week is a remarkable experience for anyone interested in yacht racing, as the hundreds of cruiser/racers and one-design keelboats short-tack along the shore.

Sailing amongst the huge fleet is even more awe-inspiring, particularly when one encounters some of the huge fleets of one-design yachts such as the Sigma 33s. I think there were 60 and more on the starting line the last time I sailed at Cowes Week.

Sigma is a big name in the production yacht business in Britain, a name noted for the quality of design, construction and fitting out of its highly competitive cruiser/racer yachts.

They are yachts designed and built specifically to sail, either racing offshore or cruising under sail in conditions that can often be rugged around the coast of Great Britain. They are not built as marina weekenders.

In fact, it has been said that the launching of a new Sigma is like the advent of a new Jaguar car, with the grace, pace and space that have made the Sigma 33 and 38 the most popular cruiser/racer one-designs of their size on the United Kingdom market.

British business executive Mike Henderson has been a Sigma enthusiast for years and when he was transferred by his company to Hong Kong he shipped his Sigma 29 out there too. Then he brought it on to Australia, following another transfer.

After a year of enjoyable sailing on waterways around Sydney he decided he needed a bigger yacht, something around the 35 to 38 foot mark. Preferably, he wanted an Australian-designed and built yacht, but set high standards of design, construction and finish in a cruiser/racer, with emphasis more on the cruising.

After looking at the now limited range of new production yachts being built here, and then at imported yachts from France and Germany, Mike went back to Sigma. This time it was to the new Sigma 35, launched on the British market in 1990 and imported by Moody Yachts Australia. Again his criteria was near perfection in



design, construction and quality of finish – along with good performance inshore and offshore.

Mike is convinced he has picked the ultimate in the Sigma 35, a stylish but practical performance-orientated cruiser/racer with an excellent pedigree. After six months of getting to know and really enjoying his Sigma 35, Flying Cloud, Mike has had another transfer – to Sweden.

Flying Cloud is thus on the market with the highest recommendations for this fast and seaworthy cruiser/racer, possibly the forerunner of more of these excellent 35-footers from the UK to be seen sailing in Australian waters.

Design

Although David Thomas is not well-known as a designer in Australia, local yachtsmen will certainly appreciate the modern but aesthetically-pleasing hull shape of the Sigma 35. It looks like a real yacht and according to my colleagues in the UK, is unmistakably David Thomas-drawn.

The Sigma 35 was designed to excel upwind, and freedom from the constraints of the IOR has allowed her waterline beam to be wider, the centre of gravity lower and the ballast ratio higher.

Her elliptically-edged iron fin keel is not extreme by any means, and a bustle starting shortly aft of the keel continues through to

boat test

support to the semi-balanced spade rudder. The bustle also assists in directional control, particularly under motor and reversing into tight marina berths.

Construction

The Sigmas are all built by Marine Projects, not far from Plymouth, and a highly developed, professional boat-building operation. Between 120 and 130 of the Sigma range are built annually and marketed by Sigma Yacht Sales, a division of Moody Marketing & Development Limited.

While built to Lloyds A1 specifications as required in the UK, an ABS certificate can be obtained on application, to comply with Australian ocean racing requirements for Category 1 events.

Like her sisterships, the Sigma 35 is moulded in a conventional fashion, using a hand laid composite laminate, mainly chopped strand mat with occasional woven rovings, stiffened by a pre-moulded matrix frame to give an exceptionally strong construction.

While still in the mould a heavy galvanised fabricated steel grid box is moulded into the bottom of the hull, with the first eight keelbolts passing through the grid. However, its primary role is to add stiffness to the hull and absorb the sailing strains – the upward pull of the shrouds and the compression from the deck-stepped mast.

Bulkheads are then glassed in, with the structural ones also bolted through the grid framework. The GRP deck incorporates a non skid surface and stiffened by a balsa core.

As one would expect from a company of Sigma's status, the standard of moulding is flawless, and through the boat one is aware of the professionalism that pervades her construction, finish and fitting out. GRP mouldings are used extensively in the interior fit-out, but with such a subtle degree that immediate impressions are of an all-teak interior.

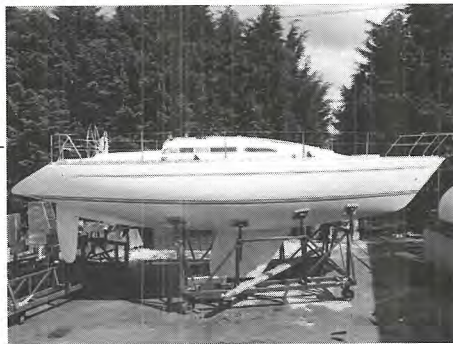
Below Deck

The Sigma 35 provides seven berths in three separate cabins and even without using the saloon there is ample and private accommodation for two couples or a family of four.

A careful blending of GRP mouldings and teak, together with three large portlight/windows on either side of the main saloon, together with skylights in the deckhead, make the cabin light and airy and thus most suitable for Australian conditions. Two of the portlights on either side of the main cabin open for ventilation, and there are two dorade cowls fitted on the cabin top to help ventilation while at a mooring.

The Sigma 35 has been designed to operate properly below decks when at sea, with a simple but functional interior plan, well proportioned for racing or coastal, even ocean cruising. It is obviously the concept of a practical sailor in the form of Bill Dixon who designed the interior while David Thomas designed the hull lines, foils and the rig.

The forecabin would be a cosy double berth although the headroom is a little tight at 62 inches, and there is fairly limited



TOP: Before launching picture of Sigma 35 shows clean lines of hull, moderately deep keel, but quite deep rudder. **CENTRE:** Main saloon with galley to port, navigation area to starboard and large settee berths. **BOTTOM:** Galley layout with twin sinks, gimballed stove and large GRP work surface. (Pics – Robert Chapman)

personal stowage. However, an excellent feature is a large locker beneath the berths for sail stowage with the berths themselves folding back to allow quick access to sails during racing. The upholstery in the forecabin is also vinyl as against woollen covers in the main cabin.

The saloon is well forward in the hull and quite low in the boat, giving it a snug feeling. The headroom tapers from 6ft 3in aft to 5ft 5in at the forward end of the saloon. Here the overall stowage is excellent, with deep fiddled recesses behind the backrests. The port settee converts into a double if required.

The third cabin, providing a huge double berth, hanging locker, shelf space and stowage lockers, is to port, with entry just aft of the galley area. It has opening portlights for light and ventilation. All berths are fully upholstered – 4 inch foam with choice of fabrics. Lee cloths are on all berths and the cabins are lined throughout.

The L-shaped galley is to port, just below the companionway, with the chart table to starboard and both are excellent working areas.

The galley is dominated by a large GRP work surface, with a decent fiddle and a stout stainless steel grab rail around it. Standard equipment includes a gimballed cooker with two burners, grill and oven, a 12-volt refrigerated ice box, hot and cold pressurised fresh water with two stainless steel sinks, together with ample stowage lockers and racks.

Likewise, the navigation area provides ample room to work, with a large teak chart table with stowage below. There is a large bulkhead space for instruments, electronics and radio, but stowage for larger navigation items such as binoculars and books is rather sparse.

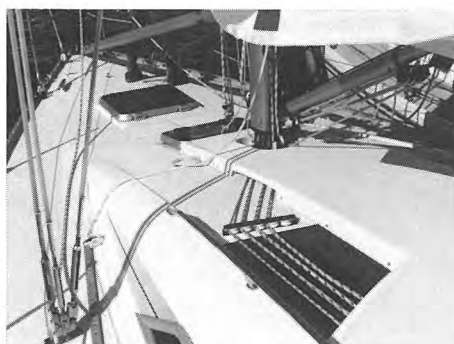
An excellent feature of the electrical switchboard beside the chart table is that when any of the deck or navigation lights is switched on, tiny lights show up on a profile of the yacht. So if any deck lights fail, the navigator gets instant warning.

Again the heads compartment, set aft of the navigation area, is thoroughly practical and all GRP moulding. In addition to the expected washbasin, toilet and shower (hot and cold pressurised water) the compartment includes a oilskin/seaboot stowage bin which sensibly drains into the electric-pumped shower sump instead of the bilge as one often finds in boats.

On Deck

Having seen the Sigma 33s en masse at Cowes Week, there is a notable difference between the Rob Humphreys-designed 33s and the David Thomas concept for the Sigma 35. Thomas' layout is cleaner, with wide sidedecks and an uncambered foredeck. The blister-shaped coachroof, with no clear delineation between the deck and coachside or coachside and cabin top.

The result is an easily worked and efficient deckplan with the sliding hatch "garage" extending right forward and also accommodating the sail control lines leading aft from the mast to eight Spinlock clutch stoppers for halyards and sail control lines.



TOP: Owner Mike Partridge aboard Sigma 35 White Cloud during test sail. The large wheel has fingertip control. CENTRE: Fixed spinlock double return block for jib leads has jammer for both sheaves. BELOW: Halyards, sail control lines all lead aft from mast base under "garage" for sliding hatch. (Pics - Peter Campbell)

Whether in the cruising or club racing version, the Sigma 35 comes with all deck gear, including winches, as standard equipment. Flying Cloud, the one Sigma 35 in Australia, berthed at Church Point on Sydney's beautiful Pittwater, has been set up as the club racing boat.

The cockpit is an outstanding feature of the Sigma 35 - clean and uncluttered with the helmsman's position right, behind a full width mainsheet track, with adjustable roller bearing traveller. There are three excellent features of the cockpit -

- * It is deep, with good back support when sitting inside the cockpit itself and is quite uncluttered with the two primary and two secondary winches and all sail controls set on the cabin top, either side of the companionway;

- * Neatly scalloped coamings, clear of winches, and sloping at 45 degrees on the outside, provide comfortable seating for the crew when racing and sitting out of the cockpit, with an angled trench on the edge of the cockpit seats for the crews' heels.

- * The helmsman has the choice of standing or sitting in three positions, with a contoured seat that provides the right angle on either tack. Visibility is excellent from all positions, and the helmsman can quickly move from windward to leeward and also control the mainsheet easily when sailing shorthanded.

The cockpit sole is teak-lined and easy to keep clean, drains well (probably only rainwater would ever get into the well). Under the starboard cockpit seat is a huge locker, well divided for stowage of such things as an inflatable dinghy, fenders, mooring lines, spare sheets, etc.

As mentioned, the cockpit and the coamings are uncluttered by winches, sheets and halyards. The Lewmar 43 self-tailing primary winches (self-tailers are not standard) are on the aft end of the coachroof, with the Lewmar 24 secondary winches set conveniently just aft of the set of Spinlock clutches on either side of the companionway. Sturdy cleats are well positioned for locking off halyards as extra security. The tails for all halyards and lines slip neatly into stowage bags located just outside the companionway step.

Reefing is done at the mast, with a special mast-mounted winch. The boom vang is a fixed rod support with adjustable tackle.

The long headsail tracks are set well inboard, with the sheets leading through the car and back to Spinlock double return blocks with locking clutches.

As a yachtsman who normally races boats with tiller steering, I found the wheel steering of the Sigma 35 superb to use, crisp, effortless and positive under both sail and power. The reason is that the wheel works through a Whitlock Cobra rod steering system with none of the slackness and sometimes slow response of wire/chain systems. The deep spade rudder is set on a stainless steel shaft, adding to the efficiency of the steering. A two-bladed folding propeller is standard and a sacrificial anode is fitted to the shaft.

The Volvo instrument panel is fitted within easy reach of the helmsman - a feature of this is a simple power-on button for ignition and a starter button under a rubber cushion. The controls

are sited by the helmsman right aft in a recess with a perspex panel extending down halfway to keep out the weather, while the throttle/gear lever is set on the binnacle.

Standard instrumentation on the Sigma 35 is the excellent Stowe system, the basic equipment being the windspeed and close-hauled units, linked to the standard Stowe Navigator II which also includes a depth sounder and speed log.

Flying Cloud's owner has also fitted a most efficient Autohelm 4000 automatic pilot to make his single-handed sailing more pleasurable.

The Rig

The modern rig of the Sigma 35 is designed for maximum efficiency, both as a cruising boat and as a racer. The fractional untapered Kemp spar comes fully anodised. The rig is deck stepped, with twin, swept-back spreaders providing lateral as well as fore and aft support. No runners are needed and the backstay tension is controlled by a 30:1 tackle on a bridle system.

Flying Cloud was fitted with an efficient Kemp furling system for a 140% genoa, as the owner enjoys considerable sailing alone or with his family. However, this is quickly removed to use the Sparcraft Tuff Luff headfoil for racing sails. The Club racing package for the Sigma 35 comprises a North 135% genoa, two other headsails, mainsail and North tri-radial spinnaker, along with all spinnaker gear, additional genoa track cars and the headfoil.

Under Power

Yachts are normally awkward things to handle under power, but the Sigma 35 is a

delight to steer. Going ahead the large wheel (about 4 foot diameter) gives you the feeling of driving a car with power steering - and is just as easy to park. It will spin within its own length, yet the helm can be left briefly to nip below for a quick look at a chart without the yacht wandering all over Pittwater. The same applies under power and sail.

In fact, I motor-sailed back up Pittwater for about three miles with just minimal adjustments to the wheel, hands-off for much of the time.

In reverse, the Sigma 35 tracks straight and is, of course, responsive to the lightest of wheel movements in backing into a berth.

The Volvo 2003, 27hp diesel pushes the boat at 4.9 knots at 1750rpm, 6.5 knots at cruising revs of 2250rpm and 6.9 knots flat out at 3000rpm - in smooth water.

Under Sail

A sunny autumn morning on Sydney's northern waterway of Pittwater is an idyllic way to spend a few hours relaxing, but it provided little wind for a comprehensive sailing test of the Sigma 35.

But it was enough to convince me that in this English designed and built boat there is a fine cruiser/racer, well suited for Australian

boat test

conditions, both inshore and offshore. She has all the lines of a good sea boat and information from my UK colleagues of her ability in a seaway and a strong breeze confirms my perception of the Sigma 35.

As OFFSHORE's test sail was restricted to light breezes, it is worth quoting from the test report published in the well respected British yachting magazine, *Yachting Monthly*, after an extensive test sail in fresher conditions on The Solent off the South Coast of England.

"Our sailing", reported the British magazine, "produced two days of brisk sailing weather which provided testing conditions...on day one with the 27 knot piping up to 35 knots true on occasions.

"We left the Hamble under No 3 and double-reefed mainsail and immediately experienced the crisp nature of her handling, made all the more enjoyable behind a 48 inch wheel.

"David Thomas' boats are always exceptional wind performers, and he designed this one, in his own words 'as a killer to windward.' This she certainly is with the No 3/Solent jib set, she could tack consistently within 70 degrees on the compass. In these brisk conditions (28-30 knots true) she up 6.5-7 knots boatspeed.

"Occasionally in the harder (35 knot max) gusts she would start showing signs of griping, but was obvious enough to give time to ease the mainsheet to compensate. On no occasion did she perform the gyrations common to some cruising boats of her size in these conditions."

The report goes on to describe conditions on entering The Solent proper beyond Calshot into "what amounted to all-but a fresh autumn gale, with a commensurably awkward and steep Solent seaway". This required a third reef and with the reefing done at the mast, the crew said they would have appreciated less shiny glass fibre and more non-skid surfaces on deck. The report went on: "Once the third reef was in, she scythed upwind as if there was no tomorrow."

Off the wind, the test report was also full of praise, commenting: "Had we been racing, when we came off the wind we would have shaken out the third reef; as it was we enjoyed a good run, but she lacked the power to pick up surf, and late stayed around 7.5 to 7.75 knots with the true wind on the beam."

OFFSHORE's sail was in a breeze that seldom got above 6 knots, but although the Sigma 35 is a relatively heavy displacement cruiser/racer she was most responsible and accelerated quickly to 4 knots on the smooth waters of Pittwater. Slightly different to The Solent as I remember it during Admiral's Cup and Cowes Week days.

Conclusions

The Sigma 35 has been designed to spend weekends under sail, not as a marina cottage accommodation and this is reflected in her stout construction, efficient rig, ease of handling and in the offshore factor of the layout below decks and in the cockpit.

There are leecloths on the berths - even the double berth has a split cushion and leecloth divider. There are substantial fiddles on all surfaces down below and the galley can obviously be worked efficiently and in safety in a seaway.

The deep cockpit is "inside" the boat and drainage generally is good when heeled, including the leeward seats.

Sigma yachts have produced an excellent cruiser/racer for the mid-range of offshore sailing yachts. The emphasis is slightly more on cruiser than racer, but the distinction depends more on the nature of equipping and the way you set up the Sigma 35. In designing this boat, Sigma Yachts have trodden a fine line, giving performance a high priority, and the Sigma 35 is certainly a yacht which can be raced successfully offshore yet at the same time used for enjoyable cruising with friends or family.

After all, she has a shower that can actually be used, the bunks are large and comfortable, and you can have hot water or a cold beer all laid on.



RELAXING aboard the Sigma 35, showing high gunwales giving good backrests in the cockpit, curved coaming gives comfortable seating out of the cockpit. Note transom and boarding ladder.

The landed cost in Australia hinges to a large degree on the exchange rate between Pound Sterling and the Australia Dollar which at the present time is hardly favourable for potential Australian buyers. The starting price for the Sigma 35 in Australia is around \$198,000 but set up with the Club Racing Package and virtually ready to race brings the price to about \$206,000.

SIGMA 35

Designers: David Thomas (hull/foils/rig) and Bill Dixon (deck and interior), United Kingdom.

Builders: Sigma Yachts, a division of Marine Projects, Plymouth, United Kingdom.

Australian Importers: Moody Yachts Australia, 12 Brand Drive, Thomastown, Vic. 3074. Phone: (03) 466 3311.

Australian Agents:

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Brisbane: Paul McLaren & Associates

Ph: (07) 229 0244 Fax: (07) 229 1719

Specifications:

Hull: Composite GRP layup of chopped strand mat and woven rovings, stiffened with pre-moulded matrix.

Deck: GRP stiffened by balsa core.

Keel: Elliptically-edged iron fin keel.

Rudder: Semi-balanced spade rudder on stainless steel stock.

Mast: Kemp anodised, fractional rig with double sweptback spreaders.

Sails: North Sails.

Winches: Lewmar

Engine: Volvo 2003 three-cylinder 28hp diesel.

Fuel: Mild steel 20 gallon (20 litres)

Water: Polypropylene 40 gallon (181 litres)

Batteries: 12v x 2 123 ah batteries.

All boats built to Lloyds A1 specifications, with ABS certificate for Category 1 offshore requirements available from builder.

Design Measurements:

LOA 10.74m

LWL 8.69m

Beam 3.43m

Draft 1.80m

Ballast keel 2091kg

Displacement 5800kg (approx)

Berths 7

Sail areas:

Mainsail 29.73 sq m

Foretriangle (100%) 23.23 sq m

I = 41' J = 12'3" P = 42'6" E = 15'

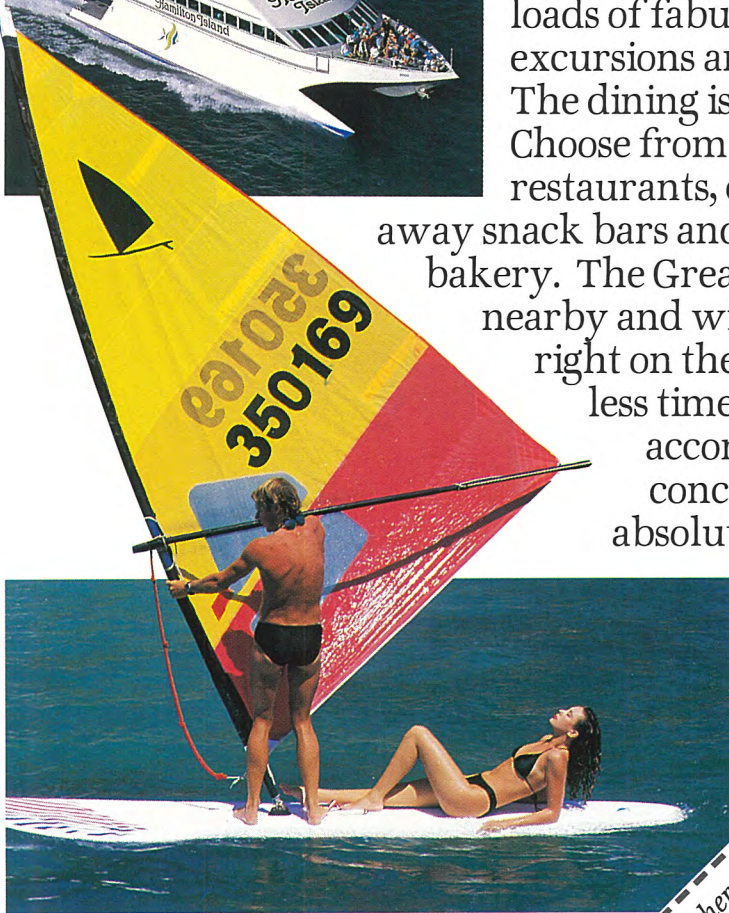
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A Cruise Into History

By Jeanne Heydon

Who but the intrepid yachtsmen of the Royal Yacht Club of Tasmania would come up with the idea of a circumnavigation of Tasmania as an idea for a relaxing summer cruise? This cruise would be a three week, 850 mile sail around the

southernmost island state of Australia, totally within the Roaring Forties of the Bass Strait, Tasman Sea and Southern Ocean, including sailing past one of the world's great southern capes.

Then who but the rest of the Tasmanian cruising fraternity would rush to register in such numbers that a waiting list began

when capacity at the smaller ports of call was reached?

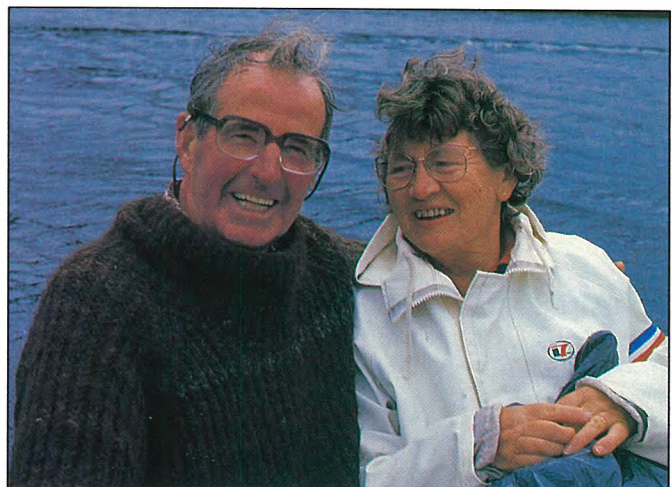
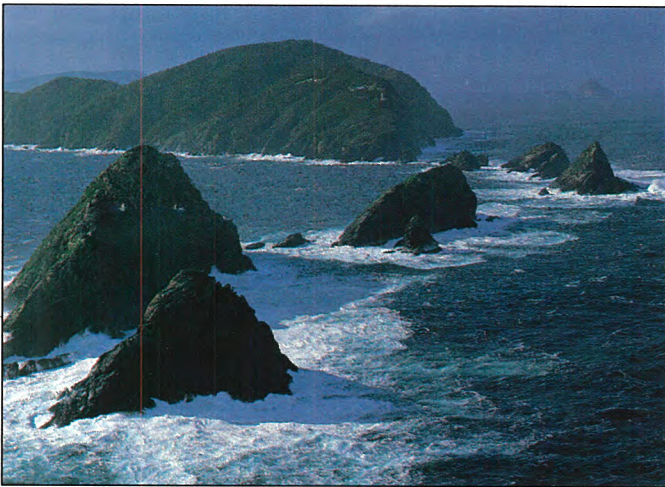
The concept of a Tasmanian circumnavigation cruise had been brewing for a while. When the Abel Janszoon Tasman Festival committee approached the Royal Yacht Club for activities to commemorate the 350th anniversary of

WITH only a soaring albatross, the Hobart-built cutter *Liberty*, skippered by David Boyes, heads south from Port Davey into stormy weather during the Van Diemen's Land Circumnavigation, A Cruise Into History, marking 350 years since Abel Tasman discovered and named the island. Tasmanian photographer Richard Barnett sailed on part of the cruise, taking to the air to capture the fleet off the South West Coast of Tasmania.





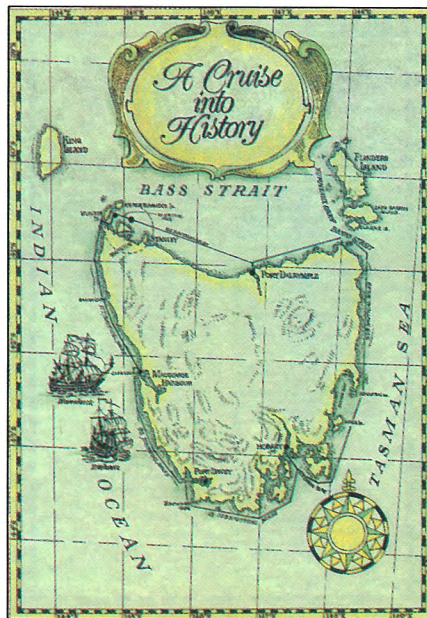
HOBART yachtsman Joe Cannon at the helm of *Finesse of Tasman* as the 15m cutter drives into a southerly storm during the circumnavigation cruise. Below left, Rugged Maatsuyker Island, with its remote lighthouse – named by Tasman on his voyage of discovery in 1642. Below, Joe and Enid Cannon in finer weather. Bottom, The circumnavigation course around Tasmania, showing stopovers at Port Dalrymple, Circular Head, Macquarie Harbour, and Port Davey before returning to Hobart. (Pics – Richard Bennett).



Tasman's voyage of exploration to what Tasman called Van Diemen's Land, they were ready. The festival committee was initially reticent. How many yachts could possibly participate? Maybe 10? Perhaps 20? The fact that they would eventually have to limit the registrants never occurred to the committee.

Although most of the 40 registrants were Tasmanians, other participating yachts from Melbourne and Lord Howe Island joined the fleet. We were the only foreign flag vessel to enter the cruise. Bill Heffner and I had been sailing in the Pacific on *Northmoor*, a Ted Hood designed Little Harbor 44' sloop, for the past three years, having departed originally from Newport, Rhode Island, in 1987. This was our second visit to Tasmania and the cruise sounded like a great way to meet fellow yachtsmen and to see the glorious coastline of Tasmania.

On February 29, 1992, a spectacular sight greeted Hobart as 40 participating dressed yachts rounded Battery Point for the official start of the Commemorative Cruise Into History, a Van Diemen's Land



Circumnavigation.

As soon as we cleared the festive Hobart parade line on the morning of

February 29, we set sail for our three week adventure. Most of the afternoon was spent tacking down the Derwent River towards Storm Bay. We made it only as far as Port Arthur as the wind began to die.

There we found a cosy, protected spot in Stewarts Bay just beyond the historic ruins of the penal settlement to which convicts had been shipped from 1830 until criminal transportation was discontinued in 1853.

Because of the fairly tight social schedule of the cruise, we had to keep going whenever the weather allowed, so the next day we were off to Chinamans Bay on Maria Island, another smaller penal site which operated only for a few years until Port Arthur was established. We had to motor most of the day, due to light and variable winds. But the spectacular headlands we passed and the anchorage we found were reward enough for a noisy day. The lovely beaches and turquoise water at Chinamans Bay sported numerous local boats from the Tasmanian mainland enjoying a great time fishing, water skiing, and relaxing over their Labour Day weekend. We feasted on a dinner of freshly



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The weather reports began looking very favourable for an overnight passage to Port Dalrymple on the north coast, our first official port of call for this Cruise Into History. So the next morning we got an early start, sailing comfortably north past Schouten Island and Wineglass Bay with east to south-east winds.

After sailing all night in company with Gin Rummy, Wathara II and White Wave, Northmoor turned more north-westerly just about the time that the wind clocked to the north-east. We had a quick downwind run through Banks Strait to Port Dalrymple, where we arrived and found a swing mooring just off the yacht club. Everyone else opted for a berth at a private marina or at the yacht club. We were quite happy to be away from the commotion.

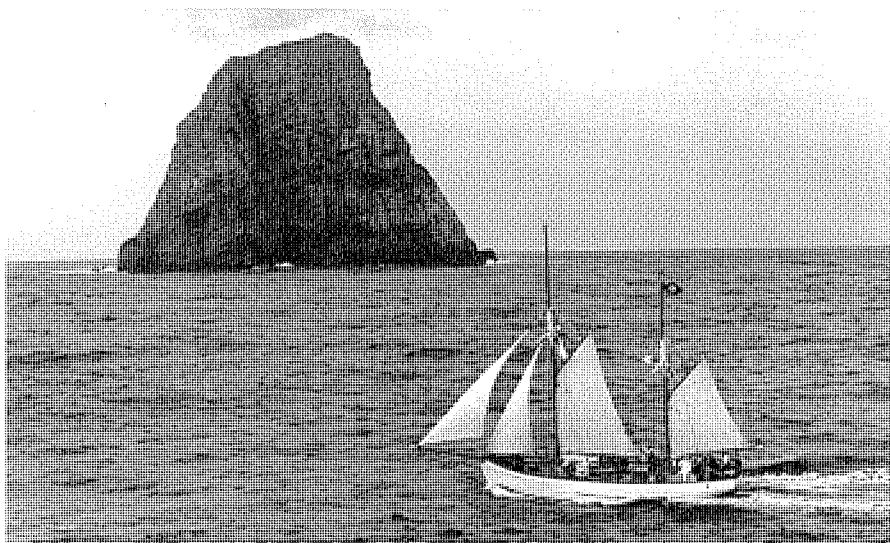
Numerous activities were planned at the Port Dalrymple Yacht Club. We spent one afternoon touring the Australian Maritime College at Beauty Point. We also enjoyed a barbecue dinner celebrating the last of the races for their Wednesday night racing series. The outside bar also became a general meeting and socialising area. Of course the big event was the Pig-On-A-Spit, or, in this case, three pigs on spits, for the hundreds of race participants, club members, and guests. With great dance music following the meal it was midnight before the lights on Northmoor were turned out.

Headley Calvert, travelling with Bern Cuthbertson on South West Passage, maintained radio skeds and liaison with Hobart, bringing us twice daily weather forecasts, fleet news and other information. To spice up the evening skeds, he would ask a question of historical significance to the Tasmanian sailing community. Apparently I motivated a few Tasmanians to check their historical facts when I was the first to answer correctly one of the quiz questions.

Out of Port Dalrymple the fleet sailed on the morning Tamar River tide, with a cannon salute fired from Low Head. The sight of the 40-yacht flotilla steaming out of the port was quite spectacular. Winds were light and the passage too far for a one day sail to our next stop, Smithton, so we stopped for the night at Devonport, where the Abel Tasman cruise ship leaves for the Bass Strait crossing to Melbourne.

The people we met at the Mersey Yacht Club, Devonport, were especially nice. Club members Tara and Nick Paterson, who were preparing their yacht Kristina for cruising, let us use their berth since they had their boat out of the water for work. We invited them aboard for cocktails. But the visit in Devonport was short. By early morning we were on our way again.

Across the top of Tasmania we rushed, covering nearly 76 miles in a race to reach the Duck River before the ebb tide made the river impassable for a 5' draft. We nearly did not make it. We were the last boat into Smithton. Fortunately we had a local boat, Mary Lou, lead us up the river,



VETERAN topsail schooner *Rhona H*, sailed by Murray Yound from St Helens, making good time as she sailed to leeward of Sisters Rock near De Witt Island during the Tasmanian circumnavigation. (Pic – Richard Bennett).

so we had the benefit of their knowledge in missing the most shallow spots.

The fleet was split for two nights, with the shallow draft vessels heading to Smithton, and the others filling the Stanley wharf. Our centreboard design allowed us either option.

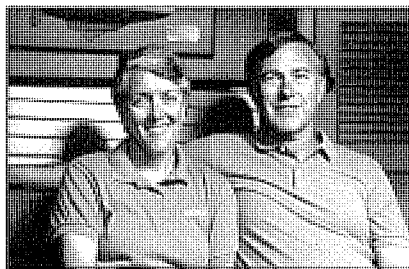
Unfortunately none of us realised that where they put us in Smithton was too shallow even for our 5' draft. They had so many boats rafted alongside the dock that we, being the fourth boat out, did not have enough water under us. We were so far out into the narrowing river that we were actually starting up the far bank and as the 10-foot tide went out Northmoor tipped towards Amanda, which was tied alongside us to port. Slowly we leaned more and more until finally we were leaning into Amanda's rigging and the grating sounds of our rod rigging against their wire backstay began reverberating throughout the boat. My gut was wrenching as we leaned more and more. Finally about midnight the tide started rising. It was not too long before enough water flowed up river allowing us to catch a few hours of sleep with the boat upright.

At 5:30am I was out with a lead line to check the depths around us from the dinghy. As soon as we had light we were busy, since the tide was on the fall. We moved the boat next to Kulali, a Clipper power boat with no tall rigging, in slightly

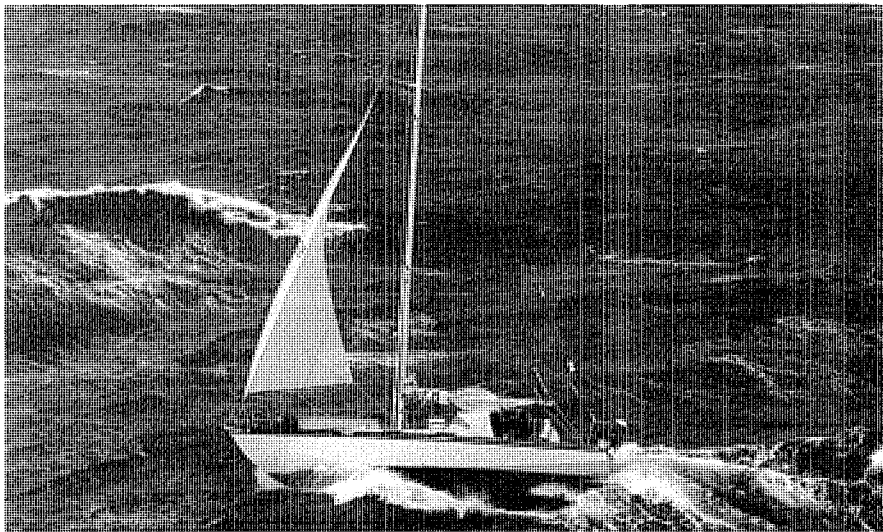
deeper water, with seemingly softer mud river bottom. We then ran a breast line to the far shore, around the biggest, strongest boulder we could find. All of this worked. But we did not feel as though we could leave the boat to do the tour of Woolnorth, the original Van Diemen's Land farm settlement, which the other cruisers seemed to enjoy tremendously.

After we monitored Northmoor through low tide in our new location we felt more comfortable. By evening we were able to enjoy a special night at a lovely resort called Tall Timbers in Smithton, where there was a smorgasbord dinner which included such fare as baked mutton bird, wallaby patties and plenty of tasty fresh raw oysters. This was quite a treat for Yanks. The hospitality was overwhelming from the Circular Head Cruising Club, the many local sponsors who provided gift boxes for all of the yachts, and especially Northmoor's hosts, Ken and Dianne Marthick, who provided special memories of north-west Tasmania.

A very early morning exit from Smithton was necessary due to the tides. We actually left the wharf in pitch darkness. Thank goodness for the high powered 12-volt light which we bought years ago in the States! It was desperately needed in our search for reflective channel markers as we headed back down the Duck River. It was not totally disconcerting, since all 15 of



Jeanne Heydon and Bill Heffner have cruised in the Atlantic and the Pacific aboard Northmoor since 1987. In 1991 they participated in the Double-handed Yamaha Osaka Cup Race between Melbourne and Osaka, finishing second in the Cruising Division. They are now completing a global circumnavigation.



CUTTER *Nomis*, skippered by Tamar River yachtsman Simon a'Campo, reaching in heavy seas near South-West Cape on Tasmania's deep south. (Pic – Richard Bennett).

us left at the same time and formed a conga line down the river, with us trying to keep a close eye on Montego Bay ahead of us. At least if one went aground the chances were that others would be in the same soup.

As we were clearing the mouth of the river dawn emerged with a clear blue sky and warm sun. We had another delightful downwind sail around Hunter Island and down the west coast with many brightly coloured spinnakers dotting the horizon. Through the night we sailed to Macquarie Harbour, where we arrived at first light, and entered easily through Hell's Gate entrance with about 20 other participating cruise boats. However, the remainder of the yachts were pounded later in the day as a front rolled through, and the wind strengthened and moved south-westerly.

With the weather thickening and our fuel filter leaking, we decided to put into well-protected, secluded and scenic Farm Cove for the night. The yacht *Prelude* came into the anchorage with us and we had a lovely cocktail hour together, after Bill valiantly changed the fuel filter and the oil on both the engine and the generator so that we would be in good shape to motor up the Gordon River the next day.

The 20 plus miles up the Gordon River put us into a lovely, verdant wilderness area. We motored past where the cruise boats take their flocks, and up to Sir John Falls, where generally the only visitors arrive by floatplanes. Of course with this whole host of cruising yachts the place was mobbed. We were tied six abreast off the dock, with about 15 yachts in the immediate area for the night. It was quite a rowdy lot, and a noisy night, but good fun.

We ventured up the Gordon past several rapids and also up the Franklin River in the inflatable dinghy. On the return we provided a tow to the *Aranjee* dinghy which had broken a shear pin on their outboard motor in the rocky Franklin as they had been exploring up river. The four

of us in our tender, towing their tender, had quite a thrill as we rounded a river bend to find a floatplane accelerating on take-off right towards us. Quickly we surrendered the right of way!

The next morning we welcomed aboard Tony and Graeme from the Tasmanian yacht *Prelude* for a day sail as we headed off down the Gordon with a stop at the penal colony ruins on Sarah Island. This, along with Norfolk Island, was a settlement for hardened criminals. You truly get the feeling of remoteness and hopelessness on that island: that is why the entrance to Macquarie Harbour is called Hell's Gate. The name is also appropriate because of the turbulence of the tide and wind in the area, with a continuous outflowing north-westerly current of up to seven knots against the prevailing westerly winds.

After our stop at Sarah Island and a little New England Clam Chowder, compliments of Chef Bill, we headed into the village of Strahan. Twenty-seven yachts managed to squeeze inside the wharf at Strahan. Strahan had never seen such a spectacle. We were packed right smack dab in the middle of the pack, and never would have attempted such a docking manoeuvre without Tony and Graeme aboard.

Strahan was a good place to pick up some provisioning odds and ends, do laundry, and to socialise. The Macquarie Harbour Sailing Club sponsored a beach barbecue which featured locally farmed ocean trout and salmon as well as fresh crayfish and abalone, and even more delightful treats.

All too soon we found ourselves brutally pounding our way south from Macquarie Heads down the rugged, uninhabited west coast of Tasmania. The forecast of 10 to 20 knots of west to south-west winds was grossly underestimated as squalls hit us with winds of up to 52 knots. We somehow managed to get our bimini down just before one such gust would have stripped it off the boat.

At times we were down to a handkerchief-size jib alone, but making too much leeward drift we had to put out at least a little mainsail in order to point high enough to round Point Hibbs and Low Rocky Point as the wind veered southerly. Through a wet sleepless night we continued on towards Port Davey with only two other yachts, *Clwyd* and *Kathleen 7*, of the fearsome fleet of 40. At one point a wave larger than any we had ever seen slammed the stern and drenched Bill. The chaos below included cutlery everywhere as two drawers blew out of their brackets spewing clanking utensils along the galley floor.

As Bill dried off, I scanned the deck for damage and found that our custom made lifebuoy had been stripped from its bracket and vanished into the froth. At least the dinghy was still safely tied on the foredeck this time. It once had gone for an independent sail off the coast of New Zealand, and amazingly had been recovered by a US yacht similarly bound for Tonga. Every once in a while a wave would break on our beam and reverberate through the hull like the sound of a freighter ramming us. Waves had thousands of miles in which to build, with the only land mass to the west at that latitude being South America.

Timing our arrival perfectly, as usual, we arrived at North Head, Port Davey, at 3:30am just after the moon set. Through the pitch black void we negotiated our way around reefs and headlands using radar. Finally the ordeal was over at 4:30am when the anchor dropped near the lights of several fishing boats into the sandy bottom of Bonds Bay with only the howl of the wind to remind us of the passage just completed.

After a good sound sleep we decided to meander up into Bathurst Channel. If any true wilderness areas exist on planet earth, this must be counted as one. Port Davey enclosed over 250 miles of coastline within protected waters. The surrounding mountain peaks, including Mt Rugby at 2,520' overhead, provided a spectacular backdrop for the secluded anchorage we found at Clyte Cove. Frequent rain squall clouds hid the quartz grey summits and enveloped the landscape in mist. As the evening air chilled our bones, we warmed the cabin with oven cooking including a casserole dinner and freshly baked bread.

There were no towns in Port Davey. There were no roads leading into Port Davey. The last of the King family residents in Bathurst Harbour died last year, so there were no permanent residents there. The only access into this remote wilderness was by yacht or plane.

For two days we sat at Clyte Cove. Winds constantly howled and rain squalls were frequent. I spent the time writing letters and cringing at the weather forecasts for more of the same. Even in the anchorage the wind was often pushing 30 knots. We ran a weatherfax in hopes of seeing improvement heading our way, only

to be even more depressed by the tight isobars heading towards us. With a Saturday Presentation Dinner awaiting us, everyone had mixed emotions about heading out into the elements Thursday as scheduled.

With a continuation of the gale warnings, the fleet was quite divided on whether or not to depart Port Davey in the morning. Some started out, but returned to shelter. We found that once clear of the outer bay we could sail okay, but the seas were extremely unfriendly and running up to six metres. The Sandringham-based ketch Spotlight followed us out and continued nearby throughout the day. Their company and VHF radio communications were somewhat reassuring as the wind velocity soared at times to over 47 knots apparent, dead astern, while we were surfing down waves at up to 12.6 knots.

Through the rain, the breaking waves, and the constant spray, Bill hand-steered most of the day, since the helm required considerable strength and concentration, while I navigated, stood by for relief and monitored the radio. We had never before taken to the sea with a gale warning current, but we had sailed in the forecasted 25-35 knot winds, and knew that Northmoor was made to withstand the onslaught. We had not anticipated true winds in excess of 50 knots.

Clwyd, with a young enthusiastic crew, raced past us wing-on-wing, nearly planing

over mountainous waves. We could only guess that skipper Craig Escott had totally lost his sanity. Northmoor and Spotlight took a more cautious pace around Maatsuyker Island and gibed between Flat Witch and Dewitt Islands, approaching near Flat Top and Round Top Rocks, when we heard the sound of a plane overhead. We guessed that it must be the photographer Richard Bennett. Who else could possibly be out in this weather? I quickly clipped on my harness and raced aft to unfurl our American flag. The airplane circled above several times as we waved vigorously at each pass. We must have looked quite a sight!

Throughout the day we struggled onward, hoping for relief around South-East Cape and Whale Head, only to find the worst of the winds lurking for us there. Once around the corner, near Recherche Bay, the seas and winds eased just enough to lure us into continuing up the D'Entrecasteaux Channel to Barnes Bay. However, the excitement for the day was far from over.

As we sailed past Actaeon Island we spotted a vessel off our port bow. We had spoken to the police boat Freycinet, which was searching for Kathleen 7, one of the cruising yachts. When we took a good look at the vessel ahead we were nearly certain that it was Kathleen 7 - DISMASTED! As quickly as possible we sailed alongside and ascertained from owner Jim Patton

that everyone was okay, and that they did not require assistance. They had been dismasted during the afternoon, and after clearing away the rigging had continued under power, heading towards Dover. Spirit and determination were clear from the smiles on their faces.

Next we heard that Aranje had blown out their headsail, and was having a steering problem near Whale Head but was continuing on towards Recherche Bay. Liberty had cracked two wood planked seams on their port side as they fell off a wave. The worst casualty report came from Solandra, which with four women and two men aboard had broken their toilet bowl. Wow, what a trying day!

We continued towards Barnes Bay and still had gusty wind. Off Kinghorne Point, just before we turned into the bay, the beam wind reached 47 knots, one last "gotcha."

Finally, after 13 hours and 101 miles, the anchor was secure in Alexander's Bay, where we had anchored before on a more leisurely cruise in Tasmania. We were the first of the fleet to arrive at Barnes Bay. The wind was howling through the trees on the ridge, but we were sitting comfortably in flat calm water. I made a pizza dinner, the only time I had cooked dinner on the entire trip, since Bill is such a gourmet chef.

After dinner and a brief relaxation Bill checked the generator, only to find that the

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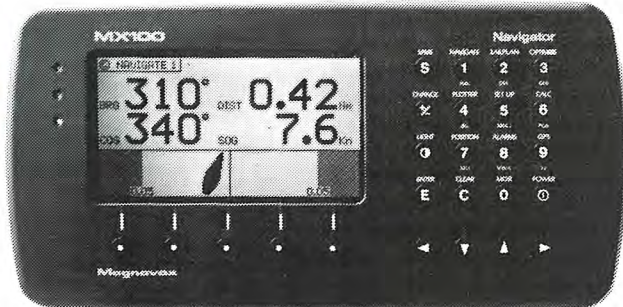
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journey's six metre following seas had caused a major amount of water to backflow into the oil and that the generator would barely start. Two oil changes later the generator seemed to be okay, so both of us let sleep take its natural course.

The last day of our three week cruise was spent in Alexander's Bay, drying out and cleaning out all that had been disrupted during the prior 24 hours. We noticed that the bilge pump was running a bit much, so a thorough investigation began. First the sound of inflowing water could be heard, then the culprit was identified. A weld on our centreboard casing had failed inside the boat below the waterline. We had our own salt water fountain daintily spitting water into the bilge. A quick call to the Royal Yacht Club and a juggling of their tight schedule put us at the front of the queue for slipping the next morning. With so many excellent yachting services available in Hobart we took the opportunity to effectuate several long-needed repairs before heading north with the seasons.

The final feast and presentation night were sponsored by the Royal Yacht Club of Tasmania in Hobart on March 23. It had prudently been postponed in order to allow time for all the yachts to find a weather window to complete safely the passage around the south capes. With all of the yachts safely in port, the night was a smashing success. The atmosphere was electric as snapshots and memories were shared with nearly 300 guests, including most of the 135 persons completing the entire circumnavigation and many of the additional 132 people who participated in part of the cruise. Thirty-nine Abel Tasman plaques were presented to the circumnavigating yachts.

Recognition included the Best Kept Log, to John Copeland on Tiercel. The Yacht of the Fleet award was presented to Bern and Jan Cuthbertson of Southwest Passage, who had gone many a sleepless night as the radio relay vessel for the fleet with Headley Calvert aboard as sked co-ordinator; he also received an Abel Tasman Medallion for his tremendous efforts. Special recognition was given to Jeff Boyes, who manned the Hobart-based communications through Tascoast Radio, including all the weather forecast relays. The nightly historical quiz competition was won by Joe Cannon, from Finesse of Tasmania. Bob Laing was also recognised for his service as Cruise Co-ordinator.

This was a trip to be remembered throughout our lifetime. We are not surprised that rumours of another circumnavigation cruise of Tasmania have been heard. We are trying to figure out a way to return to Tasmania by 1998, when surely this hearty lot will plan a similar commemorative cruise for the explorations of Matthew Flinders. It will again be an opportunity for fun times, good friendships, and many sailing adventures, but the faint-hearted need not apply!

Participating Yachts

Van Diemen's Land Circumnavigation

Yacht	Type	Designer	Skipper
Amanda Tamar Aranjee Hobart	55' Steel Ketch	D. Thompson	Geoff Bantick Bentley Jones Rick Gumley
Balandra Hobart	46' Timber Sloop	Camper/ Nicholson	Gerd Henniske
Cascades Hobart	37' GRP Ketch	Roberts	Donald Clarke
Charon Tamar	37' GRP Ketch	Crestglass Sydney	David Scott
Clwyd Hobart	11m GRP Sloop	Young	Craig Escott
Delphis Hobart	33' Timber T/S'I Schooner	M. Griffiths	John Kennedy
Derwent Lass Hobart	30' Timber Sloop	P. Joubert	Don Colbourn
Downunder Tamar	50' Steel Ketch		Tony Houston
Finesse Of Tasman Hobart	14.9m Steel Cutter	Len Hedges	Joe Cannon Enid Cannon
Flying Cloud Hobart	70' Foreyard Schooner	J. L. Boyd	Desmond Rodman
Gin Rummy Hobart	36' GRP Ketch	Roberts	Max Watson
Glenshiel VII Hobart	40' Timber Ketch	J. Adams	Hugh Garnham
Halcyon Tamar	9.8m Sloop	Salthouse	Douglas Saul
Kathleen 7 Brighton	11.7m GRP Sloop	D. Pedrick USA	James Patton
Kulali Hobart	34' GRP Clipper	Clipper	Neil Masters
Liberty Hobart	12m Timber Cutter	Max Creese	David Boyes
Mistra Hobart	14.8m Ferro S'I Schooner	Samson	Greville Turner
Montego Bay Hobart	60' GRP Cruiser	De Fever	Cameron Morrisby
Nomis Tamar	11.9m Steel Cutter	Roberts	Simon a'Campo
Northmoor USA	44' GRP Sloop	Ted Hood	Jeanne Heydon
Penrod Sandringham	14m GRP Ketch	L. Giles	Ken Kippold
Pisces Sandringham	14m GRP Ketch	L. Giles	Jim Sanders
Prelude Hobart	35' GRP Sloop	Swanson	Des Cooper
Pursang Lord Howe	42' GRP Sloop	Savage	William Shead
Quiet Achiever Hobart	36' Timber Sloop	Kaufman	David Haseltine
Ransome One Hobart	20m Alum Cruiser	P. Gibbons	Rudi Van Dort
Rhona H St Helens	51' Timber T/S'I Schooner	Ned Jack	Murray Yound
Seabird II Sandringham	14m GRP Ketch	L. Giles	David Strong Rae Strong
Spotlight Sandringham	14m GRP Ketch	L. Giles	Mayer Page
Solandra Hobart	34' GRP Sloop	Sparkman & Stephens	Reg Escott
Southwest Passage Hobart	50' Timber/GRP Cutter	Kauffman	Bern Cuthbertson Jan Cuthbertson
Stardust Hobart	40' Timber Cutter	Max Creese	Malcolm Hunt
Tiercel Hobart	30' GRP Sloop	P. Joubert	John Copeland
Tradition Hobart	40' Timber Sloop	Max Creese	David Gough
Vanity Fair Hobart	53' GRP Ketch	Roberts	Ken Gunn
Wathara II Hobart	36' Timber Sloop	Swanson	John Peacock David Peacock
Westerly Hobart	10m GRP Sloop	Compass	Bill Mills
White Wave Hobart	34' Steel Sloop	Roberts	Don Morgan



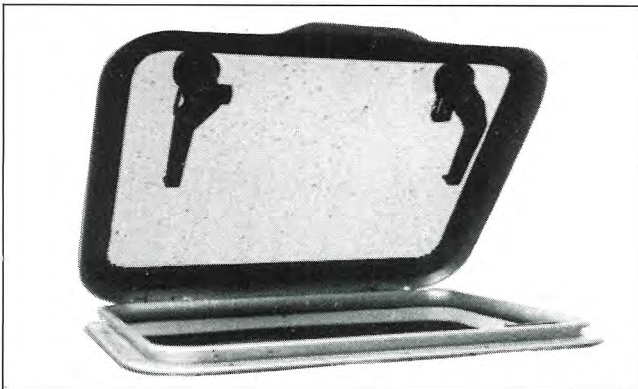
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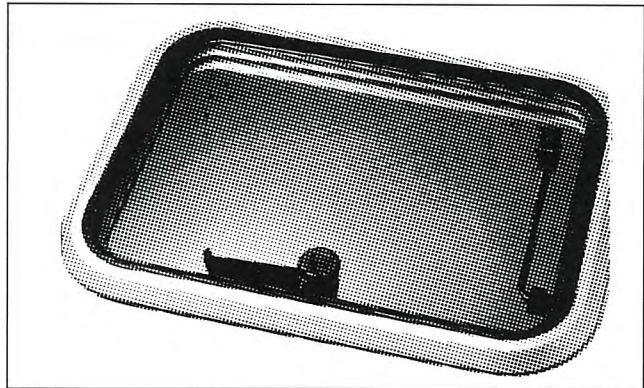
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Syndicate Launches New 30 Square Metre

SAIL 30 is the name of a syndicate which has launched a new fibreglass 30 square metre class yacht to promote this classic international yachting concept throughout Australia and in Japan.

America's Cup yachtsman Hugh Treharne launched the new boat for the syndicate which comprises Hood Sails Australia, Yachtmasts of Australia, Longship Boats and the Maurice Drent Boat Services.

Described as the Jaguar of yachting, the 30 square metre is long, low, sleek and fast: all these attributes appeal to yachtsmen in a 40-foot yacht that can be sailed single-handed and races successfully with a crew of three or four and still provides limited accommodation for an occasional day or overnight cruise. It is not, however, a yacht for the family man with four children.

Well-known yachtsmen involved include Ian Broad, Maurice Drent and Damien Parkes.

The Sail 30 Syndicate was formed to promote International 30 Square Metre Class racing in Australia following the arrival of Janus Brundin from Sweden with a mould of the latest Harry Beakes-designed "30 Square". The first yacht from the mould is Pinchgut, owned by Garth and Maggie Stewart, who for many years successfully raced the famous 30 square metre yacht Teal.

Subject to availability of yachts to charter, two Australian crews hope to contest the European Cup in Sweden in late July. Garth Stewart, skipper of Pinchgut, has already entered for his second challenge – in 1988 he finished third overall in a boat built by Brundin in Sweden.

The second challenge is being mounted by Damien Parkes, owner/skipper of ocean racing yacht Freight Train, with either a chartered yacht or with one shipped from Australia.

First Jutson 50 For WA Yachtsman

A well-known Perth yachtsman has commissioned the building of the first Jutson 50 IMS, with construction due to start in early May and the yacht ready for racing by next summer.

The building of this fast and comfortable IMS racer from the design board of Sydney-based Scott Jutson Yacht Design coincides with other interest in the IMS 50s, with John McConaghy building a Reichel/Pugh 50 in Sydney for a French yachtsman.

The Jutson 50 is designed for yachtsmen who want to be at the front of the fleet, yet at the same time has a comfortable interior with a large working cockpit for efficient sailing. The boat incorporates the best features of the IMS rule which promotes a yacht that is stiffer and lighter than current IOR practice and, as a result, is easier to sail, less prone to round-ups and broaching because of better acceleration and steerage, and is generally faster for a given length by 15-20 percent compared with an IOR boat.

The Jutson 50's IMS light displacement means that deck gear is much simpler than an IOR 50-footer and as a result no coffee grinder winches are needed. This not only makes the boat easier to sail but far less expensive to build.

Though light in displacement, the Jutson 50 IMS is designed for outstanding power in a seaway and meets all current projected IMS stability standards, including the 1992 stability index.

The Jutson 50 IMS is one three purpose-designed IMS cruiser/racers from the drawing board of Jutson following four years of success with the IMS rule and the velocity prediction programme that forms the heart of it. Jutson has produced three new IMS racers for 1992 – the Jutson 50 IMS, the Jutson 44 IMS and the Jutson 355 IMS – following the race-winning successes of two of his 30-footers, *Jacobina* (first overall, 1992 Petersville Regatta) and *Chesapeake* (first, Division B and second overall, 1991 Coffs Harbour Race).

Jutson's IMS designs are characterised by three main features:

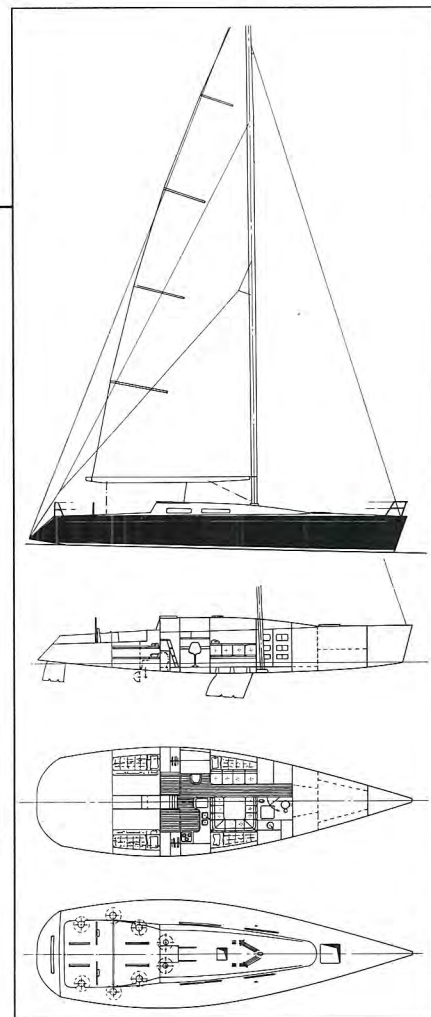
1. Excellent Weight Concentration for optimal performance in a seaway.

According to Jutson, this will be handicapped some day by changes to the IMS rule, but points out that its positive effect on performance will always be worth pursuing. In this regard, Jutson Yacht Design has developed new mast designs that not only provide a lighter spar, but also one that is stiffer so as to resist inversion through handling errors.

The IMS gives special windage credit to this type of rig so that it improves handicap as well.

2. Foil Performance, which is a Jutson Yacht Design speciality already well proven with yachts that have been optimised for both IOR and IMS racing.

Foil cross section is completely unrated in IMS and is no less critical than sail shape in overall performance. Each foil suits the specific design for optimal result. According to Jutson, the foils produce power and stability while avoiding the high



drag of extreme ballast packages, such as bulbs.

3. Superb Acceleration for Reaching and Running.

All VPPs are flat-water based so acceleration in waves is not taken into account. Jutson designs for a displacement/length ratio at least 40% lower than the equivalent size IOR yacht with far greater stability. Combined with an optimal sail area/wetted surface ratio, the result is outstanding performance in all conditions.

Jutson Yacht Designs is very much a hands-on business, with Scott having a close contact with all owners. All his designs are available on a custom or semi-custom basis with leeway for specific modifications on interiors and deck layouts.

A significant factor is the end cost, with Jutson Yacht Designs stating the cost of construction through to launching being most competitive. The 50ft design is said to be below the cost of a comparably fitted 44ft import.

JUTSON 50 IMS

LOA	15.22m
LWL	13.64m
Beam	4.36m
Draft	2.80m
Dspl	7,234kg
Main	68.72 sq m
100% FT	52.25

Farr 44 IMS Gaucho Dominates Key West

GAUCHO, a product of the first IMS design produced by Bruce Farr & Associates, has made a striking impact on the IMS racing scene with her racing debut at the highly competitive Yachting Race Week at Key West. The Farr 44 won all five races in the 11-boat IMS Class A, also taking out the Yachting magazine award for the best performance of the 119 yachts competing in the regatta.

In fact, so much so that the Offshore Racing Council is considering a move for the application of an immediate rating penalty to arrest the design trend to extreme draft in cruiser/racing yachts designed to the IMS rule for offshore racing.

A second Farr 44, to be named *Dreampic*, is being built in New Zealand by Ian Franklin Boatbuilders of Christchurch to be campaigned in the Kenwood Cup by Nippon Telephone and Telegraph. Another new Farr IMS design, a 40-foot version of Gaucho, is under construction in Auckland by Cookson Boatbuilders for a New Zealand syndicate also to contest the Hawaiian series.

Fast for her size, the 44-footer Gaucho was consistently able to comfortably beat, boat-for-boat, competitors measuring 46, 47 and 49 feet length overall, as well as one of the two 50-footers racing in IMS Class A. This brought victory to Gaucho by considerably large margins on corrected times.

Joe English, who was here in December, sailing for the winning Irish team in the Southern Cross Cup, was one of many prominent international yachtsmen competing at Key West, racing aboard *Champosa VII*, winner of the 50-Foot Class at the regatta. In a report for *Seahorse* magazine, English compared the speed around the course of Gaucho against that of the Nelson/Marek IOR 50-footer *Insatiable* which was racing in PHRF Class B.

In winds of more than 25 knots Gaucho matched *Insatiable's* times almost exactly, while in less wind the larger boat was about two minutes faster per race. According to English, virtually all of this advantage was taken upwind with the smaller but cleaner IMS boat proving to be quick and well balanced when off the wind.

However, it must be said that Gaucho was sailed by the crew which had won last year's One Ton Cup with the Farr-designed *Vibes*. The latest Farr boat was steered by Jim Brady, directed by Geoff Stagg and crewed by Bob Wylie and other members of the *Vibes* team.

Gaucho is owned and built by Christian Schmiegelow, whose construction facility, Astillero del Estuario, is located in Buenos Aires, Argentina. *Gaucho* is the first of a series of Farr IMS 44s being built there. The second boat off their line, *Califa III*, was first to finish the Regata Oceánica Olivos-Florianopolis, a 700 nautical mile coastal ocean race from Buenos Aires to Florianopolis, Brazil.

Astillero del Estuario are building Farr IMS 40s in series construction similar to their 44 format. One of these 40-footers, along with *Califa III*, will compete in the inaugural Commodore's Cup to be hosted by the Royal Ocean Racing Club from Cowes, England, and held in alternate years to the Admiral's Cup.

Meanwhile, the Ocean Racing Council move on extreme draft in IMS rated boats follows a review of fleet statistics indicating that the keels of leading IMS designs are now as much as 12% deeper than the fleet average. Studies by the ORC's International Technical Committee has suggested that appropriate corrections be made in the IMS hydrodynamic model for effective keel draft at the ORC meeting in November.

To control the trend in the meantime, a simple penalty formula is to be considered by the ORC this month. The penalty would adjust time allowances at the existing fleet extreme of draft/length ratios by about five seconds per mile, with an even stronger effect just beyond the current extreme.

J35 To Be Built In Australia

QUEENSLAND yachting couple Stephen and Cynthia Everett, who own and race the imported J44 *Phoenix* so competitively on the Australian offshore circuit, have established a joint venture with Sydney boat-builder Ian Bashford to build and promote the successful J35.

Under the J Boats Australasia umbrella, they will build, market and promote all J boats, including the long-established J24. Bashford has established a highly successful boat-building company in Sydney, constructing J24s and Etchells,

with a strong market in the United States and Hong Kong for the Etchells.

Bashford, a former Australian, European and North American champion in J24s and last season's Australian Etchells champion skipper, sailed with the Everetts aboard *Phoenix* in the recent Caltex Sydney-Mooloolaba Race.

This was a lead-up to Ian campaigning a J35 on the Australian race circuit next summer, including the 1992 Kodak Sydney-Hobart Race. The first Australian-built J35 is now under construction and J Boats Australasia already have six firm orders from both Australia and Malaysia.

The Australian-built J35 has a completely new re-designed deck, a revamped interior and full Harken deck hardware and will be on the market for \$135,000 ex factory.

The hull is being built to ABS approval using Balteck end-grain balsa/fibreglass laminated construction. The masthead rig will be a clear silver anodised Hall Spars mast supported by twin spreaders and continuous Navtec rod rigging and complete state-of-the-art running rigging.

In essence, the J35 is a workmanlike boat, has outstanding speed, an easy to handle rig, looks good and has dual purpose accommodation. The boat's big and re-designed cockpit, while primarily designed for a racing crew, does make the boat good for day sailing with guests aboard.

It comes to Australia with an outstanding record of successful racing in the United States and elsewhere.

J35

LOA	35.5'
LWL	30.0'
Beam	11.8'
Draft	6.9'
Ballast	4,400lb
Displ	10,500lb
100% SA	632 sq ft
I	46.4'
J	14.7'
P	41.5'
E	14.0'
Auxiliary - 30 hp marine diesel	



Simple Solutions to Boat Maintenance

By Patrick Bollen

FOR years you've wanted a boat of your own – the boat which was going to give you that well-earned weekend escape from it all or, on the grander scale, the adventure of a lifetime to cruise the coast, the islands or perhaps the world.

The money was right, the contracts exchanged, and now your dream is a reality.

Isn't 'she' beautiful? So fine as she swings peacefully at her mooring, or comfortably in the pen at the club marina.

So many good times to be had. Races to contest, passages to make, and remote

and isolated destinations to reach.

You're the envy of all your friends, but they don't have to maintain the thing, do they?

For some boat owners this part of the exercise is a pleasurable pastime, for others it's a right pain in the neck: an onerous chore which seems only to eat into their precious leisure time.

"I didn't buy a boat always to be working on it – I bought it to sail, to race and to have fun", some will say.

It's been said that there are only two good days in boat ownership – the day you buy and the day you sell.

Personally, I don't agree entirely with

that statement. As is the case with any large monetary outlay – be it a home, a car or a boat – they must all be maintained.

Maintained and cared for properly to ensure that:

1. They work well at all times, and
2. It reduces the size of the hole in your pocket.

At all times prevention is better than cure and, with that in mind, I hope the following will help you keep in pleasurable working order your new boat.

Let's start with the bottom.

When the boat is slipped it's imperative that every inch of the keel and hull be checked for cracks, corrosion, electrolysis, worm, osmosis.

All skin fittings should be checked for leaks, gates and valves cleared, greased and cleaned. Hose clamps must be checked and replaced if necessary.

The propeller shaft should be checked for movement and stern glands checked, packed and tightened. The propeller itself should be checked for corrosion (electrolysis) along with the skeg. Check that the blades are true to pitch so as to eliminate any cavitation or unnecessary overriding on the engine.

The rudder should be checked for damage and any play in the stock – if there is any, the rudder bearings will need to be checked and possibly replaced.

Ensure your boat has correct anodes placed at the right points so as to eliminate electrolysis. Each time the boat is slipped, check to see that the zinc is wearing evenly, particularly on alloy and steel boats.

When all this is completed satisfactorily, anti-fouling can take place.

I am not going to advocate any one particular anti-foul, as there are many good

RESTORATION of veteran ocean racer *Margaret Rintoul* called for complete refurbishing of the wooden hull, the decks, brightwork and mast and rigging before the 40-year-old yawl sailed in the 1990 Sydney-Hobart Race.



brands on the market, but where I can I prefer a self-leaching brand.

While the boat is on the slip or hardstand be sure to check the condition of the topside surfaces (noting any changes in paintwork finishes) and if need be attend to this. In the case of fibreglass boats, I suggest waxing topsides, even slipping, to ensure glass retains a strong quality finish – this also slows the harsh wearing effects caused by ultraviolet rays.

Where topside surfaces colour has broken down or oxidised (glass boats) restoration is obtained by firstly using a good machine buffing compound followed by a cover of restorer wax (a mild buffing compound) again using an electric buff and finishing hand wax with a top quality finishing wax.

Here I will recommend a product line: I find it hard to go past "Ruce" products, "Restorer and Wax" and "Miracle Coat". These products are imported from Gloucester in Maine, USA, are easy to use, and give long-term protection.

If used correctly your boat will always retain a shine.

While out of the water, I also recommend that the anchor chain, coil and rope be removed from the locker. They should be checked for corrosion and wear, and the locker be thoroughly cleaned.

Now the boat is ready to go back in the water. She looks a picture – straight off the boat show floor.

Let's go sailing.

It was a great day last Sunday – you went to Stores Beach or The Basin, or that favourite spot only ('cross your fingers') you know about.

Back on the dock you assess your boat. A dirty cockpit, chicken grease on the teak deck, a red wine stain on the fibreglass, and salt everywhere – it happens.

First things first.

When the boat returns to dock I suggest, where possible, a freshwater wash down. Get rid of all the day's grit – flush the cockpit and scuppers, hose down the topsides.

"No fresh water on my wooden boat," I hear you say. Okay – then a fine spray and wipe down in particular all varnish surfaces.

Now to care for the teak deck. To remove that chicken grease, bucket salt water over the stain and brush with a medium bristle across the stain – if stain persists, use a mild deck cleaner then let the sun do the rest.

It's important not to go overboard with detergents and acids on wooden decks, as these break down the caulking.

When over, use an oxalic acid and break the solution down with a detergent – apply to a wet deck – scrub across the grain, and hose off immediately.

After each section is complete, ensure hosing-down of topsides, as any residue



AUTHOR Patrick Bollen at work on the varnished transom of the famous timber maxi yacht, *Condor of Bermuda*.

will assist in breaking down the topside finish.

There is no better wooden deck wash-down than salt water – so when possible, say at the end of a day's outing, or during passage, bucket salt water over the deck, and with a doodle bug mop the deck again across the grain.

The combined efforts of salt and sun will ensure a beautiful silver appearance.

Recently I worked aboard a classic Halvorsen cruiser. The deck and caulking were in good condition; however, several plugs were missing.

It is important to replace these as soon as possible using the correct wood – affixing with a 2 pack epoxy glue (Epigluue), ensuring the grain runs with the planking.

Apart from the fact that open plugs are unsightly, once the plug is broken, water can get into the fastening.

Fibreglass decks are much easier to maintain. So long as they are regularly washed and waxed, they will virtually take care of themselves.

I recommend waxing polished gelcoat surfaces about every six weeks with special attention around winch bases, as grease from the inside workings will, over a period of time, build up and eventually leave a black ring. This will occur on all boats. Keep an eye out for any gelcoat blisters, fractures and cracks. Where possible clean, prepare and fill using the products applicable to the job – ie: epoxy fill micro balloons, flow coats, etc.

Osmosis is a fibreglass boat's biggest evil. Should you have this, or any other seemingly insurmountable problems and

wish to address them, I suggest consulting a reputable shipwright before attempting any repair.

Generally, osmosis repair is a minor operation – most common in hulls, but if not arrested in the early stages can cause much grief and expense. An alloy boat's biggest foe is "the fizz" – rubbing in the alloy caused by electrolysis (separation of the parts of a compound by passing an electric current through it). With a steel boat the enemy is of course rust, usually from the inside of the boat.

So now let's get onto that area which can either make a boat look like a grand piano, a la *Condor of Bermuda* or *Salacia II*, or like an absolute nightmare. I can't name anyone specifically, but we've all seen one or two in our lives, and have always asked the question: "How could the owner let his boat get to that stage?"

Well, there are normally three reasons:

1. Couldn't be bothered with it anymore;
2. Neglected regular maintenance;
3. Ran out of money.

Yes, I'm talking about the varnish work or, as some call it, the bright work; and the deck will always need more maintenance than cabin interiors for the obvious reasons.

Okay, so you've just stripped all the old and bad varnish from the deck timbers – coamings – cabin sides, toe rails – washboard hatches and frames.

Six coats later the newly varnished surfaces glisten in the sunlight, highlighting the grain and increasing your boat's beauty and value.

fitting out

Now to keep it that way.

Ideally, the more often you can varnish these surfaces the greater the protection. Otherwise a coat every three to four months should suffice – providing the coverage is adequate to start: as I said, six coats.

If varnish work is kept under cover then a coat every six months is a good rule of thumb.

After a day on the water wash and wipe down all varnished surfaces before covering.

When it comes to application of new coats ensure surfaces are sanded using 240-320 grade papers (best paper is Tri-mite by "3M" – dry frecut or wetodry) – wipe away all dust to ensure surface is completely free of grit and with a quality brush (Oldfields) apply varnish in even strokes (dipping brush to half bristle length); watch what you're doing and be sure to brush out any runs.

Ideal times for application of varnish depend on the seasons. In summer early morning before the heat of day – 0700-1100 hrs and in winter from 1000 hrs to 1400 hrs.

On very windy days I recommend you leave the lid on the tin – if you proceed the finished product is likely to look and feel like "non-skid".

And what varnishes do I recommend? There are some great products available: Feast Watson, Werdohl, Triton, Goldspar and Epiglass.

But for ease of application and a good quality finish Feast Watson's range of gloss satin and matt finishes is hard to beat.

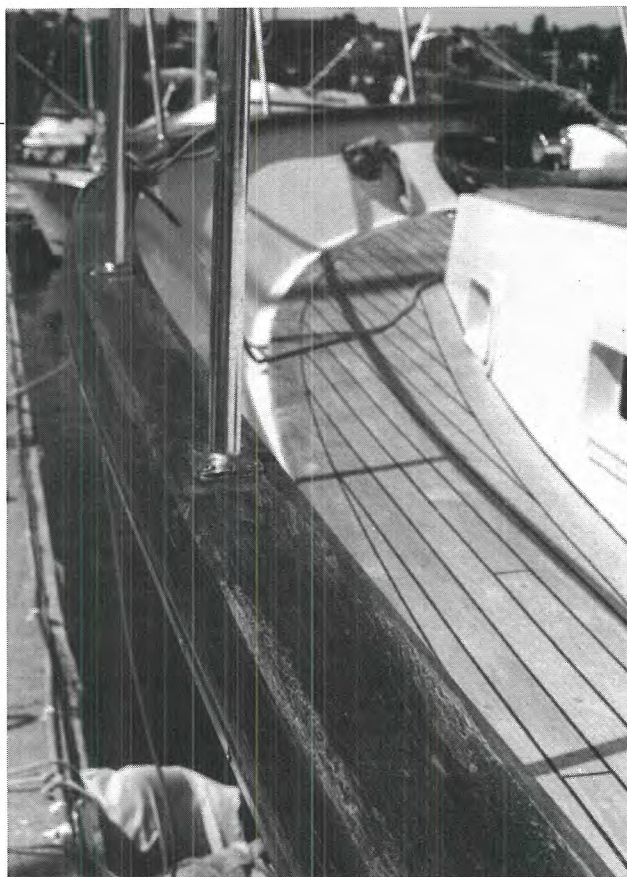
Now I hear some of you say: "Oh, but I won't varnish if I can oil". Fine, nothing wrong with that but two things to remember –

1. The finish will never be as good and
2. If you oil, you must oil regularly – more so than varnish in order to retain a quality appearance – oiled timbers have a tendency to darken, go blackish, if not attended to regularly.

Personally, I don't recommend oiling.

If you find areas of varnish breaking down (corners, edges, high wear areas) and want to restore as new – sand the bad area with a 120-150 grade dry paper, then when all bad is good smooth with a finer

CONTRASTING pictures – at right, the deteriorating varnish or brightwork of a motor cruiser and, below, the way it should be kept with regular maintenance.
(Pics – Patrick Bollen)



grade 220 or 290 grade and apply three to four coats over the repaired surface.

If time between coats is more than 20-24 hours lightly sand before applying next coat so as to give the previous coat a 'key'. When complete, sand all surface or surfaces to be varnished with 300-400 grade paper and apply varnish.

Before we go below: Let's take a quick look at the stainless – like everything else, stainless steel also deteriorates, so regularly wash and wipe staunchions – winches and fittings – dry wax or polish is

good for this, but if you're really particular a German product called "Antosol" is excellent.

Down below we'll start with all those varnished surfaces. Restoration of bad and broken areas is the same as the deck, but maintaining the surfaces is much different.

It's so easy – simply wipe down all surfaces with a mild solution of warm water and vinegar (to half a bucket of water add two tablespoons of white vinegar) – that's all. And please, absolutely no silicon-based products – definitely not Mr Sheen. Get him

off the boat now. Silicon on any surface is almost impossible to paint.

All other surfaces – simply wipe down regularly with warm fresh water. Wipe off all salt, particularly around hatches and portholes.

So now to the cabin sole. Fresh water wipe-down – special attention to corners – movable sole boards.

Under the sole – the bilge. I don't know how many times I've been asked to look at a boat only to find the bilge in an appalling condition.

Bilge water – grease rings – rust – bottle tops – builder's shavings – glass fibres – old hose clamps – nuts and bolts – gate valve plugs not attached to their gates and blocked timber holes.

There's nothing like a clean bilge – simply slush from the bow to stern with bilge cleaner, then fresh water, scrubbing and sponging the entire bilge until you could eat your breakfast from it.

Keep a regular maintenance of the bilge, checking manual and auto pumps and float switches. The same applies to engine room, sump and bilge.

Regularly wipe down the engine – when you check the header tank walls, engine and transmission oil, and while doing this look at your belts, hoses and clamps. Check salt water intakes and exhaust outlets – engine anodes and fuel lines, filters – steering hydraulics or quadrants and lineage, stern glands and ventilation. Check gas bottles and gas lines.

Battery – terminals and housing. There's nothing more pleasurable than a clean

engine and engine room.

The added advantage is that any leaks or problems are

1. Easier to locate;
2. Easier to repair.

The head – again simply wipe down after every outing. Flush the head and close the water intake and outlets. Sometimes salt water causes a foul odour. Flush chlorine through the system.

This will cure the problem.

This now brings me to the bow and stowage of gear – store provisions, first aid, tools, spares. Coil all lines, flake and bag sails. Finally, label and hang all running gear – it'll dry quicker, and it's always easy to get at when needed, and stow winch handles – blocks and cars.

When I was a kid my dear old dad, now a retired master mariner, once wrote in big letters on the tool shed wall before going back to sea:

"There's a place for everything and everything has a place."

Sometimes I leave things out of place – I'm no saint, but it's not bad advice, is it?

Hope this helps you maintain your boat.

* Patrick Bollen is a ticketed Yacht Master and Master Class 5 – trading. His business since 1984 is yacht management, maintenance (specialising in brush work varnish and paint). He has worked aboard sail and power boats, and delivered yachts around Australia and throughout the Pacific and USA.

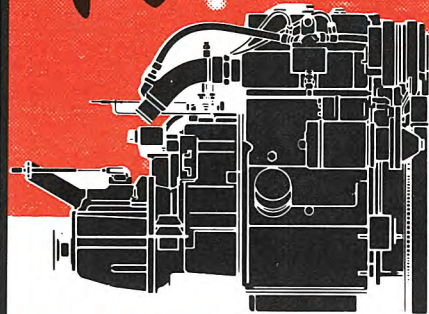
* Special thanks to Ian Perdriau of Woolwich Marine for added technical expertise.

CLOSE-UP of the re-painted topsides of timber-hulled *Margaret Rintoul* after restoration work in preparation for the race to Hobart in 1990 – 40 years after taking line honours in the ocean classic.

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YOUR LIFERAFT

Have it serviced . . . be sure, not sorry!

by John Ferris

NSW Manager, RFD (Australia) Pty. Ltd.

• **Commonwealth of Australia, Marine Orders, Part 25, Issue 1, 3.2.5:**

"Inspection and testing of an inflatable liferaft and its associated safety equipment (including hydrostatic release units) shall be carried out at intervals not exceeding 12 months by a person authorised in writing by the manufacturer of the liferaft as being competent to inspect and test inflatable liferafts manufactured by that manufacturer."

• **Uniform Shipping Laws Code, Section 10, 8.1:**

"The survey of an inflatable liferaft shall be carried out at the place in which it was manufactured or at an approved place and performed by a duly certificated person."

• **Australian Yachting Federation 1989-1993 Yacht Racing Safety Reg. 16.6.9:**

"Each liferaft shall have a valid annual certificate from the maker or a servicing agent approved by the maker, certifying that it has been inspected, that it complies with the above requirements and stating the rated capacity, with one compartment deflated."

I know, I know . . . I can hear the chorus now! "Liferaft servicing", you say, "more expense for us yachties!" The fact is we must carry liferafts if we venture offshore yet owning a liferaft is of no use if it won't work at that critical moment when it is desperately needed.

The three quotations at the top of this story are from the most important maritime authorities in Australia. They control international shipping in and out of our ports, charter vessels, commercial fishing and "recreational" boating and yacht racing. They are virtually unanimous in their requirements for liferaft servicing.

Annual service of your liferaft may be likened to your boat's insurance – you pay the annual renewal and hope never to make a claim! If you accept that your liferaft may well be your last resort for survival then the renewal fee pales into insignificance.

At RFD our re-certification fees range from \$160 (4 person liferaft) to \$245 (10 person liferaft). A 25 person size is \$395. These are acceptable figures to most serious boat owners, who rest easy in the knowledge that their RFD has been professionally checked.

Regular servicing ensures that all emergency equipment packed inside your liferaft has not time-expired. Remember that your AYF emergency pack contains eight flares, rations, water, torch batteries and other equipment which all has limited life expectancy. At service time the integrity of the liferaft itself, the gas cylinder and associated high pressure hoses, relief valves and other parts of the inflation system are also carefully checked to ensure that when you pull the operating line your liferaft will perform as you would expect.

Liferaft servicing is a specialised trade. Qualified servicemen are trained by the

various liferaft manufacturers and, under Department of Transport regulations, must be re-trained, re-examined and re-certificated every three years. Liferaft manufacturers maintain networks of approved service stations. RFD have about 250 around the world with 17 around the Australian coastline. All these depots are kept up-to-date with service manuals and modifications which may have been found necessary through experience. They hold adequate and appropriate spare parts, which must be approved by RFD. Similar guidelines apply to service stations for other manufacturers.

It is extremely important to have your brand of liferaft checked and certificated only by service stations authorised to do so. Thus RFD brand (and some others) should be serviced only by RFD or RFD's accredited agents. If you own, for example, a Zodiac liferaft then take it to an accredited Zodiac service agent. Apart



from common sense suggesting this course of action to be the sensible choice it is also required by the AYF regulations (as well as Government regulations). Please re-read the introductory paragraphs!

Yet some liferaft owners are tempted by assurances of cheaper servicing and take their liferafts to non-approved depots. Short cuts and non-genuine spare parts may save a few dollars but when the chips are down will they save your life? A recent development by one company involves the removal of RFD logo labels from the fibreglass containers and the substitution of its own initials! Presumably this is to imply it is of their brand so they may claim servicing rights in future years.

There have recently been a significant number of liferafts serviced by unauthorised service stations. On a number of occasions the servicing has been to a substandard level, resulting in liferafts failing to operate correctly. Most manufacturers (certainly RFD) are not about to carry the can and shoulder the responsibility for inferior servicing. RFD offers a 12 year warranty on its new range of liferafts. This warranty is conditional on the liferaft being serviced only by RFD-approved service personnel... another reason to avoid unauthorised servicing.

In Australia, perhaps more so than elsewhere in the world, we tend to follow the "it will never happen to me" syndrome. But accidents do happen and liferafts are used. RFD can claim a hand in saving thousands of lives around the world. Some recent instances in Australia where liferafts

have helped save lives may refresh readers' memories:

D-Flawless – Catamaran off Port Stephens, NSW

Foxy Lady – 11.4m yacht off Mackay, Queensland

She's Apples – 12.5m yacht off Forster, NSW

Sea Eagle – Police launch off Port Stephens, NSW

Tammy-R – Trawler off Mallacoota, Victoria

Shona Vee – 20m trawler 250 miles N.E. of Sydney

Pure Pleasure – 14m catamaran 20 km south of Townsville

Orbit – 13.4m yacht off Anna Bay, NSW

These few recent episodes were close to home but there have been many more in other oceans. Survivors have written best selling books telling of their experiences adrift in liferafts. Experienced crews in the last Whitbread and BOC around-the-world yacht races used their liferafts.

So it just may happen to you too! We certainly hope it doesn't but, when all else has failed, you will have peace of mind knowing your liferaft has been professionally serviced.

At RFD we welcome and encourage customers to visit our service stations.

Next

time your liferaft is due for service why not bring your crew along? They will see just what is inside that little white box, how it operates and what emergency equipment it contains (please consider adding an EPIRB). After all, the best time to see a liferaft is at a boat show or demonstration or at one of our factories!

Safe sailing!

About the author

John Ferris, with 30 years of sailing behind him, is an executive with RFD (Australia) Pty Ltd, a long-established company with an international reputation as designer, manufacturer and supplier of marine and inflatable safety and survival equipment.

RFD was founded in 1920 in Surrey, England, by Reginald Foster Dagnall. The company initially produced flotation gear for aircraft. It also made gliders, balloons and dinghies. In World War II RFD-built barrage balloons played a major part in the defence of London and other cities. By 1941 all RAF fighter pilots carried an RFD inflatable dinghy as part of their parachute pack. After the war RFD concentrated on the development of a new range of liferafts for fishing and merchant fleets. Today more than half a million RFD liferafts are in service on the passenger and cargo ships of most major shipping companies (including the Australian Navy), with many more on "recreational" vessels. ●

fitting out

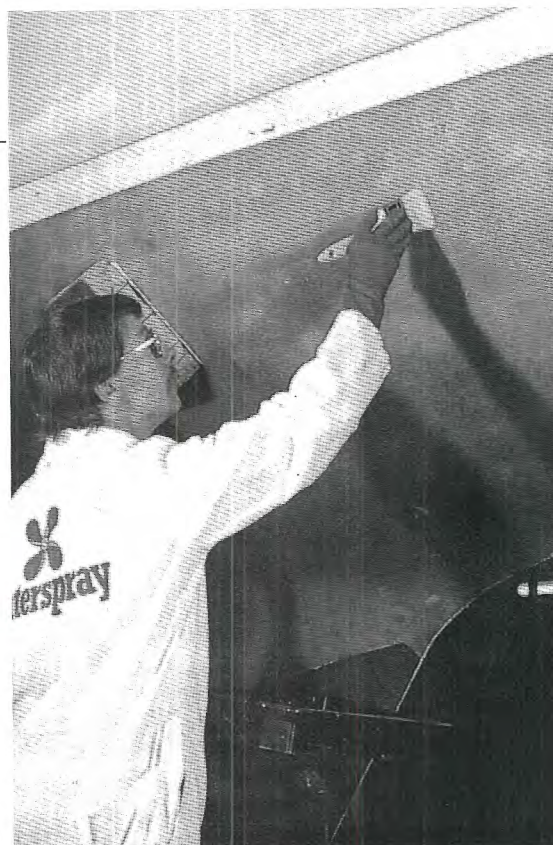
Professional Answer to

OSMOSIS

The many owners of fibreglass boats that suffer the dreaded "pox" or osmosis problem can now be assured that at long last there is a complete professional answer to their problem.

The world's leading marine paints and

sealants company, International Paints, has introduced the highly acclaimed Gelshield anti-osmosis treatment system in Australia for all types of fibreglass craft. The system is designed to suit older craft as well as new craft so that now owners can protect their



investment from the outset.

Already well proven in Europe, Gelshield is a total system which involves repairing either the affected hull areas or

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Sound almost too good to be true? Well it's no mirage! SALSTRIP is a new dry system of paint removal that was developed to ensure that the precious gelcoat on underwater hull surfaces is not damaged when the antifouling is removed.

Advantages:

- ★ No damage to sound gelcoats or epoxys. Thus no need for epoxy application to replace lost gelcoat thickness.
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- ★ Cost effective + quick (what you save in slip fees + time by using us, usually covers our price.)
- ★ No mess for marina operators to clean up.
- ★ No discharge of wastes into our harbours or rivers.

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- Light Gear Oil – Electric Shift
- Medium Gear Oil – Manual Shift
- Drying and Penetrating Spray
- Marine Degreaser



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There's only one thing as watertight as International's Gelshield Solventless Epoxy.

Our 3-Year guarantee against osmosis.

Backed by Lloyds of London it insures you against the cost of repairing osmosis and other gelcoat defects for a period of 3 years.

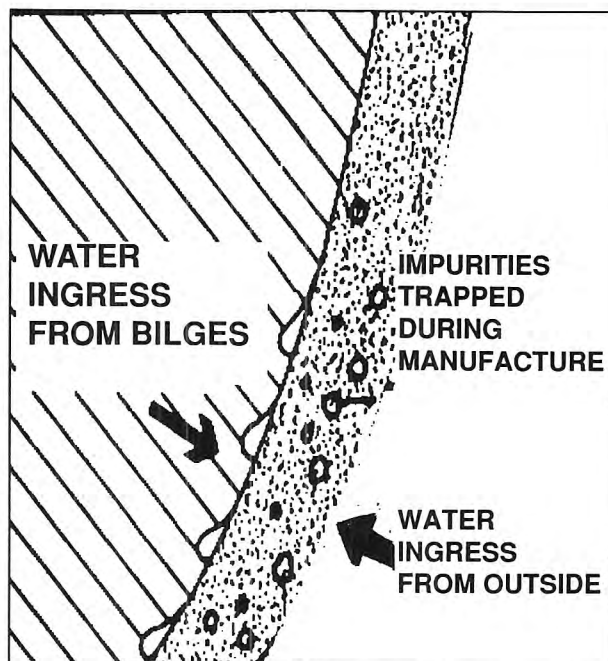
Provided that Gelshield is applied initially by an authorised International Paints Gelshield Application Centre.

For your 3-year osmosis guarantee, contact:

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(Australia) Pty Ltd**
9 Birmingham Avenue
Villawood NSW 2163
Phone (02) 754 1311
Toll Free (008) 251 431
Fax (02) 719 8422



fitting out



totally resurfacing the underwater hull with a water-resistant gel coat of Gelshield, solvent less epoxy.

The beauty of the Gelshield treatment comes down to the fact that it prevents the problem of osmosis recurring. Many fibreglass craft can continue to suffer from osmosis as their gelcoats become porous. Gelshield, however, provides a superior waterproof barrier which stops the osmosis process. The benefits to the boatowner are considerable: longer hull life and improved resale value.

International Paints are confident that the Gelshield system will at last bring peace of mind to fibreglass boat owners as Gelshield cures the problem. International Paints provide a water-tight guarantee to back up their product and the workmanship of their authorised Gelshield Application Centres.

Gelshield customers will receive a signed protection guarantee on the hulls of boats treated with the system. Older hulls will have a THREE year guarantee, while new boats will have a guarantee of FIVE years.

The above guarantee is backed by a water-tight Lloyds of London Marine insurance policy up to a value agreed between the customer and the Gelshield Application Centre. It provides that the boat owner is covered for the full costs, up to the limit he has agreed, of undertaking any further osmosis or gelcoat defect work in the highly unlikely event of their occurring during the guarantee period.

The details of the insurance policy are clearly spelt out in a detailed owner's handbook which the boat owner receives at the conclusion of the work. Important to note is that the guarantee is also transferable to any new owner who buys the boat during the guarantee period.

The complexity of the Gelshield system requires professional application. To this end International Paints are currently

appointing specially equipped marine centres around Australia to carry out the Gelshield system.

Called Gelshield Application Centres these businesses will be authorised to carry out the treatment. To protect the boat owner's investment, all work will be carried out to a strict step-by-step procedure involving the craft being hauled out, gel coat removed, spot sand blasted or grounded and repaired before a new epoxy coating is applied.

All staff involved are fully trained in the full Gelshield system. The centres will also be able to give boat owners advice on their boats if they suspect they have problems with osmosis.

These centres will also be set up to provide pre-commissioned Gelshield finishes to new boats before they leave the builder's yard or factory.

For further information contact – The Technical Officer/International Paints (Aust) Pty Ltd Tel (02) 754 1311 or Toll Free (008) 251 431 Facsimile (02) 719 8422.

Hull Preparation Without Damage

DEVOE, the prominent manufacturers of marine industry coats and paintings, is alerting boatowners and marina operators to a new highly advanced method of surface preparation for boats, which does not damage the gelcoat.

Gone are the days of laboriously hand-sanding boats to remove layers of paint and anti-fouling, according to Allstrip, the company which has developed a blasting system for aluminium, fibreglass, soft substrate metals and other composite materials.

Allstrip's general manager, Derek Field, says the blast system can strip coatings layer by layer or all at once, even on contoured surfaces. "This is because the pressure and quantity media can be controlled according to the thickness of the coating to be removed," Field says.

"Because the blast media utilised is a non-toxic, sodium bicarbonate-based formulation cleaning and stripping is safe, fast and economical. Importantly, for those cleaning their boats on slipways adjoining harbours, the blast system is environmentally friendly."

The system were used recently with success on Sunchase III, a 10m yacht owned by Ian Randell of Balmain Charter Boats. Several layers of anti-fouling was removed prior to the application of the Devran 201 primer and ABC anti-fouling compound.

In addition to paint and anti-fouling

removal, the blast system can be utilised to strip and clean masts, spars and deck areas. Osmosis-affected areas can also be removed by the blast system prior to total repair.

Further information: Allstrip in Sydney on (02) 751 3193 or in Brisbane or (07) 868 1290.

Removing Antifouling Paint Without Damage

SALSTRIP, a mobile dry stripping operation for antifouling paint, is now available to boatowners in Sydney, offering a one-day service without damage to the gelcoat or the environment.

Salstrip was developed to ensure that the gelcoat on underwater hull surfaces is not damaged when the antifouling paint is removed.

Particular advantages are said to include:

- * No damage to sound gelcoats or epoxy coatings;
- * The surface is left dry and ready for a new coat of antifouling;
- * The speed of the operation is cost-effective, saving slipping fees and time;
- * There is no mess to clean up at marinas;
- * The environment is protected against discharge into harbours or rivers.

Further information: Consal Industries, 61 Seaforth Cres, Seaforth, NSW 2092. Phone: (02) 948 3024. Fax: (02) 949 7066.

Osmosis – Causes and Treatment

The development of glassfibre boats in the 1960s was one of the most significant developments in the boatbuilding and yachting industry of the past 50 years and by the 1970s it had become the dominant boat-building material throughout the world.

Two of the claims made for this new material – that it was maintenance-free and everlasting – proved to be over-optimistic. As we know, GRP yachts need regular antifouling just like any other type of yacht. They can lose their initial gloss and suffer chalking and fading if not well maintained.

In the mid-1970s evidence emerged of a much more serious shortcoming. GRP, it turned out, could degrade underwater – in some cases very early in a yacht's life. This complex degradation process has come to be categorised under the general term "osmosis".

Osmosis itself is a natural physical phenomenon; trees use it to extract water

and nutrients out of the soil. In the context of GRP yachts, however, it has a far less benevolent meaning, implying an ugly blistering of the gelcoat and a threat to the value and safety of the yacht itself.

Although all the causes of osmosis are still not fully understood, it is clear that the principal culprit is a gelcoat which, for one reason or another, has become porous. The laminate itself begins to absorb water, and a reaction takes place with the chemicals in the resin, forcing the gelcoat up into blisters.

The three primary causes of osmosis in GRP yachts are:

1. Water ingress from outside the yacht;
2. Water ingress from inside – the bilges, for example;
3. Reactive impurities in the gelcoat and laminate.

However, water ingress has been found to be the cause in 85% of all cases of osmosis analysed. The problems often manifest themselves in hulls which have been afloat for 5-7 years. The remaining 15% of these cases, where reactions take place within the laminate between various chemicals used in the boatbuilding process, usually result in problems within the first three years of a hull's life.

Fortunately, research by major boatbuilders, chemical companies and marine paint manufacturers have built up a sound scientific understanding of the problem. Many cases of osmosis can now be successfully treated and boatowners can also take preventative measures, such as applying an additional waterproof layer to the gelcoat using a two-pot-epoxy, to minimise the possibility of contracting the dreaded "boatpox".

The appearance of blisters below the hull waterline is the key indication that a laminate problem exists. The blisters may take the form of domes or, if pressure has caused them to break, craters.

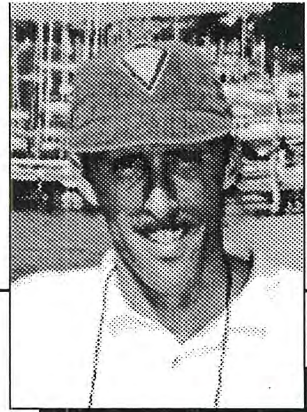
The first thing to do when blisters appear in the gelcoat is to call in a professional boat surveyor. The blisters are only a symptom of an internal problem; the cause and severity of the problem must be ascertained.

After the surveyor has completed his inspection he will be able to advise you on a number of important points, including:

- * The likely cause of the osmosis attack and hence the best method of treatment;
- * Whether the entire gelcoat needs to be removed, or if a localised patch is sufficient;
- * Whether the osmosis is likely to respond to treatment, or whether you should refer back to the boatbuilder. ●

optimising

with Scott Jutson



PERFORMANCE CURVE SCORING — A Particular Problem

After my last column (April/May OFFSHORE) on the virtues of Performance Curve Scoring in the IMS I have received several complaints from participants in the Caltex Sydney to Mooloolaba Race. The race was run using PCS with the Ocean Racing course handicap as listed on the IMS certificate. The problem arose when the main bunch of the fleet finished and provisional handicaps were calculated to show that Boat A had beaten Boat B. In fixed handicapping terms that would be the end of the story. A small boat could come home and nudge its way into a place but B could not beat A no matter what. However, with PCS, B can beat A because with every boat to finish the wind speed is adjusted. If the wind speed change goes to further highlight the strength of one boat over another then the handicap adjustment could turn things around.

Herein lies the problem. In a long race where the fleet will be well spread out and experiencing different weather patterns PCS will not be able to handicap equitably the entire fleet to produce that all-important overall winner. This is because the actual wind strength calculations will end up being

adjusted for both ends of the fleet and will not necessarily reflect the conditions that a particular size division experienced. You could potentially be handicapped on the basis of conditions that you did not experience.

The solution is to have only divisional winners, which is what is being done in the US at the moment. Key West Race Week had only divisional winners with no overall winner. The question is – will this be acceptable in our big ticket races? It deserves consideration from all sides.

IMS EXTREME DRAFT PENALTY

On the subject of IMS the ORC and its technical arm have been asked to consider an emergency stop-gap measure to restrict boats with above-average draft for their length. The belief, emanating from the US, is that extreme draft is not effectively handicapped and is also in violation of the dual purpose concept. The plan is to place an immediate penalty on boats that exceed the norm in a fashion not unlike the batten penalty BATX. This will reduce your sec/mile up to 5 seconds on certain handicaps. Further study is to be completed by November so that the draft issue can be handled equitably.

The news in all this is that the ORC has decided to use their discretionary capabilities to put a stop rapidly to what they perceive as bad tendencies in the IMS. Why they have chosen this particular issue is another question.

Draft is not a cruiser vs racer issue. It is a function of the area in which you sail. Furthermore, it does not inherently improve performance anymore than a taller mast. The issue is far more complex as it involves area and volume distribution as well as cross-sectional shape. Draft is also a function of stability and this is a very real concern for IMS participants hoping to meet the higher stability requirements so rightly inherent in the IMS rule. There is no more cost-effective way of improving stability and therefore performance than by extending one's keel whether by the addition of a shoe or a bulb. Since devices such as bulbs are simply tallied in as part of draft despite the fact that they are pure drag makes this concept even less acceptable.

The decision on the matter will be made by the time you read this though my understanding is that both Australia and New Zealand will be against implementation.

AYF OFFSHORE SETS COURSE ON IMS STABILITY

The main item to emerge from the AYF Offshore Committee meeting held on April 3-4 that concerns the fleet is in regard to IMS Limit of Positive Stability and its new sister Stability Index. As most readers are aware the LPS values are tied to race category and are due for implementation on June 30 of this year. The LPS value has been printed in the upper right-hand corner of the IMS certificate for several years now. For the Nth time here is how they line up. Feel free to claim that this is all news to you:

LPS	RACE CATEGORY
>103	IMS BASE LIMIT
105-110	CAT 3
110-115	CAT 2
115-120	CAT 1

Stability Index is a newer concept that extends the idea of LPS to include factors for size and capsize resistance. The idea is that the longer, heavier and skinnier you are the more points you can add to your LPS to create the final value of Stability Index. Short, light and beamy and you go the other way. So Stability Index is the sum of your LPS and a size and capsize index. Given this, it is now possible for a boat of

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JUTSON 50 IMS

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



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IMS & PERFORMANCE CURVE SCORING IN OCEAN RACING

115 LPS ("did the work two years ago and goin' to Hobart") to have a SI of, say, 114. Stay home. Alternate case in the other direction. Result: some happy, some not.

The further muddle comes out when you read the fine print, which says the whole matter is optional to race organisers. How would you react to the masses outside your door? This question was well considered by the AYF and, though it has no power to force this on the clubs, the sensibility of the decision deserves support. Two concepts emerged:

1. That the concept of tying stability to race category is of unquestioned value. The effect it has on the fleet is all positive in that it encourages better stability. It is fundamental not only to IMS but towards promoting faster and safer ocean racing yachts.

2. The concept of Stability Index as a new adjunct to the long-standing LPS is not completely supportable. The concept it promotes of capsize resistance through a simple formula is sufficiently unfounded to suggest it should be given a cooling-off

period. There is simply no history of capsize in yacht racing history to support it. The length factor has merit in that there is no doubt that a larger boat is less prone to knockdown than a smaller yacht given the relative effect of sea state.

So given the balance of factors the AYF Offshore Committee is advising clubs to adopt the greater of LPS and Stability

Index. This means a boat with an LPS of 108 and a Stability Index of 111 would be eligible for Cat. 2.

This decision ensures the minimum disruption to the fleet after June 30 and deserves our support. (Stability Index will now hold the spot on your certificate currently used by LPS. LPS will be in the next box down.)

MHYC VIEWPOINT

How It Went In The Mooloolaba Race

The 1992 Caltex Sydney-Mooloolaba Race was the first time in which a major ocean race in Australia used "Ocean Race" IMS configuration with the Performance Curve Scoring (PCS) method to achieve handicap results.

So far as provisional results were concerned it produced some unexpected management problems with the media,

anxious to give an indication of the likely overall as well as division placegetters, as well as some competitors.

The IMS handicapping system provides a number of course configurations and handicaps based mathematically on various mixes of wind directions and speeds.

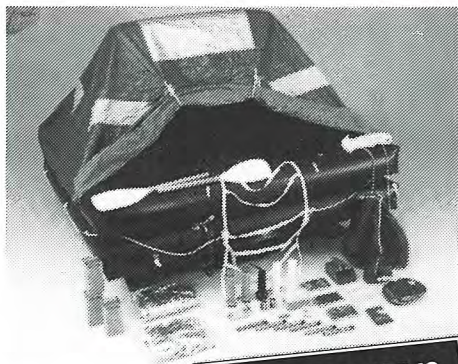
"Ocean Race: is a composite course

SALES & SERVICE

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the content of which varies progressively from 30% windward/leeward, 70% circular random at 6 knots, to 100% circular random at 12 knots, and 20% circular random, 50% reach at 20 knots. This theoretically approximates the conditions that can be expected in an ocean race."

Performance Curve Scoring (PCS) is a programme which is used to select the appropriate range of handicaps. The system is recommended for use with the Ocean Race configuration.

In races in short or closed courses all yachts are subject to the same wind conditions. But in most ocean racing the fleet may be separated by many hundreds of sea miles and be in different wind patterns.

The selection of accurate wind speed is critical as it is the method by which the appropriate handicap number for the yacht is determined.

In long ocean races the race committee has three choices:

1. Declare the wind speed prior to the race, thereby pre-fixing handicaps, or
2. Select wind speed after the race, thereby leaving all options and certainty open, or
3. Use Performance Curve Scoring.

Choice 1 may be completely unrepresentative of the actual conditions sailed by the fleet.

Choice 2 means that no provisional results can be prepared during the race and there will be great pressure on the race committee when the fleets are in as to which windspeed to arbitrarily select.

As to Choice 3, it is perhaps useful to summarise just what the programme does. PCS is a programme which interrogates the handicaps of each yacht in the race library in the Ocean Race configuration in each wind strength band and continues to do so until one of the handicaps produces an ALL fleet positive corrected time. It is worth re-stating that IMS can produce an acceptable minus corrected time.

When PCS achieves an all fleet positive corrected time it then selects only that handicap band which also produces a corrected time as near to zero as possible. Having settled on this handicap it then applies it to all yachts to produce a corrected time for each yacht.

It should be remembered that each yacht has 43 separate handicaps under IMS, seven of which are in the Ocean Race configuration, so that PCS calculates the race for all yachts seven times before it settles on a handicap. It does this at every position report to determine a "provisional" corrected time to that point in the race.

At this point the difficulty arises between race management and the press. There has traditionally been a good rapport with the press. Editorial copy is the sponsor's life blood as the race progresses, providing the public with an ongoing story of the race and which yachts are doing best on handicap.

In IOR and other fixed handicap races a reliable provisional result as to which yacht

is winning and which ones can improve can be established. But between two yachts that have finished, their corrected time relative to each other will not and cannot change. They could be beaten by boats still to finish which have a lower TCF.

In the 1992 Caltex Sydney-Mooloolaba Race the "provisional" results at each sked produced a movable handicap that affected the position of boats whether they were yet to finish or not.

Curious?

PCS in the early skeds produced handicaps at 6 knots, which was relative to the early slow conditions as the fleet beat to windward into nor'easters. As the southerly front came through and moved up the fleet, so also did the handicap band, from 6 to 14 to 20 knots.

As the handicap band moved from 14 to 20 knots some of the fleet had finished and others had not.

For example:

Boat A at 14 knots - handicap 520.5 sec/mile

Boat B at 14 knots - handicap 518.3 sec/mile

Yet at 20 knots Boat A's handicap is 432.5 sec/mile whereas Boat B's handicap is 435.4 sec/mile.

Thus at 14 knots Boat A had an advantage of 2.2 sec/mile, yet at 20 knots she was disadvantaged by 2.9 sec/mile.

This occurred because of the way which PCS settles on a handicap; and this changes, depending on whether the fleet is still racing or not. The range could well go down again if a large proportion of the fleet were left at sea in moderating breezes.

Therefore the provisional result for Boats A and B, which had both finished, continued to change between themselves because the balance of the fleet was still racing.

It was reported that the race committee "changed" the IMS handicaps. This was not so. What changed was the system still at work until the last boat finished.

In fact, in our example, Boat A which was beating Boat B on corrected time after they had finished, lost by nine seconds on corrected time to Boat B after the balance of the fleet finished the course.

This experience adds a further dimension to the understanding of IMS racing.

It is clear that Australian yachtsmen, with a history and tradition of time on time or fixed TCF racing, will need to make a further mental quantum leap in understanding how their new system operates while racing.

To select a wind speed before the race creates certainty, but in my opinion makes the race result artificial.

To wait until after the race means there can be no provisional results at radio position reports, therefore less press coverage, and the race could be determined by subjective influences as to what really was a true, fair and generally applicable wind.

PCS has a new aspect that may not have been appreciated, especially in producing results sked by sked.

What is clear is that in a 468.9 nautical mile race of 55-65 hours duration, a system that produces a winning margin of nine seconds on corrected time is newsworthy.

As to how and why that result was reached and whether they prefer constant handicap variables, fixed artificially, or a post-race guess, is the question that competitors racing under IMS must address.

** Jim Orrell is Sailing Secretary of Middle Harbour Yacht Club in Sydney, which conducts the Caltex Sydney-Mooloolaba and other ocean races.*

Letters To The Editor

Performance Curve Scoring

It was with some interest that I read Scott Jutson's article in OFFSHORE April/May 1992 issue, on the approaches to IMS race management taken by Race Committees.

Bellerive Yacht Club, as one of three clubs conducting IMS racing in Southern Tasmania, has used the Performance Curve Scoring facility during the last season. This has met with a favourable response from competitors and I would expect other clubs to use the option next season.

I feel that any Race Committee that is not using the Performance Curve Scoring facility is short-changing its competitors. It is plainly ludicrous to adopt a high-tech approach to measuring the potential performance of yachts and then downgrade the whole system by using an approximation of the course and a guesstimate of wind strength. It also leaves Committees open to questions of competence and bias.

While IMS may not be perfect, it is clearly filling a need felt by many yachtsmen. The proper administration of any handicap system is essential to its success and I hope that Scott Jutson, OFFSHORE and yachtsmen will continue to press Race Committees to use Performance Curve Scoring.

Yours faithfully,
Chris Sheehan
Vice-Commodore

Having a whale of a time!

(or how to make your mark this winter)

by Jim Orrell

FUN, like beauty, is in the eye of the beholder. For the Eskimo in a whale hunt it may be fun. For the whale it is definitely unfun. Regardless, both are bound by the rules of the hunt and life and death. There is no such thing as a fun sailing race. If it has rules, they apply. Some may be having fun; others are in deadly earnest. But like the hunt the rules apply, whichever eye you use to perceive the race.

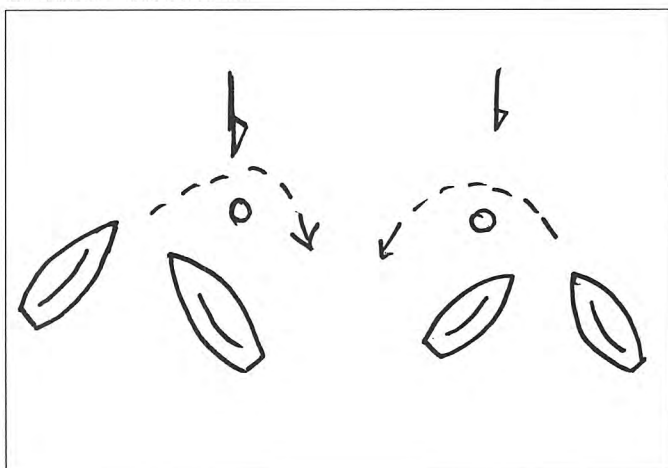
And so our winter fun races are upon us. Like the Eskimo there will be many slinging of arrows at outrageous fortune cast upon the waters, all in the name of deadly fun.

Most of a yacht race is definitely fun. However, there are areas where it is definitely unfun and these are usually at the marks. Those pesky objects that define the course and cause trouble.

Why? Well, the trouble arises from the approach you take to the rules for mark rounding. Primarily the rules give a logical and safe code for yachts in close proximity to round. But many use marks to extract as much tactical oil out of the incident as possible, forgetting that mark rounding rules are not designed for tactical use.

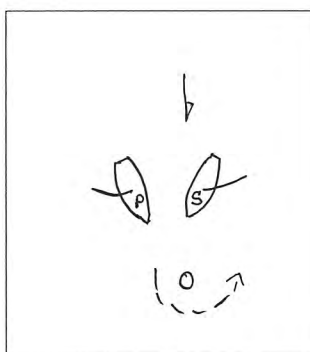
Let's dispel a few myths:

Mark rounding rules do not apply to yachts on opposite tacks on a beat – rule 36 does.



Mentally remove the mark

Yachts on opposite tacks are bound by the mark rounding rules if they are reaching or running and when they are about to round the mark.



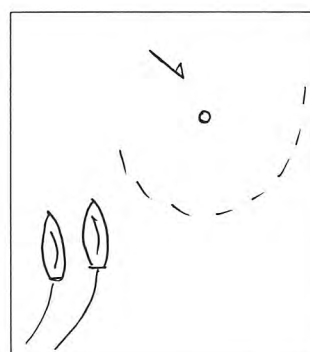
P must give room to S



S must give room to P

Yachts are about to round or pass a mark when they are two boat lengths from it.

The special rule for taking a yacht past a mark no longer exists; the ordinary rounding rules apply.



Not about to round

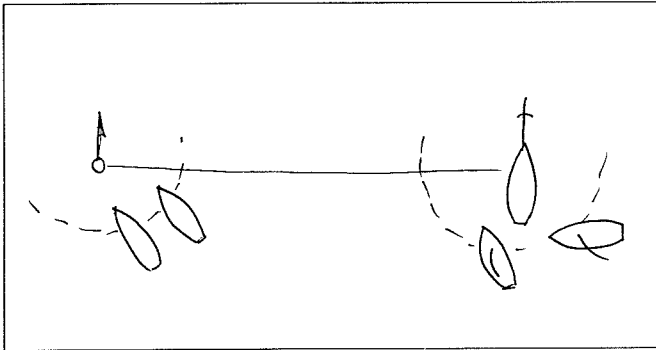


Now they are, even if passed, but within two boat lengths

Room at marks applies to all marks, that is, start marks (except if rule 42.4 applies), finish marks and course marks.

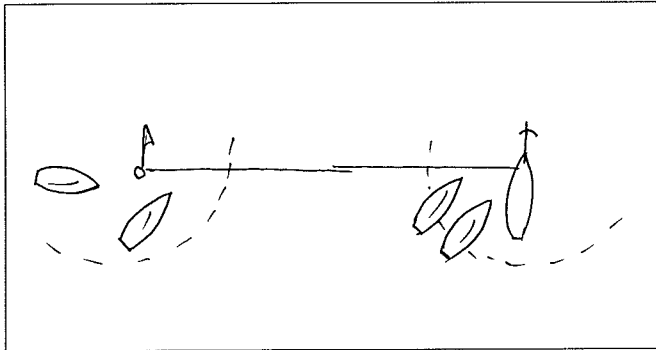
If the start mark is being passed to leeward buoy room rules apply; if being left to windward Rule 42.4 anti-barging rules apply.

A barging yacht has no rights until the start signal. Thereafter she may or may not get room depending on the leeward yacht's course. The leeward yacht must not sail above close hauled for a windward start, or course to the next mark in any other start.



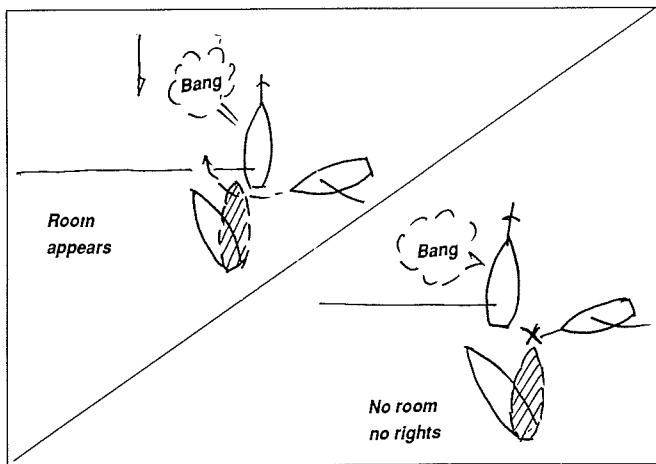
Buoy room

R42.4

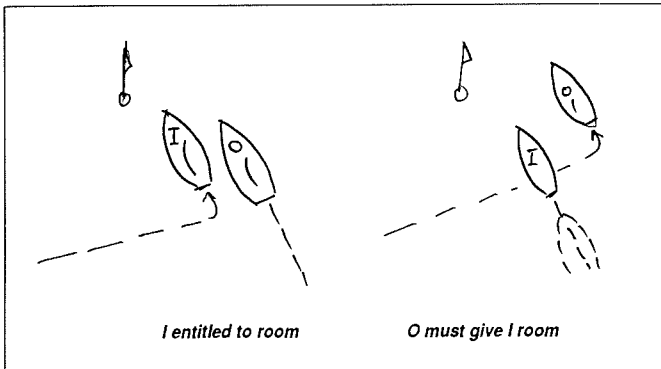


Rule 42.4

Buoy room

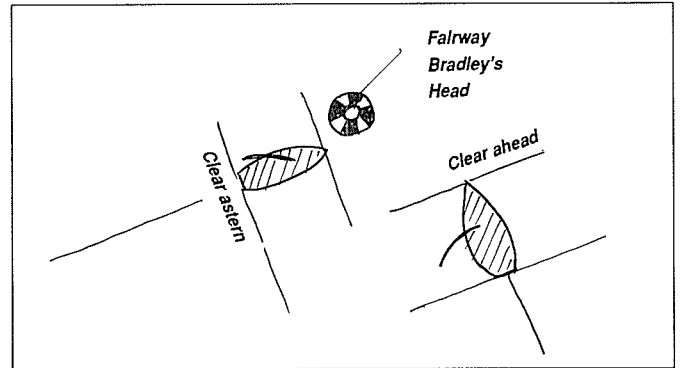


A yacht which creates an overlap by completing a tack, without infringing rule 41.2, within two boat lengths of the mark to leeward is entitled to room at the mark.



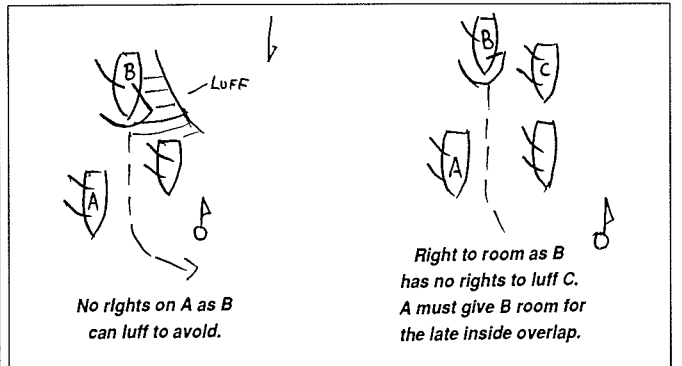
A yacht which creates an overlap by completing a tack within two boat lengths of the mark to windward must give room to the yacht inside her.

Yachts are overlapped even if approaching the mark at differing courses.

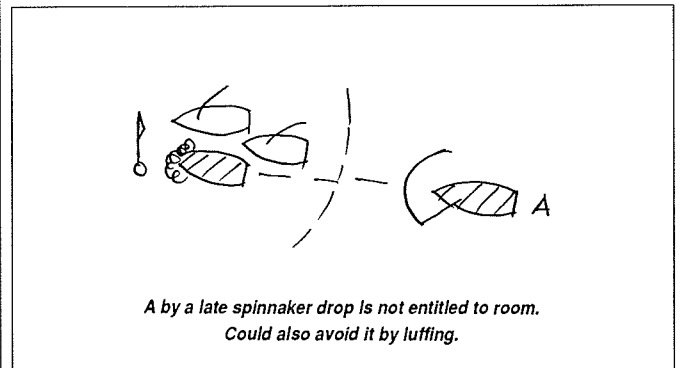


As neither yacht is ahead of the "clear ahead" line and neither is behind the "clear astern" line they are by definition overlapped.

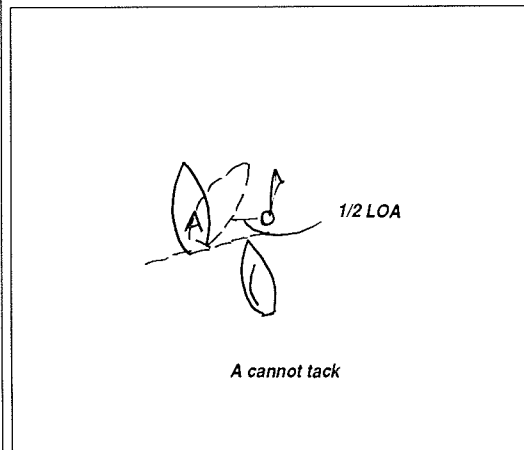
A yacht clear astern is not entitled to a late inside overlap if she could avoid that overlap by luffing.



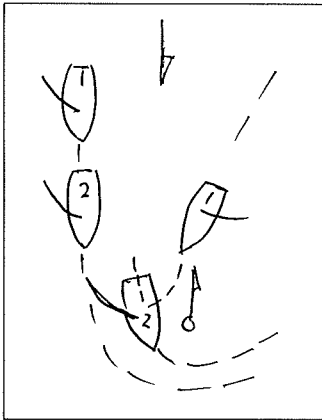
A yacht establishing an overlap inside two boat lengths is not entitled to buoy room.



At a windward mark a yacht clear ahead is not entitled to room to tack round a mark if tacking is an integral part of her rounding manoeuvre, if a yacht clear astern on a tack will be interfered with.



At other than a windward mark a clear ahead yacht may gybe (not tack) as part of the rounding and a clear astern yacht must keep clear.

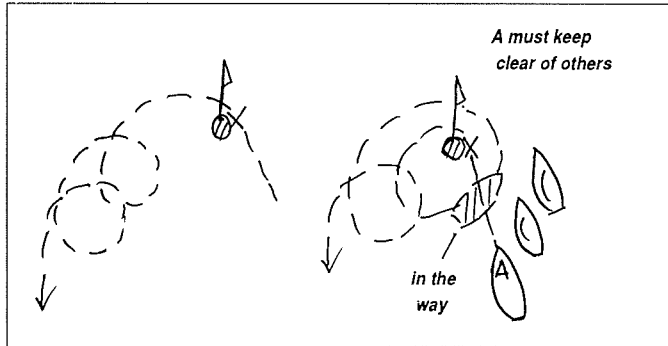


Of course these are simple summaries of the major mark rounding rules and each could of itself be the basis for further discussion.

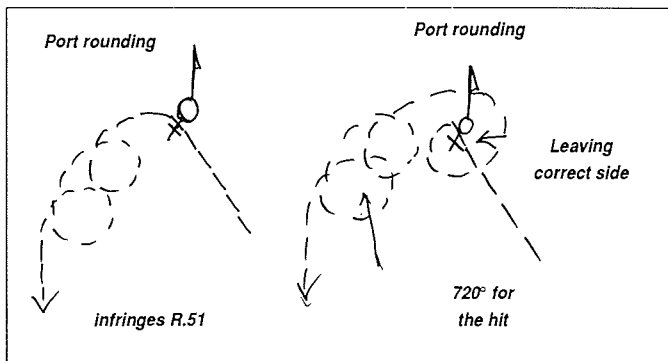
Remember the "simple principle":

If you hit a mark you must exonerate by carrying out a 720° turn. That is a tack and a gybe in succession twice. Note that this is not an Appendix 3 alternative penalty.

Rerounding the mark is not necessary. It is permissible, but unwise.

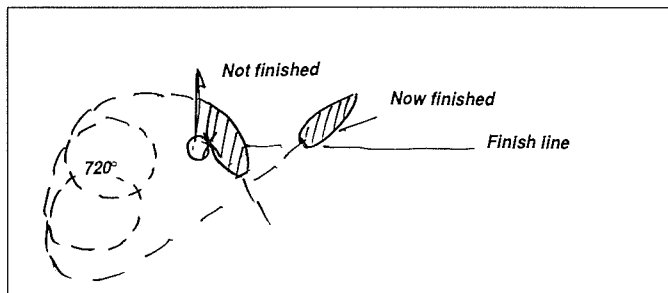


A yacht must still, however, leave the mark on the required side. If not, she must reround and exonerate.



Some clubs have a less penalty, ie, 360° turn is permissible. Check the hunting manual. There is even some talk of doing away with the exoneration altogether provided the mark is passed on the required side. Just talk at this stage!

Exoneration after hitting a start mark can be carried out immediately without having to wait for the start. But if it is a finish mark, the exoneration must be completed before finishing.



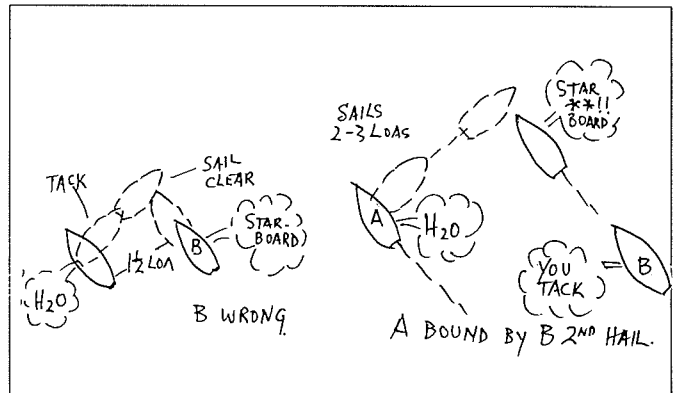
Although not marks, they definitely do define the course. Shorelines and headlands!

A yacht hailing for water is the determinant of the danger. The hailed yacht must respond even if she thinks the call is premature. A yacht that leaves her hail too late cannot expect room that cannot be given.

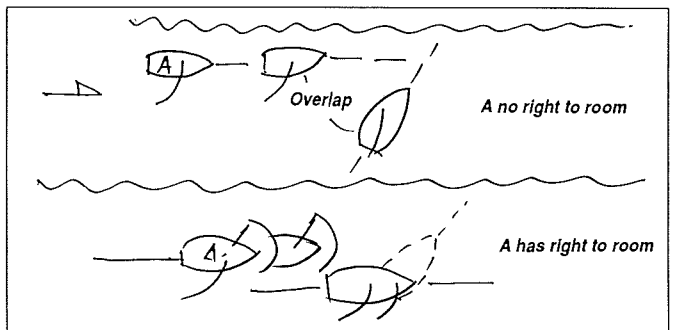
If the hailed yacht (hail"ee") tacks the hailing yacht (hail"or") must be past head to wind by the time the hailee is close-hauled on the opposite tack: that is, has completed her tack. Therefore if you hail be prepared to respond by tacking as soon as the hailee responds.

If the hailee requires the hailer to tack (ie, by responding "you tack") the hailee must give room to the hailer to tack AND sail clear of her. A hail of "you tack" followed by "starboard" depends on the relationship of the yachts.

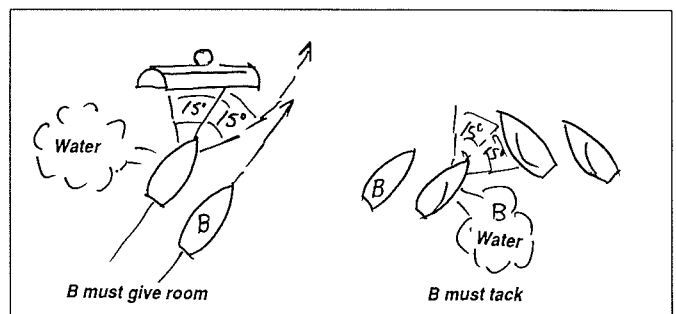
As a rule of thumb, if within two lengths of each other, the double hail is not permitted. If further apart than that Rule 43.1 – "hailing" may not apply.



A yacht is only entitled to room between a continuing shoreline and the leeward yacht if and only if she could pass between them safely when the overlap first began.



A yacht is entitled to room at an obstruction such as a naval buoy if she chooses to sail the same side of it as the leeward yacht. Obstructions are any objects, marks, buoys, piles, commercial vessels, other racing yachts that require an alteration of course of 15° or more when one boat length from it.



As all of these examples are just simple statements of the rules it goes without saying that, if the rule is infringed, then what you do is dependent on whether you are an Eskimo or a whale – having fun or having deadly serious unfun.

If you are serious, you will protest. If you are having fun and think everyone else is, you will take the alternative penalty (which at CYCA is not a 720° turn but a percentage) and go on your laughing way. If you don't want to do any of these and are intent on having unfun then take up golf or walking or self-abuse or something equally selfish and lonely and less damaging to others!

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Raul Gardini and his sponsoring company, Montedison, included vast research projects into sailcloths, which produced carbon fibre sails, and the establishment of a space-age boat-building facility in Italy. With syndicates from Spain, Italy, Sweden, France, Japan, New Zealand and two from Australia contesting the Louis Vuitton Cup elimination regatta over a period of four months the cost of the 1992 Cup ran into mega-dollars.

Only two defence syndicates for San Diego Yacht Club emerged, with Bill Koch building a series of International America's Cup yachts to finally eliminate Dennis Conner and his one-boat defence campaign with *Stars & Stripes*.

Koch, an American millionaire who contributed much of the expertise for his four boats himself, also received extensive help from US military and space technology experts. They are winning secrets which Koch has declined to reveal – looking towards the defence of the Cup in 1995.

The challengers went in strong favourites again to take the Auld Mug to foreign ports, but in the end the mighty Americans were too good in every way on the day. In boatspeed there was little "between the two yachts, but the narrower, more rounded hull of *America*³ gave a slight advantage upwind.

That was enough for the wily Buddy Melges. Capitalising on the strategic errors of the Italians, he and Koch steered *America*³ to four comfortable wins after the series went to five races with the Italians winning the second race by three seconds.

That closest margin in the history of the America's Cup made

the scores 1-all but from there on the racing, while close, lacked the excitement as the Italians generally blew their chances at the start with strategic mistakes.

The overall series of five races was the closest in the history of the Cup, the average finishing margin over the five encounters being only 49 seconds – the closest race being *Il Moro*'s 3 sec win in race two, the largest *America*³'s 1min 58 sec in race five.

Paul Cayard began Italy's first-ever challenge for the America's Cup on the wrong foot, his tactician and/or Bowman misjudging the line with the result that *Il Moro* was over when the gun fired, despite sailing in clear air and away from the US boat. Although he fought back well, the Americans won comfortably by 30 seconds.

Race two was the highlight of the Match, with Cayard winning the start with better race tactics and some aggressive sailing. At one stage the two boats were locked into a 36-tack duel on the second upwind leg, with Cayard containing the faster US boat.

But Melges fought back, steadily reducing the Italians' lead to a mere 13 seconds with two legs to sail. On the final spinnaker run to the finish it looked as if he had broken through but Cayard gybed only metres from the line between the US boat and the leeward end of the line to get *Il Moro*'s red bow just in front to get the gun by three seconds and level 1-all. It was the closest finish to a Cup race since *Gretel* lost to America's *Weatherly* by 26 seconds in Australia's first challenge in 1962. *Gretel*'s skipper, Jock Sturrock, was on the water off San Diego to see his record broken.

Two costly errors in the first few minutes of race three put paid to any chances of the Italians winning and *America*³ sailed away to record the biggest winning margin of the Match – 1 min 58 sec. In the last two races the Americans improved their crew work and their boatspeed to hold off the Italians comfortably and retain the America's Cup for San Diego Yacht Club by the margin of four wins to one in the best of seven race series.

Kiwis Collapse In Challenger Final

AFTER leading 3-1 after four races in the best-of-nine race final of the Louis Vuitton Cup, *New Zealand* collapsed to lose four straight matches to *Il Moro di Venezia* and miss out on their third bid to win the America's Cup.

The Italians thus became the Challengers for the first time in the history of the America's Cup, winning the Challenger eliminations 5-4. It is the first challenge by the Venice-based syndicate, previous challenges having been mounted through the Yacht Club Costa Smeralda on the island of Sardinia.

The New Zealanders, after sailing so confidently throughout the round-robin races, the semi-finals and even the first four races of the Louis Vuitton Cup final, seemed to lose the plot at the critical time.

It may be that they were un-nerved by the pressure of the Italians' protests against the use of its bowsprit, supported vocally by the US defenders, and accusations that the New Zealanders were cheating.

It saw the fifth race annulled after *New Zealand* had won, but in the end the

International Jury dismissed *Il Moro*'s protest from race 6 of the Challenger finals. The complaint involved IYRU Racing Rule 64.4, which deals with the sheeting of sails on an-outigger.

Commenting after the jury decision, NZ campaign boss Peter Blake said:

"Bowsprits are allowed on these boats and the way we used ours has always been very legitimate in this regatta. The decision (of the Jury after race 6) completely vindicates the way we have sailed and highlights how inappropriate and ill-founded were *Il Moro*'s attacks on the integrity of the regatta juries and the sportsmanship of the New Zealand team."

Referring to the incident in Race 5, Blake said: "For one brief moment *New Zealand*'s gybing technique infringed the interpretation on bowsprit use and for that eight second infringement we had our win



AMERICA'S Cup Challenger finalist *New Zealand* midway through a gybe, bowsprit downhaul still tensioning luff of gennaker. This was ruled illegal by both the Louis Vuitton Cup and America's Cup Juries – but an incident that the Kiwis claimed lasted only for eight seconds yet cost them a race win. (Pic – Pickthall Picture Library)

taken away from us. We felt that penalty to be harsh because our momentary infraction had no effect on the outcome of the race."

In a surprise move after the Italians levelled the score 3-all the New Zealanders changed both helmsman Rod Davis and tactician David Barnes. In their places went the regular back-up team, helmsman Russell Coutts and tactician Brad Butterworth.

But the new afterguard was still not able to counter the growing strength of the Italians under American-born skipper Paul Cayard and *Il Moro* sailed away to win the right to become the 28th Challenger for the America's Cup.

Then came the second shock of the 1992 Cup – the failure of Dennis Conner with his one-boat campaign with *Stars & Stripes* to match the might and wealth of Bill Koch with *America*².

Conner has been involved in the America's Cup since 1974, when he was brought in as an aggressive starting helmsman for Ted Hood in meeting Alan Bond's first challenge for the Cup.

In 1980 Conner skippered *Freedom* to a 4-0 victory over Alan Bond's challenger, *Australia*, skippered by Jim Hardy, but in 1983 became the first skipper to lose the America's Cup when *Liberty* went down to *Australia II*, skippered by John Bertrand in that remarkable series which went to the seventh race.

In 1987 Conner made a superb comeback with the 12-metre class yacht *Stars & Stripes*, completely outsailing the biggest fleet of challengers and then winning back the Auld Mug for San Diego Yacht Club from *Kookaburra III*, skippered by Iain Murray.

That victory was, of course, for his home

club in California, the San Diego Yacht Club. In 1988 he sailed his controversial catamaran *Stars & Stripes* in its effortless victory over *New Zealand*, Michael Fay's K-boat from Auckland, which created the extended litigation that almost buried the America's Cup as the world's greatest yachting event.

Despite his remarkable performances as the world's most successful America's Cup skipper and his international status for more than 25 years, Conner could not get the financial and service backing to match the might and wealth of Bill Koch, a man who began sailing a mere seven years ago.

Biggles

with john brooks

The story of America's Cup 1992 was technology, technology, technology. The personalities and raw sailing talent were submerged in a sea of technology. With no access to the technology, or the means of understanding it on the rare occasions when the veil of secrecy was lifted, the media made much of the size of the budgets. The syndicates' PR machines, lacking permission to discuss the technology, made much of the leadership and personalities involved or national pride.

While the latter subject was somewhat clouded by cross pollination it seemed to obsess the Kiwis. Peter Blake went so far as to attempt to strip Chris Dickson of his citizenship, a transparent effort to apply pressure to the Japanese camp, which was on a roll at the time. In reply Dickson proved his maturity by applying the 'water off a duck's back' technique.

But, in the end, it all boiled down to technology. If you didn't have it you went nowhere. Problem was it was a new class of boat and in the beginning everyone started with a clean slate. Money in cash or kind then made the major difference between the syndicates or, as Paul Cayard

put it, "money buys options". It bought more than that: it bought computer-aided design programmes, exotic materials and the knowledge to use them, aerodynamics, hydrodynamics and testing, testing, testing, on the water as well as the test tank and that meant more than one boat, with at least three for preference.

The design teams which recognised the overriding technology requirement early – Koch, with much of the technology already in place from the Matador programme, Gardini and the Kiwis were the ones who fought out the finals. Conner's team knew it too but somehow his fund-raising programme went awry and he was left stranded part way up the development ladder. There must be an interesting story somewhere in that failure but it proves that sailing sponsorship does not come easily these days.

Australia went out of the America's Cup not with a bang but a whimper. Challenge Australia's design was never on the pace and any amount of money thrown at it would not have helped. That neither the *Challenge* nor the *Spirit* syndicates could get to grips with their lack of boat speed until it was too late was the offshoot of the paranoia of secrecy which pervades

America's Cup thought and prevents even Australian syndicates from trialling against each other: a simple scenario which might have saved a lot of wasted money, although, as things turned out, it might have also engendered false confidence in the *Spirit* camp.

The crews and support staff of both Australian syndicates worked like slaves and that brought problems of its own.

Towards the end the crews who had given their all during desperate late night slash and burn modification marathons had little left to give on the water. Our key people left San Diego with some, but obviously not enough, knowledge about the new International America's Cup Class, but perhaps the biggest thing that they relearned was that simply having talent is not good enough at the America's Cup.

Iain Murray's *Spirit* design had potential but without the cash for R & D it had to be close to perfection on the drawing board and that was too much to ask. Although *Spirit* improved during the series in San Diego it did so at much the same rate as the other challengers. The light at the end of the tunnel got further away and was ultimately extinguished by the third and fourth generation boats of the cashed-up syndicates. The 'People's Boat' rhetoric made a few lines of good copy for the journalists but it was never a practical proposition.

How the Kiwis found so much money with their own economic situation as bad or worse than Australia's is beyond me but they ran a first class challenge. Sir Michael Fay's influence on Kiwi sponsors must be awesome and perhaps revenge is a stronger motivation than we believe, but in the end it was to no avail. To the disappointment of the entire South Pacific the wheels fell off the New Zealand challenge with stunning finality when they apparently had an unbreakable grip on the Louis Vuitton Cup.

With one of the three fastest boats in town and three strong, experienced leaders heading up the syndicate – Fay, Bruce Farr and Peter Blake – the New Zealand challenge appeared to be headed for victory. But there was a fatal flaw: none of these three leaders was an America's Cup class skipper. Like everyone else I

wondered what difference Chris Dickson would have made to *New Zealand* on the water when tactical blunders under pressure were costing blood.

The final truth from the America's Cup was that \$40 million was about the minimum ante needed to play the game in 1992 and those with significantly less to spend were kidding themselves. If past history is any guide it will take 70 mill next time around just to get serious.

While in San Diego

I received a much-sought-after invitation to be an observer at an executive meeting of the FILTHY RICH club, a powerful stink tank (*Editors note: that should be 'think' as in think tank*). One or two of you may not have heard of this group but little gets by without their approval and to demonstrate how important they are the high powered professional journalists of SINS present in San Diego at the time were absolutely green with envy when Biggles received the only outside invitation.

The acronym, by the way, stands for 'Federation of International Lenders, Takers, High-rolling Yobbos, Rich Idiots and Corporation Heavyweights.' I am not kidding you!

The group proposes to change the America's Cup deed of gift so that all future AC's will be permanently staged in Odessa, home of the huge Russian Black Sea IOR

fleet. However, it was at this meeting that I heard the proposal, and this is a Biggles Column scoop, that Bill Koch or Raul Gardini (depending on who wins) will be offered the post of next President of Russia and Chairman of its fund-raising committee.

1991/92 was a disappointing ocean racing season for the CYC. A fleet of 30 odd hard-core race entries divided almost evenly between ageing IOR boats and more ageing IOR boats converted to IMS plus a few first generation IMS designs is a far cry from the powerful state-of-the-art fleets of the eighties numbering 70 to 100, with double that number for big events such as the Sydney-Hobart Race.

The season standout was Andrew Bristow's *S-Cape*, an Andrew Cape design which won Division 1 of the IMS fleet in its first season. While there is talk of a 40' version for next season there is little else in the way of exciting news coming from the boat builders. Remember when at least a dozen top class projects would commence in Australia after every Admiral's Cup?

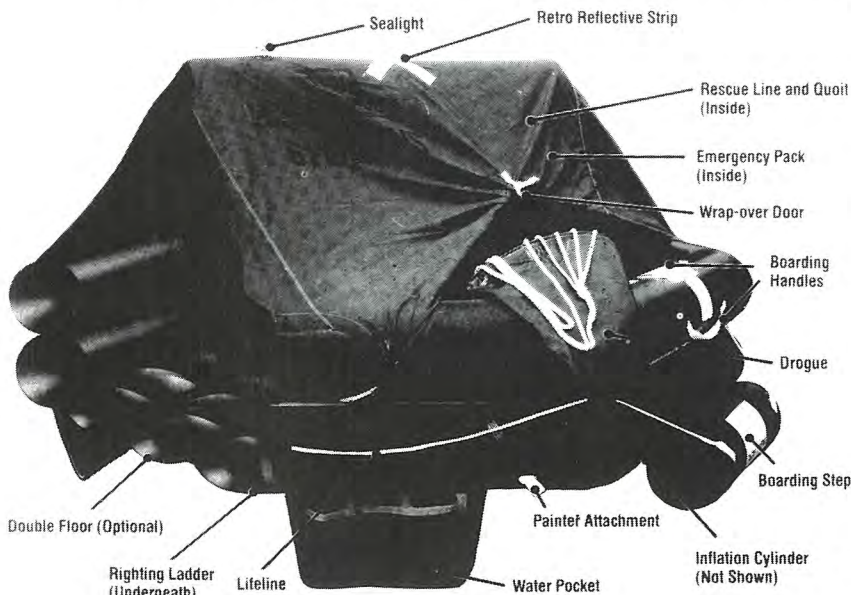
Where is the new generation of Halvorsen, Ted Kaufman, Syd Fischer, Marshall Phillips, Kurts, Abrahams and Appleby, all of whom built not one boat but several over decades of commitment? And line honours hunters like Tony Fisher, Rooklyn and Lewis? Not that I am suggesting that all of the foregoing are too

old to do it again, Bernard – far from it. But Australian ocean racing does seem to have retreated far from its once-undisputed international status and only racing owners with vision and strong leadership will turn things around. We need more of them.

Overseas the trend toward optimised all-out IMS racers has intensified with a third generation of IMS designs dominating some important regattas such as Key West race week. Bill Tripp, the early design leader in race-oriented IMS, has been joined by the Farr design office, Nelson-Marek, and other former IOR exponents in pumping out new boats, which look much like IOR boats but designed for all-out racing under IMS. In other words, to WIN! I have read letters from irate observers protesting against this novel and aggressive approach to IMS and questioning the morals of someone who would enter an ocean race merely to win it. What next, you may well ask?

Long forecast by pundits the trend, if confirmed, places IMS racing on a course reminiscent of IOR in the late 70's with competitive owners committing bigger budgets to the racer side of the IMS philosophy. May it be as productive in terms of new yachts as IOR was at its peak. Along with the competitive owners, or perhaps their competitive budgets, go the heavy crews and top drawer skippers increasing the odds still further that IMS fleets will replace IOR entirely, rather than

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merely augment it in racing fleets below the level of international competition as originally intended.

Incidentally, if anything sums up the failure of IOR to serve ocean racing effectively, in my mind it is an incident during Key West race week when the IOR 50-footers had to cancel a race because there was too much wind (there were gusts up to a whole 30 knots, real blue water men please take note!!!), while the IMS fleet went racing as usual.

The Royal Ocean Racing Club's Commodore's Cup at Cowes in July, a sort of IMS Admiral's Cup, will provide an interesting showcase for the latest in IMS design. It could ultimately lead the RORC to rethink their philosophy for the Admiral's Cup, which is that it should be at the forefront of ocean racing design, which traditionally was IOR. At the moment the forefront looks like being IMS for the immediate future and possibly beyond, all of which brings into sharp focus the decision of the ORC to delay the introduction of the IOR Mark Four until 1995. The question is: by that time will anyone be interested?

"Man is not Lost" is the motto of navigation schools world-wide. 'Only temporarily unsure of his position' is the suffix appended by generations of sweating navigation students. For hundreds, perhaps thousands, of years the skill of navigators often meant the difference between success and failure in battles, exploration or trading voyages.

The succession of legendary navigators who first discovered then mapped the limits of our home continent, amongst them Abel Tasman and James Cook, were of a breed of men who, in their day, had greater political, social and financial impact on the societies of their time than captains of industry or even (the depredations of) World's Greatest Treasurers do today.

From that zenith the art of navigation evolved hand in hand with technology to the point where anyone with elementary maths, a very basic knowledge of mercator charts and the wit to remember the rhyme 'variation east, magnetic least' can keep track of position and course to steer with a precision unheard of even a decade ago, simply by pressing the ON switch of his or her portable GPS receiver.

I was aroused to this philosophical frenzy by two recent observations on the apparent decline of traditional navigation in racing. Firstly, having missed yet another Sydney-Hobart race I listened attentively to Fraser Johnston's description of *Challenge's* tactical battle as she tacked down the Tasmanian coast and, secondly, reading Lindsay May's article describing the same struggle on *Atara* in the February issue of OFFSHORE. Both narratives were heavy on the importance of weather routing and light on the problems of position fixing, doubtless because there were none of the latter worth mentioning.

This juxtaposition of roles has been de



IL MORO and New Zealand racing in the final of the Louis Vuitton Cup off San Diego. The Italian boat won 5-4 after the series went to the ninth race.

(Pic - Philippe Schiller)

facto for many years but has been given added emphasis since the victorious French Admiral's Cup Team removed any remaining doubt that sophisticated weather routing techniques had been advanced to near art form, leaving the rest of us to ponder whether the gaps in our knowledge are total or merely subjective.

Of course we use the term art form when we don't understand a subject completely. Navigation used to be called an 'art' before the inexorable advance of electronics removed much of the mystery. In this way generations of navigators easily held their positions on racing crews because no-one else on board had the faintest idea what they were doing! Lest the Editor be deluged with scores of angry letters from both of my regular readers, I should add that the foregoing was written tongue-in-cheek - well, mostly. I suppose that when modern weather routing techniques become more widely known the mystery, and therefore the 'art', will be removed. Then, like navigators, the on-board weather analyst will also need a little bit of luck to turn his knowledge into winning tactics, probably a lot of luck, having regard for the vagaries of weather.

Winning ocean races has always been dependent on interpreting weather patterns and making advantageous moves before the competition. No Sydney-Hobart race has ever been won without intelligent application of weather analysis techniques, that and a little bit of luck. The Halvorsens were doing it with conspicuous success in the 80's: weather routing is just the new name for it. However, with the advent of GPS, weather routing knowledge has eclipsed traditional navigation skills as a prime factor for winning crews.

Of course it will take some time for this to penetrate officialdom and, no doubt, unsympathetic safety committees will continue to require evidence of something more than basic navigation ability for entries in long offshore events. Hopefully they may even refuse to be talked out of this unreasonable attitude by the electronic navigation wizards who will undoubtedly emerge in the near future.

However, the best back-up for a GPS receiver will be another GPS receiver. They will certainly be compact enough that everyone will be able to carry a spare on the nav table. They will also be cheap enough for anyone to afford any number of back-ups, unless we let bureaucrats do to the GPS what they did to SSB marine radio - which was to surround it with phony

Australian technical specifications that no overseas manufacturer could possibly match or, for that matter, would want.

This forced us local yachties to buy Australian-made marine SSB radios which were made in such small volumes that they cost twice as much as the imported item. This is but one example of what blatant hypocrisy this humbug about free trade really is: it's a NIMBY - "not in my back yard". I read a similar story about the Japanese and imported skis which infuriated French exporters beyond belief; it seems that Japanese snow is different from French snow.

The GPS dependence that I am forecasting should remain theoretical for the time being because the system is not yet fully operational and unlikely to be so for another year at least. It can be shut down in part or in its entirety with little or no warning and as such it definitely requires back-up systems and someone who knows how to use them, or who can navigate without them. While this will probably not cause any problems amongst ocean racers it presents a real danger for a few inexperienced and poorly prepared people who bravely (unknown to them) set off on long ocean cruises every year.

However, electronic navigation aids add an unparalleled degree of safety while they are working properly, which is what overcame all other arguments when the ban was lifted in 1983. That and the fact that some racers were obviously obeying the ban while others were not caused controversy one year in Europe when a famous radar-equipped maxi was observed (on radar) to sail straight to and closely round a racing mark in thick fog.

Nevertheless the absence of electronic aids in Australia and the ban on them for racing when they did become available forced offshore yachtsmen to learn and apply traditional navigation techniques which still stand them in good stead when all else fails. Lindsay May, for instance, would probably not have known a radio doppler shift from a stick shift when he graduated from Gordon Marshall's navigation class back in the 70's.

The unfortunate truth is that the moment the GPS constellation of satellites goes fully operational, the old-style art of navigation will rapidly become a thing of the past, lulling some beginners, as well as a few who should know better, into a false sense of security. The traditionalists will moan and gnash their teeth but the writing is on the chart room wall!

letters to the editor

J24 Association Answers Criticism

Dear Sir,

I write on behalf of the International J24 Class Association of NSW in response to an article that appeared in the last edition of OFFSHORE, concerning one of the charter yachts used in the recent Asia Pacific Women's Regatta, conducted through the CYCA.

Chartering of J24 yachts for regattas has developed as common practice over the last few years. The recent J24 Nationals in Melbourne contained numerous crews sailing chartered yachts. The charter fee for the period of this regatta (one week) was \$1,000. This did not include the use of any sails or insurance of the boat.

When planning the Women's Regatta, it was obvious that for the regatta to be a success the charter costs had to be contained. A charter pool was arranged through the J24 Association, and any competitor not using their own yacht had to draw a yacht from this pool. The charter fee for yachts from the pool was set at \$400, which included the use of a set of sails. The yacht insurance was paid out of the entry fee of \$150. Except for one crew, everybody was happy with their charter yacht. By organising the charter pool, crews avoided paying market charter fees, saving each crew about \$600.

Nine yachts were required for the charter pool, and were suitably organised. Four days prior to the regatta commencing, one yacht was removed from the pool as insurance could not be arranged to the satisfaction of the yacht owner. At such late time it was difficult to organise a replacement. After much searching, a replacement yacht was organised. The replacement yacht had not been raced for six months, but had been moored in a protective bag. This yacht was older than the other charter yachts, but when raced had always been competitive.

At this stage, the draw for the charter pool had not been conducted. The charter yachts were predominantly new boats, the average age less than two years old. The exception was the late addition to the charter pool.

Some of the crews chartering yachts organised their own sails, a sensible idea for those who were serious about their racing. The condition of sails on charter yachts cannot be guaranteed.

When it became apparent that there were minor problems with the older charter yacht, everything possible was done to overcome the problems. The bottom of the boat was cleaned and other repairs carried out.

Gai Clough from Melbourne drew the older charter yacht, and feels that the yacht was the cause of her finishing last. By the time the regatta commenced the problems associated with the yacht had been overcome. Commodore Leggett claimed that the yacht was unfairly heavy. All yachts were weighed prior to the regatta commencing and our records show that Gai's yacht had a racing weight of 1,378kg as opposed to a minimum of 1,375kg. I suggest Gai should look at her own, and her crew's performance, before she starts blaming the yacht.

Commodore Leggett suggests that all boats should be slipped and inspected, a worthwhile suggestion, except he doesn't suggest who should pay for the slipping. My experience of yacht chartering is that this is the responsibility of the person chartering the yacht.

In order to avoid this problem reoccurring, the Association has decided to abandon the charter pool arrangement for next year. I spent many hours organising the charter pool, but it is obvious that unless all yachts are perfect, someone will complain.

Chartering arrangements in future will be up to the individual crews. Unfortunately this will mean a higher charter fee, but I see it as the only way of keeping everybody happy. With the attitude she has displayed here, I suspect Gai Clough will have problems finding a yacht owner prepared to charter a yacht to her.

Understandably, many owners were reluctant to charter their yacht, particularly when the fee is only half the market rate. The regatta that Gai organised in Melbourne allowed for male owners or their representatives to be aboard the yacht during the regatta. I am sure that if this condition was applied to the Women's regatta I would have no problems finding additional charter yachts, but then it defeats the purpose of the regatta. As the saying goes, you can please some of the people some of the time, but you cannot please all of the people all of the time.

Despite the criticism raised by the Melbourne crew, the regatta was a great success, and the CYCA should be congratulated for the manner in which the regatta was conducted.

It is interesting to note that Gai Clough and crew competed in a similar regatta in New Zealand two weeks after our Women's regatta, and finished in a similar position to that obtained in Sydney.

Kind Regards,
Chris MacMahon
President

Magic Is In The Competition

I enjoyed your article in the April/May 1992 edition of OFFSHORE, and could not help reflecting on "Where did we go wrong?"

I was always disappointed that the Kookaburra and Syd Fischer syndicates did not take part in the 1986 World Championships in Fremantle, which I believe Kookaburra II would have won. This would have pushed the Bond syndicate up a rung or two by modification, etc, instead of feeling secure with their win in Australia III, and as captain of the sistership South Australia KA8 I too thought our boat was potentially on the speed.

There is an old adage that: if you do not heed the lessons of history, history will teach you a lesson. To this end, I was present at the world championship of the new America's Cup Class yachts in San Diego in May last year and again there was no Iain Murray or Syd Fischer entrant in this competition.

I realise the defensive response to this question would be: "We didn't have the money" and "our syndicates would not pool their resources". Be that as it may, I did not observe any zeal to participate in these pre-America's Cup championships, as though we were keeping some magic up our sleeves. The real magic is in competition, which you may not enjoy but you're better for it, and investors can gauge some feel as to whether we are in the "ball park" or not.

On a separate matter, just to keep the record straight, under the heading of "Australia's America's Cup Record", I note that the year we raced Gretel II, 1970, we were not a sole challenger; you'll no doubt recall we defeated France (Baron Bich lost his way in fog in race 4). Bill Ficker defeated us 4-1 in the series after we lost one race on a protest. Also in 1980 Freedom won 4-1 (remember the race we won in near darkness with the bendy mast and Denis Conner protested against our running lights).

At the time of writing this note we are witnessing a very exciting America's Cup series, with one race all. This augurs well to restore the excitement and dignity the Cup lost in the court rooms over the catamaran/monomaran series of 1988.

Yours sincerely,
Sir James Hardy, OBE
Sydney

Headland Marine's New Products

THE Chart Room, the marine retail outlet of Headland Engineering, recently moved their location to 666 Pittwater Road, Brookvale, where they carry an extensive range of marine products, ranging from anchors to computer controls and engines.

Take the Fortress anchor, a completely rust-proof and anti-magnetic anchor that can be easily disassembled for quick storage. Coming with a three-year warranty, the best selling Fortress anchors are made from a high tensile aluminium-magnesium alloy which is said to have the strength of steel anchors weighing twice as much.

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With its simple installation and robust design in totally water-tight housings, Quadro is a functional and highly reliable system. It can be installed on the bulkhead or console without any need for special tools.

The Chart Room has also received the newly released Sole Mini 48, a light and compact marine engine from Sole Diesel. These engines are noted for their low weight and small size, the result of compact design and the use of materials such as cast iron and aluminium.

Low vibration and noise level is a feature of the Sole Mini 48 because of the small mass of the moving parts, such as pistons, conrods, the new combustion chamber design and direct injection. These also lead to clean exhaust gases.

The cooling system of the Sole Mini 48 uses a thermostatically controlled heat exchanger to keep the uniform engine temperature at the correct level, therefore providing for longer engine life.

Electrics comprise a 12v starter motor and powerful 12v 40amp alternator with a highly reliable, built-in regulator.

The engine is delivered complete with electrics. The control panel includes tachometer with hour-counter, water temperature gauge, audible and visual oil pressure, water temperature and battery charge control alarms, allowing for complete control of the engine parameters.

Further information: The Chart Room, 666 Pittwater Road, Brookvale, NSW. Phone: (02) 939 1966; Fax: (02) 938 6210.

RFD Awarded Top Approvals

LIFERAFT and associated safety equipment supplier RFD (Australia) Pty Ltd has been awarded the coveted approval of the Department of Defence Quality Assurance Organisation and is now accredited by DQA to Australian Standard 3902.

AS 3902 requires adherence to strict quality assurance procedures and other standards required by the Department of Defence for sub-contractors engaged in supply and/or servicing of defence safety equipment.

Earlier this year RFD was also assessed and approved by the Civil Aviation Authority enabling the company to claim sub-contractor status for the service of airborne liferafts and lifejackets.

RFD's quality assurance manager, Ian Sturtevant, says the company follows the same high quality standards for work it also carries out on safety equipment for recreational, fishing and charter vessels, yachts and other pleasure craft.

New Range From Musto

MUSTO are introducing new designs for the 1990's for two of their already proven Wetweather Jackets.

OFFSHORE JACKET: The sea doesn't change. But styles do. Which is why Musto now offer an alternative to the legendary Offshore Jacket. It has a new designer look which is entirely fitting for the 1990's, yet it retains all the life-saving features which have made the standard Musto Offshore the most dependable foul weather jacket in the world.

Features include the ability to incorporate buoyancy, or a Bodywarmer zip-in Waistcoat or Multifit Lifejacket; plus the NEW Spume Visor and facility for built-in safety harness; and, of course, the award-winning contour collar with stowaway hood (now in light reflecting yellow).

COASTAL JACKET: The Musto Coastal range has always been brilliant value. It still

is—but the optional new version now has a sparkling new style. The Musto Coastal has traditionally been the choice of people who love sailing, but can't spend all their time afloat or go too far from land. It has performed this ordinary role in an exceptional way and its style has been suitably simple.

But now Musto offer a choice: the same outstanding Coastal Jacket in the same unassuming style, or the new design for the 1990's.

Both jackets were available from April 1990.

Further information: Musto Australia, 14-16 Buckland Street, Chippendale, NSW 2008. Tel: (02) 319 2133. Fax: (02) 699 2565.

Ronstan Maxi Block Strength to Weight

YEARS of involvement with the world's leading maxi yachts such as *Sovereign*, *Windward Passage II* (now *Passage de Venice*), *Emeraude*, *Drumbeat* and flyers such as *Future Shock* have enabled Ronstan to bring out this outstanding new range of maxi blocks.

The demands of the high tech racer require strong, reliable, functional yet lightweight products. Ronstan has satisfied all these demands by producing what it believes is the lightest and strongest maxi block in the world.

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Another unique Ronstan feature is the ease of servicing deck blocks – no need to remove mounting bolts: simply remove the centre hub.

Also included in the range are Titanium runner blocks with 6AL4V Titanium cheeks for maximum strength to weight ratio and high corrosion resistance.

Contact your local Ronstan Agent for more information.



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CYCA OFFSHORE RACING CALENDAR

1992 NEW SOUTH WALES/ QUEENSLAND

JUNE

- 7 CYCA 6th Digital Winter Pointscore, 1100
- 14 CYCA 7th Digital Winter Pointscore, 1100
- 21 CYCA 8th Digital Winter Pointscore, 1100
- 28 CYCA 9th Digital Winter Pointscore, 1100

JULY

- 5 CYCA 10th Digital Winter Pointscore, 1100
- 12 CYCA 11th Digital Winter Pointscore, 1100
- 19 CYCA 12th Digital Winter Pointscore, 1100
- 26 CYCA Ladies' Day, 1100

AUGUST

South Pacific Offshore Championship, comprising the following events:

- 1 Jupiters Yacht Classic, Sydney-Southport (IOR, IMS, PHS), CYCA
- 6-8 XXXX Winter Regatta, Southport (IOR, IMS, PHS) SYC (best 3 of 4 races)
- 10 Southport-Mooloolaba Race (IOR, IMS, PHS), MYC
- 12-15 XXXX Sunshine Coast Offshore Regatta (SCOR) (IOR, IMS, PHS), MYC (best 3 or 4 races)
- 16 Mooloolaba-Hamilton Island Race, MYC/HIYC
- 22-29 XXXX Ansett Hamilton Island Race Week (IOR, IMS, PHRS), HIYC (best 5 of 6 races)

Final points will be allocated with the best 2 from the longer passage races to count.

SEPTEMBER

- 5 Cruising Yacht Club of Australia, opening summer offshore racing season
- 5 Middle Harbour Yacht Club opening day, all classes

OCTOBER

- 24-25 MMI 3-Ports Race (IOR, IMS, PHRS), MHYC
- 31 Fujitsu Gosford-Lord Howe Island Race (IOR, IMS, PHS), GSC

NOVEMBER

- 14-15 Bruce & Walsh Regatta (IOR, IMS), MHYC
- 29 Ritz Carlton Sydney 2-Handed Race, MHYC

DECEMBER

- 18-20 Asia Pacific Ocean Racing Championships (IOR, IMS), CYCA
- 26 Kodak Sydney-Hobart Race (IOR, IMS, PHS), CYCA

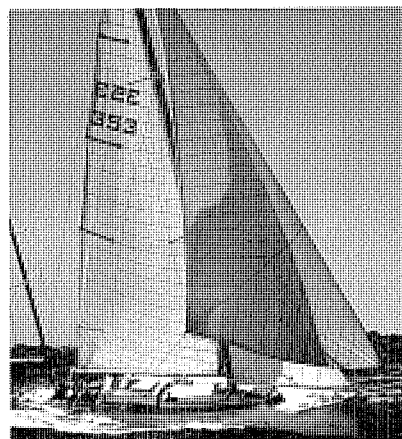
INTERNATIONAL

JUNE

- 18 Quarter Ton Cup (IOR), Italy
- 20-27 Kiel Week (IOR), Kiel, Germany

JULY

- 1-7 One Ton Cup (IOR), Denmark
- 4 Victoria (Canada) to Maui (Hawaii) Race
- 10-21 Aegean Sailing Week, Greece
- 13-17 Cork Week (IOR), Ireland
- 18-26 Travemunde Week, Germany
- 21-28 CORK, Kingston, Canada
- 21-30 The Commodore's Cup, RORC, Cowes, UK
- 22-28 Week of The Straits, Porto Cervo, Sardinia, YCCS
- 25-5 Olympic Games, Barcelona, Spain
- 15-19 Etchells North American Championships, Long Beach, Cal.
- 25 Chicago-Mackinac Race, Chicago, USA
- 29-14 Two Ton Cup (IOR), Hawaii, RHORC



AUGUST

- 1-14 Kenwood Cup (IOR, IMS), Hawaii, RHORC
- 1 Jupiters Yacht Classic Sydney-Southport (IOR, IMS, PHS), CYCA, 1300
- 1 Cowes Week, UK
- 3-8 Dragon World championship, Hanko, Finland
- 22-28 Dragon Gold Cup, Belgium
- 22-29 XXXX Ansett Hamilton Island Race Week (IOR, IMS, PHS, Cruising), HIYC
- 23 TransAtlantic Race, Quebec-St Malo

SEPTEMBER

- 6-18 Sardinia Cup (IOR)/50ft World Championship, Porto Cervo, Sardinia
- 7-17 Three-quarter Ton Cup (IOR), Torquay, UK
- 17-20 Liberty Cup Match Race, New York
- 17-27 Etchells World Championship, Larchmont, USA

OCTOBER

- 1 Star World Championships, San Francisco, USA
- 18-25 Omega Gold Cup Match Race, Bermuda
- 21-30 J24 World Championships, Annapolis, USA

NOVEMBER

- 14-17 Nippon Cup Match Race, Japan
- 20-22 Hong Kong Match Race, Hong Kong
- 25-29 Steinlager Cup Match Race, Auckland
- 28-2 International Classes Regatta, Auckland, NZ

DECEMBER

- 18-20 Asia Pacific Ocean Racing Championship (IOR, IMS), CYCA
- 26 Kodak Sydney-Hobart Ocean Race (IOR, IMS, PHS), CYCA

1993

- One Ton Cup, UK
- Two Ton Cup, UK

JULY

- 25-7 Champagne Mumm Admiral's Cup (IOR), Cowes, UK, RORC
- 31-7 Cowes Week, UK

SEPTEMBER

- 25 Whitbread Round The World Race, Leg 1 - Portsmouth (UK) to Punta del Este

OCTOBER

- 1-31 Etchells World Championship, Brisbane, Aust

NOVEMBER

- 13 Whitbread Round The World Race, Leg 2 - Punta del Este to Fremantle

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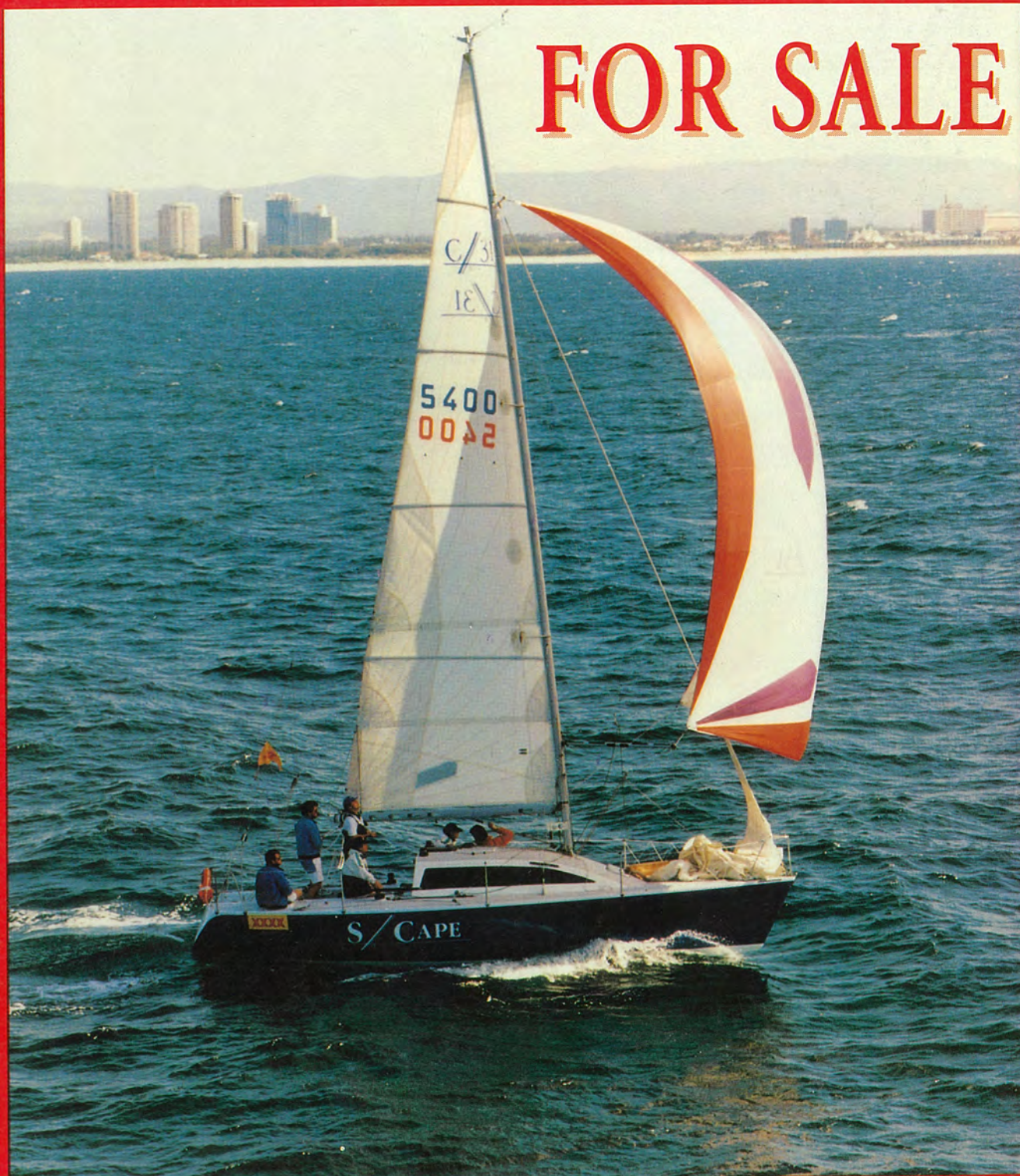
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 - Dec 91 Ocean Racing Club 1st 31 ft Regatta
 - Jan 92 City of Sydney Cup (IMS division)
 - CYCA Summer Series (SOPS IMS div 1)
 - CYCA Summer Series (SOPS PHS div 2)
 - CYCA Autumn Series (SOPS IMS div 1)