

Offshore

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

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COVER: Farr 40 One Design racing in the Rosemount Regatta - indicative of the rapidly growing interests in owner-driver, one design offshore racing. (Pic - Ian Mainsbridge).

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Wild Thing

makes offshore history



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Mooloolaba Race

Australian ocean racing history was made in the 2000 Sydney - Mooloolaba Race, conducted by the Cruising Yacht Club of Australia for the first time, in conjunction with Mooloolaba Yacht Club. Report by Lisa Ratcliff with added comments by Peter Campbell.

Victorian yachtsman Grant Wharington created personal and Australian ocean racing history when he sailed his 70-footer *Wild Thing* to a narrow line honours victory in the 2000 Sunlover Holidays Sydney - Mooloolaba Race.

For his own records, this was the first time since launching the Murray, Burns & Dovell-designed maxi in late 1998 that the Mornington Yacht Club member had beaten George Snow's CYCA-based, Jutson-designed 76-footer, *Brindabella*, in a long ocean race.

It was also the first time a Victorian yacht has taken line honours in a race to Mooloolaba, the event having previously been conducted by Middle Harbour Yacht Club for 36 years. *Wild Thing's* winning margin of just under seven minutes was also the closest finish recorded in a race to Mooloolaba.

More significant was the fact that *Wild Thing* won using her water ballast system for the first time in a CYCA long ocean race.

In the wake of the Whitbread 60

Wild Thing, Grant Wharington's 70-footer made ocean racing history in winning line honours in the Sunlover Holidays Sydney-Mooloolaba race, using water ballast for the first time in a CYCA race to take line honours. (Pic - Ian Meinsbridge)

Nokia's record-slashing win in the 1999 Telstra Sydney to Hobart, the Cruising Yacht Club of Australia has turned on the tap to allow all eligible yachts to sail in their water ballast configuration when competing in the IRC category of major ocean races.

Wild Thing was joined by two other water-ballasted boats, both Open 60s. Sean Langman's A99 finished third across the line, about an hour and half astern of *Brindabella*, while John Biddlecombe's *RSL.com* was the one retirement from the fleet of 42. Astern of A99 came the conventional maxi, *Marchioness*, followed by *Infinity III*.

The fleet of 42 - larger than originally expected by the CYCA - set sail from Sydney Harbour in a light sou'easter. They went on to experience every wind and weather combination from champagne sailing in the sparkling blue waters off the Gold Coast to 45-knot southerly squalls and rain in the dead of night off Cape Byron.

Tactical duels which lasted the 469 nautical miles to Queensland's Sunshine Coast were another feature with results such as the seven minutes which separated first and second over the line, and the three one-design Farr 40s vying for an IRC win, making for pretty exciting racing.

After 65 hours on the racetrack, *Wild Thing* finished at 6:10:56 on Tuesday morning, less than seven minutes ahead of *Brindabella*, well outside the record of 44 hours 01 minutes and 43 seconds.

Wild Thing was designed with built-in water ballast tanks, but had never raced in a long ocean race using that configuration until the CYCA allowed its use in the IRC division of the race to Mooloolaba.

According to Wharington, the water ballast made a significant difference, holding a commanding lead until they sailed into a hole off Ballina, where *Brindabella* closed the gap from nine miles to less than one mile. "We used water ballast for two-thirds of the race



An elated Grant Wharington (right) with boat manager Carey Smith after *Wild Thing* had narrowly beaten *Brindabella* for line honours in the Sunlover Holidays Sydney-Mooloolaba Race. (Pic - Lisa Ratcliff)

and it made a huge difference to our upwind performance," Wharington said.

In the end, water-ballast was irrelevant as a sleigh ride to the finish saw the two maxis charging north boat for boat - both conventionally ballasted!

Following the CYCA's announcement to raise the IRC upper speed limit for the 2000 Telstra Sydney to Hobart Race, Wharington had planned to miss the Mooloolaba Race and have *Wild Thing* extended by 10 feet to an 80-footer. However, he will now rethink those plans following his line honours win. "We would like to make some changes to the boat but perhaps they won't be as extreme as first thought," he said.

On corrected time in the IRC category, *Wild Thing* placed 14th out of



The Open 60, A99, skippered by Sean Langman, finished third across the line in the Sunlover Holidays Sydney-Mooloolaba race, with an impressive performance. (Pic - Ian Mainsbridge)

15, with the first two placings going to the Sydney-based Farr 40 ODs, *Buon Giorno* (Stephen Ellis) and *Corinthian Doors* (Richard Perini), third to the veteran Cole 43, *Polaris*, skippered by John Quinn, fourth to another Farr 40, Warren Wieckmann's *Leroy Brown*. Ellis, who only took delivery of the Farr 40 in January, said: "It was an excellent race, especially as there was a private battle amongst the Farr 40s. This is the boat's first ocean race and we are delighted with our result."

The IMS trophy went to Neill Whiston's Beneteau 40.7 *Fruit Machine* from Sydney which will represent Australia at the Kenwood Cup in Hawaii in August. Whiston was not on the boat due to last minute work commitments but his 'rock star' crew of Olympic and America's Cup sailors Michael Mottle, Adam Beashel and Steve McConaghy steered a brilliant race, leading on IMS at every sked.

"This was a total team effort," said sailing master Michael Mottle. "The on and off water preparation was impeccable, thanks to Neill, and this culminated in our win."

"We had strong people in every position on the boat. Our August Kenwood Cup campaign is looking particularly solid as most of same team will be sailing on the boat for that regatta," Mottle added.

Sydney yacht *Atara*, John Storey's Lyons 43 skippered by Roger Hickman, finished second in the IMS division, with the 1998 Telstra Sydney to Hobart Race overall winner, the Hick 35 *AFR Midnight Rambler* (Ed Psaltis/Bob Thomas) in third place.

Surprise winner of the PHS division was the Northshore 38, *Silky*, skippered by Tony Hirst, while *Antipodes* (Greg Newton) and *Relish* (Bill Bailey) finished 2nd and 3rd respectively.

Honour Roll

IMS Division:

1. Fruit Machine, Beneteau First 40.7 (Neill Whiston, CYCA)
2. Atara, Lyons 43 (John Storey/Roger Hickman, CYCA)
3. AFR Midnight Rambler, Hick 35 (Ed Psaltis/Bob Thomas, CYCA)

IRC Division:

1. Buon Giorno, Farr 40 OD (Stephen Ellis, RPAYC)
2. Corinthian Doors, Farr 40 OD (Richard Perini, RSYS)
3. Polaris, Cole 43 (John Quinn, RPAYC)

PHS Division:

1. Silky, Northshore 38 (Tony Hirst, CYCA)
2. Antipodes, Beneteau 42 (Greg Newton, CYCA)
3. Relish IV, J&J 43 (Bill Bailey, CYCA)

Line honours:

1. Wild Thing, MBD 70 (Grant Wharington, Mornington Yacht Club, Vic)- 2 days 17 hours 10 min 56 sec.
2. Brindabella, Jutson 76 (George Snow, CYCA) 2 days 17 hours 17 min 35 sec.
3. A99, Open 60 (Sean Langman, SASC) 2 days 18 hours 37 min 42 sec.

Atara wins CYCA Bluewater Series



The crew of the Lyons 43, *Atara*, at Mooloolaba after being declared winners of the prestigious 1999-2000 Blue Water Pointscore following their second overall in the Sydney-Mooloolaba race. (Pic - Lisa Ratcliff)

John Storey's *Atara*, skippered by Roger Hickman, was named IMS Bluewater Champion for 1999/2000 following a strong handicap performance in the Sunlover Holidays Sydney - Mooloolaba Yacht Race.

The Lyons 43 went into this final race of the CYCA Bluewater Pointscore just three points ahead of George Snow's Juston 76, *Brindabella*. Good tactical sailing, helped along by a blustery sou'easter which swept through the bulk of the fleet on Monday but didn't reach the race leaders until late Monday night off Cape Byron.

Atara finished with 425 points, with *Brindabella* second with 418 points and *Kingtide* (Colin Boyle) finished third with 355.5 points.

Atara took the trifecta with first places in the IRC and Tasman Performance series, in addition to her IMS result.

"It is an honour to be named Bluewater Champion again because it signifies the longevity of the season and the consistency of the boat in being able to start every race over a nine month period," said Hickman, now a four-time Bluewater Champion.

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Many new yachts for 2000 Telstra Sydney to Hobart

The Cruising Yacht Club of Australia is confident of many new boats lining up in a strong fleet for the 2000 Telstra Sydney to Hobart Race. Peter Campbell looks ahead to a big year of ocean racing.

Super yachts from around the world, a new "turbo-charged" Australian maxi, a state-of-the-art IMS 52 one-design ocean racer from the USA, several round-the-world race contenders and a new boat for the Sailors with disAbilities crew are among many new yachts expected to sail in the 2000 Telstra Sydney to Hobart Yacht Race.

The Cruising Yacht Club of Australia's decision to open the blue-water classic to faster maxi yachts and water-ballasted boats is also likely to attract other overseas competitors.

Many of these boats will also contest the Telstra Cup in December, with the CYCA at the same time conducting the Australian championship for the rapidly expanding Farr 40 One Design fleet.

By December there will be nearly 20 Farr 40 ODs in Australia, most of them entering their Australian championship and quite a number also racing to Hobart. Entries are also expected from the new Sydney 38 One Design fleet, the Murray, Burns & Dovell design launched recently.

"We are already confident of a considerably larger fleet than that which sailed to Hobart last year," Cruising Yacht Club of Australia sailing manager Phil Thompson told OFFSHORE. "Apart from the new boats, we expect many yachts that stayed in Sydney for the 1999 New Year's Eve festivities on the Harbour to be back with us when the fleet lines up on December 26, 2000."

More than 20 sailing Super Yachts are expected in Sydney during the Olympics and the CYCA is confident quite a number will stay on to contest

the special Super Yacht Division of the 2000 Telstra Sydney to Hobart.

Heading Australia's new boat fleet will be Neville Crichton's state-of-the-art maxi yacht, designed by Reichel/Pugh in the USA and being built in Sydney by John McConaghy for an Australian and overseas campaign.

The new IMS upper speed limit of 470 seconds per mile for the Sydney to Hobart has influenced Crichton into contesting the race with the 79-footer rigged as a "turbo-charged" maxi, the powered-up rig now popular with most overseas maxi yachts.



The new Farr 52 One Design yacht, *Scream*, racing in United States earlier this year. Sydney yachtsman David Coe and his UK-based partner, David Lowe, have bought to contest the Kenwood Cup regatta in Hawaii before bringing it back to Australia where it will race as their new *Loco*. (Pic - Peter Bentley).



2000 Telstra Sydney to Hobart

Another new boat on the Australian scene will be the latest *Loco*, a Farr 52 One Design which Sydney yachtsman David Coe and his UK sailing partner David Lowe have bought in the US from Farr International executive Geoff Stagg. They will race the boat, previously called *Scream*, at the Kenwood Cup in Hawaii before bringing it back to Australia for the Telstra Cup and Telstra Sydney to Hobart.

The success of the Volvo Ocean 60 *Nokia* in the 1999 Telstra Sydney to Hobart could well influence entries from other Volvo Ocean Race syndicates, including Australian Jim Close with at least one of the two Bruce Farr VO 60s his Sail Extreme syndicate plans to build in New Zealand.

Another around the world yachtsman and adventurer, Don McIntyre, will enter in the Sydney to Hobart the first of his new Graham Radford-designed McIntyre-55 yachts being built for Australia's first ever around

the world race, *Together Alone*. The race starts from Hobart in November 2001, heading for Cape Horn.

Five fully-crewed McIntyre-55s will contest Class III of *Together Alone*, but McIntyre also has orders for two Open 50 water-ballasted yachts for the Class II solo division, with the first nearing completion at Taree on the NSW North Coast.

First of the new Australian yachts to be launched will be the David Lyons-designed 62-footer for Sydney yachtsman David Pescud and his enthusiastic and successful Sailors with disAbilities team. With crew members helping with work, the new boat, to be named *Aspect Computing*, is due for launching in late May or early June.

With the CYCA accepting eligible water-ballasted yachts in the IRC category, the Club expects both local and overseas yachts to race to Hobart using water ballast.

Three local water-ballasted yachts, Grant Wharington's *Wild Thing*, Sean Langman's *A99* (ex *Magna Data*) and John Biddlecombe's radical *RSL.com*, competed in the Sunlover Holidays Sydney - Mooloolaba Race in April. *Wild Thing* won line honours, beating *Brindabella*, with *A99*, crossing third. *Wild Thing* and *A99* are expected to contest the 2000 Telstra Sydney to Hobart while Swedish yachtsman Ludde Ingvall is planning to bring out an maximum rating, water-ballasted yacht for the Hobart Race, which he contested in 1997 with the 80-footer *Nicorette*.

Notice of Race for the 2000 Telstra Sydney to Hobart Yacht Race will be available in June from the Cruising Yacht Club of Australia in Sydney, telephone +61 2 9363 9731 or fax +61 2 9363 9745.

Email: sailing@bigpond.com and also on the CYCA web site:

www.cyca.com.au

Glenn Bourke appointed CEO of CYCA



Glenn Bourke who will take up the role of Chief Executive Officer of the Cruising Yacht Club of Australia following the Sydney 2000 Olympic Games. (Pic - Peter Campbell)

Glenn Bourke, SOCOG's Sailing Competition and Venue Manager for the Sydney 2000 Olympic Games and three-times World Laser dinghy champion, will join the Cruising Yacht Club of Australia as Chief Executive Officer immediately after the Olympics.

"The Club is extremely lucky to get such a well qualified manager" CYCA Commodore Hugo van Kretschmar said in announcing the appointment of Bourke.

"From all reports Glenn has done an outstanding job managing the test events for not only sailing, but also the triathlon and the marathon, and has made a significant contribution to the organization of the Olympics. This experience, together with his sailing skills, make him uniquely qualified to lead the CYCA.

"The Board set out to find a CEO that had a strong sailing administration background as we are committed to the future of ocean racing, continuous improvement in safety and administration and the Club's leadership role in these areas.

"Glenn will be able to continue the work we started as a result of the 1998 Sydney Hobart Race Review and any further developments that may arise as a result of the Inquest." Commodore van Kretschmar added.

In addition to his outstanding role in conducting two pre-Olympic sailing tests, Glenn has been venue manager for the Triathlon and Marathon test events held in Sydney in recent weeks. In addition, he is Precinct Manager for Sydney East for the Olympic Games.

Bourke is a three-time World Champion in the now Olympic Laser class and has twice been named Australian Yachtsman of the Year, in 1989 and 1990.

He was chosen to represent Australia at the 1980 (Australia's team subsequently did not compete) and 1992 Olympic Games and has also competed in several Admiral's Cup and America's Cup competitions. For the 1980 Games he was the Flying Dutchman class crew while at Barcelona in 1992 he represented Australia in the Finn dinghy class.

His recent offshore racing successes also include steering the Sydney yacht *Loco* to victory in the 1998 Telstra Cup and 1998 Pittwater to Coffs Harbour race.

From the Commodore



I am sure this report is what you have all (not?) been waiting for - the final part of my 'trilogy of issues' emerging from last year's Telstra

Sydney to Hobart Race. For those of you who have forgotten (or could not care less) the first two issues were water ballast and superyachts.

The third is "media gags". I will only cover the issue briefly - because it really is quite simple, and then move on to a mixed bag of other non-controversial things.

The issue of "media gags" stems from clause 16 of the Notice of Race whereby the Cruising Yacht Club of Australia requires competitors in the Sydney to Hobart Race to obtain the consent of the Club before making any statements, or giving interviews to the media.

The criticism that has been leveled against the Club (by the media of course) is that this rule is: (a) a recent inclusion, and (b) was introduced to censor any comment unfavourable of the club or the event and, in particular, to stifle any backlash arising from the tragedy of the 1998 Sydney to Hobart Race.

What a load of rubbish! Firstly, the clause has been part of the Notice of Race (in various forms) since 1995 and secondly, no request for approval to give interviews has ever been refused. Nor has the clause ever been invoked against a competitor - despite a number of occasions where participants have spoken to media, been critical of aspects of the event, and made the comments without being authorised.

The reason for the clause is simply to protect the CYCA's valuable property - our franchise of the event. Put more plainly, our sponsors (without whom we could not afford to run the Sydney to Hobart Race) require an organised approach to media coverage to ensure that their sponsorship is adequately recognised. It is only through the granti-

ng of "exclusive media rights" that we can provide our sponsors with some level of assurance that their support of the event will be properly recognised. The clause is only there to prevent the coverage of the event from being 'ambushed' by a third party - not to censor competitors comments.

Let's move on to other things.

I attended the CYCA's Summer Point Score Prizegiving recently, where (as always!) I was required to make a speech. This gave me cause to reflect on the sailing season just past and the season coming. Both past and coming seasons, having thought about it, are extremely encouraging - as evidenced by the enthusiasm of the 300 people present at the prizegiving dinner.

Whilst overall numbers of entries in our traditional blue ribbon event, the Blue Water Point Score (BWPS), were not particularly high last season, the series was extremely closely contested with club stalwarts Roger Hickman and George Snow taking it down to the wire, the final result hingeing on the Mooloolaba Race. Congratulations to Roger for taking out the BWPS for a second time.

At the same time, our Ocean Point Score series (OPS) which was introduced four years ago in response to declining numbers of entries in the BWPS, has gone from strength to strength with an average of 20 boats competing. The OPS format, which is simply a condensed version of the BWPS, was developed to provide an entry point ocean racing series for owners and crews new to the sport, and also to provide a less time demanding alternative to BWPS.

Clearly, OPS has found a market and undoubtedly will lead to developing new owners to mount more challenging campaigns. Congratulations to Dick Cawse for taking the honours in OPS this year.

One only needs to look at this year's Australian Kenwood Cup team, made up of three CYCA boats, Fruit Machine, Smile and Yendys. All three owners are "rookies" in terms of international representation and all three made their intro into ocean racing through the OPS series

(Geoff Ross on Yendys admittedly a few years ago).

Congratulations to Simon Whiston, Neill Whiston and Geoff Ross for gaining selection and best wishes for a successful series and hopefully many more years of representative sailing.

The Mooloolaba Race, the final race in the BWPS, and conducted by the CYCA for the first time, was also a huge success with 42 boats competing despite an unfortunate clash of timing with Middle Harbour Yacht Club's inaugural Coff's Coast Race Week. Clearly, there is strong interest within the ocean racing community for both events and it is up to the CYCA and MHYC to co-ordinate their timing so that both events can prosper and grow. Some feed back from competitors would be most welcome in this regard.

Looking forward, the BMW Sydney Winter Series is shaping up to be yet another record breaking blockbuster with over 180 block entries and possibly up to 250 boats competing on occasions! As soon as the Winter Series is over our offshore fleet will head to sea again for the Southport Race and then further north to the magical and extremely popular Hayman Island and Hamilton Island regattas.

For those of our newer members looking for the opportunity to become part of a crew - there is no better time than now to make that extra effort. Telephone one of our Sailing Office team, Gus, Mark, Phil or Jeremy, and ask them to give you a hand to find a berth aboard.

In closing, I would like to encourage all members to attend the Annual General Meeting in July (formal notice will be in the mail shortly). For those of you who have not been before, the AGM provides a wonderful insight into the culture of our Club and the Board would love to see you there to show your support (hopefully) and to hear your comments. Otherwise, just turn up to help celebrate the first event in our new clubhouse and enjoy the traditional Commodore's shout - after what I've been through the last two years it's going to be a big one (the shout that is)!

Hugo van Kretschmar

Commodore

Cruising Yacht Club of Australia

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IMS 1st, IRC 1st, PHS 1st
- 2000 Workforce Australian Offshore Championship**
IMS: 1st, 2nd, 3rd
- 2000 Rosemount Farr 40 Pittwater Championship**
1st, 2nd, 3rd
- 2000 China Sea Race**
IRC: 1st, 3rd
- 1999 Sydney to Hobart**
IMS: 1st, 3rd, 4th, 5th, 6th
IRC: 1st, 2nd, 3rd, 4th
Line Honours: 1st (Race Record)
- 1999 Telstra Cup**
IMS: 1st, 2nd, 3rd, 5th, 6th, 7th*, 8th, 9th, 10th
IRC: 1st, 2nd
- 1999 Farr 40 Nationals**
1st, 2nd, 3rd
- 1999 Ord Minnett**
IMS: 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 9th, 10th
- 1999-2000 Strathfield Pittwater & Coffs Harbour Series**
IMS: 1st, 3rd, 4th*. IRC: 1st
* Partial Inventory

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THE RACE

LA COURSE DU MILLÉNAIRE

Bruce Montgomery of The Australian explores the line-up of extraordinary multihull yachts expected to compete in The Race.

A fleet of 10 of the fastest multihull yachts ever built, at least one capable of sailing at more than 40 knots, is expected to start in The Race, a no-limits, non-stop chase around the world leaving Barcelona on December 31, 2000.

Pete Goss's radical 36.5m twin-rig catamaran *Team Philips* still hopes to be

to sail around the world in under 80 days, has set no limitation on size, number of crew or number of hulls for the event that he has simply called "The Race" to mark the true end of the millennium. His only provisos are that the craft has to be sail-driven and the winches driven by muscle power.

If *Team Philips* is up to the task, Goss believes it can circumnavigate in 65 days. That compares with the current Jules Verne record of 71 days, 14 hours, 18 minutes and eight seconds, set by Frenchman Olivier de Kersuson in 1997. The eastabout courses of The Race and the Jules Verne are slightly different in that the Jules Verne begins

the Cape of Good Hope, Western Australia's Cape Leeuwin, through Cook Strait between the north and south islands of New Zealand and back to Barcelona via Cape Horn. First prize is \$US1 million.

All starters first have to make a qualifying voyage: a transAtlantic or transPacific passage, or a circumnavigation, all against the clock. They have to complete that voyage in a time of less than 125 percent of the relevant record.

The likely fleet is:

- *PlayStation*, Steve Fossett (USA), a 32.5m catamaran launched in January 1999 and currently being prepared in Bermuda. PlayStation was planning to make its first qualification course from New York to The Lizard at the end of May.
- *Team Philips*, Pete Goss (United Kingdom), a 36.5m twin-rig catamaran launched in March but which suffered substantial hull damage during its initial sea trials. It is back at Totnes in Devon for repairs and was scheduled to be re-launched by the end of May. Goss has abandoned his plans to break the Jules Verne record as his qualifying race and is now likely to opt for a transatlantic qualifying run.
- *Club Med*, Grant Dalton (New Zealand) but officially a French entry, a 33.5m catamaran built at the Multiplast yard in Vannes in Brittany and launched on May 8. It will seek to qualify with an east-west Atlantic record attempt at the beginning of June.
- *Code 1*, a 33.5m catamaran, similar to Club Med, to be launched in Vannes at the end of July with a qualification passage to be made in August/September.
- *Team Adventure*, Cam Lewis (USA), a 33.5m catamaran to be launched in September. The boat is being built at the JMV yard in Cherbourg.



Artist's impression of Club Med, the newest supercat for The Race, launched as Offshore Yachting went to press. Note the size comparison with a Windsurfer.

a starter, despite her disastrous disintegration off the Isles of Scilly on March 29 just days after her launching and naming by the Queen.

Six giant multi-hulls have been specifically built for the event. Race organiser Bruno Peyron, the first man

and ends at the entrance to the English Channel and The Race includes New Zealand's Cook Strait as a mark of the course. Otherwise, it's a simple matter of all capes to port.

That means the Barcelona fleet will race south into the Atlantic, around



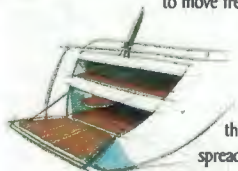
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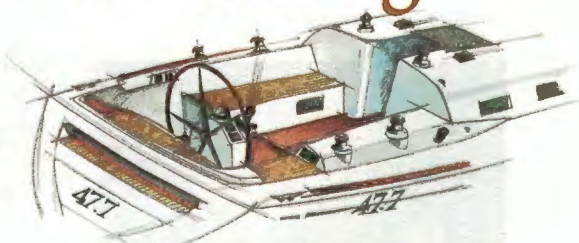
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NEW FOR 2000

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- *Rave*, Earl Edwards (USA), 38m trimaran to be launched in July.
- *Polpharma-Warta*, Roman Paszke (Poland), Bruno Peyron's ex Explorer, a 27m catamaran that is the only qualifier so far. She sailed from Cadiz to San Salvador in the Bahamas in February within the

Team Philips has a major task ahead of it. It had been Goss, a former Royal Marine, in the Vendee Globe solo circumnavigation race of 1996/97, who rescued French sailor Raphael Dinelli in the Southern Ocean and brought him to the safety of Hobart. His feat was overshadowed by the RAN rescues

through 360 degrees. There are only three sails on board (the two mainsails and a seldom-used headsail), no spinnakers. The sails are controlled by wishbone booms in exactly the same way as a sailboard and only two ropes come back to the crewpod (the two mainsheets). It is crewed by only six people, including Australian multi-hull specialist Paul Larsen.

Two crew had been on deck at about 7.30 am on March 29 when the boat was sailing off the Isles of Scilly in 18 knots of wind, in a moderate sea and at a speed of about 17 knots.

"Two of the crew were completing the last of their first light deck checks when a loud bang resonated through the hull," Goss said later. A 15m section of the carbon fibre port bow detached. The other creased in the identical spot.

The fact that it had no cross-member forward to support the long bows appeared to have brought about its undoing, was Grant Dalton's immediate reaction.

"It creased at the critical point along the unsupported hull," he said. "You have to question the design assumptions. Those two bows have to be tied together."

The missing bow section was located and reunited with the boat back at Totnes. Goss says it will be repaired without altering Adrian Thompson's original design concept and will be on the start line in Barcelona.

Thompson said the bow section broke because of a failure of the unidirectional carbon strakes (strips) that run the length of each side of each hull. These strakes, which are about 500mm wide and 6mm thick are manufactured as part of the inside skin of the sandwich structure of the hull. They are subject to an end load (compression) and a tensile load (tension). The successful loading of this area is wholly reliant on a satisfactory adhesion of the strake to the Nomex core used in the sandwich structure.

"Successful bonding of thick carbon laminates to Nomex core has not been problem-free in the past due to difficulty of removing air which expands during the high temperature cure cycle," he said.



Club Med under construction in France.



New Zealander Grant Dalton, a veteran of five Whitbread Races who will skipper Club Med in The Race.

of Bullimore and Thierry Dubois, but it won him the Legion d'Honneur in France and immortality in his home waters of the English West Country.

As he prepared for the assault on the Jules Verne as the qualifying passage for The Race, Goss said: "There's never been anything like this before. Therefore there are no experts. The whole purpose of the Jules Verne is to go out there, walk the course, to get to know the boat.

"Because The Race will only happen once, we have to make all our mistakes beforehand."

They did. During trials off the Cornish coast the boat's port bow detached and the other threatened to do the same.

The boat, which is 21m wide, is technically a catamaran but has two free-standing, sailboard rigs joined by two cross members with a crew pod slung in the middle. Computer projections showed a sustainable speed of 40 knots.

The two 4m masts, one on each hull, are unsupported by conventional rigging but have in-built knuckles rather like a stick of bamboo. They can rotate

specified qualifying time but finished under jury rig after dismasting.

- *Millennium Challenge*, Tony Bullimore (UK), Peter Blake's ex Enza, a 30m catamaran to be re-launched at the end of June.
- *Solo 100*, Henk de Velde (Netherlands). Having started the construction of a twin-rig 36m catamaran in January in Amsterdam, de Velde has changed plans and is optimising an existing boat.
- one of four syndicates.

It's time to clear the air

You may have caught wind of the fact that the Federal District Court in Connecticut USA has ruled that the North 3DL sails infringe a group of patents known as the "Airframe patents". In doing so, the Court placed an immediate ban on the production of any new 3DL sails. A week later, in accordance with North Sails request, the Court stayed implementation of its orders banning sales of any new infringing 3DL sails, pending the outcome of an appeal by the North Sails Group.

However, the good news is that Australian made D4 sails are not made in the same way. Therefore they're not affected by these findings.

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Workforce International Coffs Coast Sail Week

Yendys wins IMS offshore championship



Striking new paintwork on the hull of Workforce International, the former ABN Amro Challenge) which series sponsor Ray Roberts skippered to victory in the IRC Australian championship at the Workforce International Coffs Coast Race Week at Coffs Harbour. (Pic - Ian Mainsbridge)

The inaugural Australian offshore championship regatta at Coffs Harbour attracted a small but elite fleet, with the regatta boosted by a strong fleet of sports boats. Rob Mundle reports.

The concept for an Australian offshore sailing championship is certain to con-

tinue following the highly successful staging of the Workforce International Coffs Coast Sail Week at Coffs Harbour.

After six keenly contested races Geoff Ross' 1999 Telstra Sydney to Hobart race winner, *Yendys*, took the IMS title while series sponsor Ray Roberts, sailed *Workforce International* (formerly *ABN Amro Challenge*) to win a hardfought series in the IRC division.

The proposal for the Australian Offshore Sailing Championship to be staged alongside the Premier's Cup

competition came out of Coffs Coast Yacht Club more than a year ago. The series succeeded this year despite significant hurdles from outside influences and is now certain to become an integral part of Australia's east coast sailing calendar.

The series, which also decided the Premier's Cup for ocean racers and the Magic 25 Australian Championship, received ringing endorsement from yacht owners and sailors. The level of competition, the on-water race man-

agement and the local hospitality combined to make it a special event.

Sail Week this year saw Coffs Coast Yacht Club join forces with Middle Harbour Yacht Club to stage the event. It started for the keelboats with the inaugural Sydney to Coffs Coast Race, a 240 nautical mile coastal sprint that proved to be a perfect overnight test. Once at Coffs Harbour the sportsboats - primarily Magic 25s - joined the fleet for their series.

Yendys used Sail Week as its final and major preparation for its role as an Australian team member for the Kenwood Cup in Hawaii in July. Ross had almost his entire Kenwood Cup team on board including America's Cup veteran and tactician Grant Simmer. Other leading contenders for the Premier's Cup and IMS Australian Championship were *Ausmaid* (Kevan Pearce/Roger Hickman, S.A.), Ron Jones' Admiral's Cup team member, the Sydney 40 *Sledgehammer*, and her sister-ship, *Sword of Orion* (Rob Kothe).

Just weeks before the series Ray Roberts decided to opt out of IMS and optimise his already modified Sydney 46 to the IRC rule. That meant the fin keel and torpedo shaped bulb was replaced with a more conventional style of ballasted fin. It was a last minute rush that would eventually prove worthwhile.

The Sydney to Coffs Coast race was a generally light affair with the wind



Sword of Orion, the Sydney 40 skippered by Rob Kothe, competing in the Coffs Coast Race Week regatta. (Pic - Ian Mainsbridge)

from the east and north of east for most of the time. *Yendys* and *Workforce International* got early breaks to set the pattern for the series, taking out their respective classes on corrected time.

In races two and three - short windward/leewards off Coffs Harbour - *Yendys* proved to be unbeatable on IMS. In the IRC the two new Sydney 38s, *Blowfly* (Barry Moore) and *Obsession* (Michael Jones) started to reveal the

potential of these new designs by taking a race each on the day.

Yendys' string of wins came to a halt in the light and tactically demanding middle distance race around the islands adjacent to Coffs Harbour. Top honours on handicap went to the smallest yacht in the IMS fleet, Ray Harris' Beneteau First 40.7, *Honeysuckle*, after an almost faultless display of light weather sailing.

Blowfly and *Obsession* continued their close racing and filled the top two spots in the IRC division. Only 11 seconds separated them on corrected time.

Yendys clinched the Premier's Cup and IMS Australian title by coming out on top again in the two windward/leeward races sailed on the final day. *Sledgehammer* took second and *Ausmaid* third.

Ray Roberts had to fight all the way before taking the Premier's Cup and Australian crown in the IRC division with *Workforce International*. *Blowfly* and *Obsession* placed second and third after some incredibly close racing between them.



Close racing in the Magic 25 class at the Coffs Coast Week which also included the IMS and IRC Australian offshore championships. (Pic - Ian Mainsbridge)

The veteran sloop *Scampi A*.
Overall winner of the 2000
Brisbane to Gladstone Race.
(Pic - Mike Kenyon)



CUB 52nd Brisbane to Gladstone Race

Golden oldies reflect new century glory

The 52nd CUB Brisbane to Gladstone race had its share of pre-race controversy and a result that saw two golden oldies of ocean racing take top placings. Ian Grant reports

Every ocean yacht race has a special story and the new millennium Carlton and United sponsored Brisbane-Gladstone race sailed annually over

Easter for the past 52 years was no exception.

Like most other modern day races there were the pre-race controversial issues concerning safety and eligibility with the 1999 IMS and overall race winner *Saltash 11* ruled out from defending her title under the accepted IRC rating band.

The modified Yachting World Diamond's record included winning the Courier Mail Cup under IOR and IMS handicap systems and the remarkable record of four race wins. She also

held the race record corrected time of 21 hours 15 minutes 54 seconds set in strong wind warning south east winds in 1993. However, she failed to qualify under the required SSS 25 stability factor for the 2000 race.

To put the record straight, *Saltash 11*, always safely sailed as her record suggests by Ian and Bill Wright, Peter Cavill and Tony Reik, was never ruled out of competing. She was eligible to race under IMS, but not under IRC which was the nominated Grand Prix division.

Sadly, the little sloop which spends 11 months of the year resting on her road trailer in a dusty shed at Norman R Wright's boatbuilding complex, failed to get her bottom wet this year when she was reluctantly withdrawn as an undefeated Gladstone Race champion.

In many ways the 308 nautical mile Brisbane-Gladstone race stands uniquely alone by attracting a varied fleet of new and not so new yachts. The 2000 race fleet included the record breaking Farr 40 OD, *Leroy Brown* skippered by two times race winner Warren Wieckmann, and the 33 year old plywood sharpie type sloop and four times race winner *Wistari*, co-skippered by Scott and Ross Patrick, sons of the yachts designer builder, the late Noel Patrick.

Laurabada, the famed Ivan Holm designed and built ketch, lined up for her 48th consecutive race against a fleet which had the proven advantage of modern design to outpace her for the modern race trophies. But she was there carrying on the family tradition which has played a significant role in Gladstone race history for almost half a century.

All of the normal tension was evident on the start line when Arthur Bloore fired the starting signal to what proved to be a searching test of tactical offshore yacht racing controlled by an unusual Easter weather pattern.

Any predictions for a fast spinnaker ride under a building south east tradewind north to Gladstone were replaced with unsettled winds and the associated high level trough created by Cyclone Tessi which blew from west to

east across the country in time to set up a complete 'guessing game'.

As expected, winds which failed to ruffle the water as the fleet completed a slow exit of Moreton Bay over the first 42 nautical miles presented a real headache for the defending line honours champion, the modified Jim Inglis 50, *Nortruss G Wizz*. In fact, she was glued to the water in the soft winds which almost boxed all the western points of the compass and rarely peaked 5 knots after dusk on Good Friday night.

Nortruss G Wizz, owned by Ross and Yvonne Rayner and skippered by Phil Gray, struggling with the unfavourable Easter weather system to finally complete the course with a narrow 28 minute 40 second line honours win over *Cruz Control* (Maynard and Vicki Smith). *Leroy Brown* finished third, another 2 hours 30 minutes 6 seconds astern.

Leroy Brown held a very temporary grip on a possible third Courier-Mail Cup win for skipper Warren Wieckmann, but this was changed when the smaller and older boats experienced the first gusts of the 'blow home' southerly east breeze.

Old champions *Scampi A*, the Peter Norlin (Sweden) designed half tonner launched 28 years ago, and sailed by an experienced crew under Michael McEniery, was close to Lady Elliot Island with 80 nautical miles to sail when the breeze freshened from astern.

The sombre atmosphere in the Yachties bar at the Port Curtis Sailing Club left little doubt that both *Scampi A* and *Wistari* had the potential to spoil the party.

The post race party experienced more mood swings when first *Wistari*, after surviving a wild 'Chinese Gybe' and logging a peak best of 21.2 knots, finished at 4.20 pm on Sunday. Her corrected time of 49-07-49 gave her a glimpse at winning for the fifth time.

However, *Scampi A* had time on her side. The little red sloop, which scored her last of two wins back in 1988, finished with a corrected time of 48-29-57 to score a deserved win and justify the faith held by her crew of Michael

McEniery, Ross Perrins, Colin Loel, John Graham and John Glenn.

Peak best hull speeds also contributed to the results in the Performance Handicap. In PHS Division II, *Exocet* a Viking 30 rating .6654 (38-45-26) beat *Laurabada* .7035 (39-10-10) and *Wistari* .7601 (40-32-50) for the CUB Pennant and the Kingfisher Bay Resort trophy. The same trio also filled the major places in the veteran division.

Honour Roll

Queensland Cruising Yacht Club Carlton and United Brisbane-Gladstone Yacht Race, 308 nautical miles.

Final Results

Line Honours: 1 *Nortruss G-Wizz*, modified Inglis 50 (Ross and Yvonne Rayner), Mooloolaba YC 41 hours 13 minutes 25 seconds; 2 *Cruz Control*, Santa Cruz 52 (Maynard and Vicki Smith), Royal Qld Yacht Sqdn 41-44-05; 3 *Leroy Brown*, Farr 40 OD (Warren Wieckmann) Royal Prince Alfred YC 43-16-51.

IRC : 1 *Scampi*, Norlin half tonner (Michael McEniery, RQYS) 48-29-57; 2 *Wistari*, Patrick 10.68m (Scott Patrick, Port Curtis YC, Gladstone) 49-07-49; 3 *Young Einstein* Young 11 (Peter Coulam, RQYS) 50-13-36.

PHRF Overall: 1 *Exocet*, Viking 30 (Michael Smith, Redcliffe Peninsula YC) 38-45-26; 2 *Laurabada*, Holm 15m ketch (Ivan Holm, QCYC) 39-10-10; 3 *Wistari*, 40-32-50.

Division 1: 1 *Tower Matador Bull* 9000 (Chris Walmsley, Royal Papua Yacht Club) 41-32-00; 2 *Addiction*, Mumm 30 (Stewart Lewis, RQYS) 41-48-05; 3 *Cruz Control* 43-03-39. Division 2: 1 *Exocet*; 2 *Laurabada*; 3 *Wistari*.

Veterans: 1 *Exocet*; 2 *Laurabada*; 3 *Wistari*. Cruising: 1 *Koomooloo*, Kaufman 12.5 (Michael Freebairn, RQYS); 2 *Laurabada*; 2 *South Passage*; 3 30.5m gaff schooner (Rick James, Southport YC).

APOLOGY TO MR RICHARD PURCELL AND TO THE CREW OF MARGARET RINTOUL II

In the book "Knockdown" published by Simon & Schuster Inc, printed by Griffin Press Pty Ltd and written by Martin Dugard, there was an account of a tragic incident involving *Sword of Orion*. The account made reference to *Sword of Orion* being in distress in rough weather, the loss overboard of Mr Glyn Charles and crewman of the *Sword of Orion* and the action undertaken by *Sword of Orion* to send a mayday distress call. The account of that incident was extremely critical of *Margaret Rintoul II* for not assisting *Sword of Orion*. The publisher, the printer and the author acknowledge that the criticism and specifically the reference to *Margaret Rintoul II* being engaged in an 'act of cowardice', the suggestion that *Margaret Rintoul II* had arrived in time to assist the *Sword of Orion* locate Glyn Charles and any suggestion that *Margaret Rintoul II* had completely ignored *Sword of Orion's* distress signal's was not justified. They retract and unreservedly apologise to the skipper and crew of *Margaret Rintoul II* for having published this account and regret any damage, hurt or distress caused to them.

Development of ORC in the near future

**Ocean Racing Council
Chairman, Hans
Zuiderbaan of The
Netherlands, reports on
the latest and future
activities of the ORC.**

The Ocean Racing Council must continually review its strategies in order to provide good service to its constituents, the sailors. We are responsible for the development and maintenance of products and services which National Authorities and race organisers rely upon.

For example, it was recently highlighted that the Offshore Division of US Sailing derives a greater proportion of its income from IMS activities than any other single source. This certainly makes us mindful of the value, and the trust that other organisations place in us.

We are a multinational organisation that relies on the efforts of only a few paid officers, and many, many more skilled volunteers, who nonetheless act in the most professional way. Whilst we strive to make our organisation attractive to sponsors, benefactors and advertisers, of which at present we have a valued cooperation with several, we must also remember that the offshore sailing world runs on a very tight budget.

In attempting to identify goals for the ORC, and a strategy to make it happen, we have arrived at the following conclusions over recent months.

International position:

The ORC will become an integral part of the world governing body for the sport of sailing, the International Sailing Federation (ISAF). It will become an ISAF Committee with Subcommittees very similar to the present structure. Member National Authorities (MNA) can continue to nominate members. Only ITC members will continue to be appointed by the ORC Management Subcommittee.

Other subcommittees can be appointed after nominations from MNA's subject to co-ordination and survey by the Management Subcommittee and approved by the ISAF Executive Committee.

The possibilities of merging some existing ISAF and ORC Subcommittees will be investigated in the near future.

Measurement systems:

Ideally there should only be one international handicapping system, based on measurement, for top level offshore racing. At present IMS is the only viable option. In order to provide the best possible service to sailors we must constantly monitor what they really want. If people have different views we should try to find

**'Ideally there should only
be one international handicapping system, based
on measurement, for top level
offshore racing.'**

out

what needs are behind the criticism and try to accommodate these needs.

At a lower level there are many different systems, most of them administered regionally or nationally. They serve their purpose as long as there is not too much pressure from designers. ORC Club is one of them and it has the great advantage that it is developed in parallel with IMS and that it permits racing of IMS and ORC Club boats together in local fleets.

The concept of the IMS VPP as the central engine that predicts boat speed for several systems with different levels of sophistication is very attractive, in our view. The Internet can become a very powerful tool to make services available, especially for remote areas where technical facilities are not available. The facilities of ISAF with its enormous number of members have great potential for the promotion of these systems, and we look forward to their development.

IMS (and subsequently ORC Club) development:

Continuous development is an important property of IMS. Three areas are of particular interest:

- **VPP development:** The present VPP works well in general but there are clearly areas that need improvement. The software structure of the VPP in itself is an area of concern. It is patched up from several bits and pieces that have different interrelationships. These can cause adverse side effects to what otherwise would be a clear improvement. This is an important reason for slow progress in the develop-

ment of the VPP. Recent changes have been welcomed with great enthusiasm and will result in much wider acceptance. There are, however still areas that need more study. Stability, sea-keeping properties of yachts, simplified rig benefits and the Dynamic Allowance for Cruiser/Racers have resulted in sometimes substantial handicap differences between yachts. They will be carefully reviewed in the coming year.

- **Measurement:** There is always some controversy over IMS measurement methods. They were developed some twenty years ago and need ongoing review. New technology is being investigated. Use of digitised lines and weighing of boats are under review. Photographic methods have been investigated for some time now. The ITC has recently formulated these issues as an area of special study.
- **Scoring:** This is still a sensitive subject and it causes criticism regularly. Some issues are:
 - Pre- or post-race input of wind data.
 - Single number or variable handicaps.
 - PCS /PLS vs. fixed wind speed input.
 - Time-on-Distance or Time-on-Time.

We should look carefully into the routines that were established some 15 years ago and ask ourselves if and how we can use readily available and reliable meteorological data that race committees can acquire nowadays. Scoring software will improve if it is professionally maintained.

Public relations and marketing:

This has been a weak area for the ORC since its inception. The formation of the Promotional Working Group and the creation of a budget for its proposals are just a small beginning of something that needs far more attention. The ORC Web Site, possibly integrated with that of ISAF, needs a lot of improvement. Our publications need review and we are not making use of available expertise in producing appealing documentation of our products. We have to look for professional support in this area if required. Successful events are also of vital importance for better publicity. Look to this year's Rolex IMS Offshore World Championships for evidence of what the ORC can do!

Hans Zuiderbaan

US action improves civilian GPS use

President Clinton has announced US action that makes current GPS navigation devices much more accurate. Chris Rizos, Professor of the Geomatic Engineering at the University of New South Wales, and prominent member of the Institute of Navigation, looks at the ramifications.

Under a Presidential Order, which took effect at midnight Washington D.C. time May 1, 2000, the United States will no longer intentionally degrade the Global Positioning System (GPS) signals available to the public.

This degradation was known as 'Selective Availability' (SA), and was imposed by the US on March 25, 1990 in order to withhold the true accuracy of GPS from global users, on national security grounds. SA had the effect of degrading the positioning accuracy of a single GPS receiver to a level specified as "...being within 100m of the correct value of 95% of the time, in the horizontal sense."

SA had been justified as a means of restricting GPS accuracy, so that a receiver could not be mounted on the weapons of another nation or terrorist group, and used against the forces of the US and its allies.

Unfortunately, because GPS is a "dual-use" technology that provides satellite-based positioning and timing services to many users worldwide, SA has long been the bane of civilian users who have had to employ "differential" GPS (DGPS) techniques in order to achieve accuracy's at the 10m level or better.

Although DGPS is an awkward, and sometimes expensive, augmentation to GPS, it had nevertheless been adopted for a wide range of applications, including precise air and sea navigation. GPS data capture and vehicle tracking and guidance in agriculture, mining and engineering sectors. The removal of SA could adversely impact on DGPS services, although it is too early to tell.

On the other hand, accurate GPS, without the need for DGPS augmentation, could open up many new markets for positioning services.

How accurate is GPS now? Graphs show the dramatic improvement of positioning accuracy before and after the SA was turned off. In the case of four hours prior to SA being switched off, the variability of latitude and longitude determined by GPS, when set up at a known location, was in the order of 60m for 95% of the time (2x the standard deviation) and double that for height.

For the 16 hours following the removal of SA, the single receiver positioning accuracy was ten times better and at the level expected of most DGPS services!

It is expected that GPS accuracy throughout the day will now be very much dependent on the number of visible GPS satellites and their geometry relative to the user.

In his announcement from the White House, President Clinton stated: "The decision to discontinue Selective Availability is the latest measure in an ongoing effort to make GPS more responsive to civil and commercial users worldwide...this increase in accuracy will allow new GPS applications to emerge and continue to enhance the lives of people around the world."

The decision, based on four years of deliberations, is likely to be a boon to

the GPS industry, which is already expected to double in the next three years, from \$8 billion to more than \$16 billion. The possibilities for increased commercial use are wide: air, road, rail and marine navigation, precision agriculture and mining, oil exploration, telecommunications, electronic data transfer, construction, recreation and emergency response. According to the White House, the wristwatch GPS, or 'smart' mobile phone, that can determine its location to within 10m, anywhere in the world, at any time of the day, is now a reality.

Telstra's major role the Olympic Games

As the official telecommunications partner for the Sydney 2000 Olympic Games and Paralympic Games, Telstra is providing the Games with one of the most comprehensive telecommunications and internet services in Olympic history - The Millennium Network.

Sailing is one event of the Sydney 2000 Olympic Games that has thrown up its own special communications challenges, including the use of state of the art systems of monitoring boat positions via satellite during the September regatta on Sydney Harbour and offshore.

There will be six sailing courses - four inside the Harbour and two off the Heads, with SOCOG having had two Pre-Olympic test events to test general communications, mark roundings and result services, as well as site management at Rushcutters Bay and race management afloat. All aspects have come through with flying colours.

Telstra's advanced video, data, radio, mobiles and voice services will ring the Olympics and the Paralympic Games to the world. During the



Thanks to Telstra, sailing in the 470 dinghy class "Is a breeze" for Australian Olympic team members Belinda Stowell(left) and Jenny Armstrong. Telstra is providing a vast telecommunications network at all Olympic venues.

Games, Telstra will provide a complete end to end network solution, include quick five digit dialing; highspeed ISDN and other data services; a 60 channel Olympic cable television service; and enhanced cellular mobile coverage on the GSM and CDMA networks.

The Telstra Millennium Network will provide services to more than 35 competition venues, three Olympic villages, the International Broadcast Centre, Technology Command Centre and to dozens of training venues. Services will also be provided to more than 50 non-competition venues covering transport, tickets, accreditation and other services.

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year's Pre-Olympic Test Regatta, global positioning systems were trialed, with units fitted into marker buoys around the courses and on selected boats, both within the harbour and offshore.

Progressive roundings and finish places from each of the classes racing that day - all 11 classes raced on the final day of the regatta - were available within a matter of minutes at the regatta shorebase in Rushcutters Bay.

What's new in marine electronics

Interphase latest GPS/chart plotters

Interphase Technologies has introduced a new series of GPS/chart plotters to add to their impressive range of forward-looking scanning sonars. The four new Chart Master GPS/plotters, fast and powerful navigation aids, are now available in Australia from Coursemaster Autopilots and their Australia-wide network of dealers.

The Chart Master Series uses the latest in high detail, seamless cartography from C-Map, yet they are very user friendly. Their compact size and rugged construction makes them ideal for use on all sail and power boats, even small centre-console fishing boats.

Each Chart Master model can store up to 500 waypoints or marks and 25 reversible routes (with 50 waypoints per route), maintain up to five vessel tracks and even predict future positions based on current speed and direction. Slip in a user card and store additional routes, tracks and user points.

An estimated 30,000 new telephone lines will be connected in sporting and non-sporting venues while more than 5,000 mobile phone services will be provided for media and officials.

The results services for the sailing regatta will be the most advanced ever, reflecting the massive overall input of Telstra into the Olympics. At last



The new Chart Master 7m...a powerful charting feature using external GPS/DGPS or NMEA input...available in Australia from Coursemaster Autopilots.

More information: Coursemaster Autopilots, phone (02) 7417 7097, fax (02) 7417 7557 or email: sales@coursemaster.com



B&G's Hydra 2000 electronic system was favoured by many of the top placed yachts in the 1999 Telstra Sydney to Hobart Race.

B&G's success in Sydney to Hobart

Yet again, B&G has swept the board in the 1999 Telstra Sydney to Hobart Yacht Race, underlining the importance of choosing the best electronics to help in winning ocean races.

For Line Honours, 27 of the first 30 boats to finish, including the first 20 to cross the line in the record-breaking race, had B&G on board. Line Honours winner *Nokia* used the advanced B&G Hercules system fitted for the last Whitbread Race, while the record-breaker in the 12.5m class, the Farr 40 One Design, *Leroy Brown*, also had B&G equipment, as did the newly launched Farr 49, *Yendys*, the Overall IMS winner.

The B&G Hydra system has many features that differentiate it from competitors' brands. Firstly in its actual construction. Whereas other brands have individual displays for each function, eg GPS, wind, depth etc, Hydra has a central processor that takes the information from all of the sensors and then sends it to the display, or as B&G call it, an FFD, a Full Function Display.

A new addition to the sensors used by the B&G Hydro system is the through-hull speed sensor "Ultrasonic" which has not moving parts, zero maintenance and no hull extrusion, all contributing to super-accurate data.

More information: Mainstay Marine, telephone (02) 9979 6702 or fax (02) 9999 3181, email - romojen@mpx.com.au or visit the website - www.mainstaymarine.com

Not just waterproof - it's submersible

Safety requirements for the Sydney to Hobart and other long ocean races conducted by the Cruising Yacht Club of Australia now require yachts to carry a handheld, waterproof VHF radio. The newest one on the market is Raytheon's first ETSI and Australian approved handheld VHF radio, the RAY106E.



The new Raytheon RAY106E waterproof and submersible handheld VHF radio.

Measuring just 142mm (5.6") high, the compact RAY106E is submersible to the international JIS-7 standard and meets all application ETSI requirements. It features the most advanced level of safety options of any VHF radio available on the recreational marine market.

Main features include a Call channel that allows

single key access to your favourite channel. The Tri-Watch feature monitors the Call Channel, is a working channel and the priority channel. Australian distributor for Raytheon Marine is Oceantalk Pty Ltd and for more information telephone (02) 9905 3456 or free call 1 800 029 948, or email: sales@oceantalk.com.au

Northstar now in Australia

One of the most highly regarded brands of marine electronics in the USA, Northstar, is now available in Australia through a.m.i. electronics, based in Perth and with an outlet in the

Sydney suburb of Gladesville.

The first major release on the Australian market is the Northstar 961XD colour GPS/raster charting system which features 12-channel GPS, dual-channel Differential and three-metre accuracy. The most striking thing about the Northstar 961XD is its readability - big, bright, full-colour, at a glance readable in any combination of conditions.

The 12-parallel-channel, all-in-view GPS receiver continuously uses all available satellites for the utmost in accuracy and reliability. Northstar's international dual-channel differential receiver offers the best DGPS accuracy you can get - to within three metres.

The Northstar 961's standard CD-ROM drive allows quick installation of all the NOAA/BSB charts you will ever need while the standard 1.44MB floppy drives - upgradable to an optional 100MB Zip drive, provides an easy process for the safe backup of all user-defined waypoints, tracks and routes.

More information: AMI Marine Sales, phone (02) 9808 4300 or email: info@aminsw.com.au

The Northstar 961 provides outstanding clarity of raster charts.



50th Quin's-Simrad Adelaide to Port Lincoln Classic and 25th Lincoln Week Regatta

Kite flying controversy at Port Lincoln

The 50th Adelaide to Port Lincoln Race and the 25th Lincoln Week Regatta generated a record fleet, great competition and some controversy. Andrew Palfrey reports.

The Quin's-Simrad Adelaide to Port Lincoln Yacht Race moved up a cog or two in the "prestige stakes" this year. In its 50th year, this event is the third oldest offshore yacht race in the country.

With 106 yachts competing, the race across the Gulf of St Vincent and Spencer Gulf, attracted the largest fleet to race offshore in Australia this past summer season.

The 2000 event was moved back a month from its regular slot in late February, allowing the hard-core racers the chance to have a break after the taxing east coast racing circuit over Christmas. This move was well accepted by the competitors. The fleet were largely from the Adelaide and Port Lincoln fleets, but several boats travelled over from Melbourne, including the 70 footer *Wild Thing* and the identical Farr 40 One Designs, *Young Australia* and *Terranova*.

The passage from Adelaide to Port Lincoln makes for one of the more interesting races on the Australian calendar. It provides plenty of navigational, meteorological, strategic and tactical options throughout.

Spanning 150 nautical miles, the race starts at Port Adelaide. There is a 40-mile leg across to the southwestern corner of the Gulf of St Vincent. From there the race follows the Yorke Peninsula's southern coastline for 45

miles to the southeastern corner of Spencer Gulf. At this point the Spencer Gulf opens up into the Southern Ocean, leaving the southerly protection of Kangaroo Island behind.

After a right-hand turn, there is a



All-women crew aboard the former Sydney yacht *Heaven Can Wait*, competing in the Lincoln Week Regatta. (Pic - Andrew Palfrey)

60-mile sail across Spencer Gulf to Port Lincoln, situated on the Eyre Peninsula. The final five miles involve the negotiation of several headlands and a scenic sail toward the port's wharf.

Conditions for the 50th race were perfect, offering a variety of moderate upwind sailing, flat-out spinnaker reaching and gentle VMG running. A gentle sea breeze filled in right on cue for the racing division's start on Friday afternoon. The cruising division's start was five hours earlier, and the leading racers had passed them before sailing into Spencer Gulf.

For the second year running, *Wild*

Thing easily broke the race record. She finished in the small hours of Saturday morning, recording a time of just less than 14 hours, lowering her previous mark by more than an hour.

Wild Thing employed her water ballast system during the early stages of the race. Soon after the start, it was noticeable that the Murray, Burns & Dovell-designed 70-footer was sailing at a very upright angle in 16 knots of breeze. She quickly became a dot on the horizon to the remainder of the fleet.

Her owner and helmsman, Grant Wharington, commented later: "The water ballast is the equivalent of having

40 extra bodies on the rail. It gives this boat a new dimension." *Wild Thing's* crew consisted of many Port Lincoln identities, including the event co-ordinator, Steve Kemp, as navigator. Wharington said he was thankful for the local knowledge, as the wind became light and variable towards the end of the race.

Following *Wild Thing* across the line came Adelaide's 56 foot *Doctel Rager* (Gary Shanks), with Joe Westerlo's Melbourne entry, *Prowler* next. Fourth to finish and take out Overall IMS honours was the Farr 40, *Young Australia*, skippered by Melbourne yachtsman Laurie Shannon.

Controversy over the Overall IMS results ensued for most of the week. The Adelaide yacht, *Secret Men's Business* (Geoff Boettcher) which had finished second on IMS, lodged a protest after the presentation of trophies. Boettcher claimed that *Young Australia* had flown an asymmetric spinnaker that she was not permitted to use under her IMS certificate.

Young Australia contended that, whilst she had used the spinnaker, they had received advice from the AYF measurer to the effect that the spinnaker would not change the handicapping numbers in any way.

After discussions with the race organisers and the AYF, *Young Australia* retired from the race, with Shannon commenting: "It's disappointing to have our victory taken away due to a technicality, after we had sailed so well. We received incorrect advice from a measurer. It is another of life's lessons and we will treat it that way."



Young Australia and Secret Men's Business racing boat for boat during Lincoln Week. (Pic - Andrew Palfrey)

Following Sunday's trophy presentation, the crowd of more than 1000 people settled into the South Australian version of Hobart's famed "Quiet Little Drink". This was a celebration of the 50th anniversary of the event. It was a huge party under brilliant sunshine, that went on into the evening.

Despite some sore heads, the 25th Lincoln Week Regatta began in light airs on Monday morning. The series involved 30 yachts sailing in two Performance Handicap divisions and an IMS division.

Six races were sailed over four days, including a longer race into Spencer Gulf. Racing conditions were challenging, with two days featuring very light airs. The other two days displayed the conditions that Port Lincoln people brag about - steady breeze, flat water and sunshine.

Racing between the two Farr 40's was a highlight of the week. Rarely was there more than a few boat lengths between *Young Australia* and *Terranova* (Shane Tyrrell).

This was illustrated in the long race. After a light air start, *Young Australia* picked up the breeze first and went out to a commanding lead, pushing *Wild Thing* until the halfway point in the race. As they sailed back to the Port Lincoln Yacht Club's finish mark, *Terranova* closed hundreds of metres in the fickle winds to be within two boat lengths. As the boats neared the line, *Young Australia* looked safe, until she found a hole and *Terranova* passed her for the first time in the race.

Farr 40 IRC/ IMS Cruiser/ Racer Cookson 12

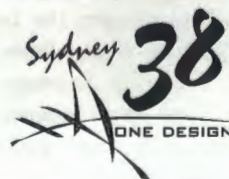
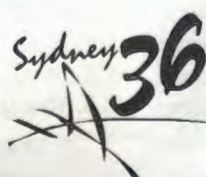
This ultra competitive 1996 boat is ideal for the serious racing yachtsman who requires some accommodation for that weekend away. She comes complete with B & G Electronics, Cat 2 safety & near new inventory of sails. Seriously for sale \$245,000



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Doctel Rager, foundered after hitting a reef returning from Port Lincoln. This picture was taken by Richard Bennett during the 1999 Telstra Sydney to Hobart

Then it was then *Terranova's* turn to sit becalmed, as she held a 200 metre lead with only 200 metres to the finish. Out of nowhere, *Young Australia* was hit by a 15 knot gust which saw her close the gap and then pass *Terranova* before the finish. An amazing climax to what had been up to that point a largely straight forward race.

Most of the short inshore races followed a similar trend. *Wild Thing* would clear out to a big lead by the first mark, with several mid-size yachts vying for second place over the line. They included *Doctel Rager*, *Prime Example* (Graeme Williams), *Scavenger*, the two Farr 40's, *Secret Men's Business*, and the fast and very well sailed Mumm 30, *On The Edge* (Chris Tillet).

Shannon's team aboard *Young Australia* convincingly took out IMS honours for the week. Calling the shots aboard *Young Australia* was Ian "Barney" Walker, fresh from sailing in the ultra-competitive Farr 40 Circuit in the USA. "We sailed well through the week and were happy we came to Port Lincoln. We had some new faces and it has been a good start to the year as we work towards the Farr 40 Australian Championships in Sydney next December" said Walker. Second and third on IMS were *Doctor Feelgood* and *Terranova* respectively.

Honour Roll

50th Quin's-Simrad Adelaide to Port Lincoln Yacht Race

IMS Overall:

1. Secret Mens Business (Geoff Boettcher, SA)

Division 1 Handicap:

1. Doctel Rager (Gary Shanks, SA)
2. Monkey Puzzle (Peter Young - Port Fairy, Vic)
3. On the Edge (Chris Tillet, SA)

Division 2 Handicap:

1. Rythym II (Geoff Ives, SA)
2. Speakeasy (Bill Strangways, SA)
3. Young Einstein (Smith and Sellick, SA)

25th Quin's-Simrad Lincoln Week Regatta

IMS Overall:

1. Young Australia (Laurie Shannon, Vic)
2. Doctor Feelgood (J.Coonan, SA)
3. Terranova (Shane Tyrrell, Vic)

Division 1 Handicap:

1. Secret Men's Business (Geoff Boettcher, SA)
2. Alliance (Hallon/Hart/Thompson, SA)
3. Doctor Feelgood (J.-Coonan, SA)

Division 2 Handicap:

1. Divine Madness (Hayter, SA)
2. Pandemonium (Hood, SA)
3. Wild Goose (Juttner, SA)

The Angostura Regatta in **Tobago**

This is the Caribbean Regatta that Antigua Race Week was ten years ago, writes Trevor Joyce.

"Soda, lime and bitters please," you might have asked when requesting a cooling mixer on a hot summer's afternoon. Soda, lime and what? Angostura bitters is an aromatic combination of gentian and a variety of vegetable spices that is maybe more famous as the pink in pink gin.

Angostura is the sponsor of this event held every year in the second week of May on the island of Tobago, a close neighbor and part of Trinidad at the southern end of the Caribbean island chain.

The Angostura Tobago Regatta is more an end of season cruising and charter boat party than a serious grand prix sailing regatta, and this is how Antigua Sailing Week started nearly 20 years ago. More intimate than Antigua, the regatta sees less than 100 yachts descend on sleepy Store Bay at the western end of Tobago, some for the party and some for the racing.

A chartered fleet of Beneteau's rolls in from Grenada, the bulk of the fleet comes up from Trinidad, and then there are a few hardy types who come up from Barbados. The fleet is divided into racing and cruising classes because a number of the entries are live-aboard yachts on the southerly migration out of the hurricane zone.

Angostura is also a distiller of fine rum and it goes without saying that the





event is liberally lubricated with the company's product. Add some soca and reggae music and the intoxication of the Caribbean itself and you have a potent formula for some fun in the sun.

The race courses curl around the southern tip of Tobago, with length and degree of difficulty a function of the class; racing, cruising, charter and live-aboard. The real reason for the racing though is to justify the lay day, which features everything from goat racing to sumo wrestling, and of course barbeque, rum and fun.

If you were going to hike all the way to the Caribbean to participate in this event you would need to add some cruising to justify the exercise and as if by design the Grenadines to the north-west offer the perfect opportunity. South of the main cruising grounds of The Leeward islands Carriacou, Union Island, Mayreau and Tobago Cays are quintessentially Caribbean. The high volcanic peaks of Grenada itself contrast the low coral cays dotted across the famous aqua sea, with the signature palm trees ever bending against the southeasterly trade winds.

A long fetch to Tobago at the end of this cruising utopia will steel the muscles for the action at race week.

Time permitting, a better alternative would be to start a charter in St. Lucia to the north, island hop the entire windward chain and add St. Vincent, Bequia and Mustique. These islands all contrast each other in one-way shape or

form and there is no doubt that reaching across the trades between islands offers the best sailing there is to be had. Alas you would need a good three weeks to do this and the regatta.

Travelling to the Caribbean requires a first and very long step to Miami, with an overnight stop in one of those lovely "have a nice day" hotels with the dusty plastic indoor plants. Then it's a flight into the Caribbean to the airport nearest the charter base. If you start from Grenada then that's where you go, and there are direct services from Miami. If you start at the northern end you have to fly to St. Lucia, which means a transit stop in San Juan.

Charter Enquiries

An airfare to the Caribbean is going to cost nearly \$3,000 these days, and a charter week about \$1,000 per person, with 6 people sharing a 3 cabin, 3 head Beneteau Oceanis 461. There are cheaper options but given that you spend much more of your total time on the boat when sailing the Caribbean the extra space, comfort and privacy at a slightly higher cost pays handsome dividends. Similarly faster passages in a bigger boat means more time in the place you're headed for.

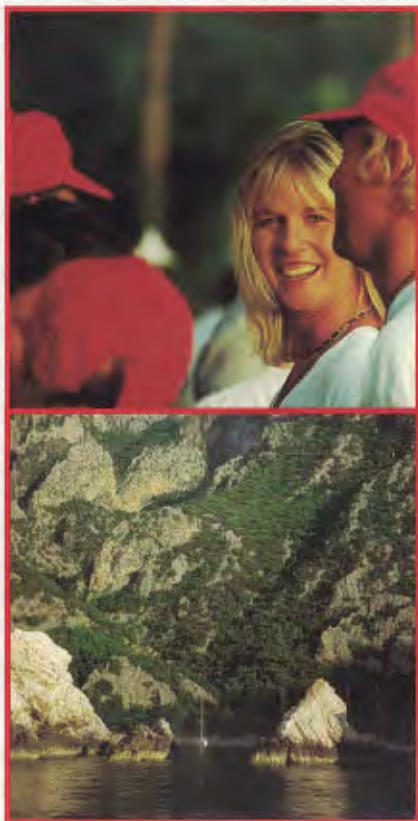
More information on sailing in the Caribbean is available from Trevor Joyce at Mariner Boating, 6/33 Chandos St, St. Leonards NSW 2065, telephone 99669014, fax 99665888 or email trevor@marinerboating.com.au



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Sail Furlers

The announcement that the IRC rule's allowance for furling headsails is to be modified said a lot about the developments in furling gear. Chris Thompson reports.



Once, furling sails was the preserve of slow cruisers. Now developments in furlers, sailcloth and accessories has improved furling gear to the point where it's being used on some racing boats as a way to optimise rating.

Ian Lindsay from Hood Sailmakers, who has been involved in roller furling systems and sails since the late '70s, says that he's seeing more and more boats using their furling gear for club racing.

Owners of boats like Farr 11.6s, he says, are leaving their drums in place when racing, even though they don't use it for reefing. Instead, they furl the headsail when hoisting the spinnaker and unfurl it at the leeward mark.

It's simpler and faster than dropping and hoisting the headsail in the conventional way, says Lindsay, and the bowman spends less time on the foredeck. He adds that there's less wear and tear on a sail that is furled than one that is dropped, stowed, walked over and re-hoisted.

International one-designs like the Dragon, Flying Dutchman and Flying 15 have been furling their genoas for decades for the same reasons.

Lindsay also comments that he sees little difference in the upwind performance of boats with furlers and those with conventional headfoils. When a boat is well heeled, he says, the effect of gravity on the heavier furler headfoil increases luff sag and this must reduce pointing ability. However, Lindsay notes he's seen no discernible difference at club-racing level.

The furling headsail is still not efficient enough for serious racing, and even the latest developments in sail material and design can't make one headsail cover the full range of conditions. So most sailmakers tend to design furling headsails with about 130% overlap (sometimes up to 140%) rather than the 150% overlap that's customary for a Number 1 genoa.

Sails of this size can be furled to about 100% before the bulk of the rolled-up material, the height of the clew, and the amount and position of the draft rob it of shape and efficiency.

Many riggers and sailmakers say that furling gear is one of those areas where there is no substitute for quality. Cheap furlers have a bad reputation for durability, ease of use and sail shape. Some cheap systems do away with the expense of a halyard swivel by simply running the headsail halyard back down from the halyard block to the tack. When the boat loads up and the forestay sags away, the halyard tension is reduced just when it should be increased.

Cheap furlers also often feature cheap drum and swivel bearings. As well as being a major factor in a furler's lifespan, the bearings have a big effect on the amount of force required to furl a sail, which in turn can increase the torquing load placed on the forestay fittings. The lower section of a furling forestay can also suffer high stresses that the heavy horizontal loads of the headsail foot place on the area at the top of the furler drum.

There are also differences between headsail furling systems that are not related to price or quality. Cruising-style gear may be fitted with link plates that lift the drum off the deck for easier anchor handling and

better visibility under the headsail. The headstay extrusion may be round, which creates extra windage but is claimed to allow for easier furling. The racing-oriented systems have aerofoil-section headfoils with twin grooves for sail changing when in racing mode, and tend to be set close to the deck to allow maximum luff length.

Modern race-oriented furling systems normally feature split furling drums that can be removed in five or ten minutes, so that non-furling racing sails can be tacked right down to the deck.

One alternative, now that furler drums are smaller, is for sailmakers to design racing sails with cut-back tacks.

These allow the luff to pass behind the furling drum (which can be left on the forestay) and tack onto the deck, creating sails with efficient full-length luffs. Both Hood's Ian Lindsay and North's Peter Antill say that their companies are making and converting many sails to cut-back tacks.



The Hood Furlboom is a patented mainsail reefing and furling system in California by its Australian designer, Joe Brookes.

Harken have moved away from the fully enclosed drum of their earlier furlers and now use an open drum for easy access to the furling line.



Hood Furlers

Hood Sailmakers are one of the veterans of the furling business, and their current Sea Furl 5 headsail furler is the product of several years of development. Ian Lindsay, who also deals in other brands, claims that one of Hood's advantages is that they have a wider range of systems that allows them to provide the appropriate-sized furler for boats up to 100' overall.

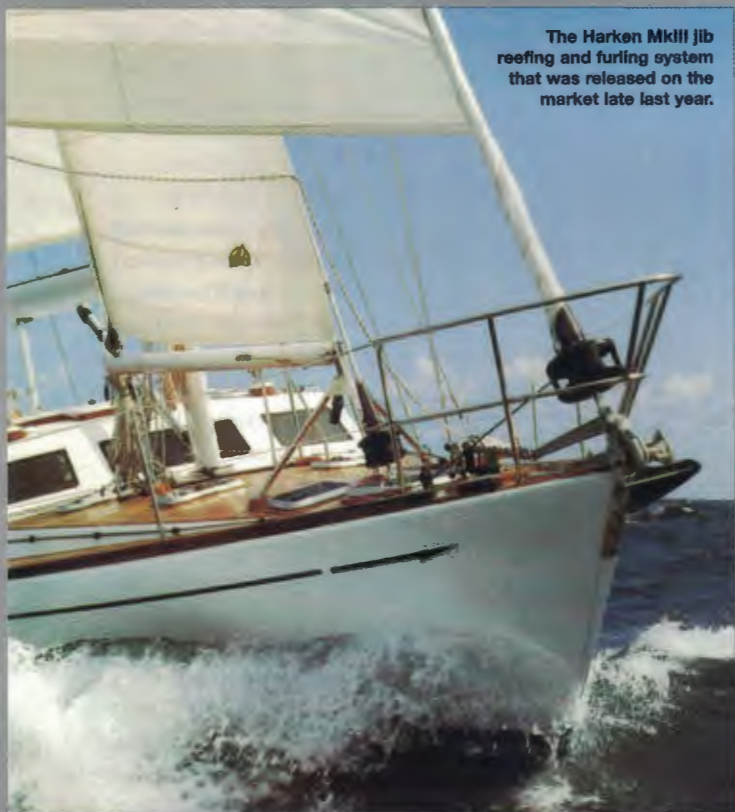
When it comes to furling, Hood stress the importance of their patented tack swivels, which rotate through 360 degrees. The double swivels (which are also licensed to Harken) let the foil rotate independently of the head and the tack. This allows the centre of the luff to roll around the foil before the luff and leach are tightened.

Hood claim that bearings make the biggest contribution to easy furling. Hood use stainless steel ball bearings, separated by smaller Torlon plastic balls that take no load, but act as spacers to hold the stainless bearings apart. The SeaFurl 5 has a lifetime warranty.

Hood Furlboom

The Furlboom is a patented in-boom mainsail reefing and furling system made in California by its Australian designer, Joe Brookes. Brookes says that there are now about 90 Furlbooms on the water or on order, including several on Australian Buizen 48s.

Ian Lindsay says that unlike some mainsail furlers, the Furlboom works well with fully-battened mainsails, and it also works well with fractional rigs. Unlike earlier in-boom furlers, the Furlboom has an "auto outhaul" that ensures that the sail stays flat and efficient even when reefed. Lindsay says that a



The Harken MkIII jib reefing and furling system that was released on the market late last year.

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Email: sails@hoodaustralia.com.au

Furlboom mainsail can be reefed to a shape as flat and efficient as normal slab reefing, and better than a trysail. A webbing cunningham can also be added to control draft position.

Because the vertical angle of the Furlboom is a critical factor in effective reefing, it's been suggested that the Furlboom requires a rigid vang. Lindsay says that in fact a conventional vang and topping lift work equally well, and each system has its own advantages.

The Furlboom uses a narrower "mandrel" (around which the sail rotates) than earlier in-boom furlers and the result is a smaller and lighter boom. The drive assembly can be mounted under the gooseneck to leave the front of the mast free and the Furlboom can be operated from the mast or the cockpit and powered manually or a electrically. The boom also contains a slot cover that provides a very quick and effective way to cover and protect the sail when it is stowed.

Harken

Like Hood and Furlex, Harken have a solid reputation for producing top class furlers. Harken share Hood's independent and tack swivels to flatten the headsail when furling. The alloy headfoil tubes feature the "triple interlock" system; connectors to match the extrusion, screws to secure the connectors, and adhesives to remove point loadings from the screws.

Harken have moved away from the fully-enclosed drum of their earlier furlers and now use an open drum for easy access to the furling line. Other Harken features are the seven-year warranty, and an internal turnbuckle that allows rake to be adjusted from the deck. Harken's Julian Plante says that the split

drum and the line guard can be removed within two or three minutes by removing six hex-head bolts.

Profurl

The Profurl system may not be as sleek as some other systems, but it has a very good reputation among shorthanded racers and ocean cruisers. The Profurl gear has a good reputation for durability and the furling drum is open, so that any tangles around the drum can be easily cleared. The Profurl uses steel bearings (unlike most of the other respected systems, which use stainless steel or Torlon) but the bearing unit is said to be well sealed and reliable.

Arco

ARCO has expanded its range of locally-produced furlers and now produces systems for forestays from 6 mm to 25



Arco has expanded its range of locally-produced roller-furling/reefing systems, with both manual and hydraulic systems.

mm. Arco's design features include an integral rigging screw, stainless steel drum guard, and a double swivel top bearing that allows the foil to swivel independently from the halyard and the head of the sail. The sail feeder is machined into the headfoil, removing the possibility of corrosion due to dissimilar metals. The bearings are Torlon and Delrin.

Furlex

Contender Sailcloth is importing two new models from Selden, manufacturers of Furlex systems. The Furlex 400S and 500S are designed to offer manual furling for big yachts; those up to about 21.3m (70 feet) with 12 mm to 16 mm forestays. Furlex's earlier big-boat systems were all hydraulically driven.

Like Hood's gear, Furlex used to include a fairlead arm to feed the furling line onto the drum. Like Hood, they have now removed the fairlead arm, which was sometimes said to be a weak spot in the unit. The fairlead has been replaced with a



Profurl furler used on an unusual carbon aero-rig aboard a Dixon 58 cruising yacht.

"line-guide", a slot in the drum cover that centres the furling line and arranges it evenly on the drum.

Like Hood and Harken, Furlex say that it is important for the furling process to start with the headfoil revolving. Where Furlex differs is that the extrusion and head rotate one turn before the tack starts reefing. Contender's Jan Scholten says that this keeps the sail flat by reducing the tendency for the foot to roll onto itself. Contender also recommend that a foam luff be used to "pad out" the centre of the luff and reduce the draft when the sail is reefed.

Furlex claim that they've reduced the force required to furl sails with their patented "load distributor" bearings. They also use "distance tubes", plastic tubes that run around the forestay, and are equipped with ribs that hold the forestay in the centre of the forestay extrusion.

Because the distance tubes hold the forestay in the centre of the forestay, say Furlex, the foil and sail are much easier to rotate. They also claim that the distance tubes provide insulation against electrolysis and stop the alloy foil from wearing against the forestay.

Scholten says that one of Furlex's strong points is the fact that they supply a complete kit; furling line, snap shackles, blocks, and even a forestay of 2343 stainless steel. Furlex say that they custom-design and supply a new forestay because it is such a vital part of a furling system. They also say that supplying a complete kit also makes installation easier, a claim which is supported by some riggers.

Furlex racing features include a split drum, a aerofoil-shaped foil with twin luff grooves, and a neat retractable pre-feeder. An optional integrated rigging screw inside the larger models allows rake to be adjusted from the deck and keeps the drum low to the deck for extra luff length. Furlex gear comes with a five year warranty.



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Major improvements in *furling sails*

A lot of the improvement in furling sails has come from developments in sailcloth and sail design, reports Chris Thompson.

North RF2 Furling Headsails

North Sails manufactures specialised roller furling genoas in two ranges, the RF2 and RF2 Radial. The RF2 is constructed from North Premium NorDac, which Norths describes as the world's tightest-woven dacron. Norths say that the tight weave creates a low-stretch cloth that needs none of the filler that makes racing dacron sails so stiff and vulnerable to creasing.

The RF2 Radial range is constructed of Sort NorLam, a laminate of mylar sandwich inside two layers of taffeta-woven polyester cloth. North claim that NorLam provides the stretch-resistance of mylar with the traditional look and soft feel of dacron. The radial construction allows the rear of the sail, the section that has to withstand stronger winds when furled, to be constructed from heavier cloth than the luff area.

North also produce the RopeLUFF, a replacement for the foam padding that has been placed in luffs to flatten genoas out when they are furled. The Rope LUFF is constructed with staggered lengths of polypropylene rope.

North reckon that the RopeLUFF lasts longer than foam, does not compress under load, and resists mildew. They also say that it can be retro-fitted to existing headsails. There's also the interesting option of buying the RopeLUFF separately and using it with a variety of furling headsails. The

RopeLUFF is connected to the jib halyard and fed into the vacant headfoil groove so that it lies alongside the headsail, ready for use.

Doyle Fraser D4

Bob Fraser of Doyle Fraser says that the D4 system, in which the stresses of a sail are taken by load-bearing yarns, is a "quantum leap" in furling sails.

A conventional cross-cut or radial-cut sail is designed to take the loads of an un-furled sail, says Fraser, and these change in force and direction when the sail is reefed.

Fitting extra layers or patches to handle the loads that are induced when reefing, he claims, adds weight and interferes with the smooth furling of the sail.

The advantage of the D4 system, says Fraser, is that extra load-bearing yarns can be laid in different areas of the sail, without significant extra weight and bulk.

These yarns are arranged to take the loads that radiate from the areas of the leach, luff or foot that come under load when a sail is furled. The result, says Fraser, is a sail that can be reefed without distortion of the shape or breakdown to the laminate. Fraser says that his company normally places two reefing patches in a roller-furling mainsail and two or three in a roller-furling headsail.

Doyle Fraser Sails make cruising sails from a layers of taffeta polyester sandwiching yarns of Vectran fibre. Vectran is a high modulus aramid with stretch characteristics comparable with Kevlar 49, but it's more flexible which creates a softer and more easily-handled sail.

Vectran is not known for its ultra-violet resistance, so Doyle Fraser sandwich

it between two layers of taffeta polyester with UV absorbing films. Single-sided cruising laminates are constructed with yarns of Pentex polyester or high-modulus Twaron, which have superior ultra-violet resistance.

Doyle Fraser D4 sails are custom designed to handle loads normal sailing conditions, but those that are generated when a sail is reefed. The yarn map shows the primary yarn array for a mainsail, including a series of load bearing yarns that radiate from the new clew position when the sail is reefed.



Boat maintenance 2000

Servicing winches

From a maintenance perspective, one of the most neglected items on a typical boat is the winch. Harken provide some sound but simple advice on how to look after the winches on your boat.

Modern winches are very reliable and generally survive years of neglect, but simple, periodic maintenance can dramatically increase the efficiency of a winch at the same time that it minimises the possibility of a catastrophic breakdown in the middle of a race.

In other words, servicing the winches can make your job easier and safer and your boat faster.

There are three levels of winch servicing: routine cleaning, the quick check, and the complete overhaul. You should routinely clean the winches every time you sail in saltwater. Perform a quick check every two weeks or so, and certainly before any major series of distance race.

Saltwater tends to find its way into

winches where it degrades the grease and corrodes the metal structure of the winch. A properly lubricated winch will drain freely. A quick blast of freshwater at the end of the day will wash out any salt that remains behind. Whenever you rinse the boat, direct the hose at the winches to flush them out.

A complete overhaul involves breaking the winch down to its component parts with solvent such as mineral spirits, and then reassembling the winch while lubricating the moving parts. Servicing a primary winch on a 35-footer should take about 30 minutes.

To perform a complete overhaul, always have the manufacturer's exploded view parts sheet with you to ensure that you can reassemble the winch correctly and enable you to order parts by the parts number.

To perform a quick check, pull the drove off the winch and remove the main bearings. Using a little solvent on a rag, wipe away grease on exposed surfaces. Examine the winch for signs of wear or damage, especially the pawls and gear teeth. Pawls should have crisp, square corners. Re-lubricate the bearings and exposed gear teeth, and

reassemble the winch. It should take less than five minutes per winch unless you find something that indicates a more thorough servicing is required.

The greatest benefit of the quick check is to give you a feel for how the winch is doing. If the exposed grease is gummed up and loaded with sand, or if you find the winch dry, it's time to schedule an overhaul before the next race.



The internal workings of a manual sheet and halyard winch.

Bob Fraser is also enthusiastic about using modern materials and design to revive the old idea of a headsail that can be slab-reefed, in the same way as a mainsail. It's an idea that had a brief vogue in the '70s, when the IOR rule restricted the number of headsails that could be carried.

Slab reefing is a very fast and easy way to reef a headsail, but the old system had a number of problems. One drawback was the fact that the reefing eyes on the luff and leach put heavy loads on areas that cross-cut and radial

sails were not designed to handle. The "bag" of reefed sail was also a problem; it was difficult to handle when tacking, and when filled with water by a big head sea it could wipe lifelines and stanchions right off the deck. It was this safety problem that resulted in a ban on long-overlap reefing headsails.

These problems don't apply to short-overlap D4 headsail, according to Fraser. The foot on a non-overlapping headsail is short and close to the deck, so that the "bag" of reefed material is smaller and less vulnerable and can be secured by

webbing and heavy-duty velcro. The load-bearing yarn of D4 sails, he says, will handle the point loading of the luff and leach reef points without adding significant weight and bulk.

Fraser is now looking forward to building a reefing headsail for the maxi yacht, *Brindabella*. He believes that it should be possible to reef a jib during a tack, even on a maxi. It's a concept that could allow reefing headsails on boats (ranging from some Beneteau cruiser/racers to Farr 40s) that set battened short-overlap headsails that don't suit roller furlers.

Care of laminated rollerfurling sails

Modern laminated sailcloth for roller furling sails is produced with the latest materials and ideas in sailcloth technology, and has advantages of combining high stability with low weight. These are achieved by combining layers of films to various kinds of woven or non-woven yarns. Although these materials, when laminated and bonded together, make ideal sailcloth materials, they require special handling, care and maintenance.

In order to prolong the life of all types of sailcloth styles used for roller furling sails, Dimension Polyant recommend attention to the following basic handling suggestions

Rolling the sail: Do not roll the sail too tight as this can cause permanent creases and inhibit ventilation. On the other hand, avoid clew flutter by controlling the clew with help of the sheet. Move the jib sheet lead forward as the sail is rolled in. As the forces of tension are significant, make sure that the tension is tight when rolling up the sail. Avoid wrinkles in the luff of the sail. (see: Halyard tension)

When rolled: The rolled sail must always be protected against the sunlight. A cover should be used even if the sail is built out of UV-stabilised sailcloth. The cover should be constructed in a heavy, soft and breathable material that will prevent the sail from getting harmed due to flutter in the wind. The cover shall, of course, have a system that can tie it right around the rolled sail to avoid flutter and keep rainwater out. When rolled up for period of time, the sail must be dry. (See: Mildew). Avoid the practice of drying the sail by flogging in the wind.

Folding the sail: If your need to stow the sail, fold it loosely and store it in an ample size sausage bag. Fold the sail parallel from the foot and upward in folds of approximately 60 to 70cm.

Stowing or storing the sail: The sails should only be stowed or stored when completely dry. Avoid cramming the sails into restricted space and avoid sitting or walking on the sail. This can cause permanent creases that will ruin the designed shape. The sail should be stored under clean and ventilated conditions.

Protection of the sails: Before you hoist the sails for the first time, make sure

that all sharp corners and ends, like turn-buckles, pins, stanchion tops, running backstays, blocks and spreader ends are well wrapped and taped. It is also recommended that the positions of the spreader ends are marked on the sail, the first time you hoist it. Protect the areas with PSA (Pressure Sensitive Adhesive) insignia cloth carefully applied to this area. Since the leech of the sail rises up when the sheet is



Care of sails is a vital part of maintaining a yacht's performance. (Pic - Ian Main-bridge)

eased, place the spreader patches so that three-quarters of the patches are below the point where the spreaders hit the sail sheeted. The patches must be on both sides of the sail. Other areas of impact, like the foot of the sail, which come in contact with the stanchions, must also be protected.

Halyard tension: Sails of laminated sailcloth are generally more sensitive to halyard tension than sails made of woven conventional sailcloth. As the designed shape is built into the sail,

only moderate sail tension is needed, just enough to remove any horizontal wrinkles. Too much halyard tension can distort the design shape and even over-stretch the film in the laminate.

UV (Ultraviolet) resistance: Although this sailcloth has been treated with a UV protection coating and has a good resistance to the harmful rays from the sunlight, it is recommended that impact of the sail against the mast and rig should be minimised, as the coating can be chafed off.

Mildew (damp stains): The film in laminated sailcloth inhibits the sails ability to "breathe" and moisture can create mildew in these sails. Mildew is a destructive growth caused by spore-forming fungi that thrives in a warm, moist, confined atmosphere. When the sail is not used for a prolonged time it is recommended that it is only rolled up when completely, dry, clean and covered up.

Restore that shine

Long hours aboard a boat, whether at sea or on coastal bays, can result in fine scratches and haziness on windshields, hatches and other clear plastic surfaces. With this in mind, 3M have introduced two new products to help ensure "clear sailing".


3M Marina Clear Plastic Restorer safely cleans and removes fine scratches and haziness on powerboat windshields, the hatches and windows of yachts, including many tinted plastics. For hard plastics like polycarbonate, it is recommended the restorer be applied with a buffing machine.

For best results, according to 3M, follow-up the procedure with 3M Clear Plastic Cleaner and Polish. This gently cleans and removes residual scratches and other minor imperfections, for a like-new shine. This product can be used alone on clear flexible plastics, such as those on canvas enclosures.

More information: 3M Customer Service - 13000 363 989 or the 3M Marine website: www.3m.com.au

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Since commencing business, Ian and Andrea Treleaven have always had a policy of contributing to the sport of sailing, which has been the strength of Musto/Line 7 business.

With a strong focus on youth development, it was only natural that Musto was a foundation sponsor of the CYCA Youth Academy in 1993, and has been a supporter ever since.

Youth development for any club is a must for the future. Supporting the introduction of young people to our fabulous family sport of sailing is very satisfying and it's fantastic to see many past students including Brad Kellet, Chris Hosking, Bronwyn Adamson, Jason Matheson and Euan McNichol still competing at the Club on members' yachts.

The Musto/Line7 sponsored Elliott 5.6 competing in a CYCA Youth Sailing Academy event on Sydney Harbour.

Members such as Geoff Lee, Dick Cawse, Colin Wilson, Neill Whiston and Dennis McDonald have certainly benefited with crew from the Academy.

Musto is the leader in wet weather gear, warm wear and accessories and is constantly striving to improve and develop kit for the safety of sailors. Not only do they cater for the die-hard offshore sailors but also for inshore cruising, dinghy and one design sailors and clothing for crew uniforms and after sailing events.

Musto/Line 7 is also the supplier of the CYCA's full range of Club clothing (see double-page spread in this issue of Offshore).

Congratulations to the CYCA for the success of the Academy.- Ian and Andrea Treleaven, Directors, Musto/Line 7.

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BMW Sydney Winter Series

Wonderful Winter!

The CYCA's BMW Sydney Winter Series has got away to a brilliant start on Sydney Harbour, as OFFSHORE editor and competitor Peter Campbell reports.

Yachties lining up for a hot breakfast of bacon and eggs, hash browns and scalding coffee on the deck at the Cruising Yacht Club of Australia in Rushcutters Bay on a sunny late autumn Sunday morning set the pattern for a great day afloat.

Most of us were aboard our boats and heading out onto a sparkling Sydney Harbour by 10.30 with expectations of at least a moderate south-westerly to clear the starting line congestion that sometimes plagues the early Winter Series races with its handicap start.

Our prayers to "Hughie" were answered as the countdown began at 11am, with the south-westerly freshening to 10 knots. From then on, the breeze moved from south west to a sou'easter, with the occasional gusts to 15 knots, making for some tight spinnaker reaches.

By 2.30 pm, most of us were back at the CYCA, enjoying a drink aboard with the crew after berthing at the Club's floating marina or cooking a barbeque on the Deck on a perfect late autumn afternoon. And then came the prizegiving presentation, with each division winner collecting a quite valuable and practical trophy for the day's performance.

This was the opening pointscore race in the BMW Sydney Winter Series,

arguably one of the biggest regattas of its kind in Australia, if not the world. Some 180 yachts had entered for the 10 race Winter Series pointscore, ranging from Hood 23s and J24s through to the maxi yachts such as *Brindabella* and *Infinity III* and the ex-America's Cup challenger, *Spirit*.

Many new boats competed for the first time, including the Beneteau 42.7, *French Bee*, in Division B and the Sydney 38, *Obsession*, in Division A.

With the breeze swinging from southwest to southeast at between 10 and 12 knots, competition was keen in all divisions, highlighted by the colourful rounding of the Bradley's Head buoy as the divisions converged under spinnaker before the run down the Harbour towards the Heads.

Division A saw a victory for *Sheads-Titan Ford*, owned by Julie Hodder, Peter Sorenson and Stan Zemanek, after a close duel around the course with Bob Steel's Admiral's Cup team yacht, *Quest*. George Snow's *Brindabella* came from astern, last off with *Spirit* in the handicap starting system, to finish third.

Former Australian Yachtsman of the Year, John Gilder, sailed his Beneteau,

Story Teller, to a comfortable win from the veteran *Marloo* (George Girdis) and another Beneteau, *Capria* (Paul Hyland).

The crew of another veteran yacht, *Hogs Breath Witchdoctor*, owned by the Rum Consortium, had good reason to open up a bottle of the golden fluid after their victory in Division C, while another syndicate owned boat, *HP Farr Lap*, took out Division D.

The Mt Gay 30, *Lyoness* (Bob Trotter) won Division E, while Claire Mead steered *Allo Allo* to victory in Division G. *Tommy* (Chris McMahon) won Division H, while we notched up a win in Division F with our aged Bonbridge 27, *Hornblower*.

The previous Sunday had seen the Ladies Day Race with some 76 yachts racing without spinnakers. *BYO*, a Cavalier 350, steered by Denise Turner, held on to beat *Never a Dull Moment*, with Denise Wilson on the helm, by a mere two seconds in Division 1. *Tenacious* (Janneke Gaurson) had a more comfortable winning margin in Division 2.

Both winning helmswomen won a weekend test drive of BMW's latest Roadster.



BMW Sydney Winter Series Ladies Day winner's Denise Turner in car and Janneke Gaurson receive the keys for a weekend's test drive of the BMW latest Roadster.

CUB Brisbane to Gladstone Race

The legendary *Laurabada* sails on

The legendary Queensland ketch Laurabada last Easter contested her 48th consecutive Brisbane to Gladstone Race. Ian Grant traces the remarkable history of the yacht and the family who still own and sail her with great pride.

Some 29,568 nautical miles of sailing over the Brisbane to Gladstone Race rhumbline course, plus return voyages, in a wide range of wind and sea conditions was officially recorded when the majestic ketch *Laurabada* returned home to Raby Bay, Brisbane, from her 48th consecutive Gladstone Race this year.

Arguably, no other yacht in the history of the ocean race can equal this amazing feat which started out as a father's dream and has become a devoted son's legacy. There are no parallels to this legendary story born from a determined mariner's will to build a yacht on a 'shoe string budget' and sail on almost half a century later with a record of continuous racing.

Laurabada's creator, the late Ivan 'Skipper' Holm, dreamt of building a comfortable cruising yacht when he was the skipper of a coastal patrol boat during World War 11. When the war ended 'Skipper' Holm turned his dream into a six year labour of love that began with the laying of a grey ironbark keel in the backyard of his home on the banks of Sandgate's Cabbage Tree Creek in 1947.

Financial restraints and his commitment to trade teaching at Brisbane's Central Technical College failed to restrict his enthusiasm - including hand digging as he searched for specific shaped Tea Tree roots required for fixing the deck beams to the main hull.

He also had two rail wagons of timber logged from a relative's property in Far North Queensland delivered on

site, from which he hand-selected the Yellow Wood, Silver Ash, Spotted Gum and Queensland Maple which were meticulously crafted into the building of his yacht.

The six year building of *Laurabada* produced many stories as 'Skipper' Holm worked tirelessly to build a boat which would last and weather the elements beyond his lifetime. The two masts for the ketch were hand crafted from massive 22 inch Douglas Fir poles that previously had been used to mount radio beacons, while the two brass cleats fixed on the stern were salvaged from a Japanese barge captured at Wewak during World War 11. Some weathered Teak, salvaged from the scuttled wreck of the *Lucinda* on Bishop Island at the mouth of the Brisbane River, was sanded and sawn into a useful purpose, including the steering wheel.

Laurabada had certainly achieved the concept of her designer and builder as she approached logging the remarkable 300,000 nautical miles. However, in preparation for the 2000 Brisbane to Gladstone Race, 'Skipper' Holm's son Ivan, now skipper of *Laurabada*, decided the veteran ketch needed an extensive re-fit, including a new engine, new masts, sails and rigging, to ensure her future commitment to racing against more modern yachts in her annual Easter race north to Gladstone.

Laurabada represents the real spirit of a family who are devoted to an unmatched love of the sport. Father Ivan, who remained as her skipper for 43 races, sailed her simply for the fellowship associated with being at sea with a crew of good mates. Son Ivan has respected that tradition and when the immaculately prepared *Laurabada* set sail on Good Friday there was a special toddy of ship's rum safely stowed in the liquor locker to toast another major milestone in a remarkable racing career.

The 2000 Brisbane to Gladstone

Race was also a personal celebration for Ivan Holm Jnr. This was his 25th race aboard *Laurabada*, sailing this year with wife Anne, daughter Dominique and son Joshua standing watch in the crew.

They, too, have learnt the value which this magnificent old yacht has played in bonding the special friendships between their husband and father, and his father and many friends such as long term *Laurabada* crew mates Graham Hill and Don Brandon.



The legendary *Laurabada* and her crew head to sea out of Moreton Bay on her 48th Brisbane to Gladstone Race last Easter, the race and the return voyage bringing her log to near 300,000 sea miles. (Pic - Kenyon Sports Photos)

- The effort that Ivan Holm Jr, his family and other members of the crew put into preparing *Laurabada* for her 48th Brisbane to Gladstone Race certainly paid dividends - the old ketch finished second overall in the Performance Handicap Division and second in the Veteran Yacht Division.

Cowes to celebrate 150 years of America's Cup history

Cowes, that historic seaport town on the Isle of Wight off the South Coast of England that every second year hosts the Admiral's Cup, will become the mecca of international yachting in the Northern Hemisphere summer of 2001.

Not only will Cowes host the 2001 Admiral's Cup in July, followed by famous Cowes Week and the Fastnet Race, but in mid August will celebrate the 150th Anniversary of the world's oldest and most famous sporting trophy, the America's Cup.

On August 22, 2001 a cannon will fire from the Royal Yacht Squadron battlements to start an historic race around the Isle of Wight, following the course of the original race in August 1851 for the Hundred Guinea Cup, the silver urn that was to become the America's Cup.

This race will be the focal point of a six race regatta being organised by the Royal Yacht Squadron, in conjunction with the New York Yacht Club, for clubs and yachts which have been involved in the America's Cup races throughout the history of the event.

The schooner *America* won that race in runaway fashion, prompting the reply to a question by Queen Victoria aboard the Royal Yacht... "there is no second, Your Majesty!" *America* took the Hundred Guinea Cup back to the New York Yacht Club, her owner Colonel John C. Stevens subsequently presenting the Cup as a perpetual international challenge trophy. And so it became the America's Cup, and despite many challenges from Great Britain, it has never been returned to these waters.

The America's Cup Jubilee Regatta is open to members of all yacht clubs that have challenged for the America's Cup, as well as to all current owners of the J, 23 and Twelve Metre Classes and America's Cup Class and to owners whose yachts are eligible for the Vintage, Classic and Spirit of Tradition classes in the regatta. The Jubilee Regatta will also be the official world championship for the Twelve Metre Class.

The Commodore of the Royal Yacht Squadron, Peter C Nicholson, in a personal letter to Commodore Hugo Van Kretshmar, has issued an invitation to the Commodore and Members to participate in the regatta. "We can assure you of a very warm welcome and a truly memorable occasion," he writes. "You can enter your own yachts or alternatively we will be very happy to help you find suitable yachts to charter."

Commodore Nicholson also advises that the RYS has agreed to including an IMS fleet and Maxi fleet within the "modern" class for the Jubilee Regatta, along with the IR2000 fleet.

The program for racing and social events is for an opening ceremony at historic Osborne House, once the summer



The 150th celebrations of the America's Cup at Cowes in 2001 will include the world championship for the 12-Metre Class, yachts.

home of Queen Victoria, on August 18, with the regatta beginning the following day, August 19 and continuing through to August 25.

Other social events will include welcome dinners at Cowes yacht clubs, an evening at the Naval Dockyard/Historic ships at Portsmouth, the 9th induction ceremony at the America's Cup Hall of Fame, Jubilee Balls and the Jubilee Prize-giving and Closing Ceremony.



Working the foredeck on a 12-Metre Class yacht can be a tricky job at times. The 12's will be at Cowes in 2001.

Rosemount Farr 40 Regatta

By Farr the closest win

adding to just one-design fun for the owner-drivers and their crews!

Calvert-Jones and his crew, sailing the chartered *Emotional Hooligan I*, were under constant pressure over the six race series with any one of four boats able to take the title going into the last day of racing. As it turned out, the former Admiral's Cup team yachtsman just held on to beat local business and yachting identity Marcus Blackmore, sailing his second boat, *Emotional Hooligan II*.

Both Blackmore and Calvert-Jones used the series as preparation for the 2000 Farr 40 One Design World Championship in the USA at Newport, Rhode Island, in June.

Third overall went to Royal Prince Alfred Yacht Club member Steve Ellis sailing the newly launched *Buon Giorno*, closely followed just one point behind in 4th place by *Corinthian Doors*, skippered by Richard Perini.

Regatta sponsor Rosemount Estate supplied the winning owner/helmsman his weight in Rosemount Sparkling chardonnay. As all Farr 40 owners are allocated a maximum weight of 95kg, Calvert-Jones accepted that was his weight.

The Farr 40 One Design class stages the first of several grand prix regattas planned for this year, culminating with the Australian championship in December.

The inaugural Rosemount Farr 40 One Design regatta on Broken Bay saw exceptionally close racing, with just one point separating the two top boats after six races. (Pic - Ian Mainsbridge)

After six intense short course races on Pittwater and Broken Bay, Victorian skipper John Calvert-Jones came out on top by One point to win the Rosemount Farr 40 One Design regatta hosted by the Royal Prince Alfred Yacht Club.

The regatta, sailed over three days with a combination of inshore and offshore races, was the first in a series of Farr 40 OD association events this year,

the others being as part of Hamilton Island Race Week, the Ord Minnett Regatta and the Telstra Cup.

The event was also a first for on-water referees. As each boat infringed a rule or another competitor, they were penalised on the spot, eliminating the need for postrace protest hearings. Thus the finishing place on the race-track was the same as on the result sheet - no handicaps and no protests

Final Results

1 *Emotional Hooligan I* (John Calvert-Jones, Vic) 4,1,2,1,5,1 14 pts. 2 *Emotional Hooligan II* (Marcus Blackmore, NSW) 1,3,1,4,4,2 15 pts; 3 *Buon Giorno* (Steve Ellis, NSW) 2,2,3,7,1,4, 19 pts; 4 *Corinthian Doors* (Richard Perini, NSW) 3,6,4,2,2,3, 20 pts; 5 *Syntegra Rapsallion* (Dick Voorderhake, NSW) 4,5,5,3,6,6, 29 pts; 6 *Leroy Brown* (Warren Weickmann, NSW) 7,5,6,3,7,5, 33 pts; 7 *Club Marine Truant* (Michael & Bill Quinn, NSW) 6,7,7,6,6,7, 39 pts.

America's Cup sailors on tour

Despite starting so soon after the end of the America's Cup, the first two events of the Swedish Match Tour attracted a surprising number of skippers who had been involved in the Cup. John Roberson reports.

At the opening event, Auckland's Steinlager/Line 7 Cup, eight of the 16 skippers were fresh from a summer of racing on the Hauraki Gulf. Six of those skippers moved on to Perth the following week for the Sun Microsystems Australia Cup.

Frenchman Bertrand Pace and his Le Defi Francais team kicked off the Tour well, with a convincing victory in Auckland, followed by fourth in Perth, which was enough to keep them at the top of the Tour points ladder. Pace was un spectacular in the early rounds of the Steinlager/Line 7 Cup, only making the semi-finals after a sail-off against Chris Dickson. Then he found the light and shifty conditions to his liking, defeating Gavin Brady first, then young Kiwi skipper Cameron Appleton in the finals.

The new "wonder-kid" of New Zealand sailing, Team New Zealand's Dean Barker, holds second place on the ladder, just two points behind the French. He finished third on his home waters, beaten for a finals place by fellow Team New Zealand sailor Cameron

Appleton, a late inclusion in the line up. At the Sun Microsystems Australia Cup Barker lifted his game to finish second behind Peter Gilmour.

The Sun Microsystems Australia Cup was a great home-coming for Gilmour, who put his name on the trophy for a record fourth time, with his mostly Japanese Pizza-LA team. This was a significant improvement on his disastrous eighth place in the Steinlager/Line 7 Cup, and put him in third place on the Tour ladder.

Gilmour demonstrated his ability to fight back when his back is against the wall, as he has done so often before, coming from 2 - 0 down in the final



Peter Gilmour and his winning crew after the Sun Microsystems Australia Cup, the second international event of the Swedish Match Tour.

against Barker, to win 3 - 2.

Cameron Appleton's second place in Auckland leaves him on the fourth rung of the ladder, but he is unlikely to sail any further Tour events, having his sights set on joining a Volvo Ocean Race team. However his performance must send shivers down the spine of potential America's Cup challengers, as it demonstrates just how deep the Team New Zealand talent pool is.

There is no doubt that these guys, and other Cup teams, are now serious about match racing, and committing

themselves to the Tour. Potential challengers have seen the writing on the wall - if you want to beat Team New Zealand you've got to be able to match race, - while for the Cup holders, they have to keep their game sharp.

While Paul Cayard wasn't at either event, he has committed the AmericaOne team to the Tour, and Gavin Brady was their skipper at the Steinlager/Line 7 Cup, finishing fourth. The Tour is structured so that teams can accumulate scores using different skippers at the various events, though if there is more than one skipper from a team at any regatta, they must nominate which one is representing them before the start.

RESULTS:


STEINLAGER/LINE 7 CUP: 1 Bertrand Pace (France), 2 Cameron Appleton (New Zealand), 3 Dean Barker (New Zealand), 4 Gavin Brady (New Zealand), 5 Chris Dickson (New Zealand), 6 Andy Green (Britain), 7 Peter Holmberg (US Virgin Islands), 8 Peter Gilmour (Japan), 9 Magnus Holmberg (Sweden), 10 Jes Gram-Hansen (Denmark).

SUN MICROSYSTEMS AUSTRALIA CUP: 1 Peter Gilmour (Japan), 2 Dean Barker (New Zealand), 3 Sebastien Destremau (Australia), 4 Bertrand Pace (France), 5 Peter Holmberg (US Virgin Islands), 6 Luc Pillot (France), 7 Jes Gram-Hansen (Denmark), 8 James Spithill (Australia), 9 Gordon Lucas (Australia) 10. Magnus Holmberg (Sweden), 11 Bjorn Hansen (Sweden), 12 Andy Green (Britain).

SWEDISH MATCH TOUR - Championship points after two events: 1. Bertrand Pace (France) 37 pts, 2 Dean Barker (New Zealand) 35, 3 Peter Gilmour (Japan) 29, 4 Cameron Appleton (New Zealand) 20, 5 Peter Holmberg (US Virgin Islands) 16, 6 Sebastien Destremau (Australia) 15, 7 Gavin Brady (New Zealand), 8 Chris Dickson (New Zealand) 10 points.

The perils of collisions

By James Bond *



Too close for comfort: the risk of collision between yachts and large commercial vessels is real, and increasing. (Pic - Australian Maritime Safety Authority)

The risk of a yacht being run down by some implacable, malevolent and very large bulk carrier or containership is always present to some degree. In the confined waters of the Great Barrier Reef, there is anecdotal evidence that this risk is considerable and increasing.

This article specifically addresses your planned voyage in that yachtsman's paradise.

Now I am not a yachting person; in fact I spent many years with the RAN's Hydrographic Service from the late 'sixties to the late 'eighties and now work part time for the Australian

Maritime Safety Authority. Much of my RAN time was spent conducting surveys in the Barrier Reef and Torres Strait and I fondly remember the innumerable hot, hazy and extremely windy days with the south-easter remorselessly generating marching whitecaps.

In those days we would occasionally encounter a transiting merchantman, frequently encounter prawners in awkward places, but it was most unusual to encounter a yacht.

I recently had some professional discussions with a long-serving and highly experienced Great Barrier Reef pilot. The GBR pilots belong to two private companies. They pilot commercial vessels, many of them very large, through Torres Strait, the Great North East Channel and through the Inner Route between Cape York and Cairns.

I was particularly intrigued at his comment that the number of yachts working their way northward along the

shipping route had increased exponentially in recent years and that close encounters, always a problem with trawlers, were now becoming commonplace with yachts.

If you are planning a passage through the Great Barrier Reef, possibly after the races north or Hamilton Island Race Week, please read on and perhaps bear in mind that, if one of the most experienced pilots is saying that there is a risk of collision between yachts and major commercial vessels, that risk is real.

Now the Barrier Reef must be one of the world's great yachting attractions; it is also a major commercial route, although nowadays all tankers use the new deep draught route in the Coral Sea. Even so, you can expect to meet, on average, six ships per day. By northern hemisphere standards six ships per day is nothing much to get excited about, but remember that the



waters of the Barrier Reef are confined in the south and extremely confined in the north.

From Cairns northward, commercial traffic will invariably be forced by the available depth of water to remain inside the charted Two Way Route which is as narrow as half a nautical mile in places.

The problem of avoiding collision between your yacht and "them" comes down to two simple things: can you see them and can they see you?

The answers to these questions are surprisingly un-simple.

Can You See Them?

Firstly, it may seem reasonable that you will see them — Lord knows they are big enough. But of course visibility from a yacht is often restricted by sails, the height of eye is low, and there is frequently a fair bit of spray flying

around the place. And remember that, if visibility is (say) 5 nautical miles and you are on a reciprocal course to a container ship doing 22 knots, it will take about 12 minutes before she is upon you.

The situation worsens rapidly when the tropical downpours come along, as they do so frequently even in the so-called dry season.

At the risk of stating the obvious, can I suggest that, assuming you are the skipper, exhort your crew to maintain a strict routine of visual lookout and to regularly monitor the radar. When under-way I suggest that you keep your VHF switched on to Channel 16, as they will almost certainly call you if they are becoming anxious about your intended actions.

Can They See You ?

It's not unreasonable to expect that the highly competent well-trained bridge team on a vessel with a considerable height of eye and having two radars and a lookout will be able to detect a yacht. Not so, unfortunately.

A white yacht with white sails blends perfectly with the surrounding north Queensland haze and the ever-present white caps. If you don't believe me, you may wish to note that warships operating in the North Sea in World War Two (E-boats for example) were painted white, experience having shown this colour to be the best for a vessel wishing to merge nicely in to the background.

And sad to say, radar can be just as ineffective as the human eye. A small fibre glass yacht in sea-state 5 does not present a strong radar reflecting target. You can and should improve your radar profile by fitting a reflector to the masthead.

It is worth spending a moment to envisage what exactly is happening on the bridge of that container ship bearing down on you at 22 knots.

In daylight there will only be the Mate of the Watch on the bridge plus the GBR pilot if the vessel is north of Cairns and within the compulsory pilotage area. Whilst you recline in the cockpit with your glass of champagne

(just joking) those on the bridge of the oncoming vessel will be very busy keeping the vessel away from coral reefs. As well they will be monitoring the radar, the ARPA, the echo-sounder, the GMDSS, the safety of crew-members working on deck, not to mention reporting to AMSA's ReefRep system.

And, as a final liability, the view from the bridge window over the top of containers stacked 6 to 8 high on the deck is very limited indeed.

All the above pertains in daylight; when it gets dark the problems really start. According to the International Regulations for Prevention of Collision at Sea (the COLREGS, more commonly known as the Rules of the Road) a yacht of less than 12 metres is required only to carry side and stern lights that have a range of one mile. Regrettably this is pitifully inadequate.

There is provision in the regulations for yachts to carry the sidelights at the masthead or two red over green all-round lights. Be advised, however, that mariners have commented that these lights, unless supplemented by deck lights, may give the impression that their owner is miles away but is in fact almost underfoot.

And one last thing. North Queensland waters are home to that other stalwart group of seafarers, fishermen. They work at night and, unfortunately, frequently do not keep a lookout as the collision statistics verify.

Mutual Responsibilities

Let us assume you have now seen each other. What should happen then?

The bulk carrier or containership will monitor you on radar and develop a plot with a Closest Point of Approach. They will then, hopefully, take avoiding action if a collision situation is identified. They will be fully aware, and so should you, that major deviations from their intended route may very rapidly put them at risk of grounding. They will invariably try to remain within the Two Way Route and may be forced to pass much closer to your yacht than is normally the case in the open ocean.

Remember that large, heavily laden vessels cannot turn or alter speed

quickly. They need time to plan their manoeuvre to avoid you, and erratic and unexpected actions by your yacht may well result in a situation for them that just can not be retrieved in the time and distance available, no matter what the Rules of the Road may say.

The Rules of the Road

Rule 18 states that "a power-driven vessel under-way shall keep out of the way of a sailing vessel". This is perfectly reasonable where ample sea room is available. May I suggest that is not quite so reasonable, in confined shallow waters, for a small shallow-draught yacht to force a 75,000 dwt bulk carrier into drastic evasive manoeuvres?

To this end we also have Rule 9 (b) which states: "A vessel less than 20 metres in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway."

There is no official definition of a narrow channel or fairway, but a study

of court cases relevant to this rule would indicate that in some circumstances the Two Way Route of the GBR could be interpreted as such.

Suggestions

Any competent yachtsman will recognise the need for keeping a good lookout and for applying a commonsense approach to the rules pertaining to right of way. I can not over-emphasise the need to maintain a predictable course and speed.

It should be compulsory (but it's not) for all minor craft to fit a radar reflector. If your boat does not have one, please go to your friendly ship's chandler and get one: at around \$320 it will be a very cheap contribution towards saving your life. The VHF is also a cheap but priceless safety item, but make sure it is actually working. Take the opportunity have the occasional chat with a passer by.

There are two other suggestions I would put to any intrepid yachtsman

planning on heading for Cape York.

Firstly, and particularly in the confined waters north of Cairns, plan ahead and seek sheltered anchorage before dark. You cannot really be in that much of a hurry that you need to take the much-increased risk of night navigation in the Inner Route.

Secondly, on the charts south of Cairns you will find Recommended Tracks. North of Cairns you will find a charted Two Way Route. These tracks and routes are intended for major commercial vessels and they will stick fairly rigidly to them. In fact, they cannot go out of the Two Way Route in most places.

If you wish to avoid "them", plan your voyage so that, wherever possible, you are to one side or well off the charted routes. In most places you can do this in safety; large bulk carriers and containerships cannot.

**James Bond is a consultant to the Australian Maritime Safety Authority*



**CLOSE ENCOUNTERS
OF THE WORST KIND**

**Can they see you
or avoid collision?**

LARGE SHIPS regularly pass through the Great Barrier Reef. They use the two-way or deep draft routes marked on Australian charts.

THESE SHIPS are limited in where they can navigate, and may not be able to alter course when they encounter cruising yachts, PARTICULARLY AT NIGHT.

FOR YOUR SAFETY, the Australian Maritime Safety Authority requests that small vessels navigate outside the boundaries of the two-way and deep draft routes of the Reef.

INFORMATION:

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Sydney 38 One Design

The first time a Sydney 38 One Design raced was a beautiful day on Pittwater, a summer afternoon with a gently building nor'easter. Larry Jamieson was lucky enough to be on board.

THE CONCEPT OF THE SYDNEY 38 ONE Design is one of the success stories of the local yacht designing and building industry this year, with Sydney Yachts working to capacity to meet local and export demand.

Pittwater yachtsman Barry Moore's *Blowfly* was actually the second boat out of the mould, but the first to line up on the racetrack. Barry's previous yacht was a J35 called *Locomotion*, which he campaigned with some success. He and his young crew were looking to take a step up with the new boat and the Sydney 38 OD caught their eye as a potentially smart club and offshore racer. Pittwater is also the home of a number of Farr 40 One Designs, with which this boat will inevitably be compared.

Also onboard for this maiden race was the Sydney 38 agent Ron Jacobs, obviously as keen as anyone to see just how the boat performed. We wasted no time in lining up with the Farr 40's. Frankly, I expected them to blow us away (pardon the poor pun). They didn't. In about 8 knots of breeze we seemed to pace them at around 7.2 knots of boat speed on the wind. I would expect the Farr 40's to be faster downwind.

The Sydney 38 is essentially a race boat with a few pretensions to being a cruiser/racer. It is a new breed of race boat in so much that it is not tailored to any particular rating rule. The Murray Burns Dovell philosophy is that "speed is timeless". Not a bad idea.

This boat also displays what is becoming part of their trademark - a yacht with a fine entry forward and flared bows. Quite attractive, really. If you look at the plans it is nearly a straight line from B-max to the bow. The 38 is also quite stiff with a deep draft keel of 2.65 metres.

The Sydney 38 has been designed with one-design racing in mind. At the time of doing this review the eternal question was whether they would sell enough boats to get a fleet going? The answer now seems to be yes, with some 18 boats on order.

Two Sydney 38's raced to Coffs Harbour recently and displayed the closely contested racing that one design is all about.



Sydney 38 One Design, *Obsession* competing in the recent Coffs Coast Regatta. (Pic - Ian Mainsbridge)

Blowfly and *Obsession* ended up taking out the IRC division second and third places respectively behind Ray Roberts's much modified Sydney 46, *Workforce International* (ex *ABN Amro Challenge*).

There is the potential for great one-design racing at Hamilton Island with a plan by the Sunsail, Hamilton Island Resort and Sydney Yachts consortium to base 10 Sydney 38's there on an owner/charter basis. Wayne Kirkpatrick, CEO of Hamilton Island and my crewmate on the mighty *Brindabella*, purchased the first Sydney 38 out of the mould. He has called it *Asylum*.

At the end of the day the bottom line is price. A Farr 40 OD will set you back about \$500,000 and a Sydney 38 OD will sail away for around \$300,000. In Barry Moore's words: "I looked at both and decided the \$200,000 difference was better off in my back pocket. Anyway, the Farr 40 is more of a flat-out race boat. With the Sydney 38, I can at least pretend to go cruising with the missus every now and then!"

The way the Australian dollar is trading

at the moment, if Sydney Yachts cannot sell a good number of the 38's overseas they may as well give up. For your average punter in the UK racing under IRC, they represent a bargain. For the Australian yachtsman who yearns for one-design ocean racing but is not in the \$500,000 league they will fill an important gap. One gap in particular is the sailor with a one-design background who wants to move up into ocean racing. Until now there has been nowhere to go other than into the complex and high spending arena of handicap racing.

The Sydney 38 represents a fun, affordable step into ocean racing. It is the right boat at the right price and, the way Australian yachting is developing, probably the right time.

SYDNEY 38 ONE DESIGN

LOA	11.6m (38' 6")
Beam at deck	3.75m (12' 4")
Draft	2.65m (8' 8")
Displacement	5200kg (11,440 lb)



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On Left
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In Middle
CYCA Waffle Weave Polo
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On Right
S/S Sailing Jersey (New) \$72



Right:
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Right:
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Left:
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blue S-XXL
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Above:
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Models: Natalie Walton - crew member on Loki, Matt Day - Youth Sailing Academy Coach, Rod Mackay - CYCA yacht broker
Location: Shot on the CYCA marina, Rushcutters Bay, on board the Farr 50 Yendys (Geoff Ross), overall winner of the 1999 Telstra Sydney to Hobart Yacht Race, and the Beneteau 40.7 Fruit Machine, owned/skipped by CYCA Rookie of the Year Neill Whiston

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 S-XXL \$72
- On Left:
 CYCA Long Sleeved Sailing Jersey (New)
 100% Cotton in Club Colours
 S-XXL \$80



- Above:
 Matt is wearing
 100% Stone-Washed Cotton Cap with Suede
 Peak and adjustable strap
 One Size \$22
- White (also available in Navy) Waffle Weave
 100% Cotton Polo. Great Soft Touch.
 S-XXL \$65
- CYCA Club Shorts S-XXL \$60
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America's Cup

US bid for Kiwi winning crew

2003



Racing in the Louis Vuitton Cup, the challenger elimination series that saw each of the US challengers eliminated and Italy's Prada becoming the challenger. (Pic - Allsport)

An American business syndicate is mounting an audacious bid to buy up the New Zealand yachting team that has twice won the sport's greatest prize, the America's Cup, so that it can race for the United States in future, according to a report in the London Daily Telegraph.

Another UK newspaper, the Observer, claims that Microsoft billionaire Bill Gates is part of this "secret" American syndicate.

The Daily Telegraph report says that insiders at Team New Zealand, which successfully defended the trophy this year, have told the paper that up to 20 leading sailors and shore support crew have been offered lucrative contracts to switch national allegiances. The failure of the US challenger, AmericaOne, even to reach the final in Auckland - it was knocked out in the qualifiers by the Italian entrant - was viewed as a national sporting humiliation in America.

It now emerges, says the Daily Telegraph, that some members of America's wealthy sailing fraternity are planning to recapture the world's oldest

international sporting trophy with a predatory corporate raid that will shock the yachting world. The identity

of the syndicate's financial backers remains a secret. But the six-year deals now on offer indicate that the consortium is looking at a two-cup campaign.

The next competition will be held in 2003 and the following America's Cup is expected to be staged in 2006. Yachting experts believe that the US bid will cost about £65 million in total. Brad Butterworth, one of the three men now running Team New Zealand (TNZ), which first won the Cup in San Diego in 1995, said: "We know that between 12 and 20 people have been approached and that may include our designer, Laurie Davidson."

"It would be a bit devastating as it would knock some of the heart out of TNZ. But they would go because they had an offer they could not refuse. They are being offered two or three times more than what they would earn in New Zealand," Butterworth is

Ex-Exile wins Hemingway Cup

Bob Towse's 66' Reichel Pugh designed *Blue Yankee* (the former Australian-based *Exile*) has taken line and overall handicap honours in the Storm Trysail Club's inaugural Key West to Baltimore Race for the Hemingway Cup. This new 1000 mile ocean race started from Key West on April 23 and *Blue Yankee* set what is now the course record elapsed time of only 95 hours to finish at Baltimore's inner harbour just before noon on April 27.

The race proved extremely challenging and featured gale winds and severe squalls which caused the two fastest yachts - *Zephyrus IV* and *Chessie Racing* to be dismasted.

"I was down below (on *Zephyrus*) packing the spinnaker with Bill Biewenga," said crew man Dobbs Davis of Annapolis. "We heard this loud bang. The rig jumped to leeward and came down through the deck. We watched the bottom of the mast sawing through the boat toward us, breaking everything in its path. Carbon fibre was flying everywhere."

Davis said it took 20 to 30 minutes to cut away the rig and deep-six it in 8 to 10 foot seas and 35 to 40 knots of wind. Both boats then motored overnight to Morehead City.

Beau Geste wins China Sea Race

Prominent Kong Kong yachtsman Karl Kwok, whose Farr 49, *Beau Geste*, won IMS Overall honours in the 1997 Telstra Sydney to Hobart Race, has taken top IRC honours in the China Sea Race 2000, sailing his latest *Beau Geste*, an ex Whitbread 60.

Beau Geste won Overall and IRC Division A from *Jelik* (Frank Pong) and *Hi Fidelity* (Neil Pryde) while IRC Division B went to *Outrageous*, a Dubois 44 skippered by Gerry Daughton.



Outrageous, a Dubois 44 skippered by Gerry Daughton, won IRC Division B of the China Sea 2000 Race. (Pic - Guy Newell)



Karl Kwok's latest *Beau Geste*, an ex Whitbread 60, leading the fleet at the first windward mark of the China Sea Race 2000. (Pic - Guy Newell)

quoted in the Daily Telegraph. Dean Barker, to whom Russell Coutts, the TNZ skipper, handed over the helm for the last of the 2000 America's Cup races and who became a national hero, is said to have been offered £1 million to head a US bid to re-capture the sport's most coveted silverware.

New challenger from the USA

Seattle will launch its first challenge for the America's Cup in a bid to bring to the Pacific Northwest what many say is the hardest trophy in the world to win. The syndicate, led by Seattle's Russell Belden, will sail under the burgee of the Seattle Yacht Club. The team plans to train in the Puget Sound and New Zealand.

"We are currently assembling a formidable sailing and design team that will bring talent, energy, and new blood to the America's Cup," Belden says. "It seems only fitting that the city that has pioneered the technological revolution would offer us the best chance of winning this extraordinary sailing event."

The syndicate has purchased a training boat, *Spirit of Seattle*, which is expected to arrive at Seattle's waterfront in time for Boating Season's Opening Day festivities May 6, 2000. The 76-foot Italian boat, originally named *Il Moro di Venezia V*, was the winner of 1992's Louis Vuitton Challenger's Cup, and narrowly lost the Cup to *America3* in San Diego.

Dean Barker wins Congressional Cup

Yesterday the America's Cup, today the Congressional Cup, tomorrow — the Worlds?

New Zealand's Dean Barker and his Kiwi crew were unbeatable in crunch time, winning 11 consecutive races over the final three days of the 2000 Congressional Cup sailed from the Long Beach Yacht Club in California. Their wins included 2-0 sweeps of Denmark's No. 1-ranked Sten Mohr and Australia's Sebastien Destremau in the wind-thrashed finals and semifinals.

Barker and his crew collected US\$5,972.50 of the \$25,000 purse. Mohr takes home \$3,582.

The victory followed a third place in the Steinlager/Line 7 Cup at Auckland and a second in the Australia Cup at Perth that boosted Barker to No. 6.

Now the man Russell Coutts anointed as his successor goes into ISAF World Match Racing Championship, the ACI Cup of Croatia, as a clear favorite.

Barker's win not only proves that his one-race rocket to fame in the America's Cup was no flash in the pan but that Coutts knew what he was doing when he handed Barker the helm for the clinching victory against Prada.

Hamilton Island Race Week sponsor

Hamilton Island Race Week, one of Australia's largest and most prestigious yachting events, has a new sponsor for the 2000 regatta over August 19-28. Castlemaine Perkins, who have been associated with Race Week for the past 16 years, have upgraded their sponsorship for the Queensland Tourism Award winning event which will now be known as the Hahn Premium Race Week.

In conjunction with Ansett Australia, Castlemaine Perkins' sponsorship association with Race Week has been the longest in the history of Australian sailing.

While Hahn Premium beer grand will take the naming rights spotlight for the event, Ansett Australia continues as a major sponsor as Race Week's official airline.

The racing schedule for the 2000 Race Week sees the regatta open on Saturday, August 19, with the Lindeman Island Race, followed by the Coral Sea Race of 85 nautical miles next day. Monday will be a lay day with two short races set down for the Tuesday and Wednesday and the race to Whitehaven Beach on the Thursday. Race Week will finish with the Hamilton Island Challenge race on the Friday and the South Molle/Daydream Island Race on Saturday, August 26.



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The International One Design 50 (IOD50) which David Pryce is building to compete in three single-handed races around the world.

South Australian yachtsmen honoured

South Australia's leading offshore racing yachtsmen were honoured at the Cruising Yacht Club of South Australia's annual presentation night, with the Richard Fidock Bluewater Trophy going to Kevan Pearce and his Farr 47, *Ausmaid*, for their consistent performances in East Coast races and regattas over the past season. This included third overall in the 1999 Telstra Sydney to Hobart.

The South Australian Yacht of the Year award went to *On the Edge*, owned by Chris and David Tillett and John Cowled. Cock of the Walk went to *Doctel Rager*, sailed by Gary Shanks for achieving the most first across the line placings over the past summer season.

Solo around the world x 3

Australian professional sailor David Pryce has announced a campaign to compete in the three single-handed around the world races. Sailing the first of a new breed of International One Design 50 single-handed class ocean racers, Pryce will set sail from Hobart in November 2001 in the Together Alone, a 22,000 nautical mile circumnavigation race.

In September 2002 he plans to compete in the Around Alone race out of Charleston, USA, another 22,000 nautical mile circumnavigation. Then it will be the Vendee Globe, a nonstop epic starting and finishing in France - with Antarctica the only rounding mark.

Pryce is a veteran of six Antarctic expeditions aboard *Spirit of Sydney* and a short-handed racing career that spans the Solo TransTasman to the 1999 Osaka Cup from Melbourne to Osaka, Japan, in the Adams 10, *Montane*. He sees his round the world plans as the next obvious step in a comprehensive professional career.

"To race single-handed around the world has been a burning ambition and now with the One Design 50 class it's safer, more exciting and an even greater challenge," Pryce told OFFSHORE.

The structural unit of the International One Design 50 (IOD50) that Pryce will race is due for completion at the McIntyre Marine composite facility in June. With the assistance of his support crew, Pryce will then fit-out the yacht for a launch in November this year followed by an extensive preparation and optimisation program.

Bavaria, X-Yacht owners' regatta

Since Pittwater based North South Yachting took delivery of its first Bavaria yacht from Germany for the 1998 Sydney International Boat Show, the company has taken orders for more than 60 yachts of this marque. In addition, since the arrival of their first X-Yacht from Denmark in January 1999, they have taken ten orders for the other major brand they represent in Australia.

Thus it was with some pride and a sense of accomplishment that the company hosted their first annual regatta at the Royal Prince Alfred Yacht Club in April.

A fleet of 25 yachts hosted owners, other owners whose yachts could not attend due to charter commitments, friends and prospective clients, together with valued suppliers and sub-contractors for a day afloat on Pittwater. Some 200 people enjoyed a hearty breakfast at the Alfreds, following by races to and from The Basin, with around 150 stalwarts staying on for dinner at the Club.

First to reach The Basin were the X-Yachts, with X-412 in the lead, the exception being the new Bavaria Flagship, the 510 Ocean which came in second.

Overall honours on the day went to the Bavaria 42, *Astoria*, second to a Bavaria 34 and third to a Bavaria 38.

A Bavaria 51 leads a group of yachts during the Bavaria and X-Yachts Regatta hosted by North South Yachting on Pittwater.



Millennium Odyssey to Australian yacht

Foxy Lady, an Australian-made, owned and crewed Buizen 48 yacht, has beaten some 75 other world-class ocean-going yachts in a 20-month, round the world event, winning the Millennium Odyssey circumnavigation race.

The victory is a great tribute to relatively inexperienced owner/skipper Brad Burke and to the sea-going qualities of this fast cruising yacht built by Mastercraft Marine in the Sydney suburb of Terrey Hills. Until the circumnavigating

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Millennium Odyssey, Brad and Rosie Burke's longest cruise had been to Lord Howe Island.

On April 7, *Foxy Lady* passed the yacht club in the Suez Canal at Port Said where she originally started her journey after being dropped off a container ship, thus completing her circumnavigation that began from Crete and included passing through both the Panama Canal and the Suez Canal.

Sailing South 2001

Hobart has won the right to stage the biggest sailing event in Australia for the 2000-2001 season, with Sailing South 2001 seeing more than 600 sailors contesting seven Australian championships between December 27 and January 22. And that's on top of the influx of ocean racing sailors arriving in late December in the Sydney to Hobart and Melbourne to Hobart bluewater classics.

Tasmanian Yachting Association president David Graney says the seven national championships will include Olympic Laser class, the International Etchells keelboats, and the International Cadet, International 420, Sabre and NS14 dinghy classes.

Sailing South 2001 will host the Australian Youth Sailing Championship, the primary selection series for the World Youth Championships to be held in France in mid-2001.

The Royal Yacht Club of Tasmania, Derwent Sailing Squadron, Lindisfarne Sailing Club and the Sandy Bay Sailing Club will conduct the championships, with the RYCT and the DSS also hosting the Sydney to Hobart and Melbourne to Hobart ocean races.

50 Etchells expected at Winter Championship

Where else would you want to sail an Etchells in June? That's why up to 50 of the three-crew keelboats are expected to contest the Etchells Australian Winter Championship Regatta off the Sunshine Coast at Mooloolaba, including eight boats from New Zealand.

Mooloolaba Yacht Club and the Mooloolaba Etchells Fleet are hosting the series, which saw 24 boats in 1997 and 40 last year, hopefully 50 this year.

The Sun City Homes Australian Winter Etchells Championship Regatta will run from June 9-12 with eight races scheduled for offshore course.



Unique seats for Sydney Olympics

Sydney Harbour will be centre stage for various events and ceremonies throughout the Olympic Games in September. Sunsail has a range of yachts available for charter over the Olympic period which will provide a fantastic vantage point from which to view these events.

The yachts include a Sunsail skipper or can be chartered bareboat (self-sail). The cost will be \$78 per person per day, based on nine passengers aboard a 34-foot yacht.

As a large area of the Harbour will be allocated for racing, spectator boats will provide a fun and unique way to be a part of the action. It's a rare opportunity to be part of the festivities, go for a sail around the Harbour, view a particular race and take in the spectacle of the Games.

The demand for these yachts is high, so call Sunsail for more information or to book these unique seats to the 2000 Sydney Olympic Games.

More information: Sunsail Sydney, The Boat House, Lavender Bay or PO Box 7129, 23A King George Street

McMahons Point, NSW, 2060. Ph: 02 9955 6400; Fax: 02 9955 2722. Email: syd@sunsail.com.au



Mooloolaba Yacht Club will host the Etchells Australian Winter Championship Regatta in June, while the Royal Yacht Club of Tasmania will conduct the Australian Championships on the Derwent River in January, with plenty of action like this expected at both regattas. Pic - Ian Mainsbridge

Bumpy race to Port Fairy

Lou Abrahams's *Challenge Again* took line honours in the Ocean Racing Club of Victoria's annual Queenscliff to Port Fairy Race, but her time of 19 hours 37 minutes was well outside the race record.

This was understandable, as the fleet had to battle 25 knot south westerlies and a bumpy Bass Strait to the halfway mark at Cape Otway, before easing away along the Victorian south-west coast.

On corrected time, Graeme Ainley steered *Bacardi* to victory under both IMS and AMS handicaps while the Performance Handicap winner was *Breakaway*, giving a clean sweep to Sandringham Yacht Club boats.

Fremantle launches winter series

Fremantle Sailing Club is expecting a large and competitive fleet for its 2000 Winter Series, with more than 60 boats for the inshore racing and 40 plus for the offshore competition.

Yachts from Perth metropolitan clubs, together with boats from Mandurah and Bunbury will compete against Fremantle's own strong fleet, with racing on every second Saturday through May, June, July and August.

Several of the largest yachts in Western Australia, including Barth Curren's *Walk on the Wildside* and Ross Swanson's *Syrenka*, will be up against John Flower's *R2D2*, Brad Hiles' *Heatwave* and last year's winner *Zubemubi* (Iain Grassick). The inshore fleet will include ten J24s from Fremantle SC and the Royal Perth Yacht Club.

\$82,000 raised in Maxi Boat regatta

One of the most enjoyable annual sailing events on Sydney Harbour is the Starlight Children's Foundation Maxi Boat Challenge. Not only because it provides a great opportunity to sail aboard some big boats that are usually vying for line honours in ocean races, but because it is a chance to help a most worthy charity.

The purpose of the event is to raise funds for the Starlight Children's Foundation, an organisation whose programs include granting the wishes of seriously ill children. Through the generosity of the owner's of some of Australia's most famous big boats, sponsors bid for the rights to sail aboard in these yachts in the Maxi Boat Challenge.

Australian celebrity tennis player John Newcombe, a long-time patron of the Foundation was MC for the day, which began with a barbeque lunch at the White City Tennis Centre. Then it was down to the Cruising Yacht Club of Australia to board the maxis, *Brindabella*, *Marchioness*, *Nokia*, *Infinity III*, *Wild Thing*, *Sydney* and *Spirit*, just to name some of them.

For the record *Brindabella*, sponsored by BNP, got the gun, but on handicap the much smaller *Maris* (Bell Securities) took the honours.

The end result - \$82,000 raised on the day, with the hope that more than \$100,000 will be raised by the end of the financial year for the Starlight Foundation Australia. And the date for 2001 - Friday, March 9.

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Yachts competing in the last BT Global Challenge round the world race heading out of The Solent on the south coast of England. This year's yachts are 72-footers compared with the 67-footers which raced last time. (Pic - PPL Limited)

Aussie skippers in BT Global Challenge

The BT Global Challenge race around the world "the wrong way" takes off from Southampton on September 17 and for the first time there be an Australian skipper - in fact, two - in charge of one of the 12 sponsored, identical 72-footers.

Each yacht will carry a professional skipper and 17 crew volunteers, with marine scientist and short-handed sailing veteran Will Oxley from Townsville skippering *Compaq* and professional charter skipper Stephen Wilkins from Sydney skippering *Team Wilkins*.

The BT Global Challenge will cover 30,000 nautical miles comprising seven legs - Southampton to Boston, Boston to Buenos Aires, Buenos Aires to Wellington, Wellington to Sydney (due in February 2001), Sydney to Cape Town, Cape Town to La Rochelle and finally La Rochelle to Southampton.

Will Oxley has sailed in three Melbourne to Osaka races with his father Bill in their yachts named *Knots*, winning their division in 1991. Will survived the rollover of the Queensland yacht *B-52* during the

1998 Sydney to Hobart, then safely navigated the severely damaged yacht back to Eden.

Stephen Wilkins has already sailed more than 80,000 nautical miles, most of them cruising or in delivery voyages, but among them being two Sydney to Hobarts, the Adelaide to Port Lincoln race and other coastal racing events.

Several other Australians are in the crews for the BT Global Challenge, include Cruising Yacht Club of Australia member Anne de Mamiel who will be sailing aboard *Team Large*.

Farr undertakes aggressive expansion

Farr International Australia has recently undertaken significant expansion in a move to exploit the success of its Farr 40 OD production and to solidify operations in the region. The move has included a change of name to Farr International Asia Pacific and the appointment of Victorian businessman, Kyle Tyrrell, as the Group General Manager.

"The change of name is in line with our strategy to capture the market in the region," Tyrrell told OFFSHORE. "We have recently appointed agents in Thailand and Hong Kong and have successfully moved production of the Farr 40 OD to DK Composites in Malaysia. We have recently opened our Sydney office at

Rushcutters Bay from where we will continue to service our NSW clients," he added.

In Victoria, Farr International Asia Pacific have secured the services of Ian "Barney" Walker to conduct the sales and marketing in Southern Australia and New Zealand.

With nine boats already on the water in Australia and a rapidly filling order book it seems that Farr International Asia Pacific are well on their way to achieving their aims.

As for the boats themselves, they have achieved excellent results under the IRC 2000 handicap category. These include placing 1st, 2nd and 3rd in the 1999 Telstra Cup; 1st, 4th and 5th in the 1999 Sydney to Gold Coast Race; 1st in Class 1 at the 1999 Cowes Week; 1st and 3rd in the 1999 British IRC; 1st and 3rd in the 2000 Pittwater to Coffs Harbour Race; and 1st, 2nd and 4th in the 2000 Sydney to Mooloolaba Race.

For more information regarding Farr International Asia Pacific or the Farr 40 OD, phone (03) 9854 6280 or email kyle@farrint.com.au.

Oyster yachts for Australia



Kyle Tyrrell, new Group General Manager, Farr International Asia Pacific.

The renowned British designed and built Oyster Yachts are to be marketed in Australia by North South Yachting, based at Bayview on Sydney's Pittwater.

While current delivery times are being quoted as late as mid-2002 for some models, North

South Yachting has been able to secure an Oyster 53 for delivery next June. It has a price tag of around \$1.9 million, fully equipped for world cruising.

Oyster yachts are in demand among discerning cruising yachtsmen planning extensive cruising. The Oyster name is synonymous with the highest



The Oyster 53...the first will be in Australia later this year.

standards of construction and finish, one of the design features being the raised deck saloon concept which is combined with an aft of centre cockpit. The raised deck saloon provides a huge saloon area while the aft of centre cockpit allows a sumptuous aft cabin with ensuite and gourmet-sized galley.

The Oysters are on the heavy side of medium displacement with many long ocean crossings and circumnavigation voyages to their credit. The latest Rob Humphreys designs are easily driven and very stiff, have a comfortable motion in a seaway, and are said to be capable of reaching speeds of more than 10 knots.

North South Yachting's Ralph Hogg says the Oyster dealership for Australia complements the company's other dealerships, Bavaria Yachts and X-Yachts.

Dehler returns to Australia

Dehler International has once again established a presence in Australia with the formation of Dehler Australia in Queensland. The German-based Dehler produce a range of fast, comfortable cruiser/racers between 29 and 41 feet LOA.

The latest addition to the fleet is the Judel/Vrolick-designed Dehler 39, engineered to the highest CE and German Lloyds offshore standards. The Dehler 39 offers a combination of comfort and sophistication below decks with a sporting performance under sail.

More than 80 Dehler 39 have been sold in Europe and Great Britain since September 1999. The first Dehler 39 to be brought into Australia will be on display at the Sydney International Boat Show this coming July.

More information: Dehler Australia - phone 0419 682 140 or email: dehleraustralia@bigpond.com

RFD on the move

The Sydney office of RFD (Australia) Pty Ltd, the specialist supplier of marine and aviation safety equipment, has re-located from Botany to Auburn. The company and its subsidiary, MW Hydrostatics, had outgrown space at Botany and the move is to a modern, spacious office/warehouse complex at Unit A, 75 Hilliers Road, Auburn, 2144. The new phone number is (02) 9749 5844 and the fax is (02) 9749 4634.

The new factory has excellent off-street parking.

Sydney International Boat Show

Because of the use of the Darling Harbour area for the Olympic Games, the 2000 Sydney International Boat Show will be held earlier, from July 20-25.

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The Australian Olympic Committee has nominated Chris Nicholson (pictured sailing with another crew) and Daniel Phillips as the 49er crew to represent Australia in the Sydney 2000 Olympic Games.

Nicholson, Phillips gain 49er berth

The Australian Olympic Committee has ratified the Australian Yachting Federation's nomination of Chris Nicholson and Daniel Phillips to represent Australia in sailing's 49er class at the Sydney 2000 Olympic Games.

The AYF's decision to nominate Nicholson and Phillips had been the subject of an appeal by class rivals Adam Beashel and Teague Czulowski. The matter was heard by an independent Appeal Tribunal established by the AYF and subsequently by the Court of Arbitration for Sport. The appeal was later withdrawn.

The 49er, designed by Australian Julian Bethwaite, will be making its Olympic debut in Sydney, with Nicholson winning three successive world championships, two of them with

Phillips as his crew. The pair finished fifth overall in a luckless 2000 world series in Mexico.

Nicholson is also a former world champion in the International 505 class and in 18-footers and Australian Yachtsman of the Year.

Shortly after the AOC announcement, Nicholson and Phillips were back into full training before heading overseas to join other members of the Australian Olympic sailing team in their final months of regatta preparation for the Games regatta in September.

In fact, team members are already showing their medal potential with several excellent performances on the European circuit with both the male and female 470 crews in top form.

Women's 470 crew winners at Hyeres

Australia's 470 representatives stunned the sailing world with their exceptional performances at the prestigious Hyeres regatta in France in late April. The 470 female Olympic representatives, Jenny Armstrong and Belinda Stowell outsailed the world's best to win the regatta by 13 points, whilst in the men's event, Tom King and Mark Turnbull put up a great fight to take second place, beaten by only three points.

With racing cancelled on the second last day of competition due to the 50-knot winds, both the Aussies went into the final day in the lead. For the women, two races were completed, with Armstrong and Stowell tying the regatta up with a win in the first race of the day and a 10th in the second race.

This brought their overall pointscore to 27 points, well ahead of Russia's Vlada Kratchun and Nata Gaponovich on 40 points, one the best international performance results ever for a female Australian 470 crew.

In the men's competition, Australia's Olympic representatives, King and Turnbull, went into the final race narrowly leading the pointscore but chose the wrong side of the course, and finished the race towards the back of the fleet. However, their earlier performances in the regatta held them up to second place overall, only three points behind America's Olympic crew, Paul Foerster and Bob Merrick.

Aussies top world rankings

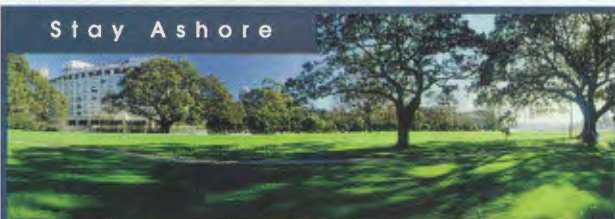
Australian sailors have demonstrated their strength in Olympic class sailing with the release of the May World Sailing Ranks by the ISAF. Australians are in the top four in seven of the 11 Olympic classes, with two ranked number one in the world.

Sydney sailboarder Lars Kleppich, who won the 1999 world title and recently won the Easter Sail Sydney Regatta, has climbed to top spot in the Mistral men class. Colin Beashel and David Giles have maintained their number one place in the Star class keelboat.

Chris Nicholson and Daniel Phillips have moved into second place in world rankings in the 49ers, as has Melanie Dennison in the Europe dinghy class for women.

Darren Bundock and John Forbes dropped from first to third in the Tornado catamaran class while Michael Blackburn (Laser) and Jessica Crips (Mistral Women) are both ranked fourth in their classes.

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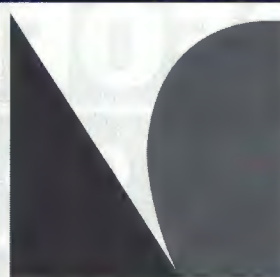
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- 18 BMW Sydney Winter Series, CYCA, Race 7.
- 25 BMW Sydney Winter Series, CYCA, Race 8.

JULY

- 2 BMW Sydney Winter Series, CYCA, Race 9.
- 2 ORCV Winter Series, Port Phillip, Race 1.
- 9 BMW Sydney Winter Series, CYCA, Race 10.
- 16 BMW Winter Series, CYCA, Race 11.
- 16 ORCV Winter Series, Port Phillip, Race 2.
- 23 BMW Winter Series Ladies Day, CYCA.
- 30 ORCV Winter Series, Port Phillip, Races 3 & 4.
- 29 15th Sydney - Gold Coast Race, 380nm, CYCA.

AUGUST

- 5 Hog's Breath Mooloolaba-Airlie Beach Race, 520nm, MYC/WYC.
- 11-17 Hog's Breath Race Week 2000, Airlie Beach, Whitsunday YC.
- 13 ORCV Winter Series, Port Phillip, Race 5.
- tba Hayman Island Big Boat Series, Hayman Island YC.
- 19-26 Hamilton Island Race Week, Hamilton Island YC.

SEPTEMBER

- 15-30 Sydney 2000 Olympic Games sailing regatta, Sydney Harbour, ISAF/SOCOg.

OCTOBER

- 28 Leasecorp Australia Gosford-Lord Howe Island Race, Gosford SC.
- 29-27 Sydney 2000 Paralympic Games sailing regatta, Sydney Harbour, ISAF/SOCOg.

DECEMBER

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

JANUARY

- 2 Strathfield Pittwater-Coffs Harbour Race, RPAYC.
- 26 165th Australia Day Regatta, Sydney Harbour and offshore.

INTERNATIONAL & OLYMPIC CLASSES

JUNE

- 2 North Sea Millennium Race, RORC.
- 6-9 Farr 40 OD world championship, Newport, Rhode Island, USA.
- 9-12 Sun City Homes Australian Winter Etchells Championship Regatta, Mooloolara, MYC
- 16 Newport - Bermuda Race.
- 17-22 Kiel Week, Germany.

JULY-AUGUST

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

AUGUST

- 10-17 Sardinia Cup, Port Cervo, Sardinia.
- 12-19 Rolex Commodore's Cup, Cowes, UK, Royal Ocean Racing Club.
- 20 RORC 75th anniversary Round Britain Race, RORC.
- 21-1 Etchells 2000 world championship, San Diego, California, USA.
- 28-02 One Ton Cup and Corel 45 world championships, Marseille, France.

SEPTEMBER

- 2 Millennium Regatta, Cowes, UK, RORC.
- 15 BT Global Challenge leg one starts, RORC/BT.
- 10 Sardinia Cup, Porto Cervo, Sardinia, Italy.
- 15-30 Sydney 2000 Olympic Games sailing regatta, Sydney Harbour, ISAF/SOCOg.

OCTOBER

- 20-27 Sydney 2000 Paralympic Games sailing regatta, Sydney Harbour, ISAF/SOCOg.

NOVEMBER

- 5 Vendee Globe solo around the world.

DECEMBER

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

Heading north: Three maxi yachts head to sea in the CYCA's Sydney-Mooloolaba race with line honours winner Wild Thing to windward. (Pic - David Everdell)

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SWAN 56**

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Photograph by Peter McGowan

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